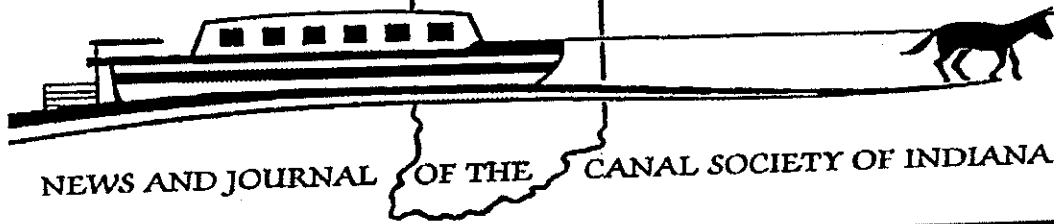


30th  
Anniversary  
1982-2012

THE  
**HOOSIER-PACKET**

ISSN 1545-421

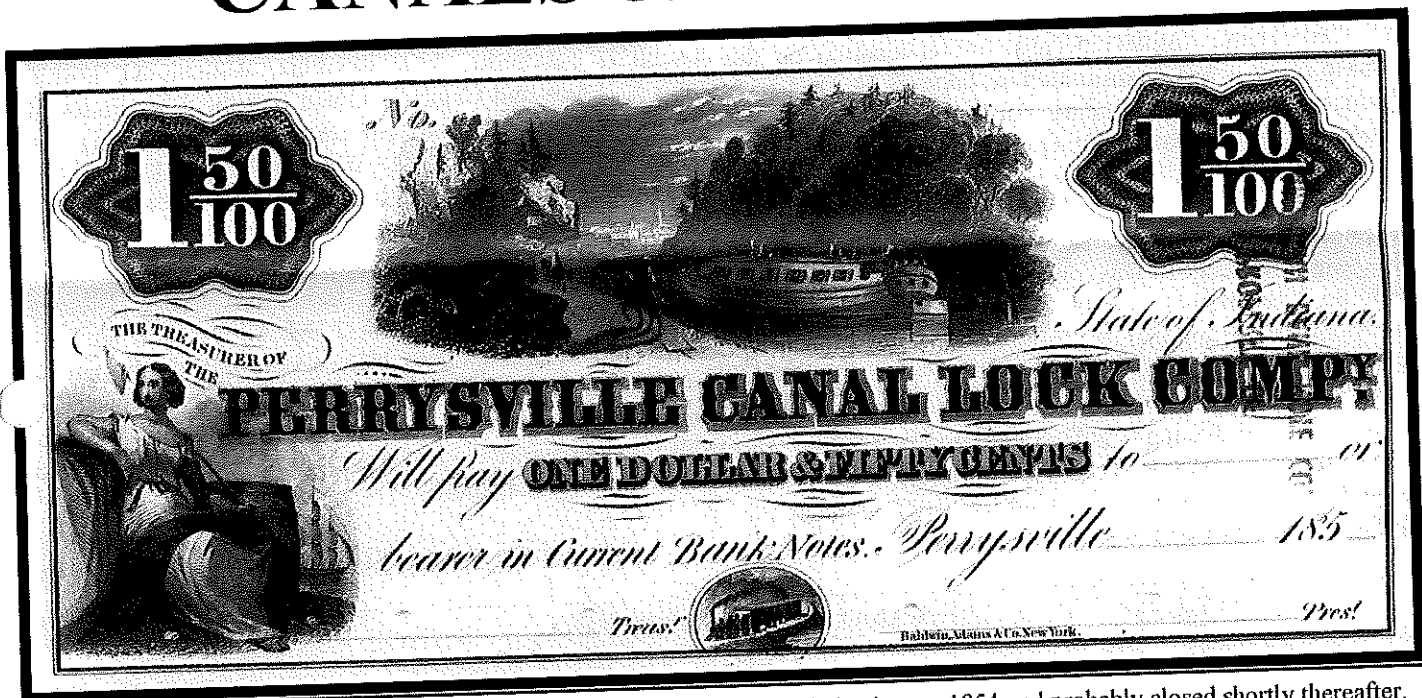


VOL. 11 NO. 11

P.O. BOX 10808 FORT WAYNE, IN 46854

NOVEMBER 2012

# CANALS & SIDE-CUTS



This note was issued by the Perrysville Canal Lock Company, which was in business c.1854 and probably closed shortly thereafter.

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### WABASH & ERIE CANAL SIDE-CUTS

By Carolyn I. Schmidt

The Wabash & Erie Canal that extended 468 miles from Manhattan, Ohio on Lake Erie to Evansville, Indiana at the Ohio River had two different types of side-cut canals. On one type the canal boats crossed a pool of water behind a slackwater dam and entered the side-cut canal to the town. Two of this type of side-cut were found at Grand Rapids (Gilead), Ohio where canal boats entered the Maumee River from the W&E mainline, crossed the pool, and entered the side-cut at Grand Rapids, and at Pittsburg, Indiana, where canal boats were lowered into Wabash at Carrollton, floated down the pool, and entered the side-cut at Pittsburg. On the second type of side-cut boats were

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# THE HOOSIER PACKET - NOVEMBER 2012

taken directly off the mainline of the Wabash & Erie Canal at a point near to, or at the town of Perrysville. went through a lock, went down the side-cut, went through Indiana provided that the railroad in Indiana be commenced another lock that lowered them into the river, and were in three years and completed in ten. This act was repealed. polled across the river to a dock on the river. This type of Then on February 16, 1839 an act was approved that side-cut was found at Perrysville, Williamsport and granted the State of Illinois, in its first section to connect elsewhere. the Northern railroad to the Wabash canal, at the town of Covington and Perrysville, and to connect the railroad to the Wabash canal, near the town or Williamsport in the county of Warren. In its second section it authorized connecting the Alton and Shelbyville railroad with the Wabash river or with the Wabash & Erie Canal at Terre Haute.

## ~Perrysville Side-cut~

Although Perrysville is located on the west side of the Wabash River in Vermillion County, Indiana. It had a side-cut canal on the east side of the river to the mainline of the Wabash & Erie Canal. Perrysville, named for Commodore Oliver Hazard Perry, was surveyed and platted by James Blair in 1825 and sits on a high bluff. At one time it is reputed to have been the largest town between Chicago and Terre Haute, Indiana because of its location on the Wabash river. It was incorporated on January 29, 1831 with Thomas Dill, Simon Turman, Austin Bishop, Philip H. Lingle and John Brown appointed trustees for the town.

On February 12, 1843 the Perrysville Canal Lock Company was incorporated. Those listed as the corporate body were Asaph Hill, Robert J. Guessie, A. B. Small, Joseph S. Ferrimore, Milo Gookins, William M. Porter, John N. Jones and Caleb R. Jewett and their associates. It was to construct a side-cut and locks connecting the Wabash & Erie Canal to the Wabash River at section No. 79 as designated in the late survey of Wm. J. Ball, Esq. In another section of the same law it was further enacted that James Goodwin, James Gregory, Isaac Bryer, Moses J. Linolin, James McDonald, Benjamin Crow Eleazer Purviance, James Bell, James J. McAbley and Wm. M. Hayes and their associates were a corporate body named the Williamsport Lock Company for the purpose of constructing a side-cut to connect the Wabash & Erie Canal with the Wabash river, in the county of Fountain, opposite the town of Williamsport.

Perrysville was a local center for shipping products by flatboat to New Orleans via the Wabash, Ohio and Mississippi Rivers. It was once known as the "Port of Danville." Steamboats could come upstream to deliver heavy equipment and manufactured items.

As early as January 30, 1839, after the 1836 Mammoth Improvement Bill authorized extending the Wabash & Erie Canal to Terre Haute, the State of Indiana granted the State of Illinois the right of way to connect the Northern Cross railroad in Illinois, with the Wabash & Erie

The Indiana Senate in 1844 passed a law to finish

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the Wabash & Erie Canal from Lafayette to Covington by Engineer's report of 1847. September 1, 1845. It also ordered that three side cut canals be constructed connecting the main canal with the Wabash river, one at Clinton, in Vermillion County, one at Perrysville, in Vermillion County, and one at Williamsport, in Warren County. Since the Perrysville Lock Company was ready to go, the Perrysville Side-Cut was the first of the side-cuts to be built.

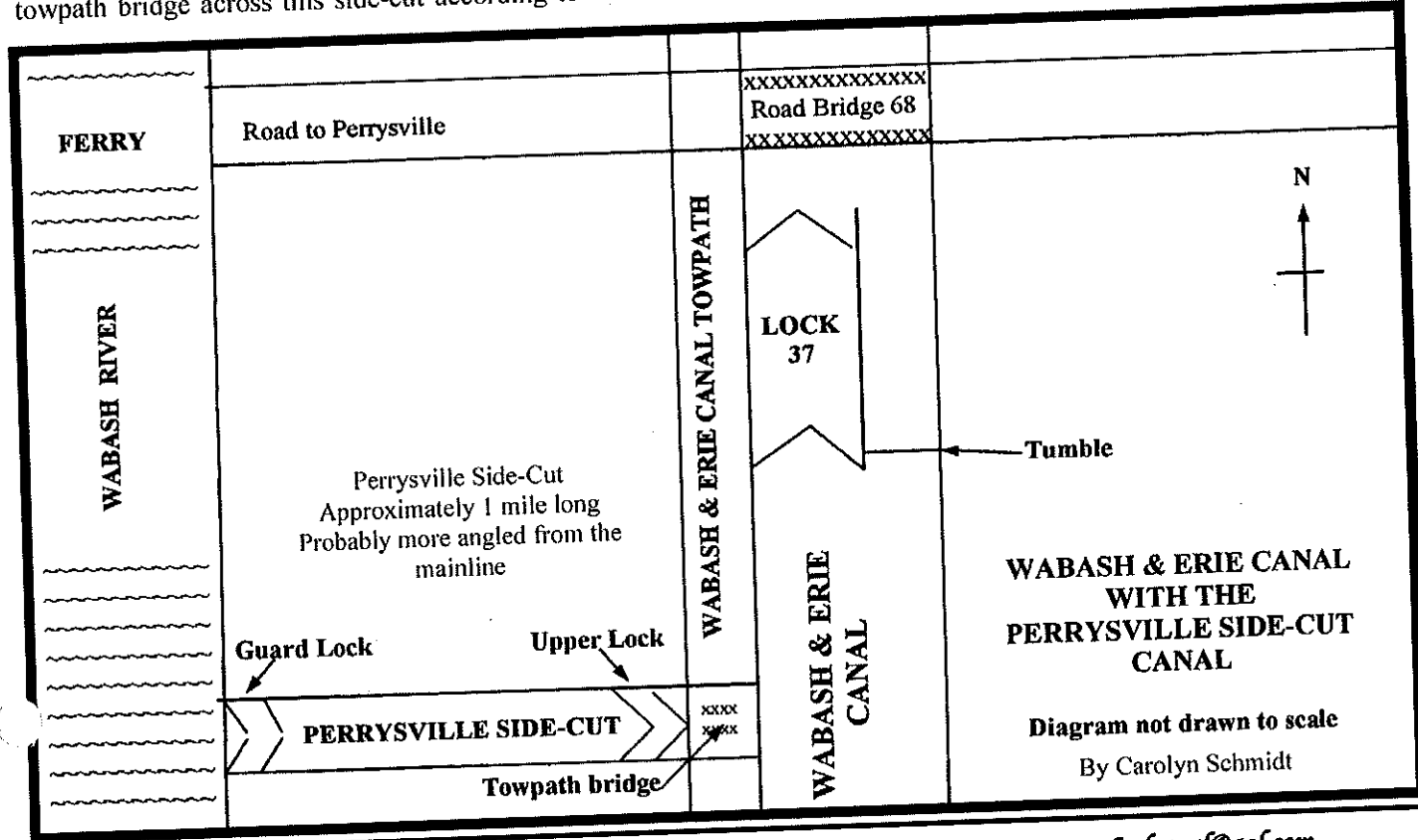
The Indianapolis *Indiana Gazette* in 1847 described Perrysville as follows: Perrysville is the largest town in Vermillion County, having tanneries, a pottery, packing houses, flour & grist mills, many stores, weavers, blacksmiths, coopers, mechanics & tradesmen. It is located on a side-cut from the [Wabash and] Erie Canal and appears to have a good future, with rich and fertile farm land lying north and west. The Perrysville side-cut canal locks are ready for filling. Canal boats can enter the Wabash River.

