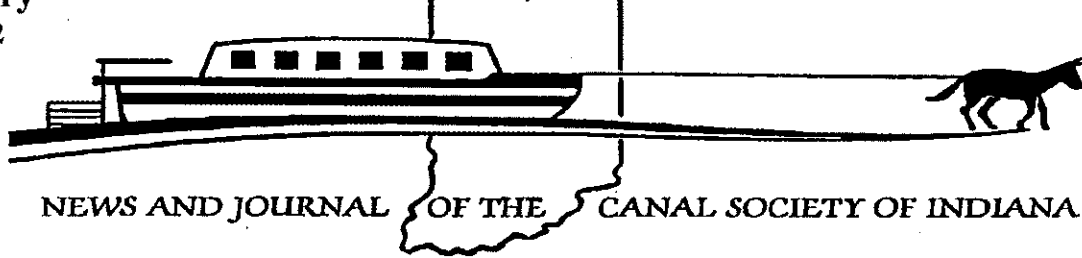


30th
Anniversary
1982-2012

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JANUARY 2012

30TH ANNIVERSARY PLANS



CANAL SOCIETY OF INDIANA DIRECTORS

Tom Castaldi, Brian Stirm, Jerry Mattheis, Ellsworth Smith, Frank Timmers, Mike Morthorst, Dan McCain, Don Haack
Chuck Whiting Sue Simerman Bob Schmidt Carolyn Schmidt

Features

1. CSI Directors' Annual Meeting
3. Canawlers At Rest: Enion Kendall
8. From Times Past: Miami Removal By Canal Boat, Butler & Bonds, James Durbin Killed, Canal Break At Aqueduct, Indiana. Bridge Accident In N Y, Saturn Crosses Canal Turn Bridge, Ulrich Saylor Dies, Runaway Team, Canal Business Good, Jesse Vermilyea's Farm, Speckle Circular, Boy Drowned In Canal Basin
10. Dues Due
11. Evansville's Channels Of Trade And The Secession Movement 1850-65
13. Whitewater Canal: Canal Days, Whitewater Canal Scenic Byway, Whitewater Canal Stock Sold To Railroad Company, Whitewater Canal Trail Completed To Yellow Bank Lock
17. News From Delphi: Chinking Fouts Home, 2011 Boat Season A Success, \$87,500 Grant Approved, Work Continues On Fouts Cabin
19. 2011 In Review
24. CSI Organized May 22, 1982 In "The History Center"
25. CSI Through The Past 30 Years
26. In Memoriam: Aleda M. Tagmeyer, Memorial Gifts
27. In Memoriam: Helen L. Ellis
28. Maumee Valley Heritage Corridor Annual Meeting, C&O Canal Aqueduct Restored And Dedicated, Speakers Bureau: Peru, Indiana

CSI DIRECTORS' ANNUAL MEETING

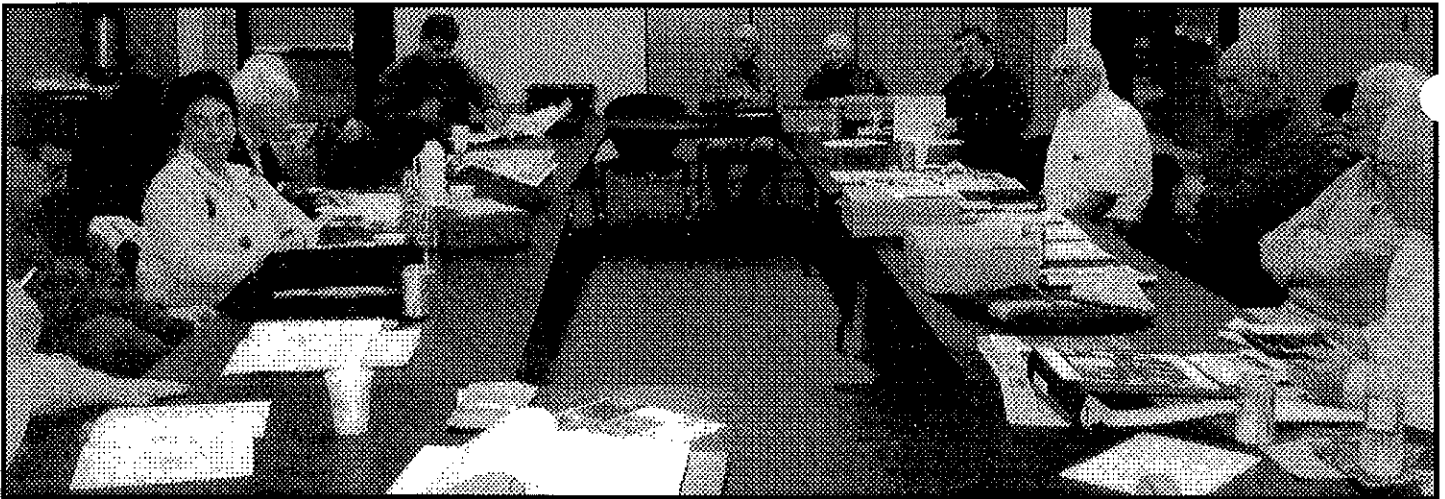
The Canal Society of Indiana board of directors held their annual meeting in Conference Room C of the Allen County Public Library in Fort Wayne, Indiana from 10 a.m. to 2:30 p.m. on Saturday November 5, 2011. Host for the day was Don Haack, CSI member from Fort Wayne, with help from Sue Simerman and Bob & Carolyn Schmidt. Attending were 12 directors/3 guests.

Following a short welcome from President Bob Schmidt there was a quiet time in remembrance of those members who have passed away this year: Nate Tagmeyer, Annetta Baker, Charlotte May, Aleda

EDITOR: CAROLYN SCHMIDT

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Tagmeyer, and Helen Ellis. After approving the secretary's and treasurer's reports, the past year's accomplishments and tours were discussed. Then the board reviewed requests for grants. It was decided that CSI will give \$7,500 to Carroll County W & E Canal, Inc. for interpretive panels in 4 kiosks throughout Canal Park, \$3,000 to Whitewater Canal Trails for the Yellow Bank Lock Project/signage, and \$300 to Whitewater Canal Scenic Byways for help with signage.

The directors also came up with a plan to try to get children interested in Indiana's canals by giving trial subscriptions of *The Hoosier Packet* to selected teachers of history in 2012. It was noted that all members should ask their family and friends to join the society.

Plans for 2012 tours are underway. The spring tour will be headquartered in Batesville, Indiana on April

13-15 and will feature a bus and train tour of the Whitewater Canal from Connersville to Yellow Bank and a visit by "Teddy Roosevelt," portrayed by Gib Young. The fall tour will be headquartered in Moline, Illinois on September 14-16 and will feature the Hennepin Canal. The 2012 Directors' Meeting will be held October 27, 2012 in Delphi with Brian Stirm as host. It will include a trolley tour along the Wabash & Erie Canal route.

Area reports were given. From these it was noted that 2011 had been a very successful year for canal projects in Indiana.

During the meeting Heyerly's doughnuts and a Panera box lunch were served. After adjournment, a tour of the Allen County Public Library's genealogy department was given by Carolyn Schmidt. ACPL has one of the top three genealogy collections in the U.S.

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CANAWLERS AT REST

ENION KENDALL

b. October 1, 1795
d. March 26, 1856

By Carolyn I. Schmidt

The June 2011 issue of "The Hoosier Packet" carried an article entitled "Wabash & Erie Canal Bard," which contained a reference to "Indian" Amos Kendall being the poet for the Wabash & Erie Canal. It intrigued your editor, who wanted to find more of his canal poems. No one named "Indian" or Amos Kendall was found in the Cass County, Indiana census, but Enion Kendall was there. It is believed that Enion sounded like "Indian" to the writer of the *Carroll County Citizen* article mentioned in the June publication. This led to a search of Cass County histories to see what could be found about Enion Kendall.

According to one history, Enion Kendall was described as "Cass County's pioneer poet, (who) could neither read nor write. Although his poetry was not great, he did have a nack (sic) making things rhyme. He had to dictate all his poetry."

Another history held a clue as to where more of Enion's poems might be found and gave his year of death as well as his place of residence. It said, "Enion Kendall is Logansport's pioneer poet, although he could neither read nor write. He was a wood sawer (sic) and lived in a shanty at the corner of Ninth and High streets, where he died in 1856. He wrote a lengthy rhyme, entitled 'History of Kansas and March of Western Army to Santa Fe and San Diego,' which was published in the *Delphi Times* in 1854 and now found in volume 14, Biddle Miscellany. He also wrote, or rather dictated, as he could not write, a poem on the great cyclone of 1845 and reproduced [it] in the *Logansport Journal* August 4, 1907. His rhymes, if not elegant, displayed some original poetic genius."

The third history again mentioned Biddle's Mis-

cellany. It said, "Enion Kendall will prove entertaining to the readers of his poems. Without education, a wood sawyer by occupation, he showed a remarkable mind, considering his advantages. And though he was compelled to rely upon his friends to whom he dictated his poetry, and who made him send his 'Eliza Allen' to Mexico 'in three parts' his poems display a remarkable imagination. He was voluminous and succeeded in making his poetry profitable, which can not be said of all poets. His muse sung in ante-bellum days, and since Judge (Horace) Biddle has included his printed poems in his bound copies of miscellany it is evident that he has found a place in history. His philosophy while not profound was practical. And in his effort to maintain himself by literary effort without being able to read or write he showed a lofty ambition. In truth this curiosity of literature deserves a place in local history."

Attempting to find Enion's canal poems, a trip was made to Logansport's library and also its historical society museum. It was learned that Judge Horace Biddle was a very learned man and a poet as well. He had his works published and copy-righted for his personal use in more than 14 volumes entitled *Biddle's Miscellany*, but he did not sell them. He was a friend of Enion and admired Enion's poetry enough to publish some of it in his bound volumes. The library had several of the volumes but none that had Enion's poems. The historical society had even more of Biddle's volumes. Two of Enion's poems were found, but they were not about the canal.

Only bits and pieces of one of Enion's canal poems was found — part in a newspaper article and part in a history. It may have had many more verses. It is about the wreck of the canal boat, "Kentucky," which was quite a disaster in the Logansport area. The Arthington Papers in the Cass County Museum record that "The week of June 15, 1844, the Packet boat "Kentucky" was lost 3.5 miles below Logan[sport]. It was coming from Lafayette. Suddenly the tow path gave away. Sixty rods around a small bend was another hole. They cast lines on the bearer bank and also the tow path, but both parted. The boat sailed through, struck a tree on its way to the Wabash River. It swung around and struck another tree and broke into. [in two] The hull was raised while the stern went over.

"Mr. Brown, of the Brown Hotel in Lafayette, was on the stern. He and some of the crew held on to the rail all night in ten feet of raging water. He and three of the crew were saved. Thos. Emerson, Jr., of Logansport, was drowned. He was the son of Thos. Emerson, Sr., of Albion, NY. He had been educated at Partridge Military School in Vermont. He was in the brewing business with C. Emerson.

"It had rained so hard, that the water had risen fifteen feet in two hours. The body of Robt. Johnston Griffin, of NYC, a hardware merchant at Fort Wayne, was found below Delphi. Peter P. Bailey was his partner. Sunday evening, July 7, a body was found in the mouth of the Wea, believed to be Mr. Burns of English Quarry."

The *Logansport Telegraph* on June 22, 1844 ran the following two articles about the disaster:

"It is now ascertained that the break in the canal was occasioned by the heavy rains which occurred on last Saturday evening. — The rain fell in torrents, and so great was the quantity of water, that the culverts could not afford sufficient vent for the passage of the water and it forced its way through the canal. At every point where there was a stream, the water forced its way through the canal. At the place where the Packet Boat Kentucky was lost, the water rose about 15 feet in two hours. The body of Mr. THOMAS EMERSON, was found on last Monday and interred on Tuesday with every attention and respect due the deceased. The body of Mr. Robert Jay Griffin was found below the dam, near Delphi. The body of Mr. Burns has not yet been found."

"OBITUARY.

"At all times death is a serious moment in the events of MAN'S existence, for his existence does not end with the throwing off of this mortal coil, He is destined to live on and on through an eternity of being. Our Town has been lately clad in mourning by the visitation of this event in the closing of the mortal career of THOMAS EMERSON Jr. on the 15th inst. Under circumstances of a painful nature. He was on , simply, a pleasure trip of a few miles only, to meet with a returning packet boat, when that returning boat was to be the fatal instrument on which his career was terminated by the disastrous breaking on the canal in consequence of the flood which has lately spread over our valley. Mr. Emerson was aged about 37 years, a native of the State of Vermont and son of Thomas Emerson Esq., at one time, one of the most wealthy citizens of New England and at present a resident of Albion in the State of N. Y. Thos. Emerson Jr. was educated at the highly respectable military School of Mr. Partridge in Vermont, so well known as one of the first disciplinarians in military tactics in the Union. The young men with whom Mr. Emerson Jr. was in the habit of daily association will miss him from their social board and by this painful event learn a lesson of the frailty of human life and the uncertainty of the continuance of those social enjoyments so well calculated to impress the mind with an indifference in regard to death. This death was doubly painful, sudden it was, and entirely unexpected on the part of all who knew him, and all who were with him in the exciting moment which ended in his death and two other persons. None of us can desire such a death; rather would

we be surrounded by those we love and have the hand of devoted affection close the windows through which our souls had enjoyed the sight of nature's beauties and honest and sincere friends of our daily association. For this reason we deplore the manner of his exit, and consequent loss of a good hearted and amiable young man — may his associates learn wisdom from this bereavement. His distant friends may rest assured that they have the sympathies of the citizens of Logansport in this unlooked for cause of sorrow and mourning. *Com.*"

Several weeks later on July 12, 1844, the *Logansport Telegraph* carried the following note:

"The body of a dead man [Mr. Burns of English Quarry] was found in the mouth of the Wea, on Sunday evening last. It had been in the water several days, and was supposed to be the body of one of the unfortunate persons drowned some two or three weeks ago, a short distance below Logansport, at the time the Canal Packet was lost. *Tip. Jour.*"

After this tragedy, Enion wrote a poem about it. Unfortunately we only have the following few stanzas:

The wind it howled,
The wind it did,
The ship it rolled.
The passengers hid
Down in the hold,
That's what they did.

