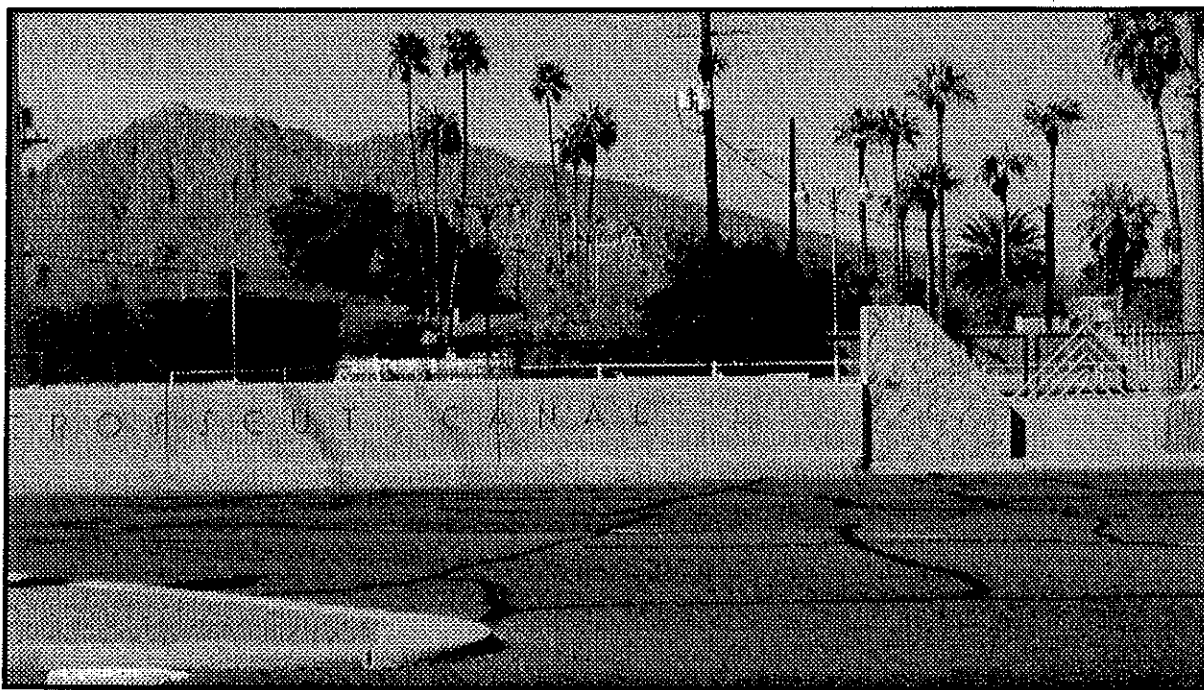


VOL. 10 NO. 8

P.O. BOX 10808 FORT WAYNE, IN 46854

AUGUST 2011

## ANOTHER CROSSCUT



The new Arizona Crosscut Canal leaves the Arizona Canal near 64th Street, crosses Papago Park, drops 116 feet through penstocks into the Crosscut Hydro-electric Generating Station south of Washington Street and then enters the Grand Canal. Thus a hydro-plant on an irrigation canal generates 3,000 kW of electricity with no loss of efficiency in delivering water. Photo by Bob Schmidt

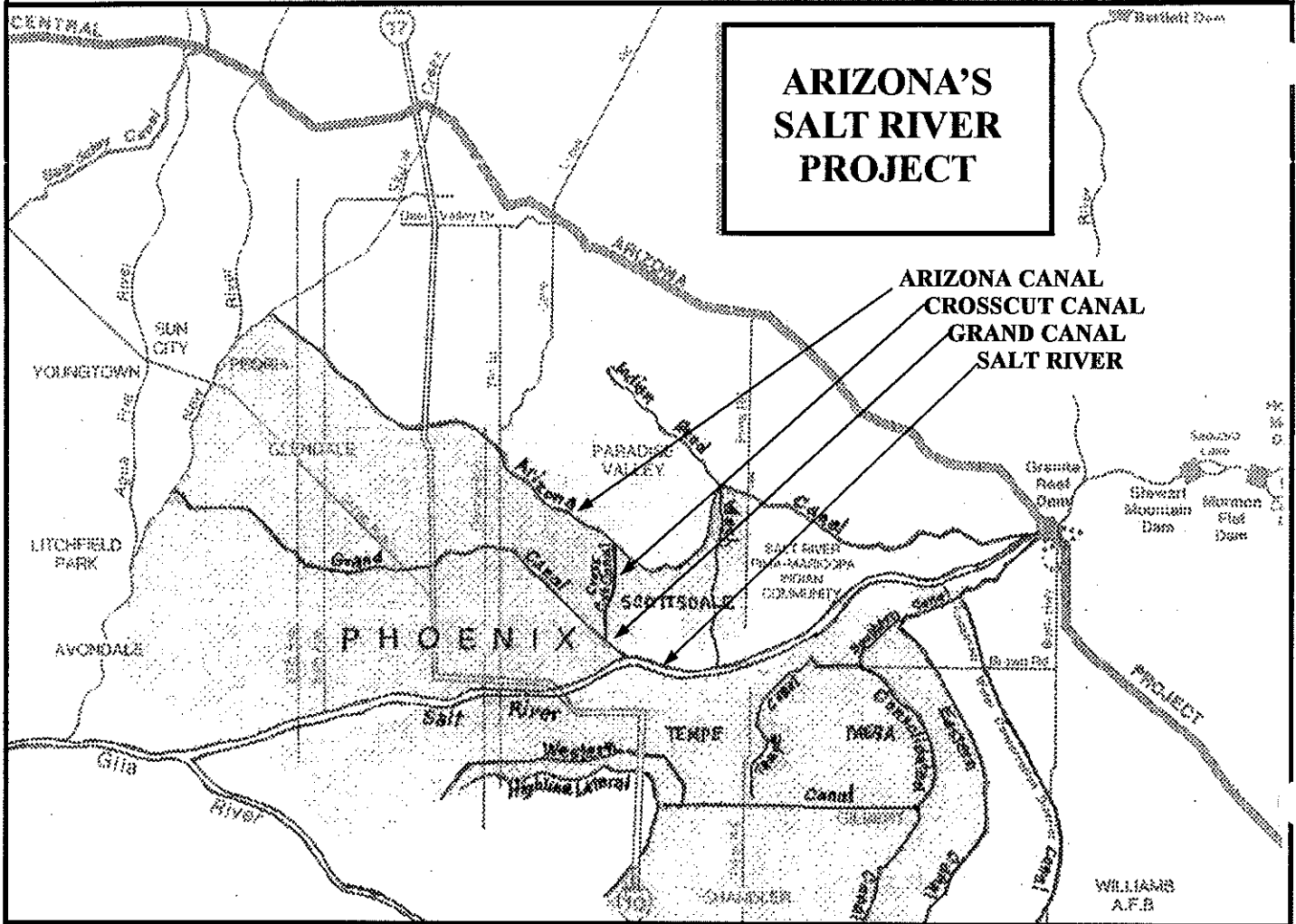
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### **ARIZONA'S CROSSCUT CANAL**

By Carolyn I. Schmidt

Like Indiana's Crosscut Canal joining the Wabash & Erie with the Central Canal, the Arizona Crosscut Canal joins two canals, the Arizona Canal and the Grand Canal. However, the two crosscuts serve very different purposes. The Wabash & Erie Crosscut was a transportation canal while the Arizona Crosscut is an irrigation canal that also provides 3,000 kW of electricity, supplies the Tempe water filtration plant and furnishes water for Canal Park in Papago Park. Along its banks is a concrete bicycle path called Papago Loop, the first of its kind in the Valley.



The Salt River divides north-side canals in Phoenix-Scottsdale from south-side canals in Tempe, Mesa, Chandler & Williams.

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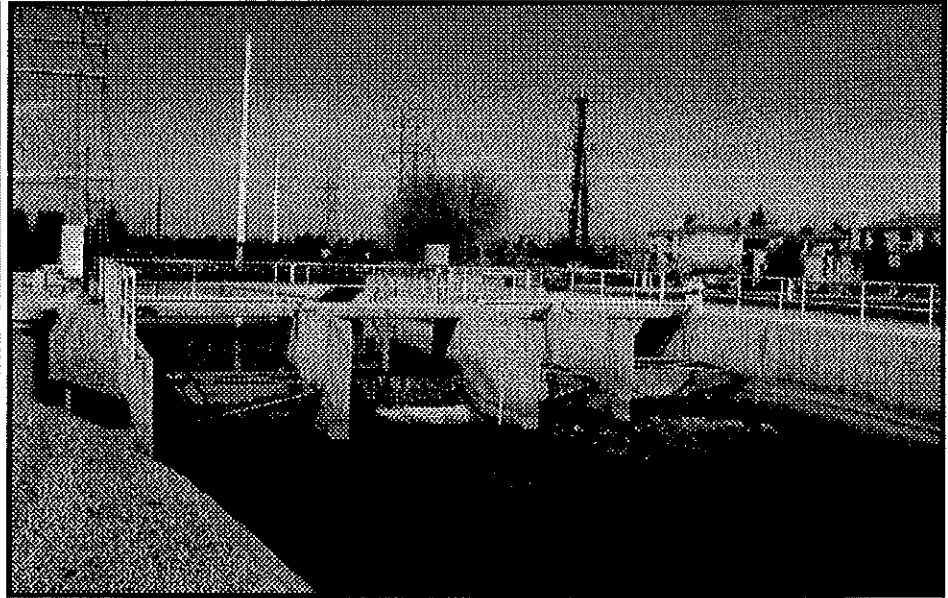
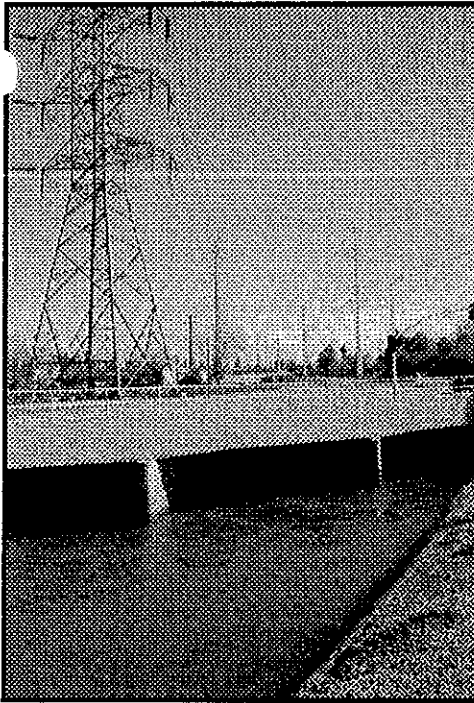
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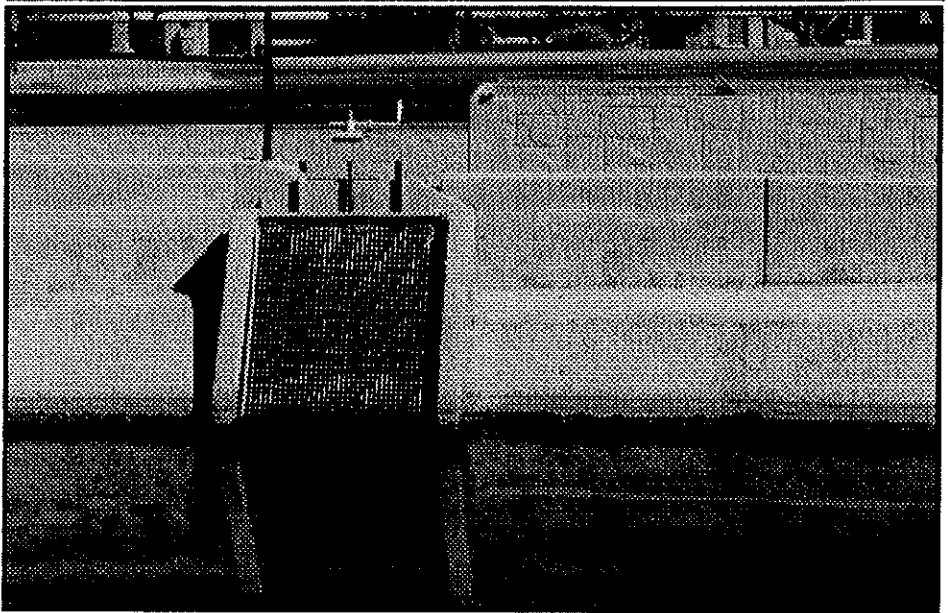
**Ellsworth Smith**  
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Above: Street bridges cross the Crosscut Canal and power lines extend down its length.

Top right: This control structure in the Crosscut canal has gates that can be raised.

Bottom right: A waste weir is in the side of the canal.



The Arizona Crosscut Canal is located near the border of Phoenix and Scottsdale, Arizona. It was built and financed in 1912 by the Water User's Association. Once it was completed it was turned over to the United States. When it was built it was second only to the Roosevelt Dam in generating electricity in the Salt River Project system of canals and dams. It still generates 3,000 kW of electricity.

Today's Arizona Crosscut Canal is 3.40 miles long. It leaves the Arizona Canal near 64th Street, crosses Papago Park, drops 116 feet through penstocks into the Crosscut Hydro-electric Generating Station south of Washington Street and then enters the Grand Canal.

Prior to this new Crosscut, another crosscut was built near 48th Street by the Arizona Improvement Company to connect the same two canals, the Arizona Canal with the Grand Canal, and unify the north-side canal system. When the new Crosscut was built at 64th Street, the old Crosscut became a drainage ditch that could be used for emergency flood relief or when the

new Crosscut was undergoing repair. The old Crosscut's right-of-way was transferred to the Flood Control District of Maricopa County and the City of Phoenix in 1975 by the Salt River Project. Improvements have since been made to it to increase its flood control capacity.

Arizona's canals have brought life to the desert from as early as 300 A.D. when the Hohokam civilization used stone tools to dig gravity-based canals in the Sonoran Desert basin. When settlers arrived in the new Arizona Territory around 1850 they found the remains of these canals. By 1880 they had reused portions of the Hohokam hydraulic system and added lateral canals to it.

The Tempe Canal, begun in December 1870, served over 5,600 acres of land by 1872. It is the

oldest continuously used canal in the SRA system. It was on the south-side of the Salt River. The Tempe Canal of today is 9.76 miles long.

In 1878 the Grand Canal was built on the north-side of the river. It is the oldest remaining pioneer canal. It is 22.42 miles long.

Begun in 1883, the Arizona Canal had a dam on the Salt River about a mile below the mouth of the Verde River. The dam was destroyed by floodwaters in 1886 and rebuilt in 1887 of Oregon pine cribs filled with rock. It was the only dam to survive the 1891 flood when approximately 291,000 cubic feet of water per second flowed over it. Today this 38.60 mile-long canal is the backbone of the Salt River Project.

There was a natural 20-foot drop along the Arizona Canal in the 1800s. It was a place for picnics and dances. In 1902 the first hydro-electric plant was built at the falls utilizing the flowing canal water. In 1911 the Salt River Project rebuilt the plant and it was generating power by 1913. Shut down in 1950 the plant was reopened as "WaterWorks at Arizona Falls" in 2003. It generates 170 kW of electricity, enough power for 150 homes. An effort was made to re-create the environment of the original falls. The site features water falls, shade canopies, landscaping, stairs and walking paths around the main power plant.

As further need for irrigation was felt, other canals were built. The 18.94 mile-long Consolidated Canal was built in 1891. It is now the largest canal in Mesa, Arizona.