In the Superintendent of the Wabash & Erie Canal's report to the General Assembly on December 1, 1845, it notes that the work remaining to be done on the mainline canal between Covington and Coal Creek was re-let on August last to Messrs. Barnes & Gookins of Perrysville and Mr. Thomas of Lodi. It goes on to say that "the citizens of Perrysville and the surrounding country, have now nearly completed a valuable and extensive communication between the canal and river, by means of a side-cut embracing two locks. If some additional assistance were rendered to the contractors so as to enable them to complete speedily the portion between Covington and this side-cut, it would form a valuable acquisition to the usefulness of the canal."

On November 20, 1847, the *Fort Wayne Sentinel* carried the following from the *Terre Haute Express* about the Wabash & Erie Canal: "We notice from the *Perrysville Eagle*, that the arrival of the Planet at Lodi, was made the occasion of general rejoicing along the lower part of the line. Citizens from Perrysville-Eugene &c. were on board — a handsome dinner was prepared, which was partaken of by ladies and gentlemen, and the day passed away in general festivity. We hope the same spirit will be kept up as every section of the Canal is brought into use, until one grand army may meet to celebrate the union of the waters of the lake with those of the Ohio."

The one-mile-long Perrysville Side-Cut was completed by 1846-1847 just prior to when the mainline reached Attica in 1847-1848. It joined the Wabash & Erie Canal just below Lock #37. It had a guard lock at the river and an upper lock at the mainline canal. There was a towpath bridge across this side-cut according to the Chief

In Jesse Lynch Williams' *Annual Report of the Chief Engineer to the Board of Trustees of the Wabash & Erie Canal* made on November 30, 1848, he states, "The loss of water at the Perrysville side-cut by leakage through



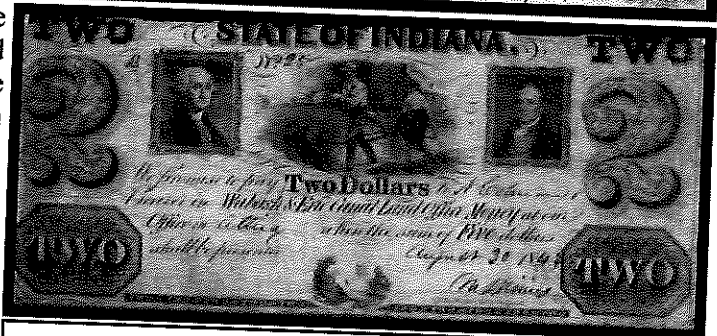
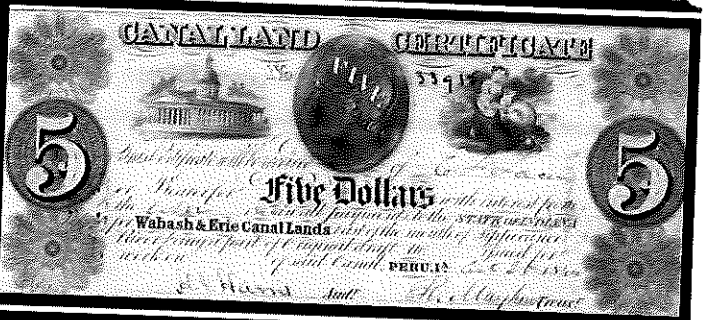
the locks, is unnecessarily large, owing partly to the very defective construction of the lower lock. In the erection of new works, the defect could be in part avoided. The upper lock at Perrysville, however, seems to have been well constructed for a wooden lock, and when the water rests only against this lock (as is always the case except when boats are passing,) the leakage through these locks is believed to be no more than at the wooden locks generally on our Canal, and not greater than would unavoidably occur through the locks at the other proposed side-cuts, constructed as they must be of timber. During the past season, I have, at three several times, in passing through the line, taken observations and measurements of the water actually passed by leakage at the Perrysville locks — the water at the time resting against the upper gates of the upper lock. The average of these measurements shows a leakage of a fraction over 500 cubic feet per minute."

Report of the Trustees of the Wabash and Erie Canal for 1848 says, "The raising of the Dam at Delphi has secured the passage of sufficient water through the Lafayette level, and as far South as the Lock at Wea. The consumption of water on the long line of 48 miles thence to Coal Creek, is still found to be great, and including the water of the Perrysville side cut, requires more than the Superintendents have been able to pass through a forty feet Canal. With some further expenditure in puddling the Canal, at the points of greatest waste, the hope is indulged that they may furnish a better navigation during the ensuing year. The Trustees invite the careful attention of the General Assembly to the facts and statements contained in the report of the Chief Engineer, as they constitute the data — confirmed as they are by the personal observations and enquiries of the Trustees — in view of which they have been constrained to decide, that the construction of the side-cuts opposite Williamsport and Independence, in the county of Warren, lying within seven miles of each other, and both of them connected with, and (if made) to be supplied with water from, this division of the Canal, would be attended with irreparable injury to the navigation of the main line; and the Trustees see no reason to hope that such side cuts can be made on that division, without such injury to the Canal, and they feel it to be their duty to express this opinion, in the most explicit manner, at the earliest moment after having carefully investigated and considered the subject, and sought for and obtained the requisite information."

It was determined that the Perrysville Side-Cut was using more water than was being added by the Coal Creek feeder dam at Lodi. The trustees refused to construct the Williamsport and Independence side-cuts. The citizens of Montgomery county filed suit against the trustees.

The 1858 Statement of Repairs from the engineers listed estimates that were deferred beyond the term of contract. It showed the guard lock below the Perrysville Side-Cut was under contract for \$300 and the guard gate at the Perrysville Side-Cut was under contract for \$150.

According to an article in the April 2012 issue of *The Numismatist* entitled "The Wabash & Erie Canal," the mainline canal had money problems. "To keep contractors on the job in the 1840s, Indiana issued several different series of notes. The 'Blue Dog' notes, some of which paid interest, were receivable in payment for lands east and west of the mouth of the Tippecanoe River, which flows into the Wabash River about 12 miles northeast of Lafayette. In turn, contractors issued so-called 'Blue Pup' notes to workers. These notes were redeemable in Blue Dog notes that often circulated at significant discounts.



Indiana issued "Blue Dog" \$5 scrip to canal contractors to forestall abandonment of construction contracts. The top note is non-interest bearing and good for land purchases west of the Tippecanoe River. The second note is interest bearing and good for land purchases east of the Tippecanoe River. The third note is "Blue Pup" and was issued in small denominations by contractors for work, material and necessities. It was payable in "Blue Dog" notes if asked for.

"Much rarer notes [were] issued by firms like the Perrysville Canal Lock Company, which wished to take part in the canal-building boom. A note issued by the firm is dated c.1854, a year after the Wabash and Erie Canal was finally completed. [see cover page] It seems strange that it is for \$1.50 since most scrip is in even dollar amounts. It is doubtful the company survived for much longer, as demand for its products withered away. Some merchants even made their scrip payable in state scrip that could often be purchased at steep discounts and paid out at par over their counters." The company also issued \$1.00 notes that are currently being sold on the internet.

Entering or leaving a side-cut canal from a swiftly flowing river was not easy. The *Prairie Farmer* of June 10, 1848 reports, "Canal Boat Sunk—The canal boat Iowa was staved on the lock at Perrysville Side-Cut, in the Wabash river. She was laden at Perrysville with between 900 and 1000 bushels shelled corn, a purchase by Mr. Hardy of this place, and in passing from Perrysville to the side-cut lock, owing to high water, failed in making a landing. She jerked out her bow in the attempt, swung and struck a tree broadside and then sunk. Boat and cargo a total loss."

In a the Danville, Illinois *Commercial News* of November 3, 1940, Newton Lawlyes, an 82-year-old minister, reminisced about Perrysville and the Perrysville Side-Cut Canal. He said that "Business was so good that teams and wagons often extended as far as two miles out of Perrysville awaiting their turn loading and unloading. Often when night came these teams were seen long after darkness fell."

"Newt," as he was usually called, experienced life on a canal with his father, Capt. Hiram E. Lawlyes who operated a passenger packet boat on the canal until Newt was eight years old. At age 82 Newt was able to take a reporter to within 20 feet of where one of the canal locks was located. He dug aside some earth to expose an old timber from the lock. Lock 37 was located beside what was known as the "Tow Path" road that led south. A bridge #68 from which boys waited for a canal boat to pass beneath and then jump onto its decks to ride, was located just above this lock. He recalled that the lock tender's name was Al Keith and that two old canal boats were said to have been covered up in the canal not far from there.

Most of his trips on a canal boat with his father were from Covington to Lafayette. His father carried him from the boat to a circus in Lafayette where an elephant reached for an apple he had in his hand and it scared him. He also remembered swimming in the canal; he, his brother and sister falling from the canal boat into the water; catching ducks that swam in the canal by baiting a fish line

with corn and waiting for the duck to swallow it; and walking along the towpath where horses and mules walked while pulling the boats. He said sometimes the boatmen used 20-foot pike poles to push the boats through the water. Packet boats were faster than freight boats and their horses would travel at a lope.