The crew more brave,
As the wind did roar,
Their lives to save,
All jumped ashore.
The chambermaid
And two men more
Took refuge in a sycamore.

Another of Enion's poems, published years after his death in the *Logansport Journal* of August 4, 1907, can be seen on the following page. It is written about the 1845 tornado in Logansport and was referred to as a cyclone in one early Cass County history. It shows his crude craftsmanship and spelling. Some of his poems were more polished.

Searching Ancestry.com and the Indiana Federal Census it was learned that Enion Kendall was born in Guilford, North Carolina to William and Elizabeth (Williams) Kendall on October 1, 1795. He was their second to youngest child. His siblings were Joseph, Margrid, John, William C. and Isaac Kendall. Enion was married twice.

We do not know when Enion came to Indiana. However, his first marriage was to Mary Ellen "Polly" Gates, who was the daughter of John Gates. John

THE TORNADO IN LOGANSPORT

By Enion Kendall

twas on the first day of July
A tempest rose the wind blue hi,
And in a furious shape did dash,
And tore what things, it pleased, to smash

the first we "heer" all in its way,
into west Logan, it there did stray,
And there a whirlwind, in by turns,
it cawt the hous of nabor burns.

And tore part of the roof asunder,
which cawsed them all to quake and wonder,
As it did pass, across eel river.
All who saw it, how they did quiver,

to see the water whirled in the air,
it maid all present, both gap and stair,
it stretched its coarse towards the ski
and swept the river nearly dri

report says Taber a standin by,
with eyes lifted up to wards the sky,
said if this storm comes over toun,
my election it will al fall down

the next we here as swift, it did dash,
tore pollard's kitchen roof to smash,
kind providence held owt his arm,
his family, they received no harm.

the corte hows, next a standing by,
its hite is full three stories hie,
it cawt the roof all in its flite,
as if it was nothing but a kite.

the places rent, fell to the ground,
tops of the chimbls tumbling down,
this whirlwind it did caws much wonder,
the market hows was rent asunder,

mister biddles office, a standing by,
was myracolowsly saved as it blue hie
with peters in it, did him affrite
he thawt he mite bid this worould good nite.

now i must mention mr ross,
to his office, it thence flew across,
his buggy carried a way in the round,
and then returned safe to the ground

the peoples lot, i shal not mention
becaws it is not my intention

the next that comes into my vew,
the methodist church was damaged to,
then passing by all with its mite,
with fury dashed and raged with spite.

John Hows, next in my round,
he lives in the upper end of town,
as he was cawt out in the strete,
the storm it did, him badly beat

this made him feel somewhat flat,
be caws it swept away his had,
this cawsed him far to feel disorders,
he lost a hundred dollars, in verbal orders.

some people were cawt in the street,
when this hurricane did meet,
then to their scrapers ladi down flat,
poor isaac clary lost his hat

this mite wind then stretching ore,
lit upon the canal shore,
some showmen had their canvas stroht around
it there blue up, fell to the ground

it also soard them out of site,
to se there canvas take its flite,
and as it did break up there show
it all fell down, broke one mans to

next place it past mister skeltons hous,
and hit upon it like a mous,
in fury raged so verry hard,
his kitchen roof was swept in palmers yard

the whilrwind tore things al along,
which I must put down in my song

then passing on it quickly blue,
brings victerys farm in my view,
his fences blown down to the ground,
his crop in danger, there he found

well take a glance at mister cook,
and on him I now must look,
the site of the storm, it scared him so,
at the site of the storm, away did go

gathered up his sundy cloas and monny to,
and cauled up his family, while it was in vew,

then to the field, he did repara,
in hopes to be, more safer there

what damage I can not tel,
therefore shal no longer dwel

LOGANSPORT'S A SPLENDID CITY

By Enion Kendall

Logansport's a splendid city,
As any need be seen
Situat on Eel and Wabash River,
Immediately between.

The trading business carried on,
Are brisk for to be sure,
So much produce brought from every part,
I've never seen before.

Her wealth and beauty it doth' excel,
And hard it is to beat,
And as for grandeur need not tell,
For everything is neat.

Dry goods unto this place is brought,
The finest and the best,
All be a set of merchantmen,
Just come from the east.

Sell cheap for cash or such produce,
Or things as they may need,
That they may transport to a distant clime,
The hungry for to feed.

The canal has made a good highway,
To carry on the trade,
The boats are running up and down,
On them the goods conveyed.

Good times are not just coming on,
And money is more plenty,
The industrious will reap their reward,
With their pockets never empty.

The place is on a rich and pleasant soil,
Well it for cultivation,
And its advantages very great,
For people of every nation.

I hope these lines will please you well,
For the description I have given,
And I shall ever be your friend,
As long as I shall live.

Gates died in Tippecanoe County, Indiana in 1829. Enion and Polly were married on July 17, 1828 by Reuben Kelsey, a Justice of the Peace, in Lafayette, Tippecanoe County, Indiana. Enion was 20 years her senior. They had three children. Two must have died in early childhood. Only the name of Ira, 1833-1898, is known. They were divorced about ten years later on September 4, 1838.

On February 7, 1841 Enion married Deborah White, who was born circa 1820 in Kentucky. They were married in Logansport. He was 25 years her senior. They had six children. The first three, Samuel, James and Mary, were born in Tippecanoe County, Indiana. The last three, George, Maria, and Ida were born in Cass County, Indiana.

Sometime between 1847 and 1850 Enion moved his family from Lafayette to Logansport. He was sawyer. Since he supposedly wrote poems about the proud to rear his family in Logansport, Cass County, Wabash & Erie Canal, it is possible he sawed wood for Indiana and wrote the poem "Logansport's A Splendid City" describing it during the canal era. It is seen above. some of its structures. It was completed to Logansport City" around 1837-38 and to Lafayette around 1840-41.

PARENTS & SIBLINGS OF ENION KENDALL

| <u>NAME</u> | <u>BORN</u> | <u>PLACE</u> | <u>DIED</u> | <u>PLACE</u> | <u>BURIAL</u> |
|----------------------|-------------|-----------------------------|-------------|--------------|----------------|
| William Kendall | 7-29-1754 | York Co., PA | 1826 | | |
| Elizabeth Williams | 1-3-1757 | Nottingham, Chester Co., PA | 1830 | | |
| CHILDREN | | | | | |
| Joseph Kendall | 4-7-1788 | | 1838 | | |
| Margrid Kendall | 3-28-1790 | | 3-10-1790 | | |
| John Kendall | 3-8-1791 | | 6-11-1793 | | |
| William C. Kendall | 4-7-1793 | Guilford Co., NC | 2-27-1882 | Lafayette | Pretty Prairie |
| <u>Enion Kendall</u> | 10-1-1795 | Guilford Co., NC | 3-26-1856 | | |
| Isaac Kendall | 7-29-1798 | | 1853 | | |

ENION KENDALL'S WIVES AND CHILDREN

Enion Kendall 10-1-1795 Guilford, NC 3-26-1856 Logansport, Cass Co. IN 9th St. Cem.

1. MARRIAGE 7-17-1828

By Reuben Kelsey, JP Lafayette, Tippecanoe Co.
 Mary Ellen "Polly" Gates 1808

CHILDREN

Unknown Kendall 1830
 Ira Kendall 1833 Indiana 1898
 Unknown Kendall 1836

DIVORCED 9-4-1838

2. MARRIAGE 2-7-1841

Deborah White ©1820 Kentucky Logansport, Cass Co.

CHILDREN

Samuel P. Kendall 1842 Tippecanoe Co, IN
 James H. Kendall 1-?-1844 Tippecanoe Co, IN
 Mary J. M. Kendall 1847 Tippecanoe Co, IN 3-30-1864 Logansport 9th St. Cem.
 George W. Kendall 10-4-1850 Eel, Cass Co, IN
 Maria Kendall 1852 Eel, Cass Co., IN
 Ida Kendall 1857 Eel, Cass Co., IN 1870

At age 61 while living in his shanty on the corner of Ninth and High Streets in Logansport, Enion Kendall passed away on March 26, 1856. Although never a wealthy man, he had captured the history of the area through his crude poetry for future generations.

The *Logansport Journal* of April 5, 1856 carried the following article quoted in its entirety:

DEATH OF ENION KENDALL.
 (COMMUNICATED)

ENION KENDALL is dead! He died after much bodily affliction, on the 26th day of March 1856, and was buried on the 27th. In him was found a most singular combination of the elements of our common nature. Indeed there are but few specimens of mankind that are true exponents of the great type of humanity.

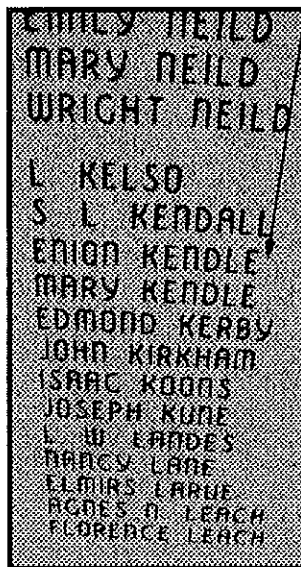
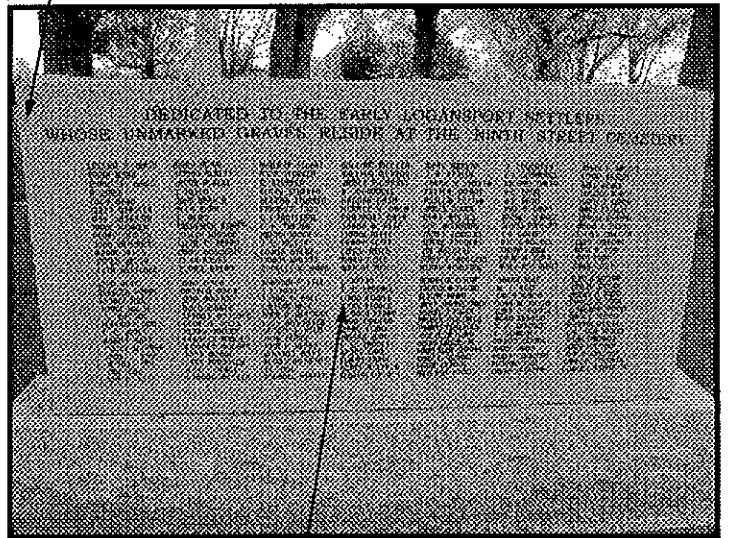
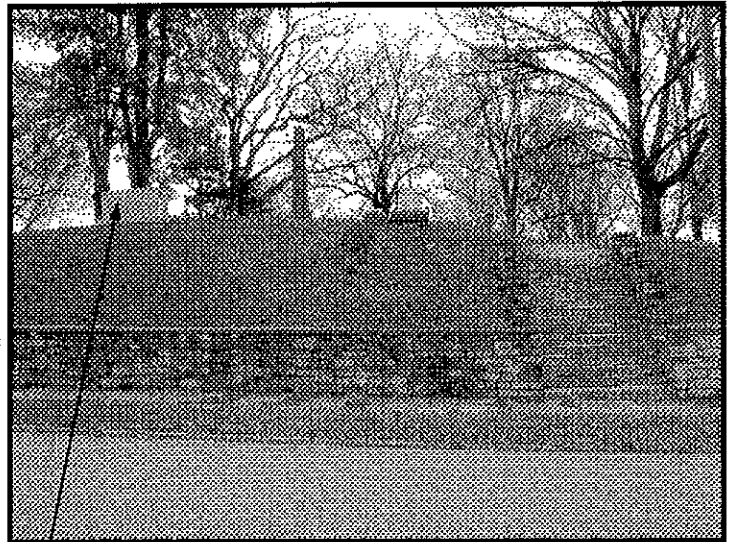
Poor Kendall departed from the standard not farther than many others of much higher pretensions. Whilst his intellect as a whole must be regarded as very weak, yet in many respects he possessed a sound judgment. The hallucination that he was a poet (and the same delusion has troubled many sounder minds than his) seemed to be fixed in his nature. He regarded himself as a genius struggling with an unappreciating world, and never doubted but that posterity would do his fame ample justice; and though there was nothing of the true poet in him, yet he had a singular facility of expressing language in rhythm; and though his effusions were the merest doggerel, yet he occasionally uttered a genuine poetical expression. Poor fellow his life was a burden, yet there must be some compensation in the great range of Eternity for the lowly and afflicted here. How

fares it now with this poor Lazarus and his fellow beings who more fortunate on earth perhaps yesterday trifled with his weakness neglected his want, or even spurned his misfortunes. They die. One, if put in a gilded coffin and with great pomp is borne to the grave, the press makes haste to announce the sad bereavement, and a costly monument records "not what he was but what he should have been." The other is confined in a rude box, perhaps carried to the grave by some official unannounced, unmourned, save by a few as humble as himself. His monument a little heap of God's green earth. If he has an epitaph it is written in the skies. They are both in the grave, and the world knows no difference between them. Such is unequal life and such is equal death. The judgment follows. But poor Kendall, in his lowly poverty, with his inelegant and diseased body, and his weak unbalanced mind, was yet "the noblest work of God" —an honest man.

SOURCES:

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With special thanks to the genealogical librarian at the Logansport Public Library and the Cass County Historical Society Museum volunteer for their help with Judge Biddle's Miscellany.



**Ninth Street Cemetery
 Logansport, Indiana**

Dedicated to the early Logansport settlers whose unmarked graves reside at the Ninth Street Cemetery.

Due to so many broken stones and unmarked graves this new marker was erected. Note that Enion's last name is spelled Kendle on the stone. Mary Kendle is his daughter.

Photos by Bob Schmidt

If anyone knows where Enion Kendall's canal poetry can be found please notify CSI headquarters.