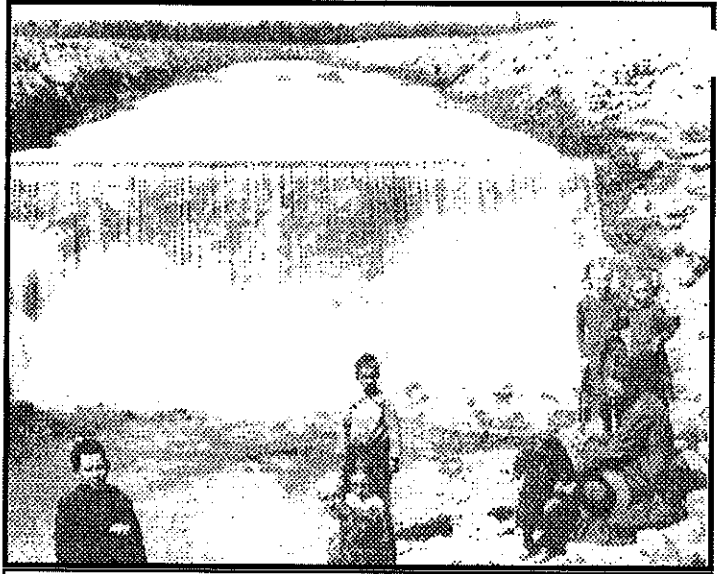
The South Canal was built in 1908 to unify the entire south-side canal system. It is 9.91 miles long.

The Eastern Canal, a branch of the South Canal, was built in 1909. It replaced the 1891 Highland Canal. It is 14.65 miles long.

The Western Canal was built in 1912-1913. It is 3.40 miles long.

The Salt River Project encompasses all these canals plus a few lateral canals for a total distance of 131.37 miles of canals.

Although the primary purpose of the canal banks is to provide access for operation and maintenance of the canals, the banks are open to Valley residents for jogging and other recreational activities. However, the Salt River Project does not claim that the canals are safe for recreations use. Any use by the public is done at the user's own risk.

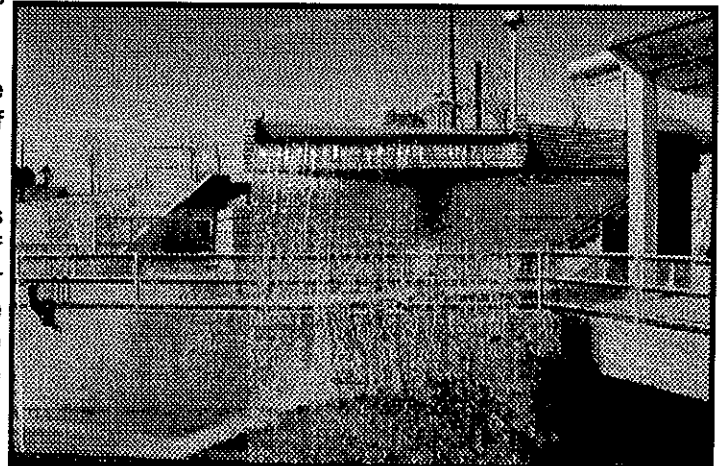
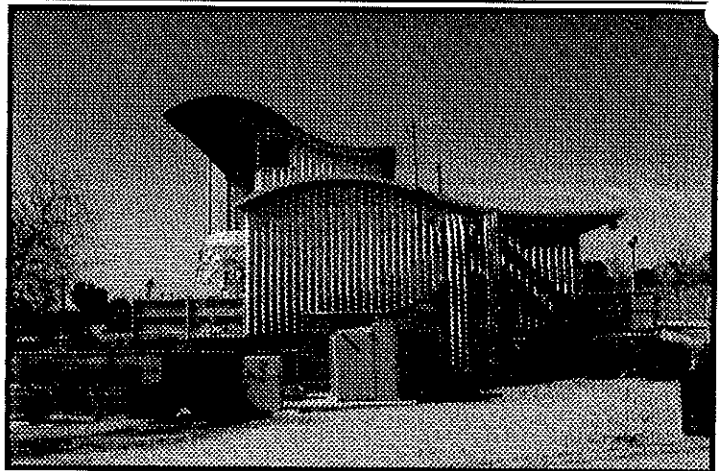


### ARIZONA FALLS AND THE ARIZONA CANAL

Above: Arizona Falls attracted visitors in times past. Historic photo

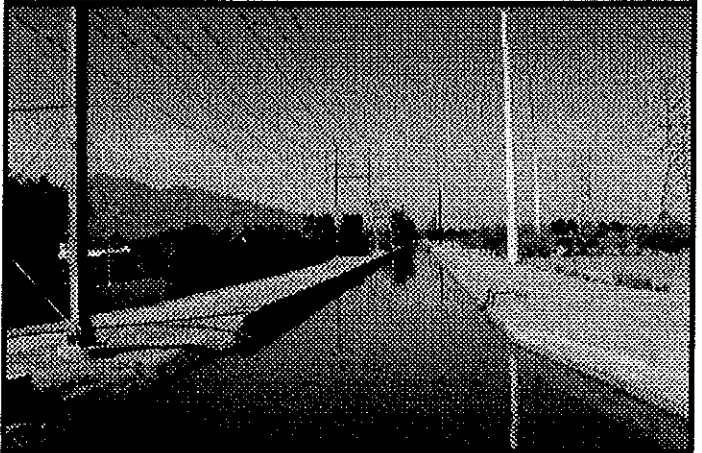
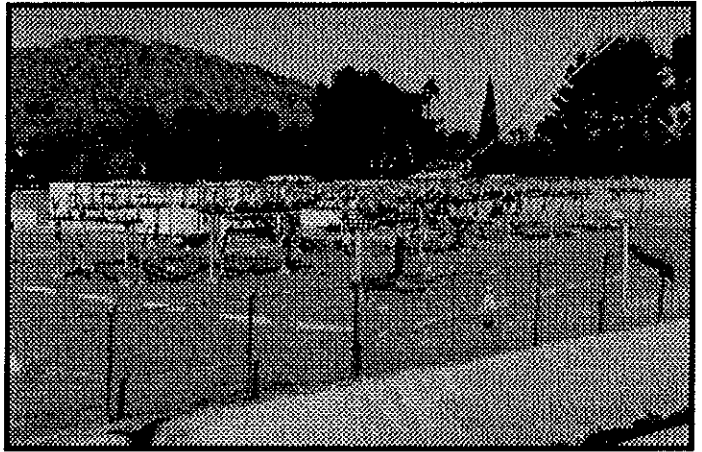
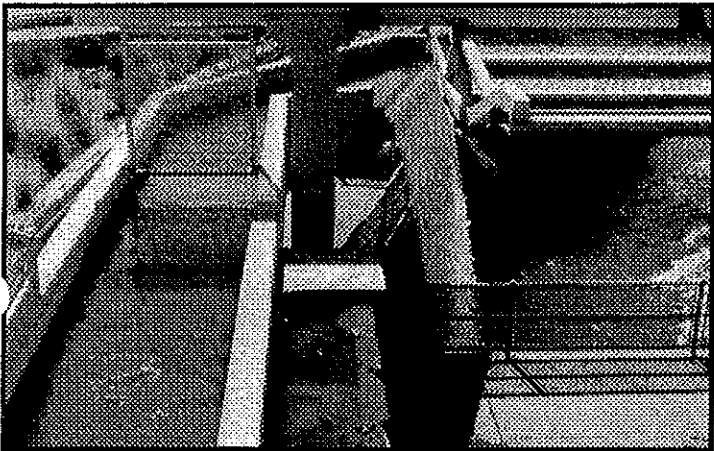
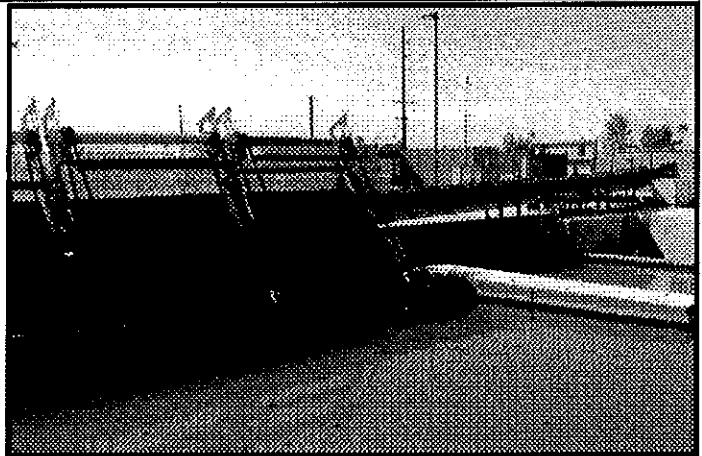
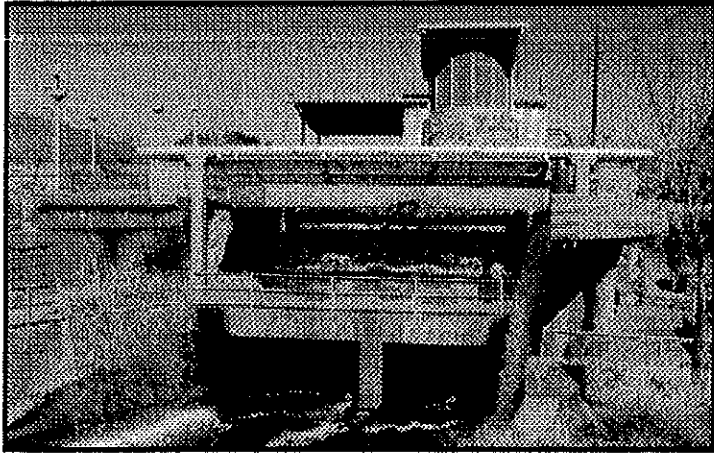
Below: Today the modern hydro-plant sits in the canal over the falls and still attracts visitors with its walkways, landscaping, and falling water.

Photos by Bob Schmidt 2011



# ARIZONA CANAL AT ARIZONA FALLS AND HERBERGER PARK

Photos by Bob Schmidt



# CANAWLERS AT REST

**PHILO B.  
RUMSEY**  
b. March 19, 1811  
d. September 9, 1902

By Carolyn I. Schmidt

Philo Rumsey was born in Castleton, Rutland, Vermont on March 19, 1811 to Ebenezer Rumsey (1768-1819) and Betsey (Barlow) Rumsey (1778-1864). He was their seventh and youngest child. His siblings were:

Sarah Rumsey (1797-1819)  
Amarilla Rumsey (1799-?)  
James Barlow Rumsey (1801-1845)  
Electa Rumsey (1803-?)  
Elizabeth Maria Rumsey (1805-1859)  
Milo Rumsey (1807-1862)

After growing up in Vermont, he moved to Fort Wayne, Indiana in 1832. He went into the tailoring business with W. A. Henderson.

In Fort Wayne he met Rebecca Rockhill (11-8-1819, 7-19-1907), the daughter of William Rockhill (1793-1865) and Deborah (Horner) Rockhill (1793-1880). Philo and Rebecca were married on March 7, 1838 in Fort Wayne, Allen county, Indiana. That same year William Rockhill began building the Rockhill House.

Philo and Rebecca joined into the activities of the community. They became members of Trinity Episcopal Church in Fort Wayne.

By 1840 Fort Wayne's population had grown to 2,080 and its citizens realized they needed a better form of government. The State of Indiana approved the city's charter on February 23, 1840. George W. Wood was its first mayor and William Rockhill was on the first common council.

When Wood was re-elected in 1841, Philo Rumsey served on Fort Wayne's second council. Also that year Fort Wayne's first military organization, the Wayne

Guards, was set up. Its officers were captain, S. C. Freeman; first lieutenant, Henry Rudisill; second lieutenant, B. B. Stevens; ensign, Philo Rumsey; etc.

In 1842 Philo and Rebecca's first son was born. They eventually had three children, all born in Fort Wayne, Indiana:

Henry Barlow Rumsey (11-22-1842, 3-19-1887)  
James Barlow Rumsey (?-?-1847, ?-?-?)  
Edith J. Rumsey Loring (3-?-1854, ?-?-?)

As one of Fort Wayne's early merchants and councilmen, Philo was invited to a meeting on May 17, 1843 at the American House to help plan for a celebration in honor of the opening of the Wabash & Erie Canal from Toledo, Ohio to Lafayette, Indiana. Among all the notables who helped plan the celebration, those who had canal connections were David Comparet, Samuel Edsall, William S. Edsall, William G. Ewing, Asa Fairfield, Sam Hanna, Henry Lotz, Hugh McCulloch, and Jesse L. Williams (chief engineer of the canal).

During the meeting the date for the celebration was set for July 4, 1843, Independence Day. Committees were selected and Philo was to serve on the correspondence and invitation committee along with Captain James Berkey, Dr. P. G. Jones, Hugh McCulloch, I. D. G. Nelson, Franklin P. Randall, Henry Rudisill Dr. L. G. Thompson and Jesse L. Williams. The other committees were set up for arrangements and reception. Invitations were sent to dignitaries throughout the United States and those who did not attend sent congratulatory letters.

Guests began arriving three days ahead of time and all the local taverns and inns were full. The Toledo Guards pitched their tents. General Lewis Cass of Michigan Territory arrived by canal boat from Ohio and stayed in Allen Hamilton's mansion.

The day of the event there was a long well-organized procession that marched to the martial music of the Toledo Guards from the public square to the home of Colonel Thomas Swinney. Standing in the shade of Swinney's grove they listened to an oration by General Cass, the reading of the Declaration of Independence by Judge McCulloch, speeches and toasts by other dignitaries interspersed with cannon fire, and the reading of congratulatory letters. This was followed by a free barbeque under the direction of Peter Kiser.

Kiser, the local butcher, had purchased two oxen near Lafayette for the barbeque and planned to transport them by canal boat to Fort Wayne for the celebration. When the oxen refused to get on the boat he spent the following eleven days driving them the 110 miles to Fort Wayne.

In 1845 Philo again served on the Fort Wayne city council. John M. Wallace was the mayor.

Philo Rumsey took over the management of the Vermilyea House, a canal inn/tavern, in 1849. Jesse Vermilyea (1809-1846), a Wabash & Erie Canal contractor and land speculator, had built the inn alongside the Wabash & Erie Canal in Aboite township about 14 miles southwest of Fort Wayne in 1839. He and his wife Maria Vermilyea (1812-1848) operated it and from it Jesse conducted a post office for the local surrounding community. During the early canal years it was prosperous. Glorious reports were written about the Vermilyea House and its gracious hosts. However a cholera epidemic changed all this.

Jesse Vermilyea passed away on August 8, 1846. After Jesse's death Maria Vermilyea attempted to continue to operate the Vermilyea House. However, hard work and caring for their four children dragged her down. She died on January 29, 1848 and was buried in Fort Wayne's Lindenwood Cemetery alongside her husband Jesse.



The Vermilyea House inn/tavern faced the Wabash & Erie Canal and what was the front of the house is the back of the house today. The house has also had several additions made to either side of it that are not shown here. The post office desk was located behind the bottom window on the far left. Photo-Bob Schmidt

In 1849, about a year after Maria Vermilyea's death, Philo Rumsey got his start in the hotel business. He took over the management of the Vermilyea House for the Vermilyea estate and continued its service to canal boat passengers. He also took over running the Aboite post office and farmed the surrounding land.