Newt also remembered the steamboats on the Wabash with their black stevedores' voices raised in song as they approached Perrysville. When the boat docked they piled boxes, bales, and huge hogsheads of salt and sugar along the bank. He and his friends would pull the knots out of the barrels of sugar and let it run into their hats.

Stagecoaches frequently came through Perrysville because various roads intersected there with the plank toll road from Danville. Unfortunately when the railroads were built they did not pass through Perrysville, river traffic declined and Perrysville was no longer of importance. The Federal Census of 2010 shows its population at 456.

#### ~Williamsport's Side-Cut Canal~

The Warren County Canal Company was incorporated on January 15, 1844 and given the power to unite the Wabash & Erie Canal with the Wabash River in Warren County. [Local Laws, 1843-4 Ch. 16, p. 31-35] Nothing came of the venture.

The citizens of Williamsport were envious of Attica because it had the Wabash & Erie Canal. In 1846, Harrison and other citizens began talking about building a "side-cut" canal to enable Warren County producers to take their loads directly to the Wabash & Erie Canal. They established the Williamsport Canal Lock Company. A subscription paper was started to raise the necessary money to finance the project. William Kent led the drive with \$1000 and many others followed with amounts up in the hundreds. The side-cut was to be built from the main line of the Wabash & Erie canal in Fountain County to the Wabash River, the canal boats would then be poled across the Wabash to Williamsport's landing.

The Chief Engineer's report of 1848 stated that "The consumption of water by leakage and evaporation from the side-cut Canals will be about equal to the usual allowance of 100 cubic feet per minute per mile. The united length of the two side-cuts, being a fraction over one and one-fourths miles, will draw from the main line for this item of waste 125 cubic feet per minute."

"Estimating from the above data, the total waste of water from the construction of the two-side cuts at Independence and Williamsport, may be stated as follows:

By unavoidable leakage through the two flights of locks per minute	Cubic Ft.	perceived that the important division, between Attica and Terre Haute, has suffered for want of an adequate supply of water during the latter part of summer and early fall, when the waters of the feeder streams usually fail; and that the deficiency has been aggravated by the drain of the Williamsport Side-Cut. The Chief Engineer, in the discharge of his duty to protect the navigation of the main line of the canal, took measures to guard it against the drain of the side-cut, when the necessity occurred at the period of low water, by closing it. The stop planks were however forcibly removed by order of the Directors of the Side-Cut and the relief anticipated from this measure, to the boats navigating the main line, was prevented."
For the passage of boats through the locks	1,000	
Allowance for leakage and evaporation for 1¼ miles of Canal	50	
Total loss per minute	<u>125</u>	
	1,175	

*Prairie Farmer*  
June 29, 1850

Williamsport Side-Cut—We learn from the *Commercial* that the construction of the Williamsport Side-Cut has been let to Messrs. Barcus & Co., of Lafayette, on favorable terms, and that the contractors intend to commence operations immediately; and push the work with all possible dispatch to completion. The *Billy'sportians* if the *Commercial* justly represents their feelings, are perfectly wild with enthusiastic delight at the prospect, and hail it as they hail a Nation's jubilee. They propose one hundred thousand shots, three earthquakes, and a tornado for their half-mile ditch, and dub it a "glorious work."

Thomas Dowling, one of the trustees of the Wabash & Erie Canal denied the Williamsport Canal Lock Company the right to build the side-cut in 1851, but they built it anyway. It took three years to plan and \$16,000 in donations to dig and construct.

The Williamsport Side-cut crossed the river bottoms just below Attica to connect Williamsport with the main line canal and the outside world. When it was finished a celebration was held with a huge stall-fed ox roast of which all residents for miles around were invited to attend and listen to the speeches of congratulations.

Williamsport then had the biggest growth in its history. Every business profited from the increase in trade. By the spring of 1853 the town had six dry goods stores, three large warehouses, one clothing store, a steam mill, a newspaper and numerous mechanics and manufacturers. It became known as "Side-Cut City." Due to the prosperity the side-cut created, the town was incorporated in March 1854. Even though Williamsport had the side-cut, Attica was more convenient and continued to draw the trade. The side-cut lost so much water at the river in the gravel deposits below the "Wide-water" where the side-cut entered the canal that the side-cut could not always carry boats.

In the Chief Engineer's Report to the General Assembly in January 1853 about the Wabash & Erie Canal, Jesse Lynch Williams said, "While the navigation of the canal has been uninterrupted by breaches, it will be

"It is out of the question for the Trustees to undertake the maintenance of the navigation of the main line of the canal by force; they will endeavor to protect it by all the means which the laws of the State furnish, and if these are found inadequate or defective to meet so high-handed an outrage, they will again appeal to the Legislature for such further acts as may be required. It is to be regretted that the great interests of the State at large, and the agricultural interest bordering upon the canal in particular, should be so seriously affected and injured by an interest that is entirely local."

"In former reports, the Trustees have communicated to the Legislature the facts in regard to this case, and the grounds of their action. They will only add, that the waste of water, and the injurious effects of their side-cut upon the canal, have proved to be fully equal to the estimates made."

The Wabash & Erie Canal Company was sued by Williamsport in the Fountain circuit court to supply more water to the side-cut. The canal company was able to prove that they did not have enough water for the main canal let alone for the side-cut. The cut fell into disrepair, the locks rotted and nothing was repaired thus ending the usefulness of the side-cut canal.

Enos Canutt established the "Wabash Commercial" in 1846 and did much to place Williamsport on the list of important commercial centers in western Indiana. Thus in 1854 it was incorporated.

By 1856 regular trains ran across the county and the canal declined. The railroad was located north of the town because earlier the citizens didn't want it to pass through their town. William Kent laid out lots for a new town further north and the business interests gradually moved up near the railroad at the expense of the old town. The Federal Census of 2010 shows Williamsport's population as 1898.

## CANAWLERS AT REST

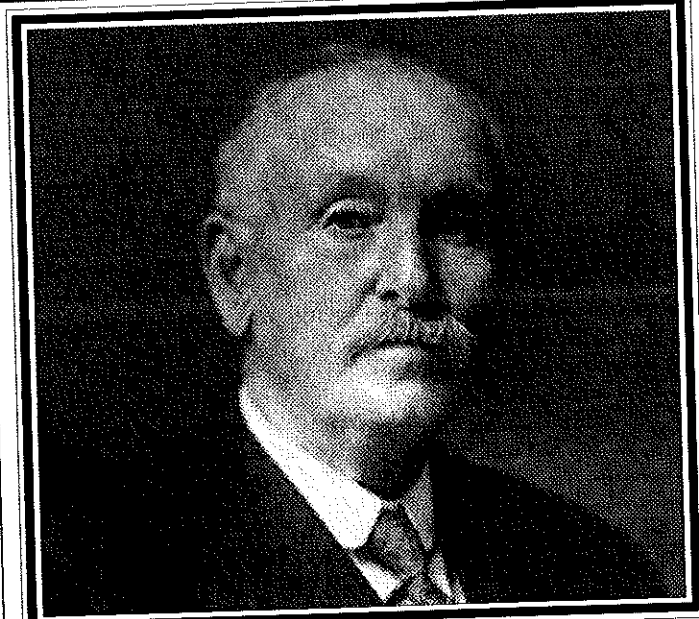
### SILAS CONDIT BEACH, JR.

b. September 8, 1833

d. March 2, 1882

Find A Grave 26334843

By Carolyn I. Schmidt

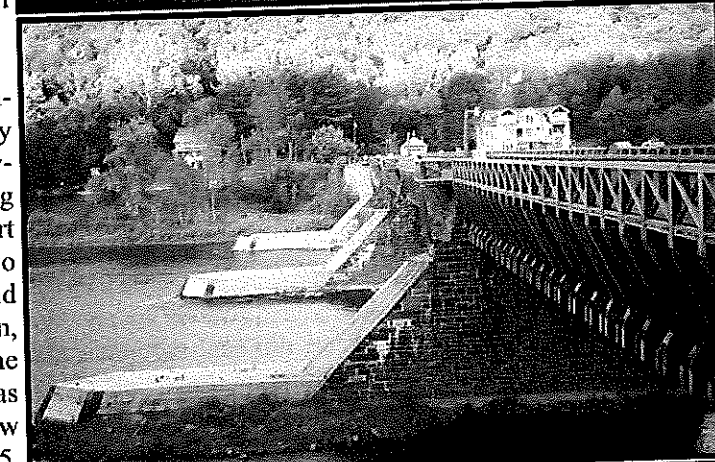
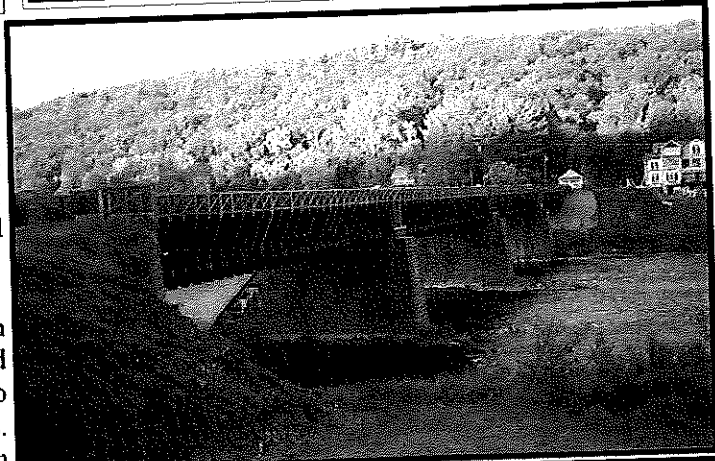


Silas Condit Beach was born to Silas Condit and Susan (Ludlow) Beach in Newton, Sussex County, New Jersey on September 8, 1833. His mother was born in New York in 1803 and his father in New Jersey in 1804. His father died in 1833 when Silas was only three months old. He was educated by his mother, who was a teacher and taught while she was a widow.

About 1841 when Silas was eight years old, Susan Beach was married to Charles C. Knapp, a brick layer and plasterer, who had no children. The new family moved to Honesdale, Pennsylvania and resided there for four years. During this time Silas' half-sister Sarah F. Knapp was born in 1843 and his half-brother Charles H. Knapp in 1845.

While in Honesdale Silas learned about the Delaware and Hudson Canal. Honesdale was a rural community in a coal mining region and was originally known as Dyberry Forks. The Wurts brothers, who owned coal bearing land, came up with the idea of building a canal to transport their coal. In May of 1823 Benjamin Wright assigned two junior engineers to survey a route for the Delaware and Hudson Canal from Honesdale, Pennsylvania to Kingston, New York from which boats could take the coal down the Hudson River to New York City. A stock company was formed in 1825 to build the canal and Philip Hone of New York City was named its first president on March 8, 1825. Then Honesdale named for him was laid out in 1826.