FROM TIMES PAST

Fort Wayne Times and Daily Press
September 26, 1846

United States' Troops. On Wednesday last, a Company of United States' troops, numbering 70 men, passed through this place on the canal boats "Logan" and "Lewis Cass." The company was commanded by Capt. Jewett, and were from Newport, Ky. We understand that they have been sent on for the purpose of assisting in the removal of the Miami Nation of Indians. It was thought in the fore part of the season, that these Indians would remove at the appointed time without any compulsory measures on the part of the Government; but the time has gone by in which they were to emigrate to the country selected for them in the westward of the Mississippi; and, so far as we know, they are no nearer their departure than they were a month ago. It is much to be regretted that force has to be resorted to in the removal of this tribe, but we suppose this is the only course left for the Government to pursue. It would be better for all concerned were the Indians to give up all ideas of remaining where they are during the coming winter, and remove peaceably. We cannot be hopeful that all difficulties will yet be settled, and the Indians be removed without much trouble.

Fort Wayne Times and People's Press
October 3, 1846

ANOTHER WAR — This is a great season for wars. A detachment consisting of 75 or 80 of Uncle Sam's boys from Newport barracks, under the command of Lieut. McFearin passed our office on Saturday morning, with knapsacks and "burnished arms," on their way to Huntington, Ia. They are ordered out for the purpose of assisting in removing the remnant of the Miami Indians, who have become obstinate, and refuse to depart for the new home provided for them in the Far West. The boys said they "expec _____"

Fort Wayne Times and People's Press
October 10, 1846

The Miamis. — The remnant of this once powerful tribe of Indians passed through this place on Wednesday last on the way to their new homes west of the Mississippi. They number between 300 and 400 souls.

Fort Wayne Times and People's Press
October 10, 1846

Charles Butler has returned from Europe, having accomplished all the objects of his visit, in obtaining the assent of the holders of Indiana bonds, to transfer to them the Indiana portion of the Wabash and Erie canal, according to the terms of the act passed at the last ses-

sion of the Legislature of that State.

This fortunate arrangement will cause the speedy completion of this great work and enable the State of Indiana to pay the balance of the debts. *Laus Deo. — Toledo Blade*

Fort Wayne Times and People's Press
November 24, 1846

We understand that the Captain of the canal boat, "James Durbin," was killed by one of the passengers, one day this week, between this place and the Junction. We have learned none of the particulars.

Fort Wayne Times and Daily Press
December 13, 1849

Canal Break On Tuesday night last a serious break occurred at the west end of the Aqueduct, near this city. It seems that the water forced a passage through the race of the abutment directly into the river, and was not discovered until too late to be arrested. The outlet continued to increase until the whole body of water rushed out in one, tremendous torrent, tearing away the whole stone work of the abutment from the trunk of the Aqueduct to the bed of the river, except the extreme ends of the abutment, upon which the Aqueduct rests, as upon two pillars. The bed of the canal is swept out as low as the bottom of the river, for a distance of 140 yards back. The amount of earth carried away is estimated at 12,000 yards. The banks of the canal are not materially injured.

If it is not repaired before high water comes, the Aqueduct will be destroyed without fail; and in that case navigation will be suspended until next September the best way it can be fixed. It is very unfortunate that Mr. Williams and Mr. Bird are both absent, and no one here with authority to take charge of the work.

Fort Wayne Times
December 20, 1849

THE BREAK A strong force is at work on the break at the Aqueduct under the direction of P. Hoagland, Esq., Engineer; and all will be done that it is possible to do, in speedily repairing it. Still, there is every indication of a thaw and general break-up, which, if accompanied by high water, as they undoubtedly would be, will produce the most disastrous consequences. In that case nothing could save the Aqueduct from destruction.

We would not speak in a captious or fault-finding spirit, and we only reiterate the universal expression when we say that Mr. Bird ought to be here. He has charge of this portion of the canal with a suitable salary. In addition to this duty, the good people of Allen county, in their wisdom, thought proper to impose upon him the duties of Representative, leaving the canal in the care of no one. The consequence was that when the break occurred no one here had authority to meddle with it, and several days were lost in obtaining authority from Indi-

anapolis. These days were of the utmost consequence, as, we fear, the result will show.

Ft. Wayne Times and People's Press
September 10, 1850

Indiana. Indiana is one of the most enterprising of Western States. She will in a very few years be completely checkered by lines of railroads, running north and south, east and west, and intersecting each other in all directions. We believe no other western State, probably no State in the Union has so great a number of railroads in the progress of construction, as Indiana. The reason of this is as singular and the fact is remarkable. Indiana became deeply involved in an extended system of internal improvement, several years ago. Being led away by the excitement of the times, and the brilliant result which her well planned improvements promised her, she incautiously undertook more than she could perform, and had the misfortune to become bankrupt, and unable to complete any of her works. An assignment was the consequence, and for several years the State was struggling under great discredit, and on the very brink of repudiation.

But then her magnificent corn-fields, her industrious population, and, as much as either, her sagacious and able statesmen, have brought her triumphantly through her heavy embarrassments.

It is a remarkable fact, which we set out with the purpose of calling attention to, that for a number of years Indiana has had her ablest men at work at home.

At one time Indiana seemed to be winning high renown in the national councils. Her Smiths, Whites, Lanes, Marshalls, and Thompsons, put her in the front rank of States at Washington. But suddenly these men disappeared, how and why the country seems not to know. The reasons is this, Indiana needed these men at home, and she has been obliged on that account, to fill her seats at Washington with such men as Bright, Whitcomb, Henley, Kennedy and Petit. If Indiana has suffered a loss of national reputation by this operation, she has been a large gainer at home. The able men have put their shoulders to the wheel, they have negotiated the State out of her pecuniary embarrassment, they have studied her internal resources, and caused her energies to be applied in the most judicious way; and they made themselves acquainted with the whole subject of railroads and canals, and devoted their time, talent and energies, to the prosecution of all practical public works to completion. Mr. Smith, her former United States Senator, is now President of a railroad, pushing eastward from Indianapolis, and destined to hold a bold and dangerous competition with the Queen City of the west for the travel and business between the eastern cities and the Mississippi river.

Indiana's sons have studied her interests well, and, neglecting the empty bubble of Congressional eclat, have erected for themselves an enduring monu-

ment of wisdom and economical talent within the borders of their now disenthralled and prosperous State.

We bring up the example of the statesmen of Indiana for the admiration of the people of Missouri. Like De Witt Clinton, they have studied to develop the internal resources of their State, and make her great and prosperous. They are succeeding, and they are having their reward. *St. Louis Intelligencer.*

Dawson's Daily Times
October 5, 1859

THE BRIDGE ACCIDENT AT ALBION, N.Y.

It appears that the terrible bridge accident at Albion, N.Y., by which eighteen people were killed and many others hurt, was a result of the rope walking mania. A young man from Brockport had caused a rope to be stretched from the roof of Mansion House, on the north side of the canal, to a building on the south side and announced that he would walk across on it. The rope was about two rods west of Main street bridge: an iron arched structure like most of the new canal bridges, which of course offered an eligible stand point from which to view the performance. The bridge was accordingly crowded with people and teams. The rope walker had got part way across the canal when the bridge broke in two at the centre, precipitating all who were upon it into the middle of the canal. Men, women, children, horses, and wagons were all piled in an indiscriminate mass. The west half of the bridge went down first, and many of those who stood near the break were pitched off in such a way that when the east half of the bridge came down, which it did immediately, it fell upon and covered them up. It is said that a pair of horses and a carriage full of people were crushed in this way so completely that nothing had been found of them at the time of the departure of the cars, two hours after the accident. The scene must have been most horrible. What became of the rope-walker nobody appeared to know. He was not seen to cross the canal or to return to the side from which he started. He may have been startled by the crash so that he fell off his rope into the canal and swam ashore.

Dawson's Daily Times
July 16, 1860

A large Sunday School Picnic is to be held at Kendallville, on the 10th, inst., and we understand that Hon. Joshua R. Giddings will deliver the address.

Dawson's Daily Times
July 16, 1860

On yesterday we saw the canal boat Saturn going west swing the bridge at the crossing of the canal on Calhoun street, and passing left it to be turned back by those wanting to cross. Had some one come to cross from the north side, he would have been unable to get the bridge turned without help from the opposite side, or

going around by the other bridges to do it. Let the corporate authorities see to this at once, and making it finable to leave the bridge open — see that violations thereof are punished.

Dawson's Daily Times
July 17, 1860

Ulrick Saylor, long a resident of Maumee Township near the State Line, about 18 miles east of this city died at his residence about two weeks since —His name and old residence calls up many early memories of men and circumstances. [State Line Lock 1 Saylor's W&E Canal]

Dawson's Daily Times
July 17, 1860

RUN AWAY. — A two horse team, left standing at Edsall's warehouses, became frightened at a passing boat, and started off without the knowledge or consent of the owner. Coming around on Main street, they ran against a post opposite F. Nirdlinger's residence, where one of the horses was brought up standing and the other down in the gutter. No material damage was done. The practice of leaving teams standing in the streets, loose even for a few moments, is a very reprehensible one. The streets usually throng with horses attached to all kinds of vehicles containing persons, and a runaway team is a formidable thing to come in contract with, and often difficult to avoid. If there is a law against the practice, it would be enforced, and vigilantly, too; if there is no ordinance of the kind (we think there is) one should be passed immediately.

Dawson's Daily Times
July 19, 1860

The business on the canal this season is better than it has been for some years, notwithstanding the destructive competition of the railroads, which sap its life in every direction. Under proper management, this great public work may be made a great thoroughfare of commerce, and of course then profitable.

Dawson's Daily Times
July 20, 1860

EARLY HISTORY On the 19th we closed our remarks with some _____ with reference to the organization of the old Branch Bank of the State at this city [Fort Wayne], in November, 1835; but in all we said nothing of the social aspect of society, of which it is just to say, that it was good, and perhaps no town so completely remote from other towns, and the access to which was so difficult, could boast of so many attractions. The winter months were made the more pleasant by the sleighing parties and balls, which were so frequent as that they might have been called a place of entertainments. About the only country place of resort, was Jesse Vermilyea's, ten miles west on the canal (now called the Ruffner Farm,) a place which in this day,

from outward appearance, would be called rude, but within those rude log houses, constituting that residence, were refinement and hospitality, which made the place as an oasis in the desert; and those who have been guests at that pleasant place will, should they read this, remember it with pleasurable emotions — and cherishing, as they do, the memory of Mr. and Mrs. Vermilyea, will no doubt sigh at the thought, that they are no longer.

This year, 1836, was celebrated for the great land sales at this place. There had been a suspension of sales at this office during a period of months prior to the 1st of July of that year, and nothing was received in payment for lands, under the "Specie Circular," except gold and silver and certificates of deposit issued by the banks known as Government Deposit Banks. The effect of this suspension of the sales drew a multitude here which has not since had its like. They all could not be accommodated in the village, and hence many resorted to the few neighboring farm houses. The town was as full of money as at any day since. The sales we think opened on the 21st of July, and, consulting memory from an intimate knowledge of the books of office from October 1838, to February 1st 1840, in the single month of July, the entries made, amounted to \$1,650,000. Col. John Spencer was Receiver of Public Monies, and Capt. Robert Brackenridge Register of the Land Office.

At this time speculation ran high and property dear, and in this place approximated fabulous prices. But soon the bubble burst, and in a few years the monetary crises had accomplished the ruin of many the country over, who theretofore had reposed in ease and plenty and looked forward to the decline of life with no fear of those realities which so soon were to mar the prospect.

The Democrat Ft. Wayne
May 11, 1870

BOY DROWNED — Yesterday afternoon, while a number of boys were playing near the Canal basin on Harrison street, one of them by the name of Foust, fell in and before help reached him was drowned. This is another warning to parents, and we hope it will be fruitful of more favorable results in the future.

DUES DUE

Your CSI dues for Jan. 1-Dec. 31, 2012 were due on December 31, 2011. If you have not submitted them, please do so now so that you continue to receive *The Hoosier Packet*. They still remain \$25 single/family membership. Remit to: Canal Society of Indiana, P.O. Box 10808, Ft. Wayne, Indiana 46854-0808

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

Darrell Bakken, CSI member from Bloomington, Indiana, donated a copy of Daniel W. Snapp'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 tenth installment follows and is quoted in its entirety:

TRADE AND POLITICS

Evansville was, and is, the political as well as the commercial center of southwestern Indiana, of "The Pocket," as it is familiarly known. The only available gauge of political sentiment in the city for the years covered in this study is the tabulated report for Vanderburg (h) County. As is natural, this vote shows strong sympathy with the Democratic party from the moment the rise of the Republican party gave a sectional alignment to national political organizations, but the extreme pro-slavery element was not strong. In the elections of 1840, 1844, and 1848, the Whigs carried Vanderburg (h) the most important county in "The Pocket," but in the election of 1852, as elsewhere in the country, there were evidences of decline in the old Whig party in favor of the Democratic party. The Whig strength in 1840 was unusual. The election figures of 1844 and 1848 represent more nearly the normal strength of the two parties in the county. The accompanying figures will suffice to show the number of voters and the political elections from 1840 to 1864.

| Year | Democrat | Whig | Republican | +Americans (Know-Nothings) *Union |
|------|--|------|------------|---|
| 1840 | 370 | 628 | | |
| 1844 | 556 | 675 | | |
| 1848 | 667 | 734 | | |
| 1852 | 1,322 | 941 | | |
| 1856 | 1,880 | | 372 | +840 |
| 1860 | 1,542 (Northern Democrats) 183 (Southern Democrats) | | 1,867 | *302 |
| 1864 | 2,724 | | 2,724 | |

Evansville has seldom witnessed a more hotly contested election than that of 1860. In the spring of that year when the news reached Spencer County that Lincoln had been made the presidential nominee of the new Republican party, excitement ran high. Long a resident of Spencer County, Lincoln had many friends there

among the old settlers who delighted to meet at their accustomed rendezvous and tell with great gusto of the many times they had seen "Abe," barefooted and shabbily dressed, wielding his axe and laying siege to the mighty forest with all the strength of his brawny young arms. The old flatboatmen claimed association with "Abe" in trips up and down the river. Evansville was the scene of a great torchlight parade on the night following the arrival of the news of Lincoln's nomination.