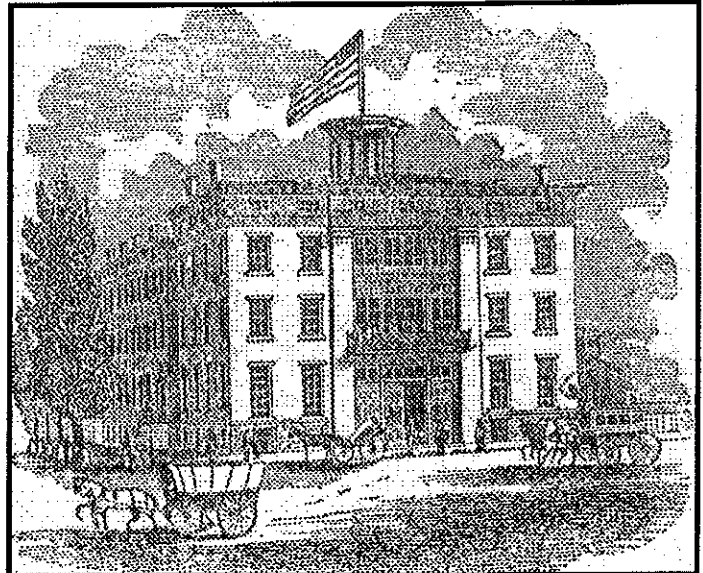
The Fort Wayne times of October 18, 1849 ran the following:

**"Vermilyea House."**

"We would invite the attention of the traveling public to the card [advertisement] of the Vermilyea House, in another column. Canal traveling will soon

close, and people will thank us for telling them where they can be well accommodated on the road. This house has been celebrated as a superior stopping place, since the first settlement of the country; and we can assure the public that there has been no falling in comfort and convenience since it came under the management of Mr. Rumsey, its present gentlemanly proprietor."

The inn was not as prosperous as it had been. The railroads began draining off the passengers from the canal boats. Benjamin and Mary Ruffner purchased it from the Vermilyea estate on January 8, 1853.



The Rockhill House, which took 13 years to build, operated for only 14 years (1854-1868) before being sold for a hospital.

In 1854 Philo became the proprietor of the Rockhill House. In 1838 William Rockhill, his father-in-law, had started building on lot 46 of Rockhill's addition the three-story brick building with sixty-five large carpeted rooms and a basement that housed a saloon and billiard room. This was on the southwest corner of Market (Broadway) and West Main streets in Fort Wayne. [Rockhill's addition included a principal portion of Fort Wayne lying west of Market Street. The section of Market Street between Main and Berry Streets was extra wide to accommodate the one story market structures with stalls and display counters. The structures were torn down in 1877. Since the street had this wide section it later became Broadway.]

Rockhill wanted his hotel to be so grand that it would "change the physical aspect of the town" being the finest hotel in the region. He was attempting to pull business to the west side of town, which would sell lots in his addition. When his plan didn't work out and when he wasn't able to get the canal landing placed near the foot of Market [Broadway near hotel] street, he stopped construction in 1840 with only the roof and walls being

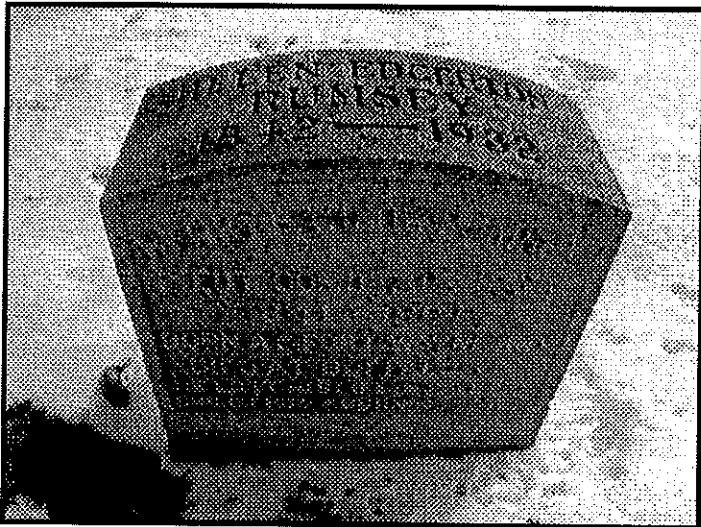
# THE HOOSIER PACKET - AUGUST 2011

finished. Many citizens called it "Rockhill's Folly," but Rockhill used it for public gatherings, fairs, and exhibitions for about fourteen years before completing it.

Rockhill resumed construction of the hotel in hopes that the railroad depot would be built near his property, but he failed in getting it located there. Once again he stopped work and, had it not been for the razzing he received by the citizenry, it might not ever have been finished. He finally resumed construction in 1854. It cost \$60,000 and was considered the finest hotel west of New York City.

After the Rockhill House was completed four hundred invitations were sent out for a supper and ball to be held on January 8, 1855. Tickets sold for \$5 a couple. At this formal opening Philo Rumsey, its proprietor, oversaw the huge banquet in the dining room and the formal ball. The event was attended by not only some of Fort Wayne's foremost citizens but also others from abroad. It was connected by an omnibus line to the railroad depot and should have been easy to reach.

The entire Rumsey family lived in the Rockhill house. The 1860 Federal Census shows its occupants as seen on the chart on the right.



Helen Edgerton Rumsey  
1842-1932  
Henry Barlow Rumsey  
Lieut. Commander U.S. Navy  
1841-1887  
Born at Fort Wayne Ind.  
Died at Buffalo N.Y.  
He lost his life in saving a  
child from a burning hotel.

In October 1859 Philo's son, Henry B., was appointed as Acting Midshipman at the U.S. Naval Acad-

## 1860

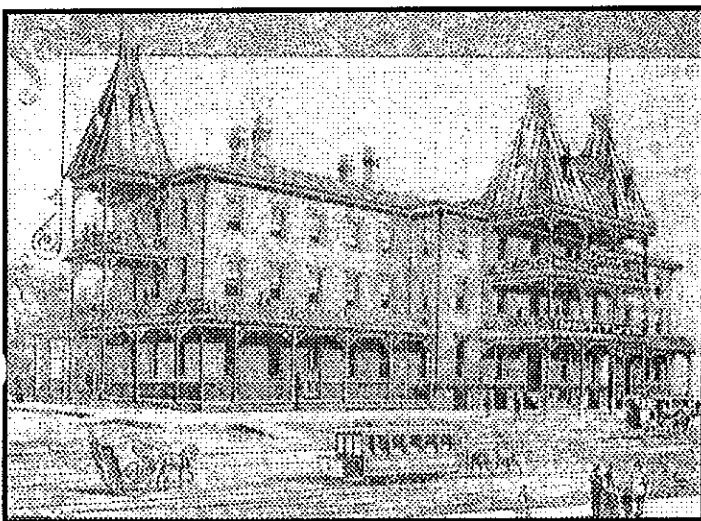
	Age	Occupation	Real Estate	Personal Estate
Philo Rumsey	49	landlord	10,000	10,000
Rebecca Rumsey	39	landlady		
Henry B. Rumsey	18	midship USNA		
James B. Rumsey	13			
Edith Rumsey	6			
Jno. M Gorden	26			
Josephine Bernard	21	dining room maid		
Louisa Bernard	20	chamber maid		
Caroline Bernard	15	dining room maid		
Leah Keagle	17	pastry cook		
Joanna Shure	21	chamber maid		
Red Oshaunessy	17	dining room maid		
Eliza Sibert	18	housekeeper		
Harriet Robbert	19	housekeeper		
Elizabeth Rothbart	22	dining room		
Mary Lillallop	13	dining room		
Jane Lillallop	19	dining room		
Elizabeth Swager	20	dining room		
Ann Hood	24	pastry cook		
Margaret Hughes	22	seamstress		
John H. Bulger	36	N Y Drummer		
Frank Bulger	27			
Frank Bulger	9			
Martin L Bulger	24	N Y Drummer [salesman]		
John Henry Bulger	29	N Y Drummer		
Andrew Koons	23	Porter		
Michael Henry	19	Porter		
J Noril Gorden	26	RR Clerk		
Wm A Dripps	20	Draftsman		
Isaac Dripps	55	Master Mechanic		
Edmond Dubarry	19	RR Clerk		
Joseph N Dubarry	29	Supt West Div P & WC RR		
Harry B. Dubarry	27	Civil Engineer		
Robt. S. Gee	28	Unknown		
Susan Gee	36			
Chas Gee	8	Musician		
Emma Gee	13			
Libbie Gee	10			
Carrie Dubarry	6/12			
Emma Dubarry	20			
James Hillyer	27	Insurance Agent		
Homer S Gordun	30	Civil Engineer		
Geo W Ewing	57	Wholesale Land Speculator		
Geo W Ewing	19	College Student		
Lavina H Ewing	22	Music Teacher		
Oliver H Ewing	28	Invalid		
Wm J Demsys	18	College Student		
Edwin Evans	32	RR Rod Mach		
Sallie Evans	24			
Mary E Holder	21	Housemaid		
Eliza Todd	21	Housemaid		
Mary Robinson	45	Washerwoman		
Sarah Robinson	18	Washerwoman		
Mary Johnson	20	Cook		
Charlotte Anderson	20	Laundress		

emy. He served throughout the War of the Rebellion; passage of Fort Jackson and Fort Philip; at Vicksburg, capture of Galveston; recapture of Galveston; Matagorda, Texas and both attacks on Fort Fisher. He served for 12 years and 2 months attaining the rank of Lieutenant Commander. He married Helen Edgerton (1843-1932) in 1866, daughter of J. K. Edgerton, and had one son Harry Edgerton Rumsey (1866-1890), who also graduated



from the Naval Academy in 1886, and a daughter, Julia. Henry lost his life while trying to save a child from the burning Richmond Hotel in Buffalo, New York in 1887. He was forty-four years, three months and twenty-seven days old at the time of death. He is buried in Section J Lot 93 of Lindenwood Cemetery in Fort Wayne and has a headstone. However, his wife's headstone, which is located adjacent to Philo's headstone in Section H, tells of his death by fire.

The Rockhill House was never as great a financial enterprise as had been expected. It was sold and became the nucleus of St. Joseph hospital in 1868. Philo was without a job. Since he had experience with running hotels, he was able to secure one with the Cozzens Hotel in Omaha, Nebraska.

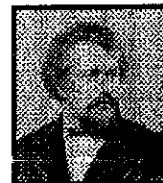


Cozzens House 1867-1871 managed by Philo Rumsey

How the Cozzens Hotel came to be is quite a story unto itself. Enter bigger-than-life George Francis Train. (see side bar) In May 1867 Train, an author, orator, businessman, eccentric financial promoter, and original organizer of the Union Pacific Railroad stopped by the Herndon Hotel in Omaha while assisting Thomas C. Durant, Vice President and General Manager of the Union Pacific in financing the railroad. When a windstorm hit the building he requested a black steward to stand between him and a window to protect himself from flying glass if the panes should break. Train was thoroughly angered when the steward objected and declared he "would build a better hotel in 60 days." That same day his financing operation, called Credit Foncier, purchased a lot across the street from the Herndon House. He found a contractor, Mr. Richmond, to build what Train called "Aladdin's Castle." The builder said he would charge \$1,000 per day or \$60,000 to build it.

"Aladdin's Castle" was a three-story frame structure in the shape of a T and had 120 rooms. The front part was 132 feet long by 32 feet wide and the

George Francis Train  
(1829-1904)



- 1829 born Boston, Massachusetts
- 1840s engaged in mercantile business
- 1852 established electric telegraph, 40 miles between Melbourne and Sandridge, Australia; introduced street railways to the country
- 1853 declined Presidency of Australian Republic and seat in Legislature for Marysborough
- 1855 embarked on first voyage around the world, took two years
- 1856 published his first book *Young America Abroad*
- 1857 published three books both in Europe and U.S.: *Young America in Wallstreet*, *Young America on Slavery*, and *Spread-Eagleism*
- 1858 engaged in building Atlantic & Great Western Railway by negotiating first bonds, his commission was 30,000 pounds sterling, \$150,000 dollars in gold and a tenth interest in building the road (\$100,000)
- 1859 built first street railway in Europe near Liverpool
- 1860 opened three street railways in England
- 1861 gave banquet to 500 Parliament and Press men; held Sunday breakfasts for distinguished men in London; was in 100 debates for the Union; established the London-American paper in Europe; sacrificed his street railways and a million sterling when England took sides with the South, refused to pay nuisance fine and thrown into debtor's prison; *Union Speeches in England* published in U.S.; his secretary George Bemis brought writing supplies to prison; preached to prisoners in Whitecross Jail and was released for demoralizing the inmates
- 1862 tried for manslaughter when a man was run over by one of his tramway cabs/not convicted; went to Boston and confuted statements by Charles Sumner, taken to the station house and released when 40,000 Irishmen set upon it; engaged in 500 lectures against New England abolitionists favoring Emancipation but that slaves should not be set immediately free to become paupers; went to New York and debated war and slavery with Cassius M. Clay; went on "War Policy" tour of mid-west and western states being shot at Dayton, arrested and ordered out of Missouri, escaped assassination at Alton, and was bayoneted at Davenport; organized Kansas Pacific Railway (Union Pacific) with beginning capital of 2 million dollars and had bill passed appropriating one hundred million of Government bonds and twenty million acres of land.
- 1863 broke ground for the KPR railroad on 12-2-1863 in Omaha
- 1864 established The Credit Mobilier of America, capital of 10 million, and obtained land grants for it; delegate from Nebraska to Chicago Convention, became a Democrat
- 1865 purchased 5,000 lots in Omaha, 1,000 in Council Bluffs, 7,000 in Columbus; addressed Fenian Convention at Philadelphia
- 1866 escorted U.S. senators over Union Pacific Railway
- 1867 built the Cozzens House Hotel, escorted congressmen and editors over Pacific Railway to Rocky Mountains; obtained 9,000 votes for Woman Suffrage in Kansas
- 1868 gave Susan B. Anthony fifteen thousand to start the *Revolution*, the main organ of Woman Suffrage; while on a trip about tunnelling Mount Cenis in Europe with Union Pacific manager was arrested at Queenstown and placed in felon's cell because of words spoken in America, he protested saying he was on business for Credit Foncier and demanded one hundred thousand pounds sterling for insult and injury, was released, re-arrested in Dublin, Ireland after several speeches to immense audiences, released after spending total of 10 months in prison, offered his time and money for the liberation of General Nagle and the Jacknell men; while in jail invented the epigram idea against editors or individuals who attacked him; ran against John Morrissey for Congress and was fraudulently defeated
- 1869 began 1,000 public address as people's independent candidate

George Francis Train (cont.)

- for president, nominated by 10,000 Irishmen as Fenian candidate for 1872; accompanied first train over Pacific railway to San Francisco after seeing gold spike driven at Promontory Point a year sooner than he had prophesied; gave 27 speeches in San Francisco in favor of greenbacks and made \$10,000 in gold for giving them; gave 79 speeches more along Pacific coast; built \$100,000 villa at Newport Rhode Island
- 1870 continued campaigning for President speaking in favor of Chinese immigration and Crispins attempted to assassinate him; took second voyage around the world 80 days, delivered patriotic speeches and became an idol; was elected to Ligue du Midi; National Guards attempted to assassinate him at Marseilles for protecting Cluseret, wrapped himself in French and American flags; was a pall bearer for the poisoned Esquiros; quelled riot at Alahambra; refused to sign decrees suppressing Jesuits, convents, and associated press agent; made General Administrator of the Army of the South; Cluseret downfall and Train arrested at Lyons; poisoned, lost 26 pounds in 20 days, taken to Tours, interviewed by Gambetta who said it a local mistake; taken for a Prussian spy at St. Malo, saved by Gambett's staff; denounced England in the Forum in London; unearthed Tammany's swindling; ran against all political, civil and religious organizations as the Independent Candidate for President
- 1871 held more Presidential mass meetings; thrown into tenth jail over bill against Republican party, Republicans paid the bill; Memphis welcomed him with grand ovation and he spoke six nights "On Change;" prophesized downfall to Tweed, Sweeney, Connolly, Hal and Company; embarked for his 38th trip across the Atlantic, received grand ovation in Europe; delivered a remarkable speech to the Internationale Societe at Geneva for benefit of exiled Communists; appointed Delegate at large of the working men of Europe, delegate from Ireland to Working Men's Conventions in America, delegate from the Trade Societies of Ireland to the joint Ohio Convention of working men; sailed from Queenstown of September 15 and arrived in New York September 24; campaign for President of US through New York, Ohio, Indiana, Pennsylvania, Illinois, Missouri, Kansas, Iowa, and was speaking in Chicago when the great fire broke out; prophesized that Chicago would be destroyed either by the overflow of Lake Michigan or by fire.
- 1872 unsuccessful as independent candidate for U.S. presidency
- 1890 traveled around the world in 67 days; addressed small crowd from station platform at Kearney, Nebraska saying he would never get around the world in 65 days if he shook hands so had his secretary distribute copies of the *New York Sun* that told of his trip
- 1892 traveled around the world in 60 days after Tacoma, Washington raised \$3,000 in 15 minutes to pay his expenses; Spent latter years of life at Mills Hotel in New York City
- 1902 wrote autobiography *My Life in Many States and in Foreign Lands*
- 1904 George Francis Train passed away

they had purchased.