Construction of the Delaware and Hudson Canal began on July 13, 1825. John Roebling built four aqueduct bridges for it. He later designed the Brooklyn Bridge. The canal was basically completed by November 1827. It was 108 miles long and had 108 locks. This canal was the first

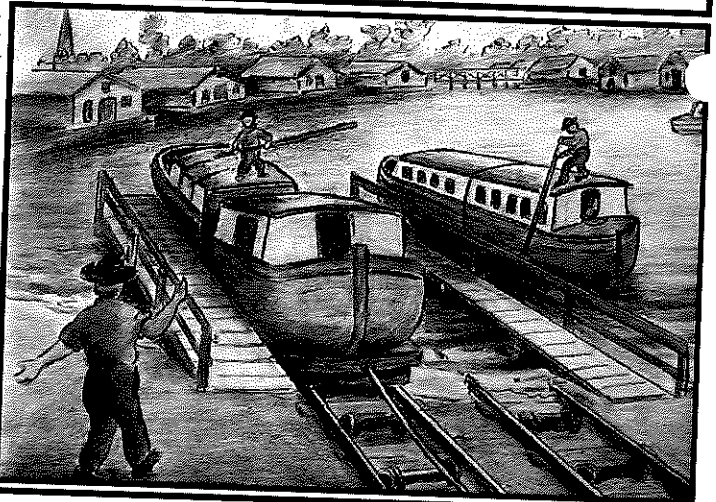


This aqueduct built to carrying canal boats across the Delaware River at Lackawaxen, PA for the Delaware and Hudson Canal was one of four built by John Roebling. Today it is a road bridge.  
Photos by Bob Schmidt

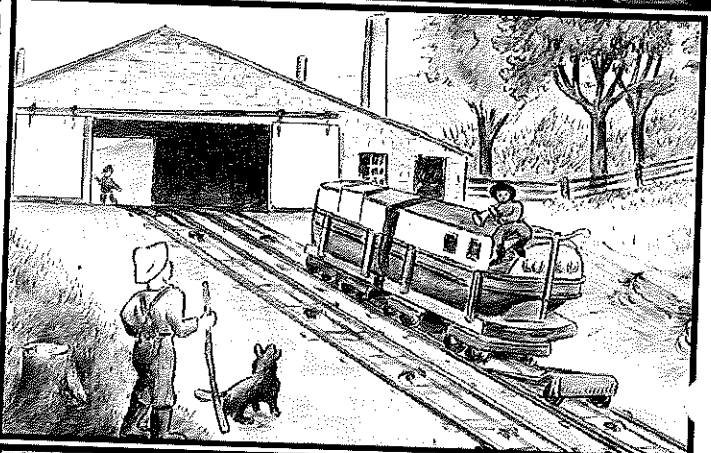
million dollar private enterprise in the United States. It was abandoned in 1898 for the locomotive.

Toward the latter part of 1845 Charles, Susan and Silas moved to Brooklyn, New York where they resided for another four years. During these years Silas worked on a farm.

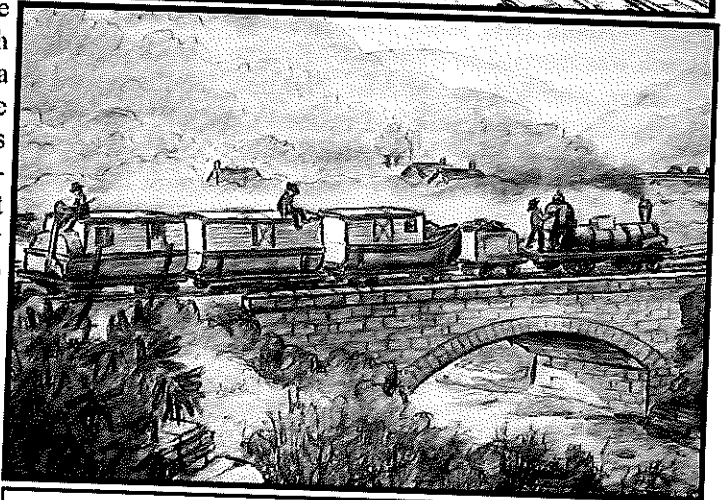
In the spring of 1850, when Silas was about 17 years of age, the family moved to Terre Haute, Indiana. The first leg of this three week journey was by railroad to Harrisburg, Pennsylvania, then by canal boat over the mountains to Pittsburgh, Pennsylvania; then down the Ohio River and up the Wabash River to Terre Haute by steamboat.



The portion of the move that was especially interesting was transporting the canal boat over the mountains. Ground was broken for the Pennsylvania Main Line Canal at Harrisburg on July 4, 1826. It was an unusual canal in that the canal boats were transported over the mountains by rail.



The Pennsylvania transportation companies had developed "sectional boats," which usually had two or three sections. The first section was the front of the boat, the second was the middle, and the last was the back of the boat. While in the Pennsylvania Mainline Canal these boats were joined together. When they reached the mountains, the sections were separated in the canal basin, put on flat railcars and pulled by hemp cables up planes on the Allegheny Portage Railroad. At the top of each plane in a huge engine house were horizontal reciprocating steam engines with cylinders varying between 14-15 feet in diameter with a stroke of 6- feet and a speed of 14 RPM. Also used were horizontal pulleys 7-9 feet in diameter and vertical pulleys (sheaves) 8 feet in diameter. The pulleys activated the cables that raised/lowered the railroad cars loaded with boat sections on the planes. The huge engines were powered by coal fired boilers. At lane number eight, which was 3116 feet long, the cars were pulled to the top in nine minutes and required six pounds of coal per minute and 60 gallons of water to generate the needed steam.



On the planes boat sections were pulled up on one track while other boat sections were lowered on another track beside it. Between the planes the boat sections were pulled by railroad engines or sometimes mules.

The canal boats either on the canal or on the rails passed over stone or wooden aqueducts some of which were the covered bridge style, over culverts and through tunnels. In the canal they passed through stone locks and were weighed at weigh locks. They by-passed dangerous rapids in the river, passed boat-building yards, salt wells, refineries, and forges. Passengers often had to "duck-their-nuts" when going under a low road bridge when going

The Allegheny Portage Railroad was a part of the Pennsylvania Mainline Canal. It carried special canal boats built in sections across the Allegheny Mountains. There were both sectional passenger and sectional freight boats.

Drawings from *A Picture-Journey Along the Pennsylvania Main Line Canal 1826-1857* by Phillip J. Hoffman, published by The American Canal and Transportation Center, York, PA, 1995 with permission to print from the American Canal Society.

through towns.

After arriving at Pittsburgh Silas and his family



boarded a steamboat on the Ohio River, went down the Ohio River and up the Wabash River to Terre Haute, Indiana. After arriving in Terre Haute he learned the brick and plastering business from his step-father and worked in that trade until the latter part of the Civil War when he became a contractor and builder. He was one of the pioneer contractors of Terre Haute building the McKean blocks, did the brick work on the post office, built the Minshall home, the Joseph Strong buildings, Ray's wholesale houses, etc.

On November 18, 1856 Silas was married to Adaline Conn, a sister of Nelson W. Conn. In 1860 their son William C. Beach was born in Vigo County, Indiana. Adeline died on April 2, 1879 and was buried in Woodlawn Cemetery in Terre Haute, Indiana. On November 3, 1880 Silas was married to Amelie C. Baur, a daughter of John J. Baur of Terre Haute.

For over five years Silas was a member of the board of public works. Then from 1882-83 he was a member of the Terre Haute city council. He was a charter member of the Wabash Building and Loan Association and also belonged to the first Harrison Club; the First Congregational Church, which he joined in 1863 and was a trustee; the Fort Harrison Club; and was on the board of trustees of the Rose Orphan's Home.

Silas Condit Beach, Jr. died on March 2, 1910 in Chicago, Cook County, Illinois. His body was returned to Terre Haute where he was buried on March 3, 1910 in Section 2 of Highland Lawn Cemetery. Many of Terre Haute's most substantial residences and business houses stand as monuments to his skill and ability.

Silas C. Beach  
1833-1910  
Amelie C. Beach  
1853-1925



**Family of Silas C. Beach Jr.**

Name	Birth	Place	Death	Place	Marriage	Place
Silas Condit Beach Sr.	4-29-1804	New Jersey	12-03-1833	Newton Sussex NJ		
m. Susan Ludlow	1803	New York, NY	2-23-1882	Terre Haute, IN		
<b>Children</b>						
1. Mary Ludlow Beach	1827		1920			
2. <b>Silas C. Beach Jr.</b>	9-08-1833	Newton Sussex NJ	3-02-1910	Chicago Cook IL	11-18-1856	Vigo Co., IN
m. Adaline Conn			IN 4-02-1879	Vigo Co., IN	11-18-1856	Vigo Co., IN
<b>Children</b>						
A. William C. Beach	1860	Vigo Co., IN	abt. 6-08-1936	Vigo Co., IN	1-24-1889	Vigo Co., IN
m. Adelia Rankin	8-??-1868		abt. 5-04-1942	Vigo Co., IN	1-24-1889	Vigo Co., IN
<b>Children</b>						
1. Harriet L. Beach	1891	Vigo Co., IN				
2. Thelma E. Beach	1897	Vigo Co., IN				
m. Amelie C. Baur	1853	KY	11-03-1925	Vigo Co., IN	11-03-1880	Vigo Co., IN
Susan Ludlow's second marriage						
Charles C. Knapp (step father Silas Jr.)	1816		1888		about 1841	
<b>Half siblings of Silas C. Beach Jr.</b>						
3. Sarah F. Knapp	1843					
4. Charles H. Knapp	1845					

## TRAVELING THE WABASH & ERIE BY CANAL BOATS

*A few months ago while Mark Smith, CSI member from Brookston, Indiana, board member and historian of the Carroll County Wabash & Erie Canal, Inc., and coordinator of the Carroll County Historical Society Museum, was in the process of performing an inventory of various boxes of artifacts stored in the basement of the Carroll County courthouse, he discovered the following "gem." This article was an interview with Josephine Case Schermerhorn by Carrie Scott Cox that was read before the Carroll County Historical Association on November 30, 1923. It later appeared in the Delphi Journal on Thursday, December 23, 1923 and is an account of canal contractor Reed Case's daughter's experiences while taking two trips to Toledo, Ohio from Delphi, Indiana on canal boats. The strange phrasing is that of Carrie Cox. Corrections have been placed between [ ] by your editor.*

### Carrie Cox Writes Interesting History of Canal Days

Before writing of the many craft that plied the waters of the great Wabash and Erie Canal, it would be well to give some idea of the canal itself, its construction, etc. especially in this vicinity. When this "big ditch" as it was often called, was being dug, Mr. Armitage, father of John Armitage had the contract for that portion, lying between Lafayette and Peru. Mr. Armitage lived but a short time. Mr. Reed Case then took the contract. This was in 1836. He stayed with the work until the canal was completed to Logansport. In 1834 the firm of Spears, Case, & Company took the contract for the construction of the steamboat locks on the Wabash River, opposite Pittsburg. These locks were situated on the left of the road that leads from Delphi to Pittsburg. The Canal through this section was about 30 feet wide and 8 feet deep and its water was kept at different levels by means of locks, through which the boats would ascend or descend. These locks were large enough to admit one or more boats. When a boat in ascending would come to a lock, the lower gate being open, it would pass and the gate would close behind it. The water was then allowed to flow through the upper gate. As the channel filled the boat was lifted until the upper gates were freed from pressure, when they were swung open and the boat passed to the upper level. The same thing was done only reversed, when the boat descended. These gates were opened and closed by long levers.