On May 21, 1860 the Republicans met at the courthouse for the joint purpose of stirring up enthusiasm and perfecting a working organization. At this gathering many short and rousing talks were given, at the conclusion of which Hon W. Foster, later to become a noted diplomat, introduced three resolutions that were adopted unanimously:

1. Resolved: That we candidly approve of the nomination of Lincoln and Hamlin.
2. Resolved: That we recognize them as the worthy standard bearers of that great national party whose aim it is to bring the government back to the principles of the Fathers of the Republic, and to drive from power the corrupt oligarchy whose extravagancies and misrule have brought the national treasury to poverty and prostituted the powers of the government to the extension of the curse of slavery.
3. Resolved: That we pledge ourselves to the support of the opposition state ticket and recognize it as one of the important duties of the citizens of the state of Indiana to accomplish a reform in the administration of the state government and a return to economy and honesty.

The Democrats contended that Mr. Lincoln was an abolitionist and that his election to the presidency would mean the immediate freedom of the slaves. In answer to this contention, the *Evansville Journal*, local mouthpiece of the Republican party, spoke in defense of Lincoln by quoting from his speech in joint debate with Douglas at Ottawa, Illinois, August 21, 1858.

Before proceeding let me say that I have no prejudice against the Southern people. They are just what we would be in their situation. If slavery did not now exist among them they would not now introduce it. If it did not exist among us we should not instantly give it up.

In the same debate, Mr. Lincoln further said, when speaking of noninterference:

I have said a hundred times, and I have now no inclination to take it back, that I believe there is no right and ought to be no inclination in the people of the free states to enter into slave states and interfere with the question of slavery at all. I have said that always; Judge Douglas has heard me say it; and when it is said that I am in favor of interfering with slavery where it exists, I know it is unwarranted by anything I have intended, and I believe by anything I have ever said.

The summer and fall of 1860 brought the issues of the political campaign directly before the people and public interest rose to fever heat in Evansville. Throughout the nation this campaign was regarded as more important than any through which the county had passed. The Democratic party, hopelessly split into two discordant wings over the slavery issue, seemed unable to stem the tide of the rising Republican party. Then too, if the Republicans were successful in winning the election, what would be done with slavery? This was the question in the minds of multitudes of people in the South who threatened secession if the Republicans were successful at the November election.

Lincoln was elected and, after the secession movement started, disloyal sentiment sprang up in Evansville. The period from November, 1860 until April, 1861 might be termed a very critical period in the history of the city. It was a time when sentiment was divided between the North and the South. When the North had finally taken its stand for the Union, however, Southern sentiment was repressed and sympathizers were handled with severity in Evansville.

One living today can scarcely appreciate the peculiar situation of the Evansville people at the outbreak of the Civil War. In the years preceding the struggle they had looked upon the Southern people with a great deal of friendly feeling. They had carried on extensive trade with those areas contiguous to the Green, Cumberland, and Tennessee rivers, and were therefore in a condition to understand the political, economic, and social sentiment prevailing among the people south of the Ohio, whereas most of the people who lived farther away in the South, could regard its pro-slavery sentiment and disunion threats only with a spirit of animosity.

During the struggle Evansville contributed many soldiers to the Union cause. Her men were represented in twenty-six different regiments; colored troops were organized, and a company of home guards, consisting of men too old for military service, drilled in Sunset Park and held themselves in readiness to repel any attack upon the city. One evening the report came to the city that General John Morgan, the Southern raider, was maneuvering across the river from Newburg(h), near Evansville, on July 18, 1862. He crossed the Ohio in skiffs and ferry boats, captured the peaceful little town, including hospitals and military stores, and withdrew without firing a shot. While there, General Johnson informed the populace that a battery had been planned on the Kentucky shore preparatory to shelling the town should it offer resistance. But whatever artillery there was on the Kentucky side proved both harmless and unnecessary, for the inhabitants not only offered no resistance, but many left town with their valuables. Soon the report of Newburg(h)'s predicament reached Evansville and re-

inforcements were immediately sent to the relief of the town, but nothing of consequence came from either of these expeditions except the destruction of the boats in which the enemy had crossed the river and the shooting of two citizens charged with being rebel sympathizers. The London *Times*, in commenting upon the attempted northern invasion by Generals Morgan and Johnson, reported the capture of "the great tobacco port of Henderson, Kentucky," and of Newburg(h), an important town north of the Ohio River: adding that this news immediately had a "bullish" effect upon the price of tobacco in England.

During the war a camp in Blackford's Grove near Evansville was established as a station for the relief of the wounded and destitute. This was in charge of Mr. J. P. Elliott, trustee of Pigeon Creek Township. Many times there were as many as two hundred fifty men, women, and children in the camp who were provided with food and clothing by the people of Vanderburg(h) County. Two hundred loads of cordwood were brought in by the farmers of the country and stored in Seventh Street Park for the use of the wives and mothers of those who had gone to the front. Steamboat loads of wounded and half-starved prisoners were brought to Evansville via Green River and sent on to the northern hospitals and prisons. The wounded from both sides after the bloody battle of Shiloh were brought to Evansville for hospital service. It was then that Evansville got a glimpse of the real meaning of the war with all its mangling and destruction of human life.

In view of the close connection of Evansville with the South in trade, in kinship, and in social intercourse, the question of her loyalty to the Union cause demands consideration. A study of contemporary sources shows that she aligned herself emphatically with her own state and the national government. Whether the reason is to be found in the greater strength of her economic and social ties with the North or in the prevalence of political sentiment for national unity we are not in a position to determine accurately. Doubtless both elements contributed strongly to her attitude. At any rate the following lines of evidence seem conclusive:

First, statistics of enlistment. These will show that the number of enlisted soldiers and volunteers from "The Pocket" region was as large in proportion to its population as from anywhere else in Indiana.

Second, draft resistance. This was found to be no greater than elsewhere in the state.

Third, the number and loyalty of the home guard. This organization was composed, as heretofore stated, of men who were too old for active service.

When the safety of the city was threatened, these men responded to the call.

Fourth, acts of treasonable violence. To be sure some of these acts were in evidence, but similar acts were committed in other localities over the state.

Fifth, the Southern raiders, Johnson, Hines, and Morgan, failed to find sympathy in the Evansville district and moved up the river towards Louisville and Cincinnati where they hoped to find people in a more receptive mood.

Sixth, the Knights of the Golden Circle were not only no more numerous here than in other places of Indiana, but did not even have a chapter here.

If one refers to the Indiana roster of the Knights of the Golden Circle he will find proof of the statement that no marked disloyalty existed in Evansville and the immediately surrounding area during the war. The Knights of the Golden Circle, organized by Dr. George Bickey, professor of medicine in Cincinnati, spread rapidly through the North Central States. The rosters of the several states show the membership to be as follows: Michigan, 20,000; Ohio, 40,000; Illinois and Missouri, 100,000 each; Indiana (leading all the states), 125,000. One can readily see from the foregoing figures that sympathy with the South was very common throughout much of the state of Indiana. The following figures will give a clear idea as to where the branches of the Knights of the Golden Circle existed in the state.

| County | Members | Branches |
|------------|---------|----------|
| Grant | 201 | 6 |
| Clay | 194 | 3 |
| Harrison | 615 | 11 |
| Washington | 1,100 | 10 |

| | | |
|-----------|-----|----|
| Vigo | 500 | 5 |
| Brown | 322 | 4 |
| Fountain | 373 | 10 |
| Sullivan | 600 | 10 |
| Marion | 75 | 1 |
| Parke | 533 | 7 |
| Vermilion | 135 | 3 |

Other chapters were established in the counties of Jennings, Martin, Daviess, and Orange, but no full reports from them were available. Despite the large membership of this society in Indiana, it was poorly organized and therefore ineffective.

Normally and quite naturally, one finds most of the criticism of the current administration in state and nation in those sections of the country where the opposition party is strongest. In the southern counties of Indiana there were more pro-slavery Democrats than farther north, people who had migrated from across the river and many of whom brought their pro-slavery sentiments with them. However, the true Jacksonian Democrats remained strong for the Union. The Southern Indiana towns lost their commercial advantages that depended on the South during the Civil War. Cannelton, to take a notable instance, through its lucrative stone trade with the South, was said, in January, 1861, to be more closely associated with the south than it was with the North. Nevertheless, when the draft of 1862 came, it took not a single man, as the county's quota had already been filled by voluntary enlistments.

The presence in these towns of a numerous and powerful element whose political principles and affiliations were those of the Democratic party did not in any marked degree affect the alignment nor the participation of their citizens in the Civil War.

(This concludes this booklet)

WHITEWATER CANAL

CANAL DAYS By Candy Yurcak

Canal Days on October 7 and 8, 2011 was a huge success for the Gateway Park in Metamora, Indiana. Beautiful weather brought the largest crowd Metamora has seen in several years and the volunteers at the Whitewater Valley Gateway Park did an incredible job handling several thousand people that passed through our gates.

Jerry and Phyllis Mattheis requested volunteer help for the weekend in the Western Wayne Newspaper and arrived at the Gateway Park on Friday morning at about 7:00 AM. They worked all day Friday collecting money at the gate, parking cars, and ending the day cleaning up trash from the parking lots. If that wasn't enough they slept in their van at the Park and repeated everything on Saturday. They answered questions about the canal, the canal boat, and Duck Creek Aqueduct.

Paul Baudendistel spent the week preceding Canal Days laying out the many vendor spaces. This very large job consisted of walking and walking and walking, and then he worked the entire weekend.

Ron Yurcak and Tony Hobson put in long hours before Canal Days installing new lights and fixing old ones, laying out the parking lots to handle hundreds of

cars, installing fences, signs, and setting out trash cans. They then parked cars all weekend long as well as gathered mountains of trash.

Dave and Sharon Lutz arrived from Hamilton County on Friday and Sunday mornings by 7:00 AM to work the gate and park cars. And when someone special arrived at the gate Sharon made sure they were just like everyone else, she took their money and sent them to the back to park.

Don and Kim Vonder Muelen spent their weekend at the Park parking cars, driving the shuttle, and working the gate. Kim kept smiling at the hundreds of visitors as she took their money and sent the cars back for parking.

Emmett Vaughn arrived early and stayed late, Thursday through Sunday, working in the office counting the money, keeping the books straight, and handled problems with the port-o-lets. He helped keep the office running smoothly.

Terry Duffy was at the Park every day of Canal Days and did a lot of everything from gathering trash, working the gate, and parking cars. He helped Emmett with the job of counting the money.

Kathy Vandiver is our lady at the gate! She directed traffic, and collected money. When asked if she needed relief she always had the same answer...nope!

Tom Horninger made sure if you weren't handicapped you weren't parking in the handicapped parking area. This kept many handicapped folks very happy. When finished with this task he helped with counting the money and keeping the books straight.

Bob LaGeese and Bonita Porter (husband and wife) spent no time together this weekend as they worked completely opposite days. This made sure we had help everyday.

And then there is Bridgett (Kathy's daughter) who always shows up to help whether we are walking or doing Canal Days. This year was no different. Bridgett worked at the gate, parked cars, gathered trash and cleaned the bathrooms!

As you can see the Whitewater Canal Scenic Byways Association (WCSBA) Board and many volunteers worked hard in the weeks leading up to Canal Days to make the park shine and set the example of working together with a smile through the long hours of Canal Days. The changes made at the park and the way the volunteers worked over the weekend was noticed by our vendors and campers and they in turned helped to clean

up the park, stopped a car when they saw them try to park where they weren't supposed to, and gave back the smile that was given to them. This is exactly why I know that we will reach all of our dreams for the Whitewater Valley! Many hands make the work easier.

WHITewater CANAL SCENIC BYWAY

The main route of the Whitewater Canal Scenic Byway stretches from Lawrenceburg into Ohio back into Indiana in West Harrison then follows US 52 to SR 129 up to Connersville where it takes Western Avenue up to SR 1 and then north following the old Whitewater Canal up to Milton, Cambridge City and finally Hagerstown. Three loops off this main byway have been officially designated by Lt. Governor Becky Skillman and the Indiana Department of Transportation (INDOT).

East Fork Loop, named for its crossing of the East Fork of the Whitewater River near Richmond, follows the National Road from Cambridge City to Richmond then south on SR 101 running parallel to the River to where it hits the main byway in Brookville. The WCSBA totally agrees with this route, but has problems with the other two routes and wishes to improve them.

Oldenburg-Batesville Loop starts at the Gateway Park in Metamora, travels south on SR 229 through Oldenburg and Batesville, makes a left on US 46 to St. Leon and heads north to US 52 and the main byway again. The WCSBA has problems with this loop.

When this route was unofficially written up last year it was generally prettier. It followed US 46 out of Batesville to Penntown where it made a left to follow St. Mary's Road into Brookville. Although St. Mary's Road is slower it is more picturesque than US 46 and far more than SR 1 from St. Leon to US 52. It is the way locals go from Oldenburg to Brookville.

The WCSBA has had opposition from three Franklin County commissioners who were opposed to the establishment of Gateway Park. According to a reporter, these men "have tried to stop every effort by the group to help grow the local economy via tourism and recreation."

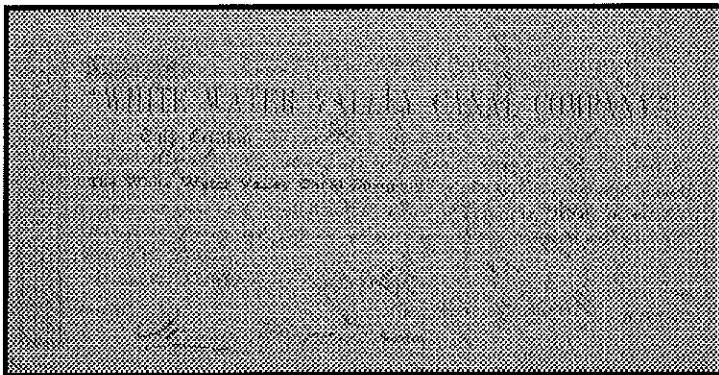
Dearborn-Ripley Loop goes from Lawrenceburg to Aurora and travels northeast on SR 350 to Milan, then north on SR 101 to Sunman. It goes east on North Dearborn Road to Dover where it hits SR 1 and travels south back to US 50 and into Lawrenceburg.

The WCSBA would like to see this loop take US 50 all the way to Versailles to take in the beautiful state park located there and then go up US 421 to Osgood

then hit 350 and follow it as before back around to Lawrenceburg.

The WCSBA is happy to have the loops designated, but it hopes to improve them. This byway and its loops bring tourists to the area to see all that the Whitewater Valley has to offer.