In April 1868, while commissioner Henderson remained in Washington for President Johnson's impeachment trial in the Senate, the rest of the commissioners reassembled at the Cozzens Hotel in Omaha. They divided up the work of making treaties with the Indian tribes.

In 1868 Philo, Rebecca, James B. and Edith Rumsey packed up their family belongings and moved to Omaha, Douglas county Nebraska. Philo managed the Cozzens House for a year under Credit Foncier until the Omaha National Bank filed a lawsuit against them that eventually led to their departure. Philo then leased it at one half the original rent and managed the hotel.

During the same time Philo also operated two dining establishments along the Union Pacific Railroad line. One was in Sidney, Nebraska, and the other at Laramie City, Wyoming.

The 1870 Federal Census shows Philo having real estate valued at \$5,000 and a personal estate of \$30,000. The 1880 Federal Census shows Phio's occupation as "Keeps Ranch."

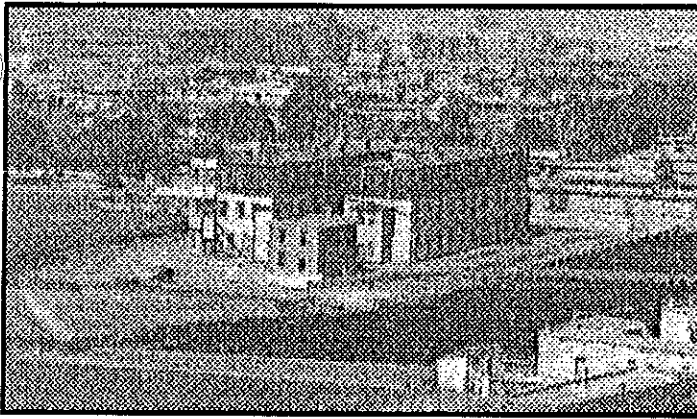
Philo closed the Cozzens House in 1871. It, just like the Rockhill House, never gained the success it was expected to have. For ten years it sat empty until J. D. Iiler and James G. Chapman bought it in 1881 and rehabilitated the building for \$15,000. They raised the building and added a brick basement. They installed new two broad half length pane windows and blinds, new chimneys, new tin roof, a porch at the main entrance, and redesigned the interior making 125 hotel rooms instead of the original 120 with new lathe and plaster and new door frames. The building was lighted by gas, had hot and cold water, had freight and passenger elevators, and was considered to be first class. It was then run by George Canfield as the Canfield House.

Philo and his son, James Barlow Rumsey, then managed the Palace Hotel in Santa Fe, New Mexico, which opened in 1881. It was built by the Santa Fe Hotel and Building Company that was incorporated for its building. The four story, French Second Empire, hotel comfortably housed 100 guests. Rooms could be rented for \$3 a day, \$12.50 per week or \$35-\$55 per month depending on what services were needed. Meals were \$1 per day. It was noted for its cuisine. It stood on the northeast corner of Marcy and 125 Washington Street. It was heated by individual chunk stoves in each room.

rear was 100 feet long and 50 feet wide. It was completed in 60 days and actually only cost \$35,000. It was located at 9th and Harney Streets in downtown Omaha.

When the hotel was finished Credit Foncier leased it to Edward Cozzens and John M. Bettman of the Cozzens Hotel of West Point, New York for \$10,000 a year. It then was called the Cozzens House and is reputed to have been the finest hotel between Chicago, Illinois and San Francisco, California at that time. Credit Foncier also built ten houses on the rest of the property

In 1890 The Palace was being run by Messrs. Rumsey and Burnham, "Whose reputation is justly widespread reaching even to Boston.... In this house every



The Palace Hotel in Santa Fe as seen from a hilltop in the foreground was managed by Philo & James Barlow Rumsey.

comfort is provided for the guest; large, well furnished rooms, good parlors, offices, billiard and dining rooms. The whole house is kept so clean and neat, that a person might without risk eat his meals off the floors. It has no superior in comfort and convenience anywhere, and has capacity for accommodating more than one hundred guests." While being remodeled in 1922 the hotel burned down.

In 1890, in *Keys v. Rumsey: Desert Land Entry-Grazing Lands*, Philo Rumsey appealed a decision to cancel his desert land entry of the NE $\frac{1}{4}$ NW $\frac{1}{4}$  and NE $\frac{1}{4}$  Section 10, Township 13N, Range 73W, in the Cheyenne land district of Wyoming Territory. On 1-8-1884 he had filed a declaration showing intent to reclaim two hundred acres under the desert land act of 1877. On 4-10-1886 William L Keys contested it saying the tract was not desert land in character and was entered in fraud for speculative purposes. The court allowed the entry to stand. But the local officers still held it for cancellation and Philo appealed again. Two different opinions were given on how much of the land that was watered by Willow Creek would produce hay. Since it would produce hay regardless of the amount, the decision of the office was affirmed:

"A tract bordering on a stream; and containing living springs, and that includes land that produces a natural growth of grass in paying quantities, and trees of native growth, is not subject to desert entry."

In 1894 the Canfield House (Cozzens House or Aladdin's Castle) was closed. The Omaha Presbyterian Theological Seminary, built in 1891, found their location was too far from the city so they moved to town and occupied the facility from 1895-1902 until they moved into a suburb of North Omaha. Later in 1902 the building was demolished. It had stood for 35 years. The building site was later occupied by a paper mill owned by the Carpenter Paper Company.

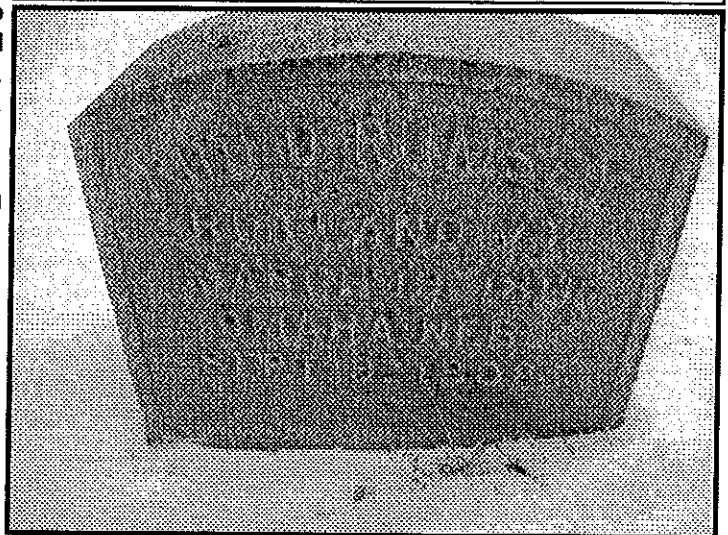
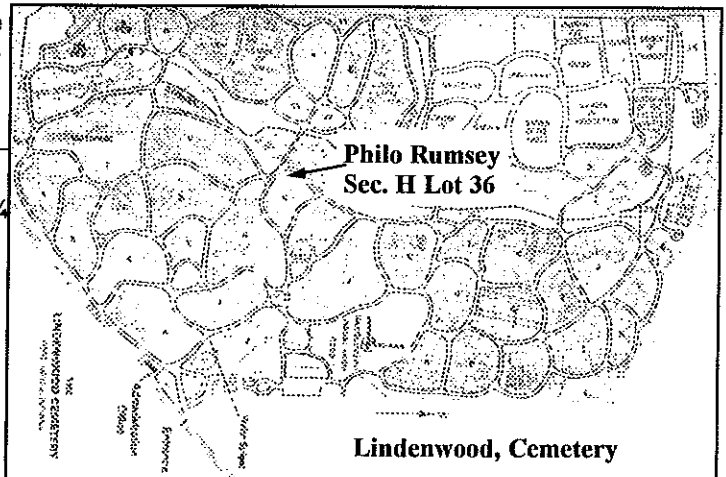
The 1900 Federal Census shows Philo again as a landlord. Living with he and his wife Rebecca are their daughter, Edith; grandson, Louis H. (1885, ?); and Anna Lindgren, domestic servant.

Philo Rumsey died on September 9, 1902 in Omaha, Douglas county, Nebraska at the age of 91. His body was returned to the Peltier Funeral Home in Fort Wayne, Indiana for a private ceremony. He was laid to rest in Lindenwood Cemetery Section H Lot 36.

The *Fort Wayne Journal-Gazette* of Wednesday September 10, 1902 carried the following obituary:

PHILO RUMSEY DEAD AT OMAHA  
ONCE PROMINENT IN THE BUSINESS CIRCLE OF THIS CITY  
Was Ninety-one Years of Age and formerly Conducted the Rockhill House Here, Which Was the Leading Hotel at the Time

Philo Rumsey died yesterday morning at his home in Omaha, Neb., and the news of the sad event was conveyed to



Philo Rumsey  
Rutland Vt. March 18, 1811.  
Omaha Neb. Sept. 9, 1902.

Fort Wayne in a telegram received by Mr. H. C. Rockhill, one of the proprietors of the Journal-Gazette.

The announcement will recall to the mind of the older citizens a man who was prominent in the business circles of the city in the days prior to and during the civil war, when he was the proprietor of the Rockhill house, a hostelry identified with the early history of the city and which stood on the ground now occupied by St. Joseph hospital at Main street and Broadway. The messages received did not convey the particulars of the death or the illness that preceded it.

Mr. Rumsey was a native of Vermont and was born at Rutland March 19, 1811, and at the time of his death was more than ninety-one years of age. He came to Fort Wayne in the early '30's and embarked in the tailoring business following that until he became proprietor of the Rockhill house. Through his careful management the hotel became the leading one of the city and was well known throughout the northern part of the state.

He remained in business in this city until October, 1868, when he left for the west and located at Omaha, where he became the manager of the Cozzens house, in addition to conducting two eating houses along the line of the Union Pacific railroad, one of which was located at Sidney, Neb., and the other at Laramie City, Wyoming. During his active business life he was also at one time proprietor of the Palace hotel at Santa Fe.

For a number of years prior to his death he had given up the cares of business and lived a retired life at Omaha. He was married March 7, 1838, to Miss Rebecca Rockhill, sister to Messrs. H. C., W. W., Jesse B., and Hugh M. Rockhill of this city. The widow survives him, with James B. Rumsey, a son, and Mrs. Edith Loring, a daughter. Another son Henry Rumsey, met a tragic death in a fire in the Richmond hotel at Buffalo, in saving the life of a child that had been left in the building. The widow of the dead son, together with her daughter, Miss Julia Rumsey, is now in Europe.

During his business career in Fort Wayne, Mr. Rumsey came in contact with many men in this part of the state who will remember him, and who will hear with genuine regret of his death. He was genial and upright, and his natural ability to make and keep friends is responsible for the fact that his departure from the city at the time he went west was a matter of sincere regret.

A most remarkable event of his life is the fact that for sixty-four years, the wife whom he had chosen to be his life companion in the days of his early manhood, had been spared to him, and the married life of the devoted couple covered a term of years greatly in excess of that vouchsafed to the average man.

The body will arrive here Thursday in charge of the son and daughter, James A. Rumsey and Mrs. Edith Loring. The funeral will take place Thursday afternoon and will in all probability be private.

Philo Rumsey is remembered in Fort Wayne, Indiana by a street being named for him. The St. Joe Feeder Canal joined the mainline of the Wabash & Erie Canal at Rumsey Avenue and Wheeler Street, the latter being named for Schuyler Wheeler, who served as a state representative from Allen county in 1859. This was very near the large canal basin on the west side of the St. Marys River.

Philo's wife, Rebecca (Rockhill) Rumsey passed away on July 19, 1907 at the age of eighty-eight years, 8 months and eight days. She was buried beside Philo in Section H Lot 36 of Lindenwood Cemetery in Fort Wayne. The *Fort Wayne Journal Gazette* of July 21, 1907 carried her obituary as follows:

Mrs. Rebecca Rumsey, widow of the late Philo B. Rumsey and for years a resident of this city, died at her home in Omaha, Neb., at the advanced age of eighty-eight years.

She was the daughter of the Hon. William Rockhill, who located in this city in 1823, when Mrs. Rumsey was a mere child. She was married to Philo B. Rumsey, who was later proprietor of the famous old Rockhill house, which stood on the present site of the St. Joseph hospital. The deceased is survived by two children - James B. Rumsey and Mrs. Edith Loring, both of Omaha, Neb. Mrs. Rumsey was a sister of the Messrs. W. W., H. M., J. B. and H. C. Rockhill, of this city.

The remains will be brought to Fort Wayne for interment.

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

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 fifth installment follows and is quoted in its entirety:

THE CANAL

The close trade relations of Evansville with the South were to some extent matched in 1853 toward the North with the coming of the Wabash and Erie Canal, which for a brief time connected the city with the commerce of the North and East. The War of 1812 had aroused unprecedented interest in the rich farmlands of the great Northwest and Southwest, and when peace came, great hordes of settlers, partly from Europe and partly from the East, poured into these regions. The total quantity of farm products increased enormously and the farmers clamored for an outlet to a market. The canal systems of New York, Pennsylvania, and Ohio were so disconnected that they did not constitute an economical outlet for the products of Indiana and Illinois. The only practicable outlet for these states was still southward towards New Orleans by means of flatboats down the Ohio River to the Mississippi and its tributaries. Hence the people of these states living along the rivers early became accustomed to look to the South for the commercial advantages. This tendency was the more marked because most of this early population had come from the South. But those who later came by way of the National Road naturally looked to New York and Philadelphia as commercial outlets, and were eager to establish lines of communication in that direction. The East was none the less eager to connect with the West as may be illustrated by a letter written by Governor Clinton of New York, in 1817, to Governor Jennings, of Indiana. In this letter he discussed the practicability of connecting the Great Lakes with the Ohio-Mississippi River system. If this plan should materialize, it would serve as a continuation of his great project begun in New York, the Erie Canal. About this time the legislature of Pennsylvania passed a resolution inviting the states of Ohio, Kentucky, Indiana, and Virginia to participate in a conference on internal improvements with special reference to the navigation of the Ohio. It seemed evident that any plan suggested at this conference should harmonize with the general program of Governor Clinton if the greatest results were to be realized from a canal system.