There were three of these locks at Carrollton, two this side of Carrollton, on the south side of the river, one at Pittsburg, and one below the Bowen and Rinehart paper mills, south of Franklin Street [in Delphi].

At certain distances along the canal were what the

railroad people would now call 'switches.' When boats were due to pass each other, one would blow the horn, enter into a water way or switch, and wait for the other boat to pass. [The canal was 40 feet wide at the water level in most places and boats could pass each other easily.]

During the winter months, navigation ceased and all travel was done by stage. In the spring when traffic opened up all was hustle and bustle the whole length of the canal.

One can form some idea of the amount of business done in this section by the number of warehouses in this immediate vicinity [Delphi and Pittsburg, Indiana].

At the foot of Franklin Street [in Delphi] stood the Merritt, or old warehouse. Just opposite and across the street, was another warehouse, whose owner we have not been able to learn. At this warehouse the boats had their wharfs. Across the canal on the west bank stood the Bowen and Rinehart paper mills. Lower down the canal at the cut which led to where the Kerlin elevator now stands, was the Spears, Case, & Co's warehouse and opposite that was the Noah B. Dewey plant. At the foot of Washington Street was located the Bolles and Gridley paper mill. Take these big industries and add to the many manufacturing plants at Pittsburg and you have some idea of the traffic along the canal and the number of boats of all descriptions that passed to and fro over its surface. It was nothing unusual to see from twelve to fifteen boats at one time at the Pittsburg wharfs [on the Pittsburg Side-cut Canal].

Of the boats we will first take up the 'Packets' and we might say that the packets of yesterday were the Pullmans of today. A fine description of these passenger boats was given the writer by one who had taken, when a girl, two trips from Delphi to Toledo on these boats. We refer to Mrs. Josephine Schermerhorn.

These packets were from twenty to twenty-five feet wide [around 14 feet wide] and about fifty or sixty feet long. In the front of the boat was selected ladies parlor. Next was the long sitting room and in the rear was the gentlemen's parlor and the kitchen.

The sitting room was a long narrow room, with all its furnishings first class. Nice carpets were on the floors of the parlors and the sitting room. Lace curtains [hung] at all the windows, and along the side of the boat were plush or velvet seats.

At meal time the sitting room was converted into the dining room. Here one found the finest table linen, silver ware, dishes, and the best of service, with a menu

equal to that found at the first class hotels of the land.

At night, like the magic of the wonderful Aladdin's lamp, this room was again changed. On each side of the room two rows of berths were made up, with curtains drawn. They resembled very much the sleepers of the present time. On one side were the men's berths, on the other side, the ladies. At night the heavy curtains that separated the parlors from the sitting room, were drawn and berths also made up in those rooms.

No late breakfast orders were taken on these boats, for all must be up on time, and the sleeping room made ready for the dining room.

On pleasant days very few passengers stayed below. All were on the upper deck. Ladies would dress in their best and with parasols raised (if the boat had no awnings) sit and enjoy the scenery, chat, and have a good time generally. Often in the evening there would be music and dancing in the big room.

These packets were the 'limited' of today. They always had the 'right of way' and traveled with the greatest always on a fast trot or run pulled speed.

Three mules, tandem fashion, the boat. The heavy rope was fastened between the end and the middle of the boat, thus keeping it in the center of the channel. The driver riding the mule nearest the boat.

Along the route were relay stations and about every six hours the mules were exchanged for fresh ones. A horn or bugle was sounded far enough from the station for the mules to be ready and in place. The change was made so rapidly that the boat never slackened its speed.

Should there be a passenger boat in one of these waterways, waiting for the other boat to pass, there would be cheering and waving of handkerchiefs.

It took about two days and nights to make the trip from Delphi to Toledo. These packets were generally painted white with green shutters at the many windows along each side.

If time were no object, what a delightful way to travel, especially to the nature-loving person. Imagine sitting on deck, under an awning, among congenial people. Gliding smoothly along at a pace that one could see and enjoy nature in all its beauty; hear the birds sing, see the trees, flowers, fields of grain and beautiful hills and valleys. There you would have no fear of being hurled into eternity by some careless chauffeur, or of being stranded on some

roadway, out of gasoline, and being compelled to walk any distance from one to two miles to procure a fresh supply, or to reach a telephone to call for help. Or traveling with such speed that all trees blended into one mass and flowers had no distinct shade, whatever, merely a jumble of colors.

But civilization certainly keeps advancing. As the English lecturer, Adah Warl, said of us when touring our country, "Oh you restless Americans, always on the move never satisfied, always inventing something for speed, speed, speed."

Like our present day boats, each had its own name. We have in our possession a letter which was written by my father on March 31, 1857, by a friend on his way to St. Louis. He starts his letter in this fashion. "On board the packet 'Indiana' under a heavy sea." He stated that he intended stopping off at Delphi for a visit but learned that the canal was some distance from the town so evidently wrote the letter and left it to be delivered by some one. He closed by saying that he "was writing on his lap as the boys were setting the table for dinner."

There were freight boats, grain boats, flat boats and many other crafts. The grain and freight boats always carried their own horses or mules. The stable was situated in the center of the boat with the sleeping apartment at one end of the boat and the kitchen and dining room at the other end of the boat. Most all merchants, especially the grain merchants owned their own boats and horses. These grain boats carried on an immense business all over the country. In the spring of 1856 there landed at Chicago from LaSalle, Illinois in one day fifty-five grain boats, each carrying about 4,000 bushels of corn, making in all a total of about a quarter of a million bushels. The Illinois canal's locks were much larger than the Wabash and Erie Canal. One lock alone being enough to admit twelve boats at one time.

The flat boats were busy in those days also. The farmers would cut and saw their wood during the winter months and pile it along the bank. In the spring when traffic opened they would find ready sale for it at the towns along the line.

All the stone used in the abutments of the Carrollton Bridge were brought from Georgetown in flat boats. The first covered bridge was built with a place along the side for the mules to travel in towing the boats across the river from the canal at Carrollton to the lock on the south side of the river. An opening was made along the side of the bridge for the rope to slide through.

The boys of the canal days were as full of pranks as the boys of this day and age. On one occasion a bunch of

them were swimming in the canal not too far from Delphi, when they heard or saw a boat coming, on mischief intent they scrambled up the bank into their clothes and up the hill where a lot of logs were laying ready to be rolled down the hill to be worked up into cord wood.

They soon started one of these logs on its journey down the hill. It landed in the water at the appointed time, and with such force as to almost capsize the boat. The mules broke loose and ran away, but were captured after much time and energy. The captain's plug hat and clothes were almost ruined. When the boys discovered a shot gun in the hands of the angry captain, they soon made themselves scarce, concluding it was too dangerous a sport to be repeated.

A new craft was at one time placed upon the canal but its life was of short duration. An enterprising citizen near Carrollton, a Mr. Jacob Speece, rigged up an engine of some sort and placed it in his canal boat. After much time and patience he fashioned a wonder of the age---a steam canal boat. He made two successful trips to Lafayette with it. The owners of the canal heard of this too modern craft and ordered it off their waters. They feared that the throbbing of the engine and the speed of the boat would agitate the waters so as to make washouts along the bank. One of Delphi's largest crowds up to that time was the one assembled at the Bolles warehouse on Washington Street to see this wonderful steam canal boat.

The canal business must have been on a paying basis for in the month of June, 1851, the tolls at the offices of Lafayette, LaGro, and Ft. Wayne amounted to \$14,193. 36.

Traveling troupes owned and traveled in their own boats. In the winter of 1860-1 a minstrel troupe called "The Dixie Boys" was showing at this place when the canal froze over and they found themselves stranded for the winter. Their boat landed at the 'cut' at the foot of Main Street, close to the Delphi House, a hotel of forty-five rooms, located at the end of the street on the north side.

This troupe was a high-class minstrel troupe. They were here until the following spring and gave entertainments every Saturday night to defray expenses. According to all reports Delphi had one of the loveliest winters of its experience.

One of our citizens is responsible for the following story: He tells that one of the end men, a Mr. Manning, and a regular mag. told the manager while showing at St. Louis that Delphi was a fine show place and a city of about 20,000. The manager immediately said: "We'll cancel all dates and jump all towns between here and Delphi." Imag-

ine their chagrin upon landing at little Delphi and finding about 19,000 of the 20,000 inhabitants missing.

Mr. Manning made himself very conspicuous for his absence for some time after the landing of the troupe. He afterwards formed a partnership with a Mr. Emerson and their company became quite famous and toured the countries of Europe. The leading singer a Mr. Wise wooed and won one of Delphi's fair daughters.

The company met with hard luck before they departed from the town. Whether from bad management or from the loss of the 19,000 citizens that failed to show up, we do not know. They first lost their propelling power — in other words their horse or mule was drowned in the canal, and their boat was afterwards attached for debt.

A story is told of a party of Delphi people starting to Covington to attend a political rally, and going on the "Dixie" boat, which had been left here by the troupe. This party also had trouble of its own. On reaching Americus they found a wood boat in the lock. After much time and effort they located the owner of the boat who finally cleared the lock and let the boat pass. When near Lafayette they were again stopped. This time by the people who had the attachment on the boat. The passengers were obliged to give bond for the amount before they could proceed on their journey. They succeeded in getting to within three or four miles of Covington and, on account of the water being low in the canal, could go no further. The Covington people sent our carriages and conveyed the crowd into town.

The Delphi Band and Glee Club accompanied the party. Of the band Theodore Brough is the only surviving member. Mr. Charles Pollard is the only politician left and of the Glee club we still have with us Mrs. Charley Lyon, Mrs. Sylvia Richardson, Mrs. Charles Angell, Mrs. Sarah Rogers and Miss Emma Gresham. It is claimed by some that this was the last canal boat to leave Delphi.

In the fifties and sixties about the only mode of travel was by canal or river. When traveling on the river the grain and freight boats were managed by means of a long paddle attached to the rear of the boat.