WHITewater CANAL STOCK SOLD TO RAILROAD COMPANY



William Kelley II, of Brookville, recently purchased a old certificate of stock in the White Water Valley Canal Company and contacted CSI requesting information about the certificate. It reads:

Certificate of Stock in the "White Water Valley Canal Company." This Certifies That Henry C. Lord is the owner of Eighteen Hundred Twenty Five Shares of the Capital Stock of "The White Water Valley Canal Company," of Fifty Dollars each, which is paid in full and upon which dividends will be declared at Connersville, Indiana, on the first Mondays in January and July, in each year and which is transferable only upon the Books of the Company. Connersville Ind. January 20, 1865. C.C. Binkley, President, Samuel Heron, Secretary.

Since it was for such a large amount of stock, we were very interested in it. Bob Schmidt, president of CSI, found the following in the Whitewater Canal tour guide compiled by Carolyn Schmidt:

The railroad: In the 1850's agitation for a railroad down the valley began. This led the canal company to stop spending money on canal repairs even though it was being used for local traffic until 1862. On July 22, 1863, the canal was sold for \$63,000 to H. C. Lord, president of the Indianapolis & Cincinnati Railroad Company by the United States marshal at the Brookville courthouse door. This sale was later set aside even though some track had been laid. The right-of-way was then sold for \$137,348.12 to the White Water Valley Railroad Company. It built its line on the towpath and in some instances in part of the canal bed. Thus the canal, which cost over two million dollars and was never in operation its entire length for more than four

months at a time, was closed to boat traffic.

Wanting to find out more, Bob looked in *The Whitewater Canal Story* by Rex M. Potterf, which stated:

"The deteriorating condition of the Canal and inadequate revenue made repairs expensive and indicated its early demise. In 1861 the last boat reached Hagerstown. It was owned by Mr. Stevenson of Milton. Because of a washout near Symond's Creek he returned at once. Valentine Sell of Cambridge City conveyed a load of meat to Connersville in 1864. Judgments of \$63,000 had accumulated against the company. With its credit impaired the court appointed a receiver. Meanwhile the legislature in 1863 enacted legislation which permitted the Whitewater Railroad to occupy the towpath of the canal. However, the legislation stipulated that there should be no interference with the water power then in use. In the next few years a number of power companies began to utilize more of the water power supplied by the canal.

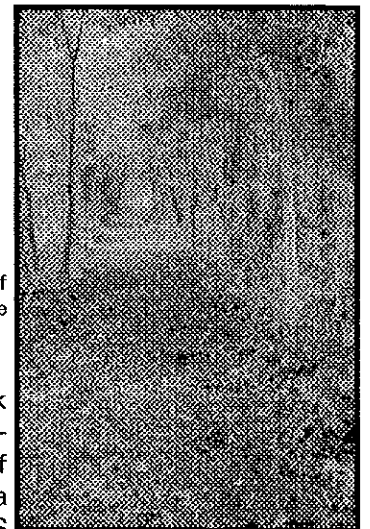
"In 1863 the Indianapolis and Cincinnati Railroad Company acquired the right to use the towpath from Cincinnati to Brookville. This railroad was later known as the Whitewater Division of the Cleveland, Cincinnati, Chicago and St. Louis Railroad. This was the first Indiana canal to be superseded by a railroad. Later (1882) the Wabash-Erie Canal right-of-way was occupied by the Nickel Plate Railroad. The Whitewater Valley Railroad Company incorporated June 8, 1865, planned to build a railroad from Harrison, Ohio to Hagerstown, Indiana. It bought the Whitewater Canal and built its track along the towpath all the way to Hagerstown. The purchase price was \$137,348.12. The Canal sale to the Indianapolis and Cincinnati for \$63,000 was set aside by court action."

Apparently this stock certificate was sold to Henry C. Lord when he purchased the canal for the railroad company's use. It has great historical significance.

WHITewater CANAL TRAIL VOLUNTEERS HAVE LOCK READY FOR VISITORS

Photos and story courtesy of "Milemarker," News from the Whitewater Canal Trail

The Yellow Bank lock of the Whitewater Canal lies on the east side of Yellow Bank Creek, just a few hundred feet from US Route 52. But almost no one knows it's there. Yellow



Bank Lock is just one of the hidden treasures of Franklin County's canal heritage. Now, with permission from the Moster family, the lock's neighbors, and financial support from the Canal Society of Indiana, you will be able to visit Yellow Bank Lock. It took a large group of dedicated volunteers to make this happen. It started with clearing part of the old, overgrown railroad route that will soon be a welcoming path to the lock.

The trail goes down a flight of stairs and follows a newly built fence toward the lock. Feel free to explore the creek, but do not trespass on the private property beyond the fence.

The old canal channel is usually dry, but it does flood occasionally. Gary Schleuter helped to carve out the "high-water trail" which will allow visitors to access the lock when the canal is flooded.

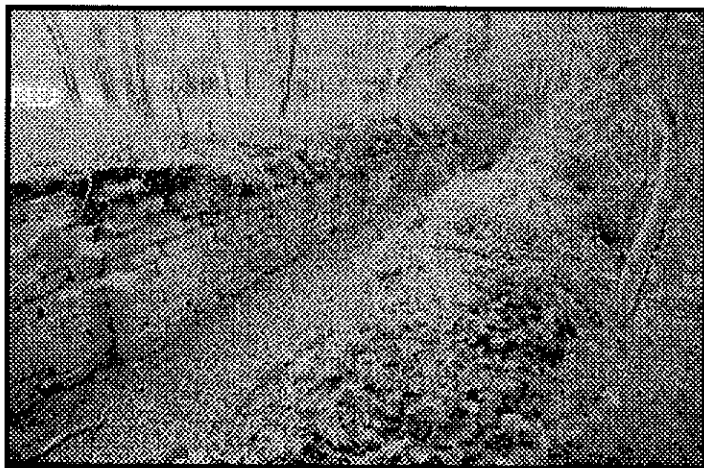
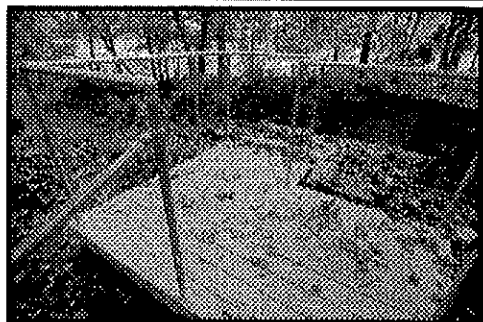
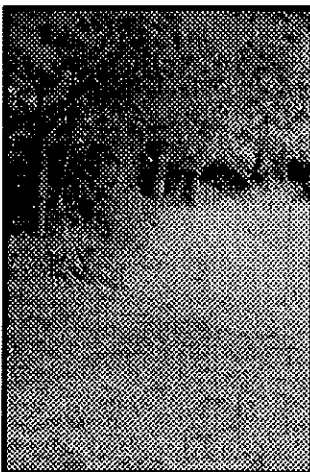
Stone steps and a stone landing, built mostly by Gary Rieveschl and Terry Mays, will get you up out of the canal basin.

From there another set of stairs leads to a platform on top of the lock wall. Here, Tom Cooney works on the deck.

Dozens of other volunteers also helped make this Whitewater Canal Trail project a success. In addition to moving large stones, and building stairs, they trimmed trees, moved dirt & gravel, designed signs, did research, planted grass, and more.

WCT's accomplishments are due to our talented and committed volunteers, who have a variety of talents and skill levels. Volunteers are being sought to work on the next phase of the Yellow Bank Lock project.

Work on the lock project began on a cold, snowy February morning of this year when a group met at the site to make a plan. Through the spring and summer, volunteers have gathered periodically to complete work necessary to provide visitors a safe, enjoyable and informative experience.

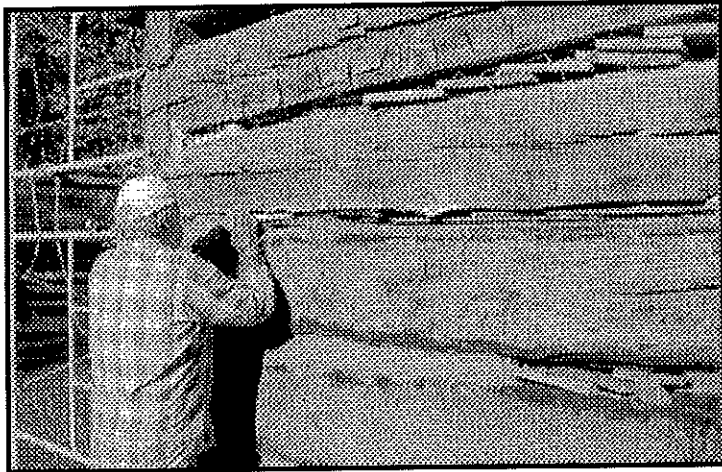


Phase I of this project included stairs, railings, platforms and fence. After a ribbon cutting ceremony for this project on Saturday, November 12 at 11:00 a.m. guests were able to visit the "ruins" of the Yellow Bank Lock at the historic Whitewater Canal. It is a remarkable old canal structure, the likes of which has not been available for public view for many years. Guests met at the parking lot of the Yellow Bank Trailhead, cut the ribbon at the beginning of the trail, and then walked down to the lock (less than 1/4 mile.) This definitely was good use of CSI funds.

NEWS FROM DELPHI

GETTING READY FOR COOL WEATHER: VOLUNTEERS CHINK LOGS ON FOUTS HOME

By Dan McCain



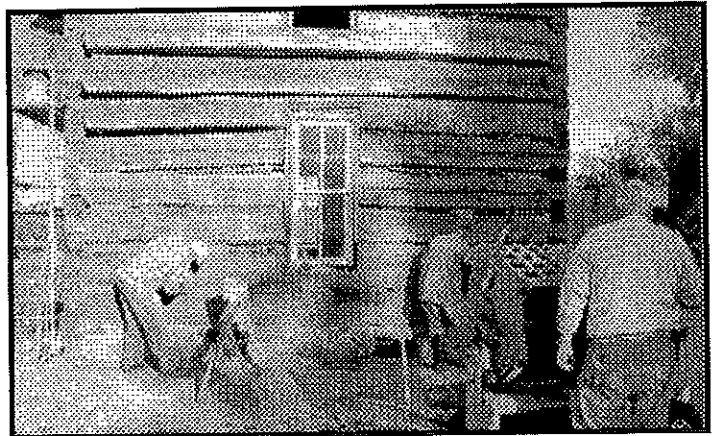
Al Auffart chinks between logs on the Fouts Home. Notice the blocks of wood that are wedged into the space between logs, then covered with the "mud."



Volunteers, Bill and Pat Draper, watch as the M-W-F crew works on filling the space between the logs.



Dave Smith places mortar on the spaces of the second floor.

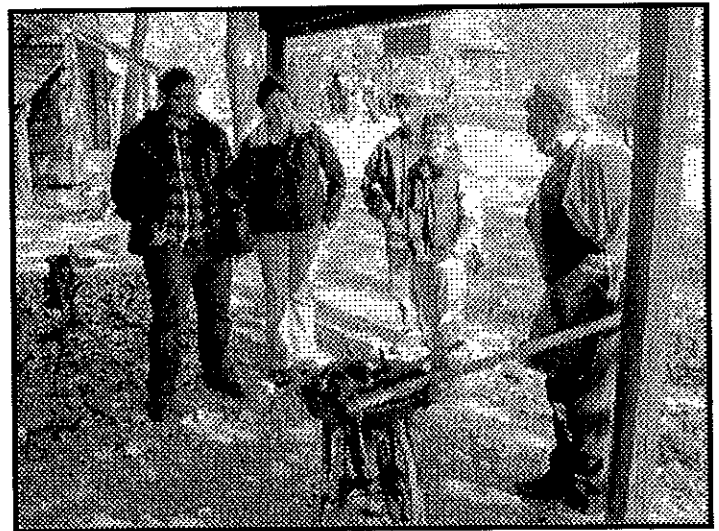


Vern Cripe mixes mortar as the MWF crew tackles the process of "chinking" to fill the spaces between logs.