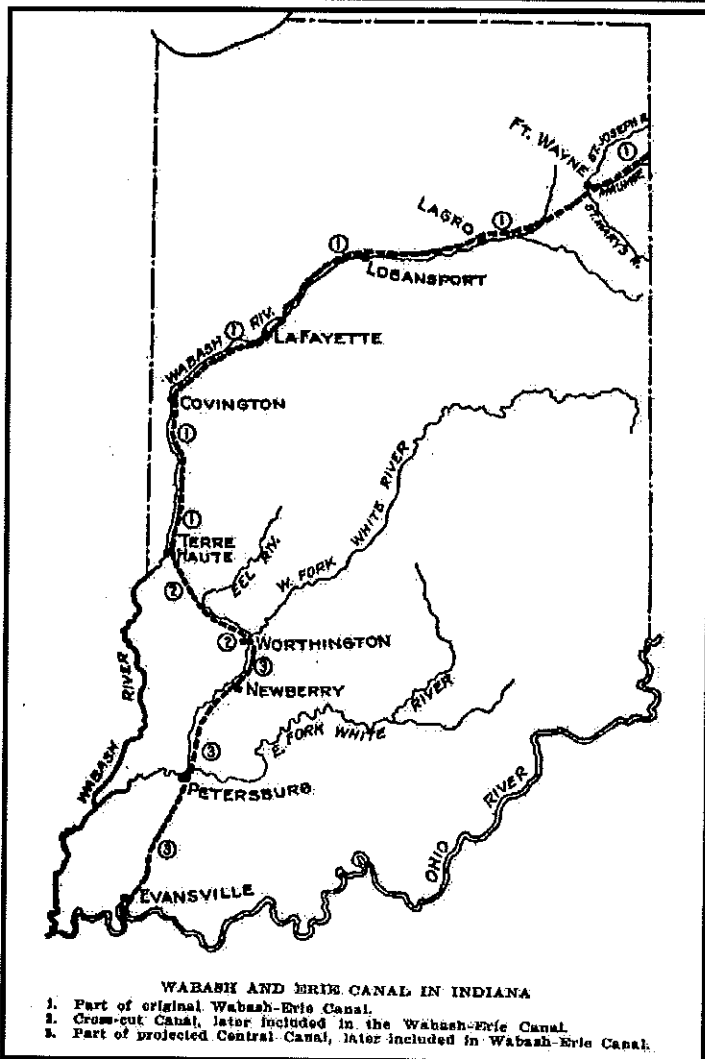
Meanwhile the great question before the people was how to get the products of the West to the eastern markets most economically. Transportation facilities were lagging far behind capacity for production. Prices of western products along the seaboard were exorbitantly high, while the West suffered from overproduction. Advocates of internal improvements pointed to the success of New York City, which, by means of the Erie Canal, was far outstripping her commercial rivals along the seaboard. Pennsylvania was spending great sums of money to connect her metropolis, Philadelphia, with the Ohio River and thus compete with New York for this rich trade. Baltimore was contributing vast sums to establish a line of communication with the West by means of a joint canal and railroad system. Ohio was building canals to connect Lake Erie with the Ohio River. The mania for internal improvements was sweeping westward and had taken a firm hold upon the inhabitants of Indiana.

In January, 1835 citizens of Vigo County petitioned the state legislature to extend to Evansville the Wabash and Erie Canal, which had been started March 1, 1832, in order that they might have an outlet to the South for their products. In other parts of the state some people wanted railroads, some wanted macadamized roads, while others wanted canals. In response to this general clamor an internal improvement bill was passed by the state legislature and was approved on January 27, 1836. This law was burdened with many provisions, but those which dealt with the construction of a canal system to Evansville were as follows:

1. The Wabash and Erie Canal would constitute that backbone of the system. This was to be extended to Terre Haute, thence across the country connecting with the Central Canal at Point Commerce, or near the mouth of Black Creek in Knox County. This was to be known as the Cross-cut Canal.
2. The Central Canal should extend from a point on the Wabash River up the Mississinewa River via Muncietown paralleling the West Fork of White River to its junction point with the East Fork, thence by the best route to Evansville.

The governor was authorized, with the advice and consent of the senate, to appoint six persons to act jointly with the Canal Board already established. Their wages were to be two dollars for each day that they actually worked. This board was given the right of eminent domain as an aid to their construction work.

The news of the passage of this bill, called the "mammoth Bill," was received with great enthusiasm from Evansville to Fort Wayne. On the day the first contract was let for the southern extension of the canal,



prosperity was of short duration. People with capital were speculating heavily in western lands and were investing wildly in internal improvement projects, while the industrial community lived chiefly on the expectation that the morrow would carry the wave of speculation higher than it was the previous day. The crash came in 1837, and by 1839 the state, finding itself unable to meet its obligations, suspended work on the projects undertaken under the internal improvement bill of 1836.

In 1841 the state gave private companies the right to finish any one of these projects except the Wabash and Erie Canal. The state thought that with the aid of the national government it could finish that canal in a few years, but this proved impossible. In 1846 Charles Butler put through the transaction whereby a group of bondholders agreed that they would take over the state's interests in the Wabash and Erie Canal, would assume one-half of the debt of the state and would complete the canal, provided the state should issue new bonds for the other half of the debt and pay interest at the rates of four per cent, per annum. Under this new arrangement the canal was finally completed to Evansville in 1853.

Building the canal was a very slow process. In most cases a contractor and his gang of men worked on a section which was ordinarily a mile in length. Where the work was heavier, the section was shortened accordingly so that the work on the contiguous sections might be completed in about the same time. The work of the gangs is well described in the following passage:

The embankments were made by hauling the dirt in one-horse carts. The usual outfit for a crew of men, when the haul was not over two hundred yards, was four carts and four men to shovel the dirt into them. The work was so timed that the loaded cart was ready to pull out as soon as an empty one was ready to go to be loaded. Over forty men and carts there was a boss. The shovelers were nearly all Irishmen; there were few Americans. Of the latter, most of them got out timbers for the culverts and bridges....lax laws resulted in many little drinking dens along the canal.

People working on the canal had little respect for rules or sanitation. Such living condition subjected them to many diseases, the most dreaded of which was cholera. It is estimated that not less than one thousand people died of cholera along the canal from Patoka to Pigeon Summits from early summer until late fall in 1850. A person once stricken with this deadly plague would succumb within three or four hours. This disease delayed work on the canal and created a panic which scattered the workmen and with them the disease over the country.

The canal entered Gibson County, after crossing

Evansville was the scene of a great celebration attended by the most distinguished citizens of the state, among whom was Governor David Wallace. A huge dinner was provided, toasts were drunk, and the affair closed with a ball which was graced by the presence of the "beauty and fashion" of Vanderburg(h) and surrounding counties, including a large delegation from Henderson, Kentucky.

For a year or more after the passage of the internal improvement bill every city, town, and hamlet along the canal's proposed course enjoyed an unusual degree of prosperity. Evansville took on new life with people flocking to the city from the South and East. Some of these people, as speculators, hoped to reap the advantages of the unearned increment through buying lots; other, as business men, hope to enjoy the commercial advantages of an outlet towards the North and East which the canal would bring. Business was given a new impetus; values in real estate in the city and surrounding country increased greatly; farm products were coming into the city in greater quantities; and the steamers were busily plying the rivers as never before to remove the produce stacked on newly constructed levees. But this

the Patoka River, on an aqueduct at the old town of Dongola. It passed out of Gibson into Warrick County, following the lowlands of Pigeon Creek. From Pigeon Creek Summit to Evansville there is a descent of some fifty-one feet, which was overcome by seven locks at a distance of nineteen miles from its terminus at the city. By this means the canal was dropped to the Evansville Level. Feeders were constructed along the way to tide the canal over the dry season. The southern terminus was fixed by law on the east side of Pigeon Creek, since following this side would avoid the expense of crossing the stream.

The canal passed from the town of Chandler to Evansville along the route now occupied by the Southern Railroad: the tracks are laid on the old towpath of the canal. It crossed Weinbach Street, the present corporation line, between Columbia Street and Terrace Avenue; thence in a southwesterly direction until it touched Franklin Street near its intersection with Rose Avenue. It then proceeded on Franklin to Canal Street; thence along Canal to its intersection with Fifth Street where it divided. One arm continued down Canal Street to Second Street. The other arm, which continued through the Lamasco district, passed down Fifth Street to the basin where the courthouse now stands, whence it passed down First Avenue and across the lot now occupied by the Municipal Market. It then passed down Indiana Street to Seventh Avenue where it widened into a basin three hundred forty feet long and one hundred sixty feet wide. The water then passed from this basin to Pigeon Creek, a distance of four hundred ten feet over a fall of fifty-six feet. This fall furnished power to the city, which paid a water rent to the state for the maintenance of the canal. The streets of Lamasco through which the canal passed were one hundred sixty feet wide, sixty feet of which were used for the canal channel, leaving one hundred feet for the towpath and street.

A large basin had to be constructed near the center of the city to enable the loaded canal boats to dock and discharge their cargoes in the business district. The place chosen for the basin when the survey was made was the old graveyard which then occupied the position on which the courthouse now stands. The

graveyard was removed and a large basin excavated. A group of far-sighted business men, seeing the coming need of canal boats, proceeded to organize a corporation to build them. They imported experienced shipbuilders from the East and constructed the "Rowley" and the "Evansville" in the newly excavated basin.

At the time the canal was nothing more than a dry ditch running through the city, the basin but a huge hole in the ground. Anxiously and patiently had the people waited for the news that water would be turned into the ditch which would connect their city with Lake Erie and the East. The progress of the canal had been in a southerly direction since 1836 and the citizens of Evansville considered the canal a means by which their city would become the greatest commercial metropolis of the western waters.

The canal should have been finished to Evansville in the year 1852, but several obstacles prevented its completion. Floods swept through the valley of White River, seriously damaging an aqueduct and a large culvert between the Newberry feeder and Maysville. The aqueduct was not repaired until the following June, the cost being \$25,000. The banks on the fifteen mile division between Maysville and Petersburg proved so weak that they had to be strengthened and consolidated. Cholera among the laborers, already referred to, hampered greatly the construction of the canal.

At last, in September, 1853, news reached the city that water was actually moving down the channel. One can hardly imagine with what hilarity and expectancy the populace gathered along the basin there to witness the on-coming waters that would float their two newly constructed canal boats and would connect them with the great markets of the North and East. The first trip of the canal boats was to White River, and the first passengers consisted of invited guests only. On this initial trip many took with them their guns and fishing tackle and indulged in a regular picnic. So plentiful was the game in the country along the canal that the passengers brought back quite a number of deer and bear, and a great quantity of small game.

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

*Many thanks to Bob and Carolyn Schmidt for their unwavering support of the Wabash Erie Canal Towpath project. At the recent meetings held in LaGrange, Indiana, in support of Purdue University's Landscape Architecture's Beth Smart's senior project describing a concept for a Towpath Trail connecting the cities of Huntington with Wabash along the heritage-rich trace, their presence representing the Canal Society of Indiana was both powerful and impressive. At the latest meeting, Bob pointed out to the 40 plus attendees of concerned citizens that the Canal Society of Indiana's mission is to preserve the heritage of Indiana's canals and that Trails are one of the important ways to do so. A special thank you to Bob and Carolyn who by their time and example continue to drive the success of CSI.*

*Tom Castaldi, Chairman  
Wabash Erie Canal Towpath Trail*

# RAILROADS CROSSING THE W & E CANAL IN FOUNTAIN COUNTY, IN

By Terry Bodine,  
CSI member from Covington, Indiana

About 1842 excavation for the Wabash & Erie Canal began in Lafayette and by 1846 was finished to Covington, Indiana. For a great many years Fountain County citizens were almost wholly dependent upon it for transportation, but with the building of the railroads, the canal traffic began to decline and finally was entirely abandoned as a line for transportation (1875).

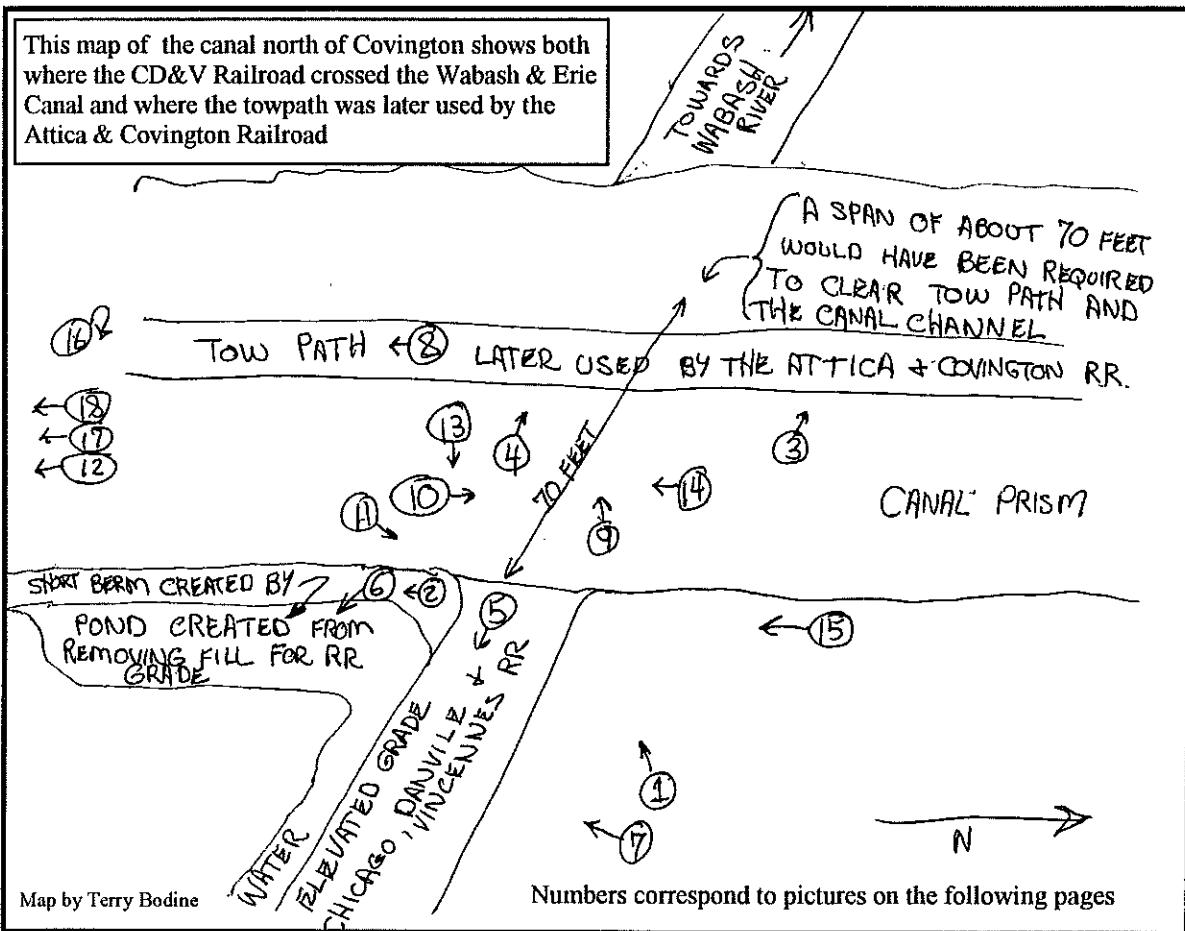
The Indianapolis, Bloomington & Western Railroad (IB&W) was built through Covington in 1869. It had a bridge over the canal having to clear both the water channel and the towpath without obstructing the activity on the canal. Another such bridge was built further north of it over the canal in 1872 for the Chicago, Danville & Vincennes (CD&V) Railroad. The portion of the CD&V Railroad that crossed the canal became obsolete in about 1875 with the loss of the trestle bridge over the Wabash River. The line was relocated south of Covington by using the IB&W track to Danville, Illinois and north to Chicago, Illinois.

Before 1872 it was estimated that 300,000 tons of coal were mined annually in the area surrounding Snoddy's Mill in Stringtown, Indiana. The only major way of transporting this coal was to haul it down to Vicksburg on a wooden tramway pulled by horses or mules and load it onto canal boats. When the canal was abandoned mining ceased until the railroad branch of the CD&V Railroad mentioned above was constructed to Snoddy's Mill.