Mr. Theodore Brough tells of himself and two brothers swimming the Wabash River and climbing the hill at Pittsburg to watch their father start with a boat load of grain for New Orleans. The boat would travel only in the day time, and would "tie up" along the banks at night. He sold both the boat and the grain when he reached New Orleans and started back home on foot, walking all the way.

All through the years of 1873 and 1874 meetings

were held by the managers and officers of the canal, discussing the advisability of abandoning the project. Finally an all day session was held at Lafayette in February, 1874 and it was decided to abandon the canal. But the water was navigable throughout that year, at least at this point [Delphi]. It was at this time we had our first and only canal boat ride. No doubt there are those here tonight who attended school at that time and who look back with joy and pleasure on the delightful day. The ride up the canal, through the locks, up the river and on to Rattle Snake Creek, was to our mind at the time, wonderful beyond words. How anxious we watched the papers for the announcement that our superintendent, Mr. D. D. Blakeman, was to make when his arrangements were completed. We felt that our anticipations were soon to be realized when we read the following on June 17, 1874 in the *Journal* — "I have at last been able to secure a boat and make arrangements for our promised excursion. If the weather will permit, the 'Highland Chief' will leave the landing at the foot of Washington Street on Saturday next at eight o'clock for a trip up the river and return to the same place in the evening as early as eight o'clock."

"The boat is a very excellent one for our purpose and is provided with awnings which will effectively protect passengers from sun and rain. All who participate must provide themselves with refreshments, and they will remember the old injunction 'Don't be tardy.' The site of the boat, our comfort and consideration of safety, require that this invitation be limited to the teachers of the schools and pupils of the five more advanced rooms. Let all included in this invitation consider themselves specially invited and let no feelings of delicacy upon this point prevent any from taking part with us in the day's enjoyment." Dr. D. D. Blakeman.

This boat was made and owned by a Mr. Obenchain and was built that spring purposely for excursions.

In the interview with Mrs. Schermerhorn regarding the canal packets, she also told a very interesting incident of her early childhood days, and while not directly connected with the subject, it was one of the happenings of the early canal days and will be of interest to our Historical Society.

In 1846 when Captain Robert H. Milroy (afterwards the General Milroy of the Civil War fame) was to leave with his company of men for the Mexican border, the ladies of Delphi met at the home of Reed Case, father of Mrs. Schermerhorn, and made a large silk flag for Mr. Milroy. The presentation speech was made in the court house by a Miss Armitage, sister of the late John Armitage. A beautiful young girl. Captain Milroy carried the flag with him through the war and to complete the romance, he mar-

ried Miss Armitage on his return home.

Mrs. Schermerhorn has a distinct remembrance of that event. Several incidents occurred that made a lasting impression upon her young mind and the most vivid of all was that of the beautiful young girl, dressed in white with a blue sash around her waist standing on the platform before a roomful of people and making a speech. It was an almost unheard of thing in those days for a lady to take part in any public demonstrations.

All this took happened in Carroll County's first court house. She remembers the brick floor and the big fireplace on one side of the room. The court room occupied the ground floor while the county offices were on the second floor.

The coming of the railroad witnessed the decline of the canal and its usefulness, and today in the place of the slow going boats of yesterday, automobiles or traction cars spin along its road bed. In many instances business blocks and fine homes are built upon its path.

Read before the Historical Association Nov. 30, 1923.

On the relic table at the Historical meeting Friday evening was a unique parasol. It was carried by a Mrs. Butler (dau. of George Robertson, paper mill owner) as she rode on the canal packet in 1851. The parasol was only 18 inches across, made of beaded black silk and lined with white silk.

The artist Harry Milroy had a large, fine sketch of James Stewart, who wrote a history of Carroll County in 1872 and also one of James B. Scott.

## SUMMERTIME ICE SOURCE BEGAN IN FEBRUARY

By Tom Castaldi

In Lafayette during the days of the Wabash Erie Canal, blocks of ice were cut and removed from a place called Wide Water. Ice was stored under straw in nearby warehouses for use in summer because no one had anything like a refrigerator. Farmers welcomed the spring season thaw that opened the waterway and the canal boats that provided an outlet to reach customers who would pay for the crops and livestock the farmers produced.

Merchants were happy when the spring thaw brought canal boats with goods from the east to stock their shelves. Everyone could look forward to the news stories of the world brought by packet boat passengers and snatch up

discarded newspapers as the boats moved on to new ports of call.

Winter and summer seasons limited the advantages of a canal, unlike the railroads that operated year 'round. As Indiana's resources were opened up to the world, transpor-

tation systems were needed that had no season. Finally, open season was declared on the canal as rails and highways forced it out of existence.

## CANAL BREAKS COST BOATMEN AND OTHERS

*Usually when there was a break in the canal the newspapers reported what it would cost to repair it. Seldom did they report the loss to the canal boatmen due to the inability to transport their goods in a timely manner. The following article, from The Wabash Gazette on July 6, 1854 sent in by Pete Jones, CSI member from Wabash, Indiana, gives us an insight to the losses the boatmen and others suffered when the canal was under repair.*

### Wabash and Erie Canal.

It is generally dangerous to draw inferences, yet there is a prevalent feeling that the Wabash and Erie Canal is either very wretchedly managed, or that there are radical defects in the construction, and in the protections intended to be firm and permanent against even sudden accidents. The repeated and re-repeated breaks, accidents, and delays on the Canal so far, during the present season have been disastrous and discouraging in the highest degree. If due precautions had been taken, and due sagacity, some of the calamities would have been averted. How serious a loss is incurred, is shown by the fact that a single owner declares the danger so far to be no less than \$3,000 to twelve boats. — But every and all interests are embarrassed and injured. Not a producer, but that directly or indirectly has to suffer a part of the consequences. We hear general and bitter complaints. The old saying is, that where there is smoke, there must be fire. We are told that the Aqueduct over Sugar creek, has been long known to the local Superintendent, to employees, and to boatmen, to be inadequate to the purposes for which it was constructed, and when the season was opened the probabilities were that it would not stand, and prophecies by experienced men were made to that effect.

It has been promulgated that the temporary Aqueduct over Sugar Creek will be finished by the first of July, but persons engaged in the business to transportation declare that it will not be ready to pass boats till long after that time.

If the damage has been \$250 per boat, up to this time, the aggregate cost of the Canal, to the transportation interests alone, will not be short of a \$1,000.00. But the

injury only commences here. There are great numbers of men thrown out of employment. Business of every kind is disconcerted. Men fail to meet their obligations. The productions of the country remain unshipped.

One thing is certain that the whole population interested in the transportation on the canals, have too great a stake to submit to such losses in future, if there is a remedy.

Any information bearing upon the subject which to us authentically we will publish with pleasure, for we regard it as a part of our duty to expose or to vindicate the parties responsible for the Canals, as the truth demands.

We presume the sad mismanagement arises from the fact that too many men without experience, industry or mere party hacks, are regarded with responsible places; merely as a regard for political services. A great State like Indiana would gain vastly by establishing a Hospital for all lame ducks in politics, and hire a new set of competent experienced working men to perform duties, on which so many vital interests depend. — *Toledo Blade.*

## ANNOUNCING Canal Society of Indiana SPRING TOUR

### APRIL 5-7, 2013

Wabash & Erie from Attica to Montezuma  
and Williamsport Side Cut

Headquartered in  
**DANVILLE, ILLINOIS**

Sleep Inn and Suites

361 Lynch Drive

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Double \$80.71 + tax, King \$84.96 + tax

**Friday:** Covington Murals, Vermillion County War Museum

**Saturday:** Bus to Williamsport Side-Cut and Falls, Attica Lock Canal Skirmish Marker, Fountain Canal Wharf Cut In Stone, Perrysville Side-Cut, Eugene Covered Bridge, Lodi, Montezuma Canal Basin, Vermillion Museum/Fithian House where Lincoln spoke 1858

**Speaker:** Jerry Lehman on life in Russia and raising Pawpaws

**Sunday:** Portland Arch Nature Preserve

## FROM TIMES PAST

*Fort Wayne Times & Press*

March 8, 1845

*From the Baltimore American.*

**RAIL ROADS & CANALS COMPARED.** The superiority of Rail Roads over Canals has, within a few years, been fully and satisfactorily established.

Daily experience demonstrates the folly of constructing Canals for the transportation of passengers, merchandise or produce. Hereafter Rail Roads will alone be constructed for these purposes — they having been found to excel Canals in speed, cheapness, and freedom from interruption.

In this country Canals only accommodate districts of country and business depending on them, eight months of every year. Such serious periodical suspension of business amounting to 33 per cent of their seasons of navigation, proves highly injurious to every interest they were made to promote. In addition to this, Canals are subject to frequent and vexatious interruptions, caused by floods and low water.

Rail Roads are seldom interrupted by floods — never by low water — and comparatively but little by winter. These advantages alone should cause them hereafter to supersede and supplant Canals.

Merchandise and produce are conveyed on Canals 50 miles in 24 hours — on rail road 200 miles in the same time. Passengers are conveyed on Canals 80 miles per 24 hours — on Rail Roads 400 miles per day. As the inhabitants of this country are a traveling and a “go a head people,” they will give a decided preference to Rail Roads on account of the great saving of time by the velocity with which persons and goods are carried on rail roads.

Had the people of Pennsylvania discovered a fountain on the summit of the Allegheny mountains, amply sufficient to supply a canal, it would have been bad policy to have constructed a canal instead of a rail road over the mountains. [Pennsylvania Mainline Canal]

Twelve canal locks are required to overcome a perpendicular ascent of 100 feet. — Five minutes are required to pass a boat through each lock. The height to be overcome is 1400 feet in 12 miles — requiring 1689 locks and 14 hours to pass them. Add to this 6 hours for the 12 miles, making together 20 hours for a boat to ascend from the foot to the summit of the Allegheny.

A train of burden cars traveling 10 miles per hour on a road ascending 40 feet per mile, would in the same time, (20 hours,) have advanced 200 miles and overcome a height of 8000 feet. These well ascertained facts demonstrate the vast superiority of rail roads over canals in mountainous districts, where summits of even moderate height are to be surmounted.

The recent and great improvements in the traction power of locomotive engines, now enable Rail Road Companies to carry every description of merchandise, produce, minerals and measure any given distance in less time and at less expense than by canal.

The average freight on merchandise and produce passing over 275 miles of Canal, and 118 miles of rail road, between Philadelphia and Pittsburgh, is equal to 16 cents per 100 lbs. per 100 miles.

The Baltimore and Susquehanna Rail Road Company transports merchandise and produce for 15 cents per 100 lbs. for each 100 miles, while merchandise and produce are carried over each 100 miles of the Western Rail Road (connecting Boston and Albany) for 12½ cts. Per 100 pounds.