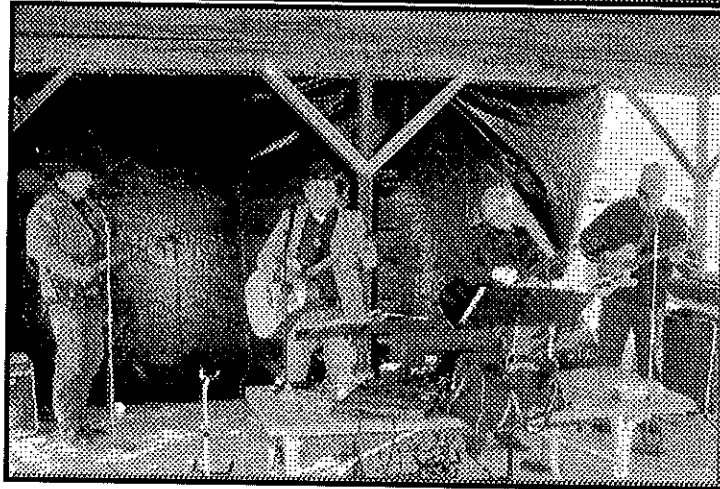
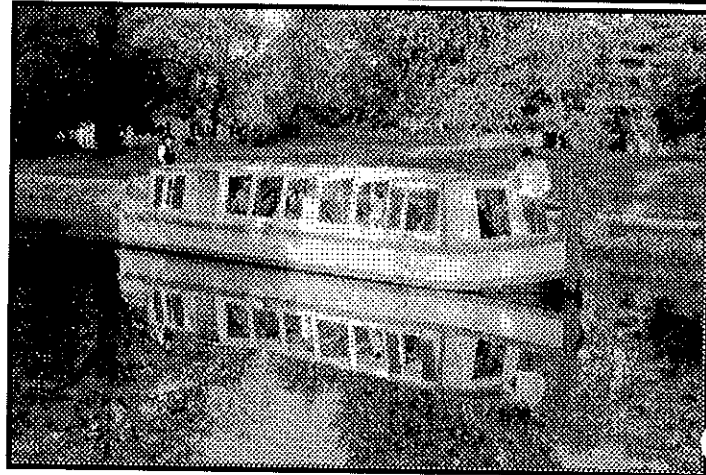
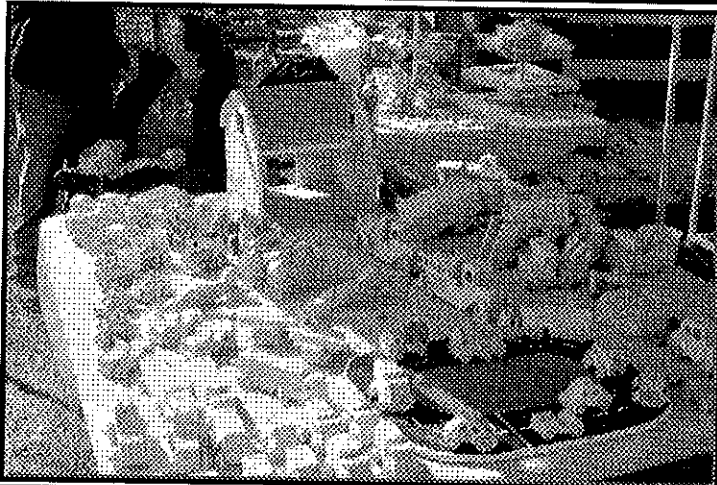
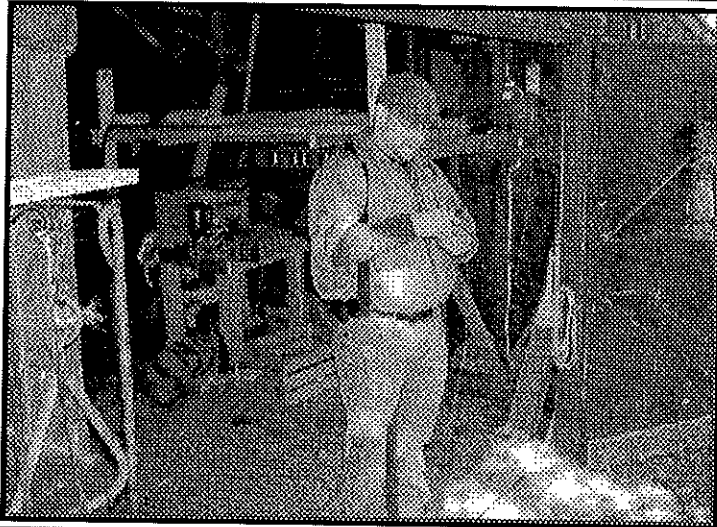
2011 BOAT TOUR SEASON A SUCCESS!

By Dan McCain

Our 2011 tour season was the most successful yet! Besides the addition of artisans in Pioneer Village on summer weekends, over 2,600 passengers enjoyed a ride down the Wabash & Erie Canal aboard our replica canal boat, the Delphi. Additionally, nearly 800 guests toured the Reed Case House. Thanks to our many visitors...and to our volunteers!



During the celebration, visitors watched a blacksmith work a portable forge to heat pieces of iron. On the following page you see Jim Corey taking a break from the forge. There were wooden toys available at the festival. They are popular as presents for grandparents to buy. Music was provided by the Cutler Band. They play mostly bluegrass tunes. Festival organizer Liz Irwin had a booth. The day was breezy and cool but the crowd came anyway.



though it requires CCW&EC, I to find the other half of the amount they may need. WOW that is a real start! Dan told NCHS staff member Rita Smith that he likes this kind of challenge because it gets them closer to another major accomplishment in Canal Park.

The following morning they began a cross-section survey to determine the exact placement of the bridge abutments. Two old standby volunteers, both retired professional engineers, were there to survey the site. Ron Dust has worked with them for years as a M-W-F crew member from Monticello but now he lives in Chicago. Bud Weidner is from Monticello and a former Delphi resident. He has helped with former bridge abutment design.

\$87,500 GRANT APPROVED

Dan McCain, president of the Carroll County Wash & Erie Canal, Inc. recently received at call from the NCHS Board notifying him that they had been awarded half of the amount they requested for the restoration/ placement of the Houck Road Iron Bridge from Putnam County in Delphi's Canal Park. The bridge will connect Canal Park to the new site of the Carroll County Historical Society at the Stone Barn! That is great news al-

WORK CONTINUES ON FOUTS CABIN

The M-W-F crew has been busy building the fireplace in the center of the first floor of the Fouts Log House. Thanks to a grant received from the Tippecanoe Arts Federation, CCWEC, I was able to purchase close to 10 tons of beautiful stone to build it. Painter Jim Ebrite then sprayed white on the interior walls to mimic the "whitewash" that pioneers would have used. The Fouts House is looking more finished all the time!

2011 IN REVIEW

MAJOR CSI EVENTS/ACTIONS

Assisted students, authors and genealogists in canal research
 Participated as a consulting partner on Indiana Department of Transportation projects:
 U.S. 24 New Haven to Defiance
 Terre Haute S.R. 461 Corridor
 I-69 Corridor
 S.R. 62 Lloyd Expressway Evansville
 Burnett's Creek Arch
 Broad Ripple Flood Wall
 Board meeting: November 5, 2011, FWAC Public Library Meeting Room -C Host Haacks 12 Directors 3 Guests
 On-line: Canal Society of Indiana website: indcanal.org
 Canal Society of Indiana Facebook page
 Wabash & Erie Canal Towpath Trail's forum promoted on wabasheriecanal.blogspot.com - Tom Castaldi
 Subscribed to Ancestry.com
 CSI funded: \$300 Whitewater Canal Scenic Byway for signage, \$3,000 Whitewater Canal Trail for Yellow Bank Lock project/signage, \$7,500 Carroll County Wabash & Erie Canal, Inc. for kiosks/panels

BOARD OF DIRECTORS

| | | |
|----------------------------------|-----------------------------------|--------------------------------------|
| Sandy Billing-Terre Haute | Jeff Koehler-Center Point | Sue Simerman-Ossian, Secretary |
| Tom Castaldi - Ft. Wayne | Dan McCain-Delphi | Ellsworth Smith-Leo |
| Jim Ellis- Ft. Wayne, Treasurer | Gerald Mattheis-Cambridge City | Brian Sturm-Delphi |
| Gail Ginther-Metamora | Mike Morthorst-Cincinnati, OH | Frank Timmers-Carmel, Vice-President |
| Don Haack-Ft. Wayne | Bob Schmidt-Ft. Wayne, President | Charles Whiting Jr.- Lawrenceburg |
| Charles Huppert-Burtonsville, MD | Carolyn Schmidt-Ft. Wayne, Editor | Mick Wilz-Brookville |

COUNTY HISTORIANS

| | | |
|----------------------------|--------------------------|--------------------------|
| Allen Co.- Thomas Castaldi | Miami Co.- Kreig Adkins | Vigo Co.- Mike McCormick |
| Clay Co. - Jeffrey Koehler | Wells Co.- Craig Leonard | |

These men receive and answer numerous phone, E-mail and posted messages from persons seeking information that may involve canal business or its builders.

IN MEMORIAM

| | | | | |
|--------------------|------------|--------|----------------|-------------|
| Nathan L. Tagmeyer | 7-31-2011 | age 90 | Fort Wayne, IN | CSI Founder |
| Annetta M. Baker | 8-01-2011 | age 92 | Winamac, IN | CSI Member |
| Charlotte K. May | 10-05-2011 | age 94 | Marion, IN | CSI Member |
| Aleda M. Tagmeyer | 10-17-2011 | age 89 | Fort Wayne, IN | CSI Founder |
| Helen Ellis | 11-04-2011 | age 84 | Hillsboro, IN | CSI Member |

NEW MEMBERSHIPS (9 individual) (2 family) (10 Indiana) (1 out of state)

| | | | |
|------------------------------|------------------|------------------------|---------------|
| Don Eyler | Warm Springs, GA | Bryan McCallen | Wabash, IN |
| Dennis & Lillian Faulkenberg | Indianapolis, IN | Robert McCallen | Wabash, IN |
| Peggy, Grossnickle | Warsaw, IN | Robert R. McCallen III | Wabash, IN |
| David Guilfoyle | Metamora, IN | Terre W. Myers | Frankfort, IN |
| James Hall | Wabash, IN | Jerry & Roxy Stoner | Wabash, IN |
| Page Himes | Warsaw, IN | | |

SPEAKERS BUREAU

| Date | # People | Event | Presenters |
|------------|----------|---|--------------------------|
| 1-03-2011 | 33 | The Towne House Retirement Community Ft. Wayne | Bob & Carolyn Schmidt |
| 4-12-2011 | 27 | SWAC Coventry School 5th Grade | Tom Castaldi |
| 5-09-2011 | 20 | Centerville Lions | Jerry & Phyllis Mattheis |
| 6-05-2011 | 84 | The History Center "Shields Room" Ft. Wayne | Dan McCain |
| 7-06-2011 | 150 | Huntington's Old Fashioned 4th of July Festival | Dan McCain |
| 7-16-2011 | 23 | Hagerstown Young Farmers | Jerry & Phyllis Mattheis |
| 10-15-2011 | 28 | Miami County Historical Society | Bob Schmidt |

Broadcasts:

Weekly:

Tom Castaldi reached an estimated 60,000 on FM Radio

"On the Heritage Trail" radio program reaches 12,000. It is recorded and broadcast on **WBOI FM 93.1** Northeast Public Radio in Fort Wayne. During 2011 programs including the canal were: Canal through western Allen County; Early town founders' dream of a canal; Sam Hanna's work to bring the canal to a reality; Jesse Lynch's canal and railroad career, and Swinney Home's canal legacy

Tom Castaldi reached an estimated 120,000 on AM Radio

"Historia Nostra - Our History" on **WLYV AM 1450**, Fort Wayne, is a series of short programs that air several times each day and continue to include the stories of the Wabash & Erie Canal: St. Patrick's Church built by canal laborers; Fort Wayne's canal laborers' contributions; canal contractor Francis Comparet; Blee family canal boat owners; canal construction an attraction for both Irish and German immigrants; St. Joseph Hospital originally built as hotel for canal travelers; Miami people removal to Kansas partially by canal boat

Docents:

Canal Park Delphi:

Dan McCain spoke to thousands of visitors at Canal Park in Delphi who see the Canal Interpretive Center and walk the trails. Besides promoting the park he attends meetings around the state and elsewhere. Other Carroll County Wabash & Erie Canal volunteers are docents in the canal museum and on the trails for thousands of visitors.

PUBLICATIONS

Guide book for tour "Taming the Swamp" (96 pages) Scott Bieszczad

The Hoosier Packet Vol. 10 No. 1-12 Carolyn Schmidt, editor

ARTICLES

Canawlers At Rest Columns by Carolyn &/or Bob Schmidt

| | | | |
|---------------------------------------|---------------|---------------|---|
| Alfred Peck Edgerton | B. 1-11-1813 | D. 5-14-1897 | Land speculator, formed W&E Canal Company/ Eastern Division |
| James Conwell & George Grove Shoup | B. 11-22-1786 | D. 5-10-1849 | Established and president of Whitewater Valley Canal Company |
| John Hanson Farquhar | B. 11-11-1810 | D. 7-7-1853 | Est. WVCC Purchased Central Canal with Raridan and Newman |
| Noah L. Babbs | B. 12-20-1818 | D. 10-2-1873 | Asst. engineer of Richmond/Brookville Canal, Spoke 1st boat on WWC |
| Joseph L. Sloan | B. 11-13-1794 | D. 1885 | Assisted in building Miami Canal |
| Dr. James Gordon | B. 1801 | D. 1872 | Post master, Merchant, builder who lost money to W & E Canal |
| William Cooper | B. 3-20-1809 | D. 10-11-1889 | Store goods came/shipped grain via canal, repaired Aqueduct 6 |
| Philo B. Rumsey | B. 1815 | D. 4-10-1872 | Constructed W&E Canal near Attica |
| Dr. Elbridge G. Wheelock | B. 3-19-1811 | D. 9-9-1902 | Host at Vermilyea Inn, Invitation committee W&E Canal opening |
| Jacob Herman Hager | B. 11-25-1814 | D. 8-5-1892 | Surgeon W&E Canal from Ft. Wayne across Indiana/Ohio state line- |
| Herman R. Schwegmann | B. 8-21-1815 | D. 5-15-1876 | 25 yrs. Head clerk for W&E Canal office at Terre Haute |
| Col. Ebenezer F. Lucas | B. 5-27-1821 | D. 4-14-1880 | Cook on canal "state boat," merchant |
| | B. 2-22-1807 | D. 8-8-1874 | Land sales agent, canal toll collections, operations, maintenance Lafayette to IN/OH line, as Gen. Superintendent of W&E Canal thought to be unscrupulous |

Articles by:

David & Marilyn Badger

Learn About Life in the Black Swamp; Taming the Great Black Swamp; Drainage Tife Museum

David Barber

The Wabash River Lock

Sandy Billing

Status Quo in Terre Haute

Terry Bodine

Railroads Crossing the W&E Canal in Fountain County

Rick Brown

Canal Place Names of Scotland

Tom Castaldi

Monthly: Reached and estimated 408,000 thru *Fort Wayne Monthly* magazine articles "Along the Heritage Trail." (readership 68,000 per issue based on 2005 Major Market Study KPC Research): Those involving the Wabash & Erie Canal include: Early Road from Fort Wayne thru Tiptonsport; Review of Historical Markers in Allen County; Frances Slocum's story; Thieme Drive Overlook; "Connecting the dots," and Duck Creek canal timbers.