Also after the canal was abandoned a railway was constructed upon it's towpath from Attica southward to Covington (1881). This railroad was called the Attica & Covington and was owned by the Wabash Railroad. It intersected the CD&V branch north of Covington. By 1881 it was estimated that there were fifty-one miles of railroads in Fountain County, Indiana. The estimated cost of construction of these railroads was \$2,780,585.00.

On March 17, 2011 Guy (Finny) Filchak, Don & Clayton Bodine and I, Terry Bodine, along with John Grubbs (who owns the property), visited the site where the CD&V Railroad and the Wabash & Erie Canal crossed. The site is very much the same as when the railroads and canal ended operation. The Attica & Covington Railroad ran on the towpath until the 1930s and

due to the automobile, it went out of business. The canal and railroad grade is very well preserved. Nothing has changed the profile of either the canal or the railroad. We measured the distance that the CD&V had to span the canal and took several pictures. We also visited the location where the IB&W Railroad crossed the canal. This area is hard to locate as the canal is in swampy ground at the southwest edge of Covington and the grade is filled in where the span crossed the canal.







**RAILROADS CROSSING W&E CANAL**

Photos by Guy Filchak,  
CSI member from Clinton, Indiana

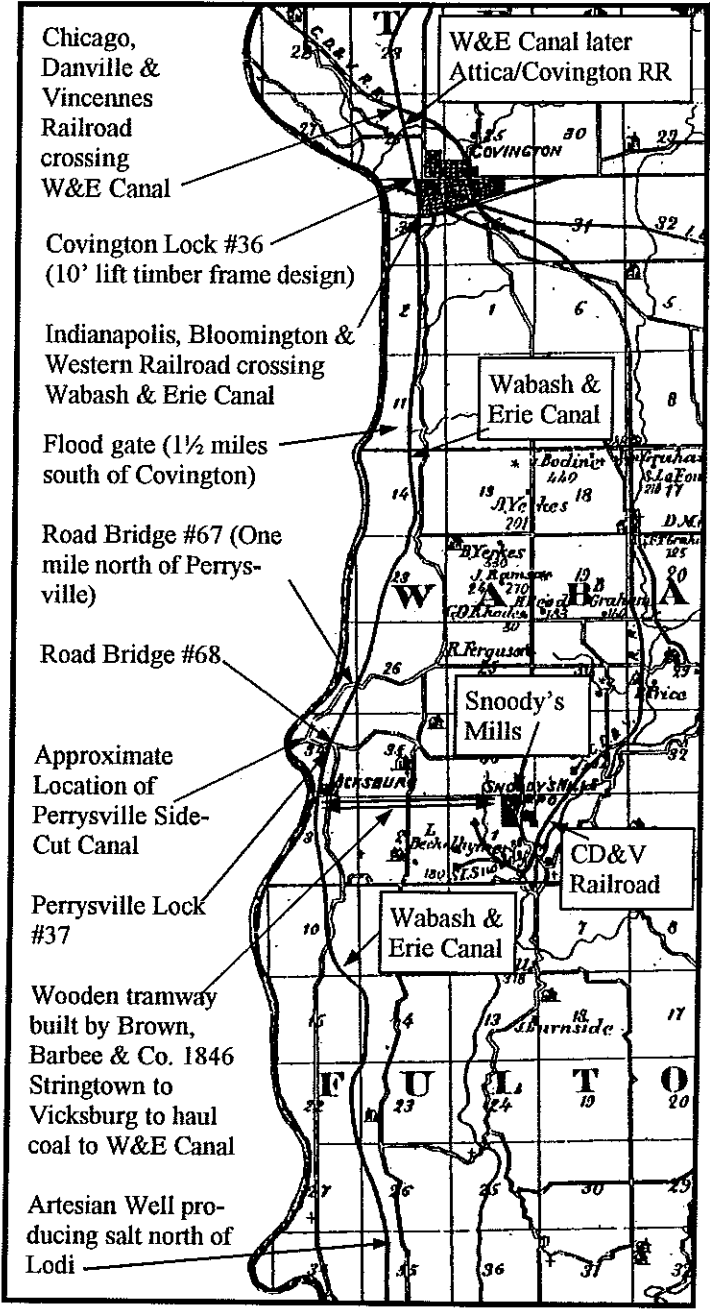
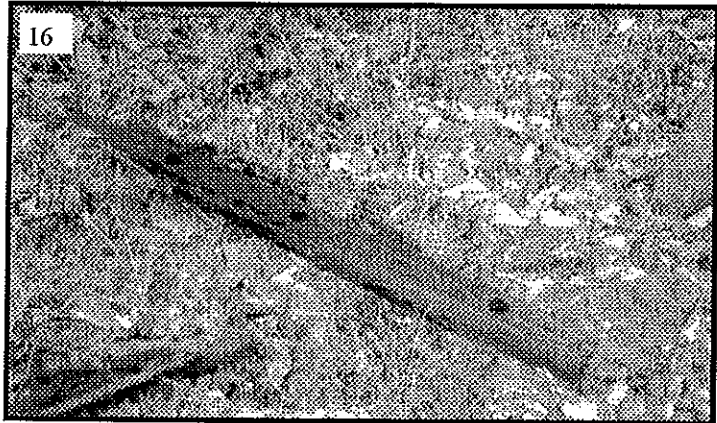
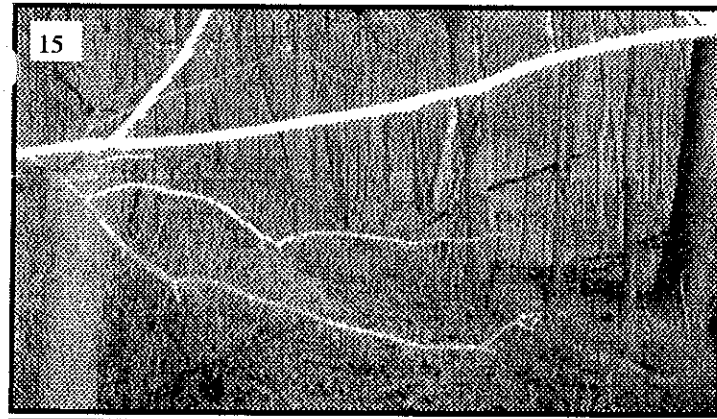
1. Looking South at CD&V Grade with W&E Canal on right
2. Standing on berm looking south towards Covington, concrete fence post probably erected by A&C Railroad
3. Looking NW with Terry standing on towpath
4. Looking NW standing in Canal at remains of Grade behind towpath, which later carried the A&C Railroad
5. Standing on top of CD&V Grade looking SE
6. Standing on berm looking SE with CD&V Grade to the left with water in the pit that furnished soil for the Grade
7. Standing in field looking SE at CD&V Grade



- 8. Standing on towpath looking South towards Covington
- 9. On berm looking NW at CD&V Grade
- 10. Standing in Canal looking North with CD&V Grade on right
- 11. Standing in W&E Canal with CD&V Grade to left looking E
- 12. Looking South down Canal prism
- 13. Looking East toward elevated Grade
- 14. Looking South down Canal prism

Photos by Guy Filchak

A PORTION OF FOUNTAIN COUNTY SHOWING CANAL & RAIL CROSSINGS



Sources:  
 Collett, John. *Indiana Department of Geology and Natural History: 11th Annual Report*. Indianapolis, IN: Wm. B. Burford, State Printer, 1881.

Brown, R. T. *Map of Fountain County, Indiana*. 1881

Special thanks to Terry and Anne Bodine and Guy Filchak for documenting what exists of the canal prism and railroad grade in Fountain County, Indiana.

15. Canal prism  
 16. Telegraph cross arm  
 17. Canal prism  
 18. Canal prism

Guy Filchak

**FROM TIMES PAST**

*Fort Wayne Times & People's Press*  
January 31, 1846

The Butler Bill — This celebrated Act, the most important, perhaps, ever passed by the Legislature of this State, except that which originated the system of internal improvements, will be found in full in our columns today. A lengthy communication upon the subject of that act, from the pen of a legal gentleman, who is strongly opposed to the measure, will also be found below, and he promises to continue his review at another time. We then give place to his views without the slightest intention of endorsing, or becoming committed by them. We understand that he comes forward as the organ of those in this place who have taken strong ground against the measure, and he will doubtless make the most of his "case." We are willing to aid in throwing light upon both sides of this vexed question, that the public may be able to arrive at a just conclusion concerning it. In the mean time, we ask our readers to withhold a decision upon the merits of the measure, until they have investigated and properly weighed it in all its bearings. Nothing is to be gained by hasty conclusions, for no action can be had for more time to come, either to confirm or repeal the act. — There is no reason, then for haste. Let us wait awhile, and read, reflect, listen, and investigate, that we may decide wisely. Much discussion will grow out of the measure — it will probably mingle as an important element in the approaching canvass — let us, therefore hold ourselves in a position to profit by the information that may be elicited. Upon full and impartial investigation, if we find the measure promises to be pernicious, it will then be time enough to oppose it. But we beseech our friends not to suffer their minds to become prejudiced and led off on a false track; by any hue-and-cry that may be raised possibly for the accomplishment of ends and purposes that are not yet visible to the uninitiated. Remember that there is not always the most fire where there is most smoke; and especially should we "look before we leap." — Let us not be defeated by the cry that the measure is unpopular that may be so, but it remains to be shown; and if so, it may yet be right. When it was before the Legislature, we recommended deliberation — we thought it might be as well to pass the subject over to next winter, and thus give the people an opportunity to decide upon it — but it has passed, and when it is threatened with repeal, deliberation is no less necessary. The readers of our paper shall in due time have full means of forming a correct judgment, and until they do, we ask them not to be influenced by noise and clamor.

Extract of a letter from C. H. Smith, dated  
Washington, Jan. 22, 1846

We are in conversation \_\_\_\_\_  
For the Times & Press  
Mr. Editor

Having resided for the last fifteen years in this, my adopted State, and become identified, both in feeling and interest, with the honor and welfare of Indiana, I have taken some pains to examine in all its bearings, the bill passed at our late General Assembly, entitled, "An Act to provide for the funded debt of the State." &C, but more familiarly and appropriately called "Butler's bill."

From a careful examination of the bill as first reported, I came to the deliberate conclusion, that it was the most perfect "bill of abominations" ever hatched in any legislative Assembly: A project "conceived in sin, and brought forth in iniquity." But, as we were informed from "head quarters" that important amendments had been made, materially changing the features of the bill, (without the least intimation, however, of what those amendments were,) and as our members on their return home, informed us that the bill as passed, was "all right," I have refrained from expressing my views in relation to this measure, until I had an opportunity of examining the amended bill, as it passed both houses, and became the law of the land.

It has been asserted from all quarters, by the friends of this bill, that by it we had paid off, and discharged one half of our entire State debt; that our bondholders were to take the Wabash and Erie canal lands, etc. in full payment and satisfaction of the one half on the bonds, outstanding against the State.

Without examining for the present, the propriety of yielding to the demands of European, and Wall street "Shylocks," not a "pound of hash" merely, but the right arm and main artery of a sovereign State; surrendering to a corporation composed of foreigners, our large and valuable public domain, and the fee simple of the Wabash and Erie canal, the key to one half, at least, of the commerce of the State; let us enquire for a moment, whether one half of our bonds has been, or will be, to reality, paid by this important bill, passed with such indecent haste through our legislature.

The bill provides that the holders of any of our —bonds, (the bonds issued under the original bank charter excepted) may (if they choose to do so) surrender them up to the State to be canceled, and take certificates of stock in exchange for the bonds thus surrendered, which certificates shall specify the amount of the principal of the bonds thus surrendered, and also the amount of interest in arrear up to January 1st, 1817. Upon which certificates the State will pay interest on the principal therein specified, at the rate of two per cent per annum, until 1853, at which time the interest specified in such certificates shall be added to the principal, "and from that time forth the State shall and will pay interest on such principal and interest as added, at and after the rate of two and one half per cent per annum until the

same shall be finally redeemed."

The bill further provides, that "for the purpose of saving and securing to themselves (the bondholders) the remainder of the interest," &c. The bondholders may subscribe 2,250,000 dollars to complete the canal to Evansville, and then three trustees are to be appointed, two by the bondholders, and one by the State, who shall be a corporation, by the name of "the trustees of the Wabash and Erie canal," to whom the Governor is required to convey by deed or patent, the bed of the Wabash and Erie canal, and its extensions finished and to be finished, from the Ohio State line to Evansville, including its banks, margins, tow-paths, side-cuts, feeders, basins, right of way, locks, dams, water power, and structures, materials, &c.; and all the property, right, title and interest, of the State in and to the same, with all its appurtenances; and also, all the land and lots (not sold or disposed of) heretofore granted to the State by the general Government, to aid in the construction of the canal or any part of it, and all moneys due, and to grow due and unpaid, on account of any sale or sales of any canal lands, or leases of any water power or other privilege; (in short to convey all the property belonging to the State except the Soap Factory and penitentiary) for the use and purposes following, that is to say: First to pay in full, out of the proceeds of the canal lands (sold or unsold) and the tolls and other revenues of the canal, the principal and six per cent interest of the sum advanced to complete said canal. Second, to pay in full to the subscribers making said advances, interest, at the rate of two and a half per cent per annum on the principal of the bonds they may have surrendered, and the balance (if any) to pay in full the stock created for "that portion of arrearages and accruing interest, charged over against the canal and for which no provision is made by the State" with interest; first paying the interest and principal in full to such holders of such special stock as shall have subscribed to the advance aforesaid. The foregoing are the principal features of the bill as first reported. The only amendments relating to the question now under consideration, will be found in the 32d and 33d sections. These amendments are, that "it shall be optional with the State, at any time hereafter, to call in and require a surrender of the outstanding stock found under the first section of this act, by giving to the holder of such stock a new certificate for the one half of the principal thereof, to bear interest at the rate of five per cent per annum, which principal and interest is to be paid by the State, out of the revenues thereof; and by giving each holder another certificate for the other half of the principal of such stock to bear a like interest for five per cent, and to be paid and redeemed only, out of the canal lands, tolls and revenues of the canal, as provided in the 8th section. — Provided, that until these are surrendered and cancelled bonds of the State, to the amount of one half of all the bonds outstanding (except Bank bonds) it shall not be

lawful for the Governor to convey by deed the Wabash and Erie canal, lands, &c. Now I would thank any of the wise heads who concocted this bill, or the silly ones who passed it, to inform me how this arrangement pays off one half of our debt. The Governor cannot convey the canal, &c., until one half of the bonds are surrendered. But what is this surrender? Look at the first section to the bill and you will see. The whole law must be construed together, and in such a manner, if possible, that the whole may be operative. — This provision in the whole bill for the surrender of bonds, and the 33d section fixes the amount which must be surrendered. And when the bonds are surrendered, new stock is to be given for the whole amount of principal and interest added; but this so far from reducing the debt, actually increases it, as it compounds the interest upon it.

Suppose the bill goes into effect, what will be, or what may be its operation? The 33d section requires bonds to be surrendered to the amount of one half of all the bonds now outstanding against the State (except Bank bonds whether issued under the original charter or not,) before conveyance can be made by the Governor.

I shall for the present estimate the amount of all the bonds now outstanding against the State, over and above the bonds issued under the original Bank charter (upon which the Bank has always paid interest) at about 11,000,000 of dollars. Deduct \$1,000,000 issued under an amendment in the charter of the Bank, which Merrill was swindled out of, and it will leave \$10,000,000 embraced within the proviso in the 33d section; one half of which must be surrendered before this conveyance can be made. Suppose the "gentlemen from Wall street" (Mr. Butler) makes his appearance with our bonds to the amount of \$3,000,000, surrenders them up to be cancelled, and takes certificates of stock for the amount of the principal and interest added, under the provisions of the first section, thereby satisfying the proviso in the 33d section, (which only limits the amount,) subscribes the \$2,250,000 required to complete the canal, in behalf of the holders of the five millions represented by him, pays the first installment of ten per cent on the subscription and demands a conveyance from the Governor, how is he to avoid making the conveyance without totally disregarding the law? Without say pretensions to being a prophet, or the son of a prophet, I will venture the prediction that before the year expires, our Governor will have the alternative offered him, either to make the conveyance under circumstances of this kind, or else to nullify and disregard the law.