The Companies owning the rail road from Albany to Buffalo pay a bonus or premium of 7½ cents per 100 lbs. per 100 miles to the State of New York for this privilege of being permitted to carry merchandise and produce over their road at 20 cents per 100 lbs., for each 100 miles.

The Philadelphia and Reading Railroad and Schuylkill Canal run parallel to, and near each other, throughout their whole extent. The Canal Company, during the past season, received less than \$5000 for conveyance of passengers and merchandise, while the Rail Road Company received \$136,000 from passengers and merchandise.

This remarkable preference given to rail roads over canals settles the question of their relative value and utility in this country.

Canals are unsuited to the conveyance of the mail, while the owners of railroads receive generally \$25,000 per annum for every 100 miles the mail is carried. This is an exclusive and important advantage that rail roads possess over canals. They possess an equal advantage in the transportation of troops and munitions of war, when the fate of the nation often depends on the rapid movement of troops.

Passengers can travel by canal from the city of Washington to Harper’s Ferry. The distance by canal is 60 miles, yet they prefer traveling 104 miles by railroad, and pay \$1.80 or twice the amount of a fare charged by the canal.

From what has been advanced it is evident that canals can not successfully compete with rail roads.

*Fort Wayne Times & Press*

March 15, 1845

**MR. DEFREES’ REPORT ON THE STATE DEBT**  
*In Senate, December 18, 1844 — Read, laid on the table, and five hundred copies ordered to be printed for the use of the Senate.*

Mr. Defrees presented the following report of the select committee, (composed of Messrs. Defrees, Holloway, Cotton, Aikin, and Hutton) to whom was referred resolutions submitted by Mr. Defrees, in relation to the

State Debt:

The Legislature of this State, in compliance with the wishes of a great majority of the people, in the year 1836, passed an act to provide for a general system of internal improvement. In the attempted prosecution of that system, it became necessary to raise large amounts of money. This was effected by the issue of transferable certificates of stock, bearing upon their face the plighted faith of the State for the payment of the interest and the final redemption of the principal. These certificates were thrown into the money market by our authorized agents, and large sums realized upon them. The money thus acquired was applied to the construction of the various works contemplated in the general act, as well as to the Wabash and Erie Canal. Before completion a suspension became necessary for want of means for their further prosecution. Independent of the sums raised on our bonds, the State became indebted to contractors to the amount of one and a half million of dollars. To meet this last indebtedness, treasury notes were issued. The sum of \$722,040 was due to the State Bank for money advanced by her to aid in the prosecution of the public works, for which scrip based upon the sinking fund for its redemption, was issued.

To absorb the treasury notes, pay the ordinary expenses of the State to meet the interest on our bonds for the past four years, by direct taxation, owing to the embarrassed condition of the country, was deemed impossible. During this time we have repeatedly told our creditors, by legislative action, that our debt should be paid. That the people are willing, whenever they are convinced of their ability to do so, the committee cannot permit themselves to doubt; and, that they now have the ability to make an arrangement at once satisfactory to her creditors and honorable to the State, we think we can demonstrate.

The bonds issued for internal improvement purposes, now outstanding, and upon which no provision for interest has been made, amount, according to the Auditor's report of the present year, to the sum of \$11,122,000, to which add the interest now due, being the sum of \$2,227,500, and the whole sum now due will be \$13,349,200.

After deducting the revenue for the present year, there will remain outstanding treasury notes to about \$401,552, which are receivable for taxes. The scrip issued to pay the Bank debt will be absorbed by the sinking fund.

A reference to the census shows that the various productions of the soil amounted, in 1840, to about eleven million of dollars, and the capital invested in commercial and manufacturing pursuits was about ten million. — These several amounts have greatly increased within the past four years, and will continue to increase as lands are brought under cultivation, and new objects attract the attention of capitalists. Our taxable property, the present year amounts to 115,590,065; and the number of polls to 117,536. An examination of the statistics of the State for

several years past, affords the most conclusive evidence of increasing wealth, as well as of population. It cannot be otherwise than that a people possessing the productive soil which renders Indiana so favorably known, should thus rapidly continue to increase.

As it is beyond the ability of the State to pay the interest now due, the committee propose that it, together with the principal and one year's interest in advance, be funded, making the total sum of \$13,967,320. This amount to be taken up by an issue of new bonds, bearing three per cent interest, the interest payable annually, and the principal after the expiration of thirty years. — If it be objected to this proposition, that a reduction of interest from five, six, and seven per cent, which our bonds now bear, would not be creditable to the State, we submit whether the bondholders would not much rather accept three per cent bonds, certain to be paid, because within our ability, than to hold on to our present bonds, convinced as they now must be, that their payment is at least doubtful, and whether a proposition of this kind, is not more creditable to us than the past seeming indifference on this subject. We have reason to believe, that such would be the light in which it would be regarded by our creditors, and that they would avail themselves of it. — A compliance in good faith on our part, with such arrangement if made, would immediately restore our credit, and who so lost to correct feeling as not to desire such a result?

The annual interest on the debt thus funded, would be \$417,219, to which add the annual expenses of the State, about 475,000 and the sum of \$492,310, would be required each year. To raise this amount, it would only be necessary to assess thirty cents on each hundred dollars of taxable property, which would produce \$346,770, to which add one dollar on each poll and the sum of \$474,306 is produced. Then add to this all other resources at least \$100,000 per annum, the Wabash and Erie Canal alone affording near this amount, and \$574,306 is the result, being an excess of \$72,087 above the amount required. This sum, and the increase of Taxable property next year, will more than make up for all delinquencies in the collection of taxes. The outstanding Treasury notes can easily be absorbed during the next fiscal year, by the same rate of taxation. As the State increases in wealth and population, an assessment of a less sum would produce a sufficient revenue.

To render taxation as light as possible, the State should apply all her resources to this object. It is with this view, that the committee recommend that the net proceeds of the Wabash and Erie canal which will amount the next year to near \$1000,000 be then paid into the State Treasury to be applied to the payment of interest. In fact, when it was diverted to a different object, it was a palpable violation of faith, as it had been previously pledged to pay the interest on the Wabash and Erie canal bonds. When tolls and water rents were made receivable in canal scrip it was only in-



tended as a temporary measure. It is time that a policy so unjust to the people of the State and to her creditors, should cease. The lands alone should be relied on for the continuation of the canal.

A proposition so advantageous to the State, will only be accepted by our creditors, upon assurance that the reduced rate of interest would be promptly paid. It is for this reason, that we here, (in this bill which is submitted with this report,) make it the duty of the Auditor of State, to make each year on all the polls and taxable property, a sufficient assessment to meet the interest.

The committee have thus in as few words as possible presented the liabilities of the State and the resources of the people to meet these liabilities. If the proposition we present \_\_\_\_\_ out oppressing the people. A tax of thirty cents on each hundred dollars worth of property, and one dollar on each poll, is certainly not beyond the ability of our people. It is not equal to the taxation of other States, having less wealth. A determination to pay, industry and economy on the part of the people, will provide the means. The subject has already been delayed. The sooner action is had the better. The interest now accumulating at the fearful rate of \$559,620 per annum. A neglect to pay it does not get rid of, but increases the debt. It is now within our control — a few years more it will be utterly beyond it, and forever will rest upon our State the infamy of repudiation in

effect, if not an open avowal of our shame.

*Fort Wayne Times and People's Press*  
March 22, 1845

Wabash and Erie Canal. Congress has granted 500,000 acres of land, to continue the construction of the Wabash and Erie Canal from Terre Haute to Evansville. Why was nothing done towards obtaining a grant for our Northern Canal? Where was Mr. Kennedy? Did he move in this matter? Not at all. His time was spent in declaiming about Democracy, Texas, Oregon, Dorrism, \_\_\_\_\_page cut off at this point.

*Fort Wayne Times and People's Press*  
March 22, 1845

An Injunction. The Tippecanoe Circuit Court has granted an injunction upon the complaint of one Hawkins, against the Superintendent of the Wabash and Erie Canal west of Lafayette, restraining the further construction of said canal until compensation is made to the owners of private property taken for its construction. The case has been taken to the Supreme Court. A Correspondent of the Journal says — "The questions involved in the above case are of vast importance to the community in general, but especially to those interest in the completion of the Wabash and \_\_\_\_\_page cut off at this point.

## VIDEO TAPES DONATED

Suzanne Moffett has donated the following video tapes that her husband Paul took on several past Canal Society of Indiana tours. We thank her for this contribution.

April 12-14, 1996 Huntington (2)

March 31, April 1 & 2, 2000 Peru (3)

October 11, 2002 Mississinewa (1)

March 26-28, 2004 Parke County (2)



## WELCOME NEW MEMBERS

The following have joined the Canal Society of Indiana at the single/family membership rate of \$25 unless otherwise noted:

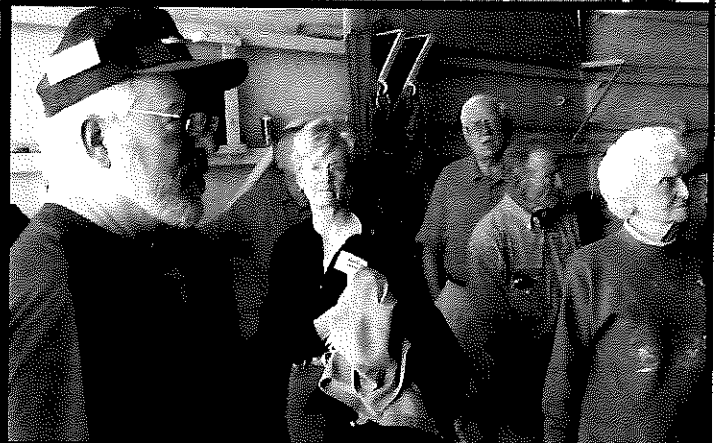
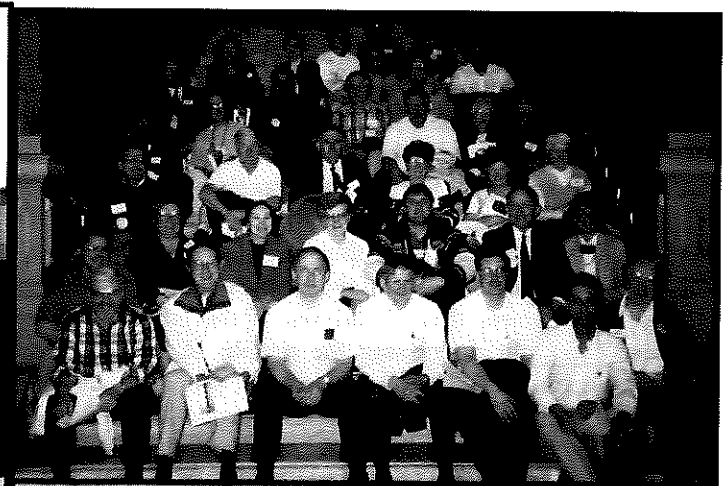
Jerry & Mary Ann Getty - Ft. Wayne, IN  
Raymond J. Glatthorn - Valparaiso, IN  
Bob & Donna Streeter - Ft. Wayne, IN

## Welcome Aboard!

## GRONAUER LOCK ROSES

After reading the August 2012 article about Adolphus Wolf, Maxine Wolf Van Horn sent this picture of the remaining roses that once lined the banks of the W & E Canal by Gronauer Lock #2 near New Haven, Indiana. The highway department had just filled in the lock with this stone destroying the roses while working on U.S. 24 in the 1940s. She tried transplanting them but the roots were so deep she did not get enough of them.