Charles Davis

Chambers Young Patterson and His Wabash & Erie Canal Connections; Rockville and Its Wabash & Erie Canal Connections Part 1 and 2

Terre Duffy

Whitewater Canal Trail Lock 21 Project

Robert Goodland

Towpath to Interurban

Bob Hansen

Gateway Park Bluegrass Festival

Gerald Hulslander

FR Clarification; Steamboat Author; Whoa Mule Whoa

Charles Huppert

Central Canal Prism Endangered; Tombstone Dates

Stephen T. Jackson

More Central Canal and Hydraulic Canal Prism Found Near Anderson

Jill King

Remembering the Ice Man

Dan McCain

Last Bricks Laid in Lime Kiln Exhibit; Brandenburgs Donate Land to Delphi's Canal Holdings; Creating a Scale and Shed; Annual "Day After Christmas" Walk; Winter Projects; Freedom Bridge to Carry Monon Trail Over Hoosier Heartland; Lime Kiln in Canal Park Complex; Another Iron Bridge Comes to Canal; Canal Boat Season Opens; Volunteers Have Many Skills; Benches Make Our Trails Better; Platform Scale Shed Takes Place; Preserving Adams' Mill; Volunteer Recognition on National Trails Day; Fouts Cabin Gets a New Home; Volunteers Make Work Play

Phyllis Mattheis

Vinton House on Whitewater Canal Featured; Cambridge City Cemetery Walk; Western Wayne Heritage; Who Was El bridge Gerry?

Bill Morey

Trail Awareness Event Napoleon, OH

Billy Ray

Jeffersonville Type Canal Needed in Russellville, Arkansas

Bob and/or Carolyn Schmidt

"Rappites, Riverboats, Pirates" Adventure Encore; Ice or No Ice?; C&O Canal Lock 52 & Tonoloway Aqueduct; Great Fer gana Canal (info from Lynn Bower); Michael Hedekin and the Hedekin House; Federal Land Grants to Indiana; Perrysville Lock Company 1843; Taming the Swamp; Oklahoma City's Bricktown Canal; Gar Creek Culvert; Jeffersonville's Canal; Arizona's Cross Cut Canal; Preserving the Whitewater Canal and Its Headquarters

Stan Schmitt

Toll House? Probably Not

Sue Simerman

The Inland Waterway in Michigan

Mark Smith

A Delphi Connection to Paradise Spring; The Spears and Case Block: A Harbor for Slaves

Neil Sowards

Canal Boat "Henry Clay"; Miami & Erie Canal Bridge

Charles Whiting Jr.

State Line Monument to be Protected

Caroline Zimmerman

John Paulding and the Fidelity Medallion

Current News Articles, Historical Clippings, Photographs, Etc. Provided by numerous members

The following directors kept us up to date on the canals:

Carroll County Wabash & Erie Canal, Inc. and Canal Park: Dan McCain, Brian Stirn

Central Canal: Chuck Huppert:

Cross-Cut Canal, Riley Lock, Culvert #151, Reservoirs: Jeff Koehler

Wabash & Erie Canal: Tom Castaldi, Sue Simerman

Whitewater Canal and Trail, Scenic Byway: Gail Ginther, Jerry & Phyllis Mattheis, Chuck Whiting, and Mick Wilz

Miami & Erie Canal: John Geyer

Ohio & Erie Canal: Linn Loomis

TOURS

TAMING THE SWAMP

April 1-3, 2011

Joint tour CSI & CSO, planners Scott Bieszczad, Bill Oeters, Bob & Carolyn Schmidt

Hotels: Holiday Inn Express 860 N Washington St, Van Wert, OH 45891

Comfort Inn 840 N Washington St, Van Wert, OH 45891

Bus: Two Ladies and a Bus Company, LLC, 90 Washington Street, St. Jos., IN 46785

Tour Logo: Nate Tagmeyer/ Carolyn Schmidt

Tour Slogan: "Taming the Swamp"

Tour Book: Scott Bieszczad

Maps: Scott Bieszczad/Carolyn Schmidt

Budget: Bob Schmidt

Name Tags, Goodie Bags, Car Ribbons: Carolyn Schmidt

Friday Tour: John Paulding Historical Society Museum, Paulding, OH

Speaker: Georgia Kohart Life along canal and swamp/artifacts

Friday Picnic: Elks, 1 Elks Drive, Van Wert, OH 45891 Catered by Willow Bend Country Club, 579 Hospital Drive, Van Wert, OH

Program: Scott Bieszczad PowerPoint show of canal sites to be seen on Saturday

CSI Annual Meeting, election of board and officers

Saturday tour route: Scott Bieszczad, Bill Oeters; Docents: Scott Bieszczad, Bill Oeters, Neal Brady, Bob Schmidt

Phyllis Bidlack talked about Junction marker

Box lunch at John Paulding Historical Society Museum catered by Willow Bend County Club

Morning/afternoon refreshments:

Bananas, Water - Bob & Carolyn Schmidt

Cookies from Darlington Farms donated by Jim & Ruth Ellis

Saturday Banquet: Elk's catered by Willow Bend

Speaker Pete Wilhelm, Northwest State Community College Hamlin, OH spoke about The Black Swamp

American Canal Society Directors' Meeting

Sunday Tour Route: Scott Bieszczad, Bill Oeters

Docents: Scott Bieszczad, Bill Oeters, Neal Brady, Bob Schmidt

Thank You Notes: Carolyn Schmidt

Tour attendees:

Saturday 109 CA-2, IL-4, IN-32, KY-2, MA-2, MI-2, NJ-1, NY-4, OH-57, PA-2, Toronto, CAN-1

David & Marilyn Badger, Ken Baker, James Ballway, Sally Bancroft, David Barber, Robert Barth, Carl & Barbara Bauer, Scott Bieszczad, Karl & Demaris Black, David Bohla, Brad Bond, Neal Brady, Dean Bowman, Sue Burger, Jim & Lisa Campbell, Tom & Linda Castaldi, Cathy Corley, Allan & Linda Corwin, Ken Dague, Tom & Diane Fledderjohann, Leland & Bonnie Gamson, Bill Gerber, Lowell & Jerry Goar, Jim & Barb Guest, Nancy Gulick, Bill & Nan Hachtel, Roger & Alice Hall, John & Susan Hatton, Gerry & Jean Hulslander, Don & Ann Hutzel, Bruce Jones, Clay & CJ Kauffman, Dwight Kline, George & Doris Kmetz, Dick & Martha Kudner, Bob & Dot MacIntyre, Ben & Martha Marsh, Gerry & Phyllis Mattheis, Dan McCain, John & Betty Miller, Mike & Tom Morthorst, Doug & Liz Nims, Bill Oeters, Gene & Joyce Paschka, Ron Petrie, Ed & Cynthia Powers, Melissa Reed, Martha Rittinger, John & Judy Robinson, Laurie Rogers, Joe & Bee Rutter, Frank & Alice Sadowski, Bob & Carolyn Schmidt, Dan Schuster, Bob Sears, Bruce & Kay Sheldon, Frank & Deloris Shipley, Steve & Sue Simerman, Ellsworth Smith, Jim Sprague, Mike Thrall, Frank & Mary Timmers, Stephen & Deborah Titchenal, Frank Trautman, Boone Triplett, Larry Turner, Margaret Van Vleet, Allen & Becky Vincent, Caroline Whitten, Chuck & Ann Whiting, Myron & Caroline Zimmerman

Sunday 38 CA-2, IN-14, KY-2, NY-2, OH-16, PA-2

ONCE ABOARD THE BLUE MOON

September 23-24, 2011

Planners: Frank Timmers, Bob & Carolyn Schmidt

Hotel: Fairfield Inn & Suites by Marriott, 40 Starview Lane, Chattanooga, TN 37419 (423) 664-4222

Boat: "Blue Moon Cruises" Ocoee Adventure Company, LLC. 1-888-993-2583

Tour Logo and Slogan: Carolyn Schmidt

Tour Literature: Frank Timmers, Carolyn Schmidt

Maps: Carolyn Schmidt

Budget: Bob Schmidt

Name Tags and Thank You Notes: Carolyn Schmidt

Friday: 6 hr. cruise on Tennessee River at Chattanooga, TN by locks with lunch on board, evening activities on own

Saturday: Activities and lunch on own, Civil War Dinner Theater at Buttonwillow Church, PO Box 37, Whitwell, TN. 37397

Tour attendees:

Friday 45 AL-2, CA-2, IN-27, IL-4, OH-10

Sally Bancroft, Karl & Demaris Black, Irma Davis, Tom & Diane Fledderjohann, Leland & Bonnie Lou Gamson, Lowell & Jerry Goar, Nancy Gulick, Web & Dot Hall, Gerry & Jean Hulslander, David & Bernie Kreig, Dick & Martha Kudner, Gerry & Phyllis Mattheis, Pat & Connie McCammon, Gene Mennen, Terry & Sally Meyers, Mike & Tom Morthorst, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Bruce & Kay Sheldon, Steve & Sue Simerman, Linda Taylor, Michael Thrall, Frank & Mary Timmers, Larry Turner, Charlie & Bonnie White, Chuck & Ann Whiting

ACTIVITIES FOR EACH CANAL BY AREA

INDIANA'S CANALS

Wabash & Erie Canal**New Haven**

Canal Days Festival

Fort Wayne

Old canal photo found by Craig Berndt showing Nickel Plate freight house over canal; Frogapolooza held adjacent to Eagle Marsh and Towpath Trail by Little River Wetlands; Towpath Trail dedicated along Eagle Marsh

Huntington

Canal featured during old 4th of July Festival with Dan McCain speaker

Lagro

Towpath Trail meeting held; Explored James McDonald Lock; Park at Hanging Rock put in by Acres

Wabash

Article found about canal bard sent in by Pete Jones

Delphi

Lime Kiln Built; Drop Scale Shed built adjacent canal boat warehouse; 20th annual Old Fashioned Christmas on the Canal; Brandenburgs donated land; Pull-me canal boat constructed; Iron bridge near Greencastle investigated; Bellows built for blacksmith shop; Benches repaired; Received "River Reward for Preservation" for canal boat; National Trails Day; July Canal Festival; Fouts Cabin Moved and Under Restoration as Way Station, End of Sea son boat day

Covington

Cemetery Walk featured canal personalities sent in by Terry & Ann Bodine

Riley

Riley Lock 47 Park subject of newspaper article, Archaeologists digging pits/doing study at Lock 47

Whitewater Canal**Cambridge City**

Article on Vinton House in New Castle Courier; Pet Clinic Creitz Park; Vinton House has change in management; Cemetery Walk featured canawlers Conklin, Vinton and Sell; Vinton House two plaques mounted, Mural painted on wall beside Vinton House

Connersville

Whitewater Valley Railroad from Connersville to Metamora passes old canal locks

Laurel

Dredging in front of gate at Laurel Feeder Dam

Metamora

Towpath 10 K dash; Gateway Park Blue Grass Festival; New Bed & Breakfast overlooks Towpath Park and grist mill; Twilight Time; Spooky Halloween Cruises on Whitewater Canal, Seasonal canal boat rides, Haunted Canal Boat, Haunted Metamora, Christmas in Metamora along canal

Brookville

Garage Sale to benefit Whitewater Canal Trail; After hours shopping, dining, etc. events held

Whitewater Canal Scenic Byway

Rhythm of the River grant from Indiana Humanities; Whitewater Valley Guide printed and on website; Byway signs up in counties; \$50,500 Federal grant to develop a corridor management plan for the byway in Wayne and Franklin Counties

Whitewater Canal Trail

Yellowbank Trail Head spruced up; Lock 21 project underway; Garage sale held at Brookville information center in old gas station; Corn Maze damaged by strong wind but still held; Ribbon cutting for Yellow Bank Lock Trail

Central Canal**Indianapolis**

Concerts held during summer along canal at Indiana Historical Society; Gondoliers on downtown portion of the canal

Broad Ripple

Plans underway to build flood wall along canal at Rocky Ripple

Jeffersonville Canal

Ground broken for new flood control canal and park in Jeffersonville, IN

CANALS ELSEWHERE

Chesapeake & Ohio Canal

Rented out locktenders' houses in "Canal Quarters" program

Erie Canal

Articles about seeing the canal from a row boat and from a Lockmaster charter boat in several newspapers/magazines

Illinois & Michigan Canal

Spring dinner, lecture series, canal boat rides

Miami & Erie Canal

Article on Eldean Culvert appeared in a marketing publication sent by Melissa Reed; Article on toxic algae in Grand Lake St. Marys sent by Dick Kudner; Narrated cruises on Maumee River on the Sandpiper at Toledo tell about canal; Mecca dedicated trail at Spencerville; Hike on Towpath Trail, Toll keeper house and canal program given by Neal Brady

Arkansas

Billy Ray has received confirmation from the United States Army Corps of Engineers that his suggestions of alternatives for flood control along Prairie Creek in Russellville, Arkansas — building a short canal between Prairie Creek and Whig Creek along with lowering the bottom of Prairie Creek by four inches — will be considered during the feasibility study of a Water Walk and Flood Control Proposal along Prairie Creek Billy has sent many letters over prior years about his plan and this year included what is being done in Jeffersonville, Indiana on their new canal as well as information on Indiana's downtown Central Canal, the Bricktown Canal in Oklahoma City, Oklahoma and the San Antonio River Walk.