This arrangement being consummated, the State has the privilege at any time, to call in or require a surrender of the stock issued under the first section, that is, the principal and interest due on the five millions surrendered, by giving new bonds for \$3,250,000 at five per cent interest. Payable out of the revenues of the State derived from taxation, (being the one half with in-

terest, of the bonds surrendered,) and also giving her bonds for the like sum of \$3,250,000 with the interest payable only out of the funds of the canal lands, tolls, &c., of the canal, as provided in the 8th section. Thus we see, that instead of paying by this arrangement, one half of the entire State debt, we only pay in fact, 2,500,000 dollars; considerably less than one fourth.

Having thus shown what we get, or what we may get by the great bargain, I propose to show in my next, what the other party will receive, and as connected therewith, more curious matters about the origin and passage of this bill. C.

*Fort Wayne Times & People's Press*  
February 7, 1846

For the Times & Press

Mr. Editor:

In an editorial in your last paper, headed The "Butler Bill," you allude to a communication of mine in the same paper, in such a manner as to give just cause of complaint — Waiving the question as to the propriety of the conductor of a public journal in admitting an anonymous article to his columns, and then directly or indirectly designating the author (a matter of the most perfect indifference to me,) the statement that "he came forward as the organ of those in this place who have taken strong ground against the measure, and will doubtless make the most of his case," was, as I think gratuitous and uncalled for.

I have no fault to find with your advice to your readers, to "withhold a decision upon the measure, until they have investigated and properly weighed the matter in all its bearings." This is my advice also; and if I can by my humble efforts, aid you readers (many of whom have perhaps neither the time or opportunity to examine this question "in all its bearings") I have accomplished the only object I had in view.

But I wish is distinctly understood, that I "come forward" as the "organ" of no party here, or elsewhere; that I alone am responsible for any, and all the sentiments I may express — that I am not acting in the capacity of a "legal gentleman," employed or put forward by any man, or set of men, to make the most of a "case," as might be inferred from your remarks. Whether this was merely an inadvertence, or an attempt to forestall public opinion by cautioning your readers that whatever arguments (if any) I might advance should only be considered as the "special pleasing of the hired advocate," is a question I shall not attempt to decide.

I am aware that many individuals of this place, of both political parties, are extremely cautious how they express an opinion, or "commit themselves" in relation to this great measure — careful not to unfurl their sails until they are sure of having them filled with the popular breeze. To those who are seeking popular favor and can only scull "with wind and tide baith their tail" this is best common prudence. But for myself, having no

Political favors to ask, and having no claims upon any political party and no party having claims upon me, I do not fear the "responsibility" of honestly expressing my opinions upon a great public measure, which (if it goes into operation) must for all time to come seriously affect, for weal or for woe, the ship of State in which I have embarked by all: and although but a passenger having but little to do with the management of the ship, I shall not fail to sound the alarm when I see "breakers ahead" for fear of offending the captain.

Before proceeding in the discussion of this question in the order I had intended, it may not be improper here to notice some of the arguments of our "Senator" in his "exposition" at the court house on Saturday evening. And here let me remark once for all, that I intend no disrespect to either of our members for I esteem them both as gentlemen, and personal friends, and I have no doubt if they have done wrong it was an "error of the head and not the heart." I intend to wage no personal or party warfare.

The "honorable Senator" admits that our bondholders are only compelled to surrender one half of our bonds (except bank bonds) and that when they are so surrendered they will take new stock for the amount of principal and interest, and he says, he would have been entirely satisfied if this proviso requiring the surrender of half, had been left out altogether, thereby leaving it discretionary with our bondholders to surrender the bonds or not, he having no doubt but that they would all come in. Now this is but the opinion of the "honorable Senator." Will the facts justify such an opinion? I have already shown that the surrender of about 5,000,000, or to be more precise 5,045,000 (the whole amount of our debt including the "Merrill bonds" being 11,000,000 dollars) will satisfy the proviso in the 33d section, one half of which with interest the State is to pay, and the other half with interest; the canal etc. is to pay. I have no means of ascertaining at present, the precise value of our canal lands (sold and unsold,) but I presume no one doubts that they are amply sufficient to complete the canal to Evansville, or to pay the money advanced for that purpose.

Suppose then that one individual with ample means at his command, held five millions of our bonds, and was disposed to avail himself of the benefits of this bill, what would his interest prompt him to do? Why certainly, if he could, to raise his bonds to par, or as near to it as possible, regardless of the interests of other bondholders. The question then is can he do this? I answer unhesitatingly that he can. Let him surrender his 5,045,000 dollars in bonds and take your new stock for the principal and interest, subscribe the whole sum of 2,250,000 dollars required to complete the canal, and he will then own not only the canal lands, but the entire canal; and can hold the same against the State, and all other creditors, until his debt is fully paid...

(to be continued in the next issue)

## CSI ARCHIVES

We thank Linn Loomis, CSI member from Newcomerstown, Ohio for his contribution of the following folios to the archives:

1. Photos taken 1989-2003 along (Miami) Wabash & Erie Canal Lock 44/16, Providence/Grand Rapids Metropark
2. Photos taken 1991-1999 along Miami & Erie Canal: National Lime & Stone Quarry, Ottoville, Oakwook, Lock 35 Defiance, Locks 43-43, Maumee, Delphos Library, Canal remnants near Troy
3. Photos taken 1992-1998 along Miami & Erie Canal: Carpenter's Run Pioneer Cemetery, Eldean Double Arched Culvert, Mill Creek Culvert, Painter Creek Culvert, Lock 18, France Stone Quarry, Marguerite II, Lock 17, Celina, Six Mile Creek Aqueduct, Prairie Creek Culvert
4. Photos taken January 29-30, 1994 Miami & Erie Canal: Eldean Culvert, Troy-Piqua sites, Lockington, Port Jefferson Feeder, Ft. Loramie aqueduct remains, Indian Lake Russell's Point, Sidney Feeder, New Bremen, St. Marys Lock 8, Grand Lake St. Marys, Belle of St. Marys, Forty Acre Pond, Lock 14, Bloody Bridge, Six-mile Creek Aqueduct, Deep Cut, Bloom Lock, Locks 24 & 25, Little Auglaize Aqueduct, Vial's Lock 32, Flat Rock Creek Aqueduct remains, Independence Dam, Maumee River at Texas and Napoleon, Providence Restoration
5. Photos taken March 6, 2004: House & Barn inspiration for novel by Georgia Kohart, Aqueduct, Culvert remnants in Melrose, Junction, Defiance Area, Signage, 181-mile marker M&E Canal, Junction Cemetery, St. Mary's Catholic Church, and Junction Bible Christian Church, Lock 34 W&E Canal, Delphos Canal Commission Museum, Van Wert Court House

## CENTRAL CANAL

### CONCERTS ON THE CANAL

There are still four of the twelve concerts left this year that are given on the Kruse Family Stardust Terrace alongside the Central Canal at the History Center in Indianapolis. Performances are from 6-8 p.m. on Thursdays. For reservations call the Welcome Center at (317) 232-1882 or visit [www.indianahistory.org](http://www.indianahistory.org). Don't let the summer go by without hearing one of these concerts:

- July 21, Sizzlin' Gregg Bacon, jazz favorites, R&B and pop classics  
July 28, Actors Theatre of Indiana, "Songs We Knew During World War II" —the music of the 1940s.

August 4, Peace Train and the Flower Power Brass, Rock'n'roll hits from the late 1960s-70s.

August 11, Brenda Williams with Cold Fusion, Classic R&B hits from the 1960s-70s.

## WHITEWATER CANAL

### VINTON HOUSE

The Vinton House, an old National Road and Whitewater Canal Inn, had a change in management on May 1, 2011. Volunteers from Western Wayne Heritage took advantage of the downstairs being nearly empty and painted the ceilings and walls. Jerry Mattheis tacked down tin to cover the worst places on the wood floors and the new managers painted the floors making everything look clean and bright. New wooden ceilings were put up in the big east room and the small southwest room. Four air-conditioning units were installed on the first two floors. Jerry and Phyllis Mattheis pulled a truckload of weeds out of the rip-rap on the west bank beside the building. An engineer looked at flooring the wrought iron balconies on the front of the building. The building is ready for the summer antiques and tourists.

## WHITEWATER CANAL TRAIL

About 20 volunteers observed Earth Day on the Whitewater Canal Trail's Yellowbank Trailhead Saturday April 30, 2011 by working to build a spur to Lock 21 while Boy Scouts spruced up Tecumseh Landing, and others trimmed brush and limbs along the trail, planted wildflowers or set up a bluebird trail. They worked from 8:30 am until 12:30 pm. Lunch was provided at the Yellow Bank Trailhead for all the volunteers. After lunch, those interested in the Bluebird nest box project helped install some new boxes and checked out the existing boxes at the Yellow Bank area.

The Whitewater Environmental Council teamed up with Whitewater Canal Trail this year to celebrate Earth Day. Their help with Lock 21 trail construction, fence building, and carpentry was appreciated.

## WHITEWATER CANAL TRAIL LOCK 21 PROJECT

Photos and article from Terry Duffy

The Lock 21 project will provide an opportunity for visitors to see a lock ruin with walls that are largely intact and for WCT to show the deterioration of the structure. Access to the lock structure is possible

through a generous lease agreement from the owner of the site.

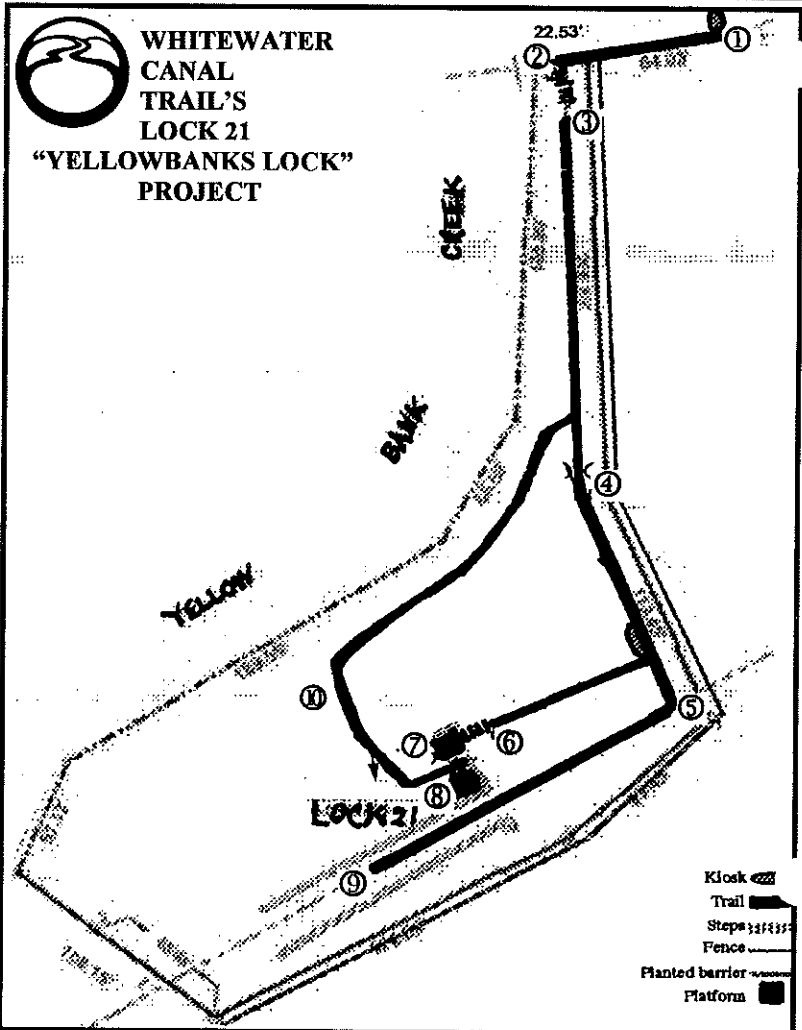
Phase 1 work is being accomplished through a gift from the Canal Society of Indiana, equipment donations from local businesses, and volunteer labor from Canal Trail supporters.

Locations in the Lock 21 project site on diagram:

1. Trail begins on Railroad embankment
2. RR at Yellow Bank Creek
3. Into field at bottom of stairs
4. Trail turns toward canal prism
5. Centerline of canal prism
6. Canal basin near waste weir
7. Top of waste weir
8. Top of lock wall
9. Center of Lock 21
10. Return trail along Yellow Bank Creek

Task list for Phase 1 Lock 21 project:

- \*At 1: install mini-kiosk with information on WCT, rules, donors, etc.
- \*From 1 to 2: Clean up trail surface — can be done with skid-steer and hand tools. The surface looks pretty good, but there are a few old RR ties along the way; several small trees will be removed; limbs and brush will be trimmed back. Leave enough vegetation to separate the trail from the highway, "so it doesn't feel like you're walking along route "52."
- \*From 2 to 3: Construct wood stairs/railing down the embankment. A ramp down to the field could be considered as part of future work, but it will be a major construction project
- \*From 3 to 5: Construct field fence along lease boundary, with access gates, Mow trail along fence.
- \*At 6: Prepare slope from waste weir and install limestone steps made from local "Laurel Stone"
- \*At 7: Construct a stone "landing," which makes the turn toward the top of the lock, and provides an opportunity for signage; also has a view of the canal basin
- \*From 7 to 8: Wood stairs with railing to top of lock wall
- \*At 8: Construct platform overlooking lock with railing and signage
- \*At 9: Barrier to keep visitors out of more hazardous portion of lock

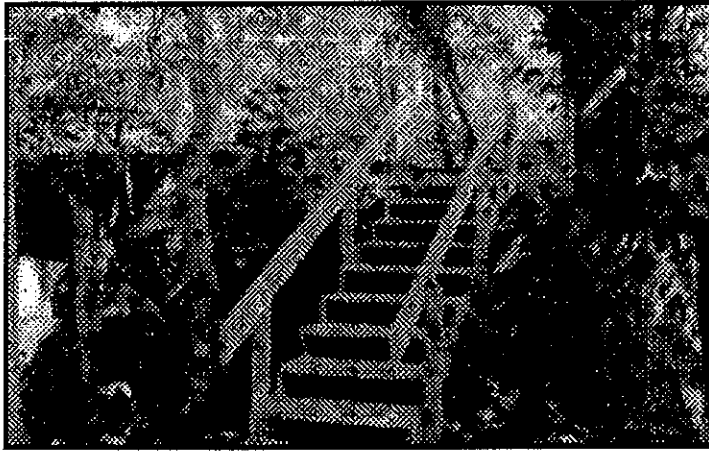


On-site design meeting in February 2011. In the background, the lock chamber (9) is on the left and waste weir (7) on right.

What might "Phase 2" include? A number of additional features for the Lock 21 project have already been suggested, but are not funded in Phase 1. These include the main information kiosk at 5, improved trail surfaces throughout, high quality interpretive signage in several locations, a partial "re-construction" of the wood wall of



the combined lock, and constructing a trail to the site of the twin-arch aqueduct with additional interpretive signage.