CSI Members Attended:

American Canal Society meeting in Van Wert
 Canal Society of Ohio 50th Anniversary Tour of Miami & Erie Canal at Dayton, OH
 Cook Award Presentation in Indianapolis Richard Ford
 Distinguished Hoosier Award Presentation John/Lynn Bower
 Indiana State Museum Foundation/Trustee board meetings
 Indiana County Historian Roundtable meetings
 Indiana Landmarks Affiliates Council

W & E Canal: Toledo to Evansville

Maumee Valley Heritage Corridor Meetings
 Breakfast on the Marsh—Little River Wetlands
 Ft. Wayne Towpath Trail Meetings and Dedication
 Towpath Trail meetings for northern Indiana
 Delphi's 4th of July Festival

Whitewater Canal: Hagerstown to Lawrenceburg

Indiana Byways Association dinner at Gateway Park

CSI Members Visited Canals Outside Indiana:

Oklahoma City's Bricktown Canal
 Central Canal in Phoenix, Arizona
 Miami & Erie Canal in New Bremen, Ohio
 Milan Canal in Milan, Ohio

CSI Members Explored:

James McDonald Lock on W&E near Lagro

CSI Members Led Other Tours:

Brian Stirm 3 hour trolley tour Delphi-Georgetown

Gifts to CSI Archives:

Indiana Historical Society:

History of Transportation in Wayne County by Luther M. Feeger

Carl Bauer, Lowell Goar, Ellsworth Smith, David Krieg

Tour Photos on CD's

Linn Loomis:

Five folios and 2011 Calendar
 Inequality of two O&E Canal Locks
 Newspaper article and photos of fire at Garver's Market
 Views of Mississippi, East St. Louis; Gateway Arch
 Muskingum Improvement
 Four folios on (Miami) W&E Canal in Ohio
 Folio on Hennepin Canal

Suzie Moffett:

Over 200 canal books from Paul Moffett's library that are in excellent condition

Nate Tagmeyer:

Carved packet boat model

David Trainer:

Five Forts by John Ankenbruck

William Shive:

Two canal postcards from Poland showing a canal

Tom Wood:

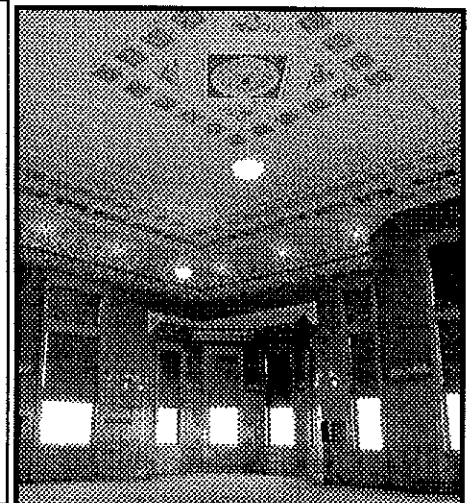
Four copies of quit-claim deeds for W&E land of Charles DeBaun

MAY 22, 1982

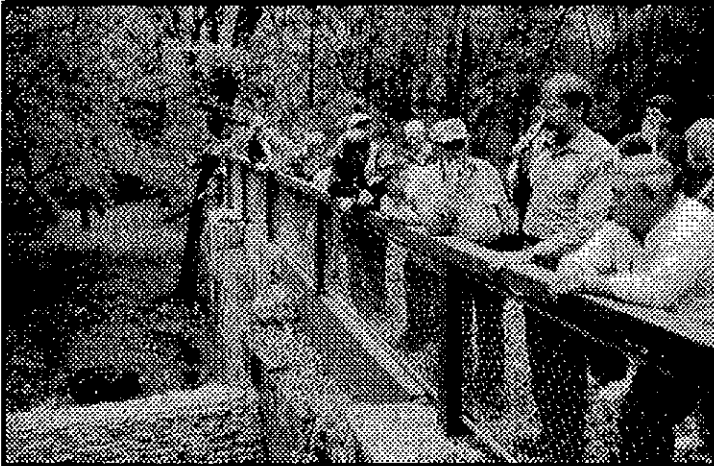
CSI ORGANIZATIONAL MEETING HELD IN FORT WAYNE

Forty-three people met at 6:30 p.m. in the Frank Freiman Room of the Allen County-Fort Wayne Historical Society's Old City Hall to organize the Canal Society of Indiana. The picture shows the room in 2011 after its complete restoration. The beautiful room has been renamed the Shields Room and can be rented for parties, business meetings, corporate dinners or receptions besides being used for AC-FW society's events. The building itself also has been renamed. It is now "The History Center."

Attendees were mostly from Fort Wayne with twenty-three present. Other cities represented were Delphi with four attendees, Hagerstown with two attendees and one attendee each from Muncie, Crown Point, Lagrange, IL, and Huron, OH.



CSI THROUGH THE PAST 30 YEARS



2006 Aboard the "Volunteer" at Grand Rapids, Ohio. Lynette Kross
2002 At Independence Dam State Park in Ohio Bob Schmidt
1994 At Maumee Side-Cut Park in Ohio Bob Schmidt

1991 Gronauer Lock Public Day New Haven, IN Allen Vincent
1997 St. Joe Feeder Canal Ft. Wayne, IN Chuck Huppert
1999 Canal Interpretive Center Delphi, IN Bob Schmidt

How long is the (Miami) Wabash & Erie Canal from Toledo, Ohio to Evansville, Indiana? A. 468 miles, B. 345 miles, C. 225 miles
Indiana's Central Canal was originally to extend from Evansville to the W & E Canal at: A. Lafayette, B. Peru, C. Logansport
Most of Indiana's Locks were built of: A. Stone and timber, B. Stone, C. Timber D. Rubble stone and cut stone
Indiana's canals were built to: A. Bypass rapids, B. Carry boats both up and down stream, C. Power mills, D. All of these

IN MEMORIAM

1140 Lake Ave., with calling from noon to 2 p. m. She was buried in Greenlawn Memorial Park, Fort Wayne. Suggested memorials may be made to Settlers Inc. or Visiting Nurse & Hospice.



Nate & Aleda Tagmeyer on Fort Wayne tour Photo by Chuck Huppert

ALEDA M. TAGMEYER



Aleda Tagmeyer

ALEDA M. (RANDAL) TAGMEYER, 89, passed away on Monday, October 17, 2011, at Heritage Park Health Care Center in Fort Wayne, Indiana. Born in the Rome City, she worked as a clerical secretary with various radio and TV advertising for years before retiring in 1984. She was a member of Forest

Aleda loved to attend CSI tours and once she could no longer attend would get very sad when she read about them. On one tour in Fort Wayne, Indiana she became so excited when we stopped at the "Abraham Lincoln the Hoosier Youth" statue by Manship at the Lincoln Life building that she asked for the microphone and began telling all she knew about it. Little did she know that Brian Migliore was dressed as the sculptor and was ready to come from the back of the crowd as a surprise and give a first person presentation about Manship and the statue. By the time she finished Aleda had told most of what he planned to present. On the Whitewater Canal tour she and Nate came in period dress to the Overbeck House owned by CSI members Jerry and Phyllis Mattheis.



Aleda & Nate Tagmeyer in Cambridge City Photo by Bob Schmidt

Park United Methodist Church; a charter member of Indiana Canal Society; a member of the Allen County Historical Society; editor of Newsletter for Settlers, Inc. and a board member emeritus; Pro-To Study Club; Retired Professional Secretaries in which she earned several honors; and United Methodist Women Rebecca Circle. She was a graduate of South Side High School Class of 1940. Surviving her are: Peg Larson of Fort Wayne, Richard (Mary) Tagmeyer of Fort Wayne, Daniel (Berniece) Tagmeyer of Cassanvia, Wisconsin, Siegrid (Silas) Belden of Collegeville, Pennsylvania, and Jane (David) Dawkins of Fort Wayne. She was preceded in death by her parents, David O. and Lura E. Randal; and her husband of 56 years, Nathan L. Tagmeyer. Her funeral service was at 2 p.m. Thursday, Oct. 20, 2011, at D.O. McComb & Sons Lakeside Park Funeral Home,



Aleda Tagmeyer finished talking about the Lincoln statue and gave the microphone back to Bob Schmidt. Photo by Chuck Huppert

IN REMEMBRANCE

CSI has received memorials in honor of the following:

- Charlotte K. May
- Aleda M. Tagmeyer
- Helen L. Ellis
- Bob & Carolyn Schmidt

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

IN MEMORIAM

HELEN L. ELLIS

Feb. 8, 1927
Nov. 4, 2011

HELEN LOUISE ELLIS of rural Hillsboro died at 2:05 a.m. Friday November 4, 2011 in Whitlock House at Crawfordsville. She was 84.



Suggested memorials were to the Susan G. Komen Breast Cancer Foundation, P.O. Box 6069, Dept. 95, Indianapolis, IN 46206-6069.

Helen and Ernie attended CSI tours until the past few years when health did not permit. They were usually with the Hulslanders from Illinois. Helen was always outgoing and friendly. She will be missed. The pictures of Helen are from 1999, 2004 and 2005.



Helen was a member of the former Beta Chi Chapter of Xi Iota Psi Sorority, a current member of the American Legion Auxiliary of Waynetown, the Home Demonstration Club, Fountain County Election Board, the Waynetown Order of Eastern Star and Canal Society of Indiana. She also was a member of the Waynetown Baptist Church.

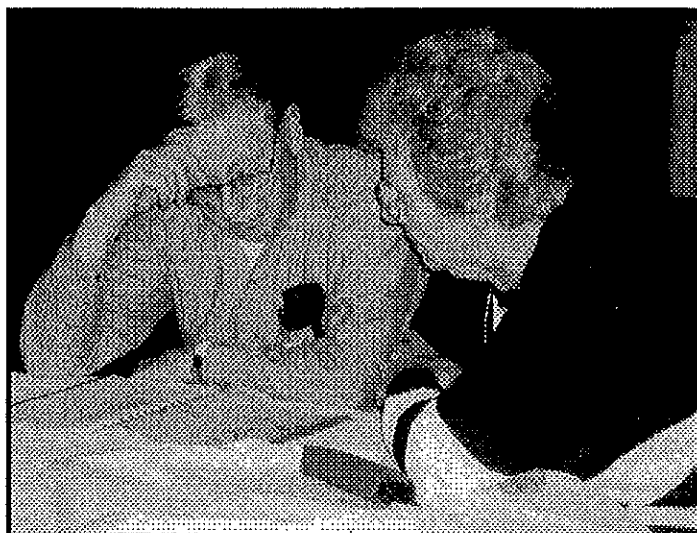
Helen was a graduate of Waynetown High School. After high school she worked as a switchboard operator for the Crawfordsville Phone Company and after her marriage she was a homemaker and assisted her husband on their farm.

Born February 8, 1927, at Calumet City, Ill., Helen's parents were the late Earl Miller Snyder and Edith Eileen (Smith) Snyder. She married Ernest Newkirk Ellis on Oct. 20, 1946. He survives.

Other survivors include: son Ernest Ray (Sue) Ellis of Waynetown; daughters, Belinda (Eric) Haas of Summerville, S.C., Corliss (Jay) Garrett of Knoxville, Tenn., and Lisa (Clint) Blundon of Spring Branch, Texas; brother Gerald Snyder of Waynetown; sister Earleen (Mike) Snyder-Flynn of Crawfordsville; five grandchildren; and four great-grandchildren.

Helen's father died in 1989. Her mother died in 1994.

Funeral services were held at 11 a.m. on Tuesday November 8, 2011 in Shoemaker Funeral Home, 202 Bratton Road, Waynetown, with the Rev. Dorman Winger officiating. Burial was in Waynetown Masonic Cemetery.



MAUMEE VALLEY HERITAGE CORRIDOR ANNUAL MEETING

The Maumee Valley Heritage Corridor (MVHC) annual meeting was held November 6, 2011 at Nazareth Hall located east of Grand Rapids, Ohio along the Maumee Valley State Scenic Byway on West River Road. Steve Pollick, *The Toledo Blade* Outdoors Editor, was the speaker. Pollick has twice canoed the 130-mile-long Maumee River, a 3-4 day journey by canoe. He noted changes along the river in the past 27 years including a "river greenway" extending for several miles downstream from Kreager Park in downtown Fort Wayne.

Pollick reinforced the importance of the Maumee River to the region. The State Scenic and Recreational River is a vast tri-state watershed, the largest on the Great Lakes with 4,000 miles of streams, creeks and rivers that empty into the Maumee. It drains some of the richest farmland in the world, but also produces more silt-soil runoff from farmland than all the rest of the rivers on all the five Great Lakes combined. It played a key, historic role in the early white settlement of North America—including among many events, the pivotal Battle of Fallen Timbers and sieges to control Fort Wayne and Fort Meigs.

Since 1993, the Maumee Valley Heritage Corridor has worked to identify and preserve the historical, natural, cultural, recreational and scenic resources of the Maumee Valley. Major accomplishments, to date, include initiating National Park Service studies resulting in Congress designating the Fallen Timbers Battlefield and Ft. Miamis National Historic Site an affiliate of the National Park Service. In addition, the MVHC took the lead to secure State Scenic Byways designation for 60 miles of road along the Maumee River.

C&O CANAL AQUEDUCT RESTORED AND DEDICATED

Built in the 1870s to carry canal boats over the mouth of Catoctin Creek at the Potomac River, the Catoctin Aqueduct, No. 3, was under construction from 1832 to 1834 at milepost 51.5 on the Chesapeake and Ohio Canal. It was built with hand-cut granite stones quarried in Ellicott City. They were 1 to 2 feet wide and 2 to 4 feet long. Hundreds of stones were used in its construction. It had three arches. The center arch was designed as an elliptical arch, which was not as strong as a semicircular arch. It began sagging in the early 1900s. The aqueduct was called a curved aqueduct, because the towpath curves on either side of it. It was known as the most beautiful of the canal's 11 stone aqueducts.

However frequent flooding took its toll on the structure.

When the C&O Canal went bankrupt in 1924 the aqueduct fell into disrepair. The center arch and other of its parts collapsed into the creek in 1973. The National Park Service installed a temporary bridge to carry towpath users over the creek. The temporary bridge lasted more than 30 years.

After 40 years and nearly \$4.5 million from public/private funds, the 139-year-old Catoctin Aqueduct in western Maryland has been restored. It was dedicated on Saturday, October 15, 2011 near Point of Rocks, about 15 miles southeast of Frederick along the Maryland-Virginia border. Participating in its dedication was U. S. Sen. Ben Cardin and other federal officials.

The C&O Canal once transported goods and people from Washington to Cumberland. Frequent flooding caused the canal to be closed in 1924. It became a national park in 1971, and today primarily draws hikers, bikers and horseback riders.

In 1832 at the site of the Catoctin Aqueduct two arch rivals, the B&O Railroad and the C&O Canal, first competed to cross at the same location over Catoctin Creek, a major tributary of the Potomac River. The restored aqueduct, located .6 of a mile west of Lock 29 on Lander Road at Jefferson, Maryland, is anticipated to annually attract more than five hundred thousand visitors to the park.

Chuck Huppert, CSI Director, Burtonsville, Maryland

Speakers Bureau

Peru, Indiana —October 15, 2011

CSI President, Bob Schmidt, spoke to 28 members and friends at the annual dinner of the Miami County Historical Society at their museum in Peru, Indiana on October 15, 2011. In period dress Bob sang and talked about the Wabash & Erie Canal and how the Central Canal was to join it where the Wabash River and Mississinewa River meet, handed out maps and diagrams of the location of mills along the canal at Dam #3 in Peru, and drew names for a three month free trial membership in CSI. Those winning trial memberships were: Sharon Edwards, Connie Doud, Gary Hawley, Mildred Kopsis, and Dixie Withers.