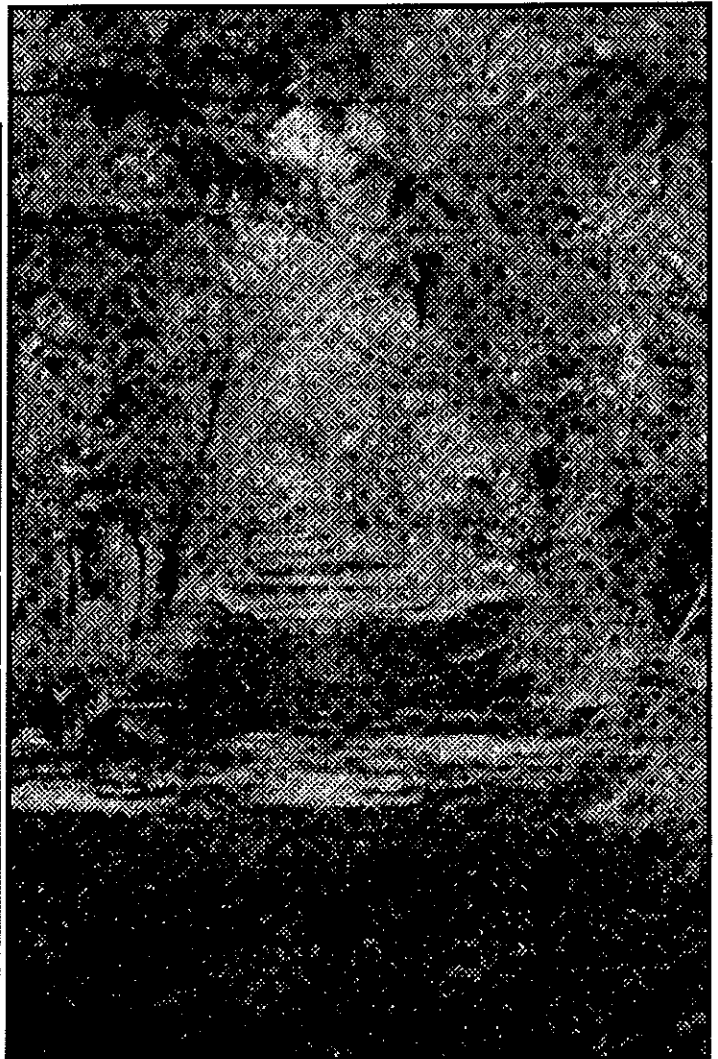
Wood stairs from Railroad to field (2) to (3) on diagram. A similar design will be used at (8).



Volunteers build fence along field (3) to (5) to keep visitors on Whitewater Canal Trail easement.



Above: Locally quarried stone will be used at the lock site for steps from (6) to (7) and the "landing" at (7).  
Top Right: Trail path has been graded along railroad embankment from (1) to (2).



## MECCA DEDICATED TRAIL

On June 4, 2011, the Miami and Erie Canal Corridor Association (MECCA) hosted a Trail Dedication and Hike in celebration of American Hiking Society's 19<sup>th</sup> annual National Trails Day. The ceremony was held at the north trail-head on Canal Street in Spencerville, Ohio, at 10 a.m. The ceremony dedicated the recently enhanced Towpath Trail that extends 1.6 miles from Deep Cut Historical Park into the Village of Spencerville. Following the ceremony visitors hiked this new trail section.

To construct the trail a partnership was established between the Johnny Appleseed Metro Park District and the Ohio Department of Natural Resources. They used funds from the Ohio Recreational Trails Grant program.

The slogan for the 2011 National Trails Day, *Made With All Natural Ingredients*, invites all Americans to get outside and connect with local hiking clubs, outdoor retailers, local parks and recreation departments or state and federal land managing agencies to experience

everything the great outdoors has to offer. Hiking is an inexpensive way to get fit.

### TRAIL AWARENESS EVENT

By Bill Morey

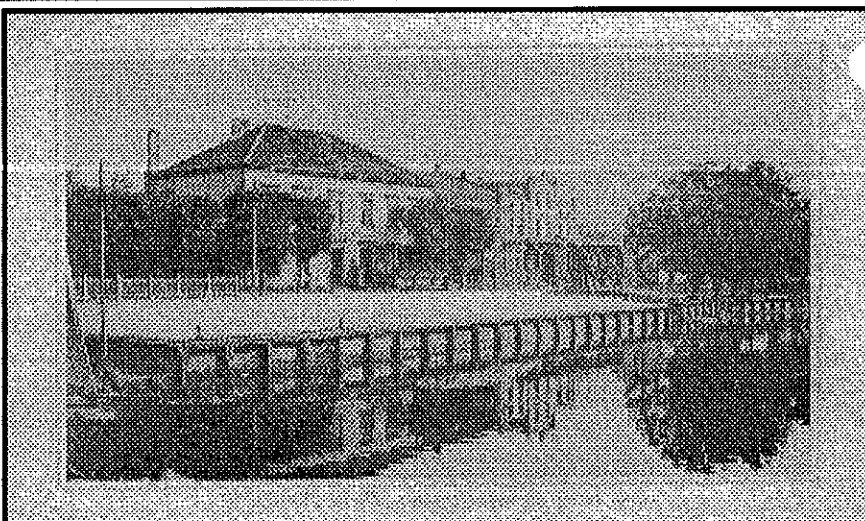
On June 4, 2011, a Trail Awareness event in celebration of American Hiking Society's 19<sup>th</sup> annual National Trails Day® was held at The Wayne Park Shelter House, Napoleon, Ohio from 10:00 am until 2:00 pm. People were encouraged to come out and learn about the continuous efforts to clear the Miami and Erie Canal Towpath Trail, and make it a world-class destination for National and Local Hikers, Bicyclists, and Backpackers. The Trail is part of both *The Buckeye Trail*, and the National Park Service's *North Country Trail* – a trail stretching from New York State to North Dakota! Attendees met the people and organizations behind the project, gathered some information, enjoyed refreshments, were transported to the trail free of charge and took a brief hike along the trail.

Since 1993, National Trails Day has inspired thousands of people to enjoy trails on the same day nationwide, taking part in hikes, bike and horse rides, trail maintenance, paddle trips and other activities. It is celebrated in all 50 states.

Founded in 1976, American Hiking Society is the only national, recreation-based nonprofit organization dedicated to promoting and protecting America's hiking trails, their surrounding natural areas and the hiking experience. To learn more about it visit [www.AmericanHiking.org](http://www.AmericanHiking.org) or call (800) 972-8608.

### GET CAUGHT ON THE TRAILS

Fort Wayne Trails, Inc., created in January 2011 by combing several local trail groups, hosted "Get Caught On The Trails" from 2-4 p.m. on June 4, 2011 in celebration of National Trails Day. To get people out using the extensive 61 miles of trails in the area such as Towpath Trail, the organization offered free t-shirts, water bottles, organic produce, and coupons for sandwiches at undisclosed places along the trails. If participants were caught by trail volunteers, they received one of the cool give-aways.



Above: TIEGENHOF, W. PR., LINDENSTRASSE MIT HOTEL HAMM  
Below: Tiegepartie an der Lindenstrasse Teigenhof about 1835?



### CANAL POSTCARDS DONATED

William J. Shive, CSI member from Dallas, Texas, has donated the above two canal postcards to the CSI archives. Both show Hotel H. Hamm on the Lindenstrasse with sailboats on a canal in Teigenhof, West Prussia. The cards are mementoes Bill has saved from his maternal grandparents. He said he didn't know the name of the canal but knew it went north to the Baltic Sea.

On the internet it shows that Teigenhof was a town in the province of West Prussia located 22 miles southeast of Danzig on the Tiege with a population of about 2750. It is now known as Nowy Dwor Gdansk and is in Poland. Google maps show a canal running through the town called "Kanal Raduni." Nothing more could be found on this canal. The canal in the picture may be another canal or a side-cut.

Teigenhof was basically populated with Mennonites. The area was very low and wet. It was also known as "underwater." Canals and ditches were dug to drain it.

# NEWS FROM DELPHI

## VOLUNTEER RECOGNITION ON NATIONAL TRAILS DAY

By Dan McCain

For some very special people in Delphi, Saturday, June 4th was Volunteer Recognition Day while hiking interests in this nation called the first Saturday in June National Trails Day. Both were commemorated by Wabash & Erie Canal Association and Delphi Historic Trails groups that day.

Volunteers involved in the past year's workdays, trail building and maintenance work, and trailside exhibit construction or serving as docents at the Canal Center, helping with school tours or as crew on the popular canal boat gathered along with their families for a noon lunch and recognition ceremony. The free lunch provided by the local Psi Iota Xi sorority was served at 12 noon at the Canal Park Shelter House, 1030 North Washington Street.

Some canal and trails volunteers had amassed hundreds and even thousands of hours of service. They received an Earth Team T-shirt and some even greater commendations. The Carroll County Soil & Water Conservation District and the USDA Natural Resources Conservation Service provided the Earth Team items.

Special recognition was also given to the youth groups, Scouts and 4-Hers that had been involved during this past year.

Immediately after the ceremony free rides were given on the "The Delphi." A narrator explained the trailside interactive exhibits completed in the last twelve months by the construction crew. Two of these exhibits are in the popular area recently named RED BRIDGE SETTLEMENT (formerly called Canal Park Annex).

## SCALE SHED NEARLY FINISHED

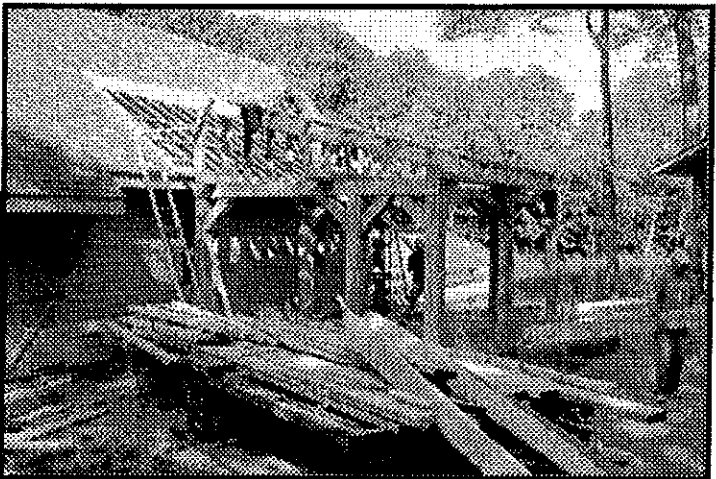
Photos and text by Dan McCain

Last fall the volunteer crew cut massive posts from a big White Oak logs with a portable sawmill. Then in the winter they cut the mortise and tenon joints in doors. Finally the crew was able to see it all fit together as the prefab panels were raised over the finished ground level 8 ft. x 14 ft. platform scale.

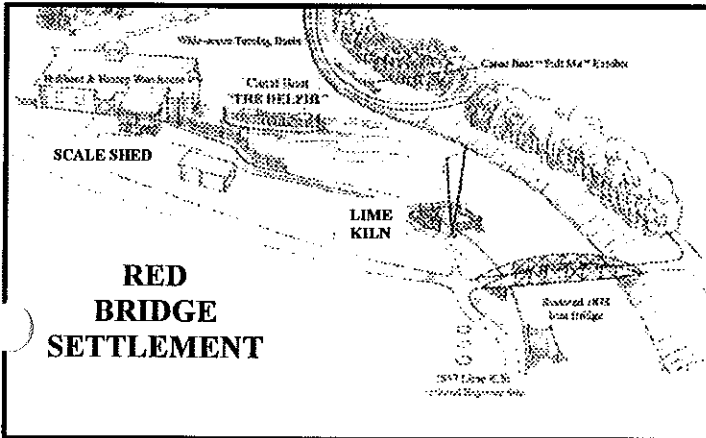
Carroll County REMC came to the aid of the crew with high lift capacity and a very skilled operator, Len Brown, to lift the posts and beams into position. They were braced for safety before they were interlocked together and "pegged" with 1" round oak pegs. Our thanks to Stan Quinn, Supervisor, and Kenny Boone, Foreman, for this grand way to upright the building.



Next, they cut the rafters from more logs donated for this project. The M-W-F crew stacked fresh cut 2"x10"s from Rollin Graybill's portable sawmill (seen in the right background.)



Rafters are placed to make the Scale House a "shed" attachment to the Canal Boat's home in the warehouse along the canal.





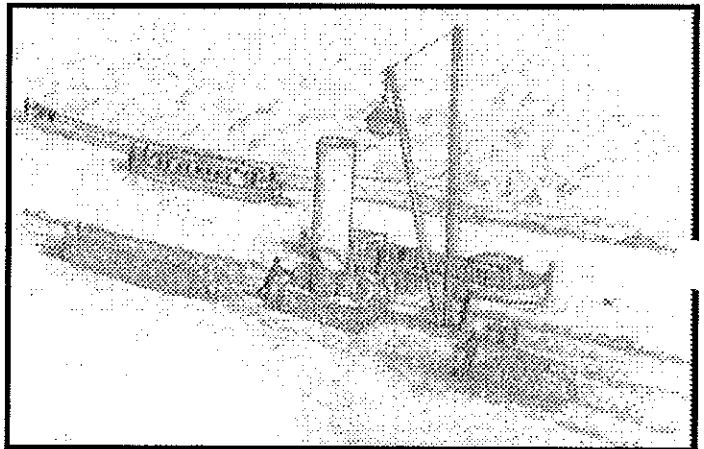
Board and batten siding was also cut from white oak to fill in the sides. Later, a picket-style lower side railing with gates will allow entry of cargo to be weighed.



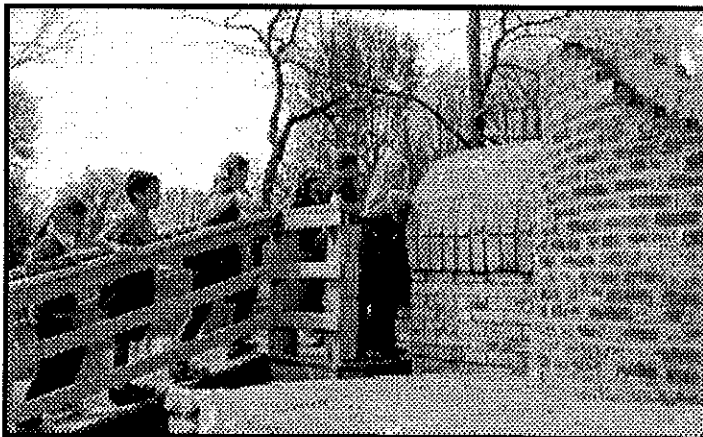
Kilns like this operated during the Canal era of 1840 to 1874. The giant wrought iron funnel inside allowed the powder to drop down through the stack past the firebox as stone became powder.



Near the scale is the completed Lime Kiln exhibit. As the M-W-F crew worked on the scale, 4th graders were being hosted by volunteer guides Vickie Sickler and Deidre Duncan. Here Vickie explains how the lime kiln was fired with wood to heat the pieces of rock that had been loaded in the top.



During its heyday Delphi had 22 kilns producing up to a half million bushels of burned lime. This scene is being developed as an interpretive panel for explaining the operations at this site where the students inspected the structure. More signage is needed at many important historic sites along the canal towpath. If you are interested in supporting one of these outdoor signs contact the Wabash & Erie Canal Association or look at our list of sponsorship opportunities online.



Students eagerly wait to inspect the firebox that provided heat to make the limestone become powder. The final products of the process were plaster, mortar and whitewash.

### CANAL PARK UPCOMING EVENTS

Meeting of the "Old Settlers" Wabash & Erie Canal Center, Delphi, Saturday, August 13 - 1 pm

Carroll County Chamber of Commerce Holiday Shopping Event Saturday, December 3 Canal Center, Delphi

Old-Fashion Christmas at the Canal, Saturday and Sunday, December 10-11 in Canal Park, Delphi with Old Time Craftsmen, Period Vendors & Music and all buildings open