CSI THROUGH THE PAST 30 YEARS



1993 "Indy's Central Canal" Apr. Central Canal Brian Migliore

2009 "Wait Til You Get To Wabash" Apr. W&E Canal Bob Schmidt

2010 "Rappites, Riverboats, Pirates" Oct. W&E Canal Bob Schmidt

1993 "Indy's Central Canal" Apr. Central Canal Brian Migliore

2009 "Wait Til You Get To Wabash" Apr. W&E Canal Bob Schmidt

2010 "Rappites, Riverboats, Pirates" Oct. W&E Canal Bob Schmidt

Last issue's answers: 1. (A), 2. (D), 3. (A), 4. (B), 5. (B)

What orator/canal promoter had Washington D. C. building named for him? A. Albert White, B. Thomas Blake, C. Joseph Cannon

Which was not a kind of canal boat? A. Line boat, B. State boat, C. Packet boat, D. Freight boat, E. Tug boat

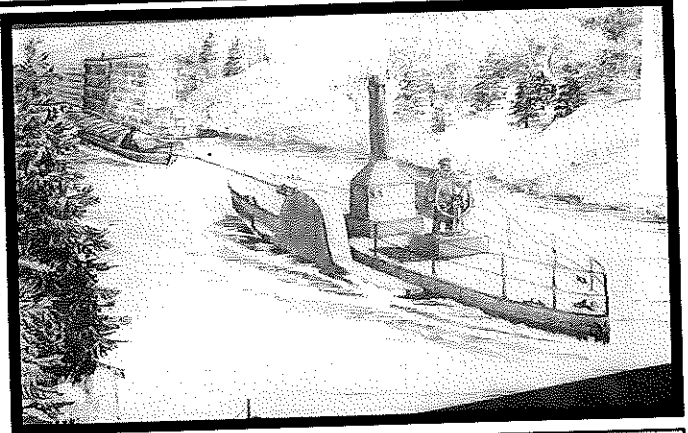
Clay mixture used to seal the canal prism is called: A. Muck, B. Puddle, C. Cement, D. Mire, E. Mud

Natural cement was discovered by? A. John Geyer, B. John Droege, C. Samuel Ligget, D. Canvas White, E. Clay Stuckey

Who of the following was a canal doctor? A. Elbridge Vinton, B. Elbridge Wheelock, C. Anthony Blake, D. Clarence Hudson

## THE SHUBENACADIE CANAL

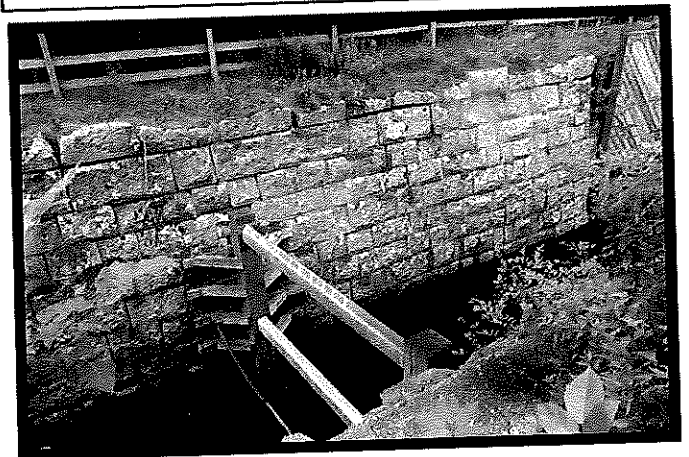
Neil and Diana Sowards, CSI members from Fort Wayne, Indiana, visited the Shubenacadie Canal in Fairfax, Nova Scotia in August 2012. They share their photographs with you. The photos of signage along the canal that were too small to be easily read have been copied in larger print. These very informative signs tell the history of the canal and describe its structures and their usages. All photos by Neil and Diana Sowards



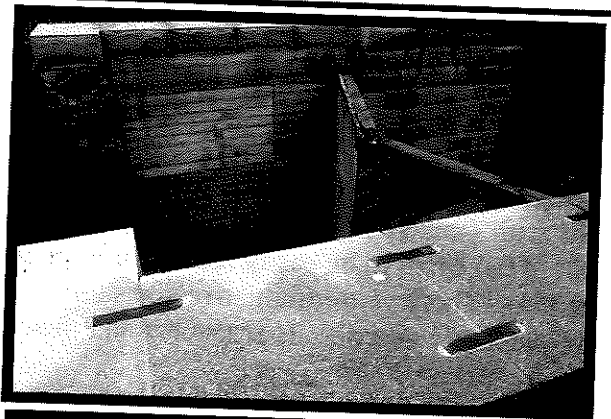
### Barges, Steamboats and Scows

#### LOCK 2

You are now looking at the upper sill of Lock 2. The chambers of the first five locks on the Canal are approximately 21 meters long and 5.4 meters wide. Therefore the boats and barges used on the system had to be able to fit within these chambers. The watercraft used on the Canal included three steam boats, twelve scows and an 80 ton barge. These craft were used to transport freight and passengers to and from Dartmouth and the interior of the Providence. Bricks, pottery and cord wood were common cargo. An important role of the Canal was to transport equipment required to construct the Waverly gold mine and later materials required by the fledgling railroad which eventually led to the demise of the Canal.



Note: The walls of this lock are being supported to keep them standing straight. The supports would not have been there during canal times when boats passed through the lock.



1826-31 Historic Shubenacadie Canal System 1856-70

Used by the Mi'kmaq for centuries, the Shubenacadie waterway was carved out of bedrock by the glaciers during the last ice age. Work on the Canal system began in 1826, ceased in 1831, and resumed in 1854. The canal was completed in 1861. Construction of 9 locks and two inclined planes connected the chain of 7 lakes and the Shubenacadie River enabling boats to travel from Halifax Harbor to the Minas Basin.

The Shubenacadie Canal opened in sections and operated between 1856 and 1870. Steam vessels hauled barges laden with goods along the System.

By 1870 railways were able to transport goods cheaper and faster forcing closer of the Canal.

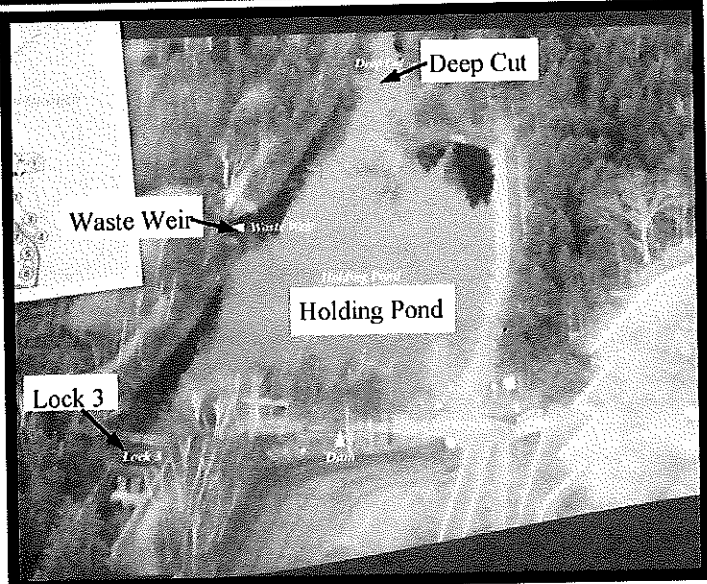
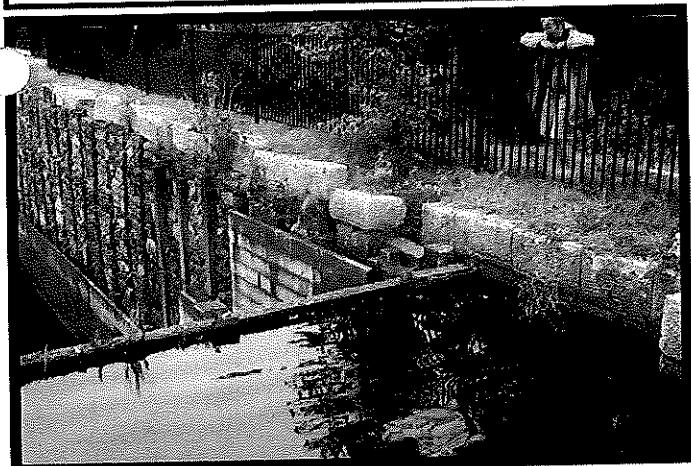
Today the Schbenacadie Canal System is a National Historic Civil Engineering site and a popular recreation and heritage corridor.

**Lock 3**

At this point you are approximately 26 meters above sea level almost at the height of Lake Charles, from which the water flows to directions — south to the Harbor and north to the Bay of Fundy. To get to this point vessels would have traveled from the Harbor to Sullivan's Pond (lift of 15 m.) via the incline plane which no longer exists and pass through locks 1,2 and 3.

This area of the canal provides an excellent opportunity to view all of the components of a lock system, lock, dam and waste weir. Construction of Lock 3, which lifted and lowered vessels approximately 4m was completed in 1857. This is the best preserved of the "composite" or American style locks designed by Charles Fairbanks following a tour of canals in New England. This structure replaced a granite stone lock built in the late 1820s but never used. The new wooden planking on the walls of the lock and the wooden gates were added in 1987.

In order to provide a sufficient depth of water in the channel leading to Lake Charles, earth and rock banks were constructed on the low side of the channel and a dam was built on either side of the lock. The water level in the channel and holding pond could be controlled by the waste weir on the far side of the pond. This control was essential in order to allow repairs to be made to the lock and dam and to control flood waters.



**11 Waste Weir at Holding Pond**

**A water control structure**

The man-made holding pond in front of you helped to maintain the level of the canal when the lock was in operation. The water in this holding pond had two purposes. It helped maintain the water level in the dry summer months and minimized the drop in water level when the lock was being filled. Each time Lock 3 was used roughly 400,000 liters of water were sent down to the next level in the canal system. Beneath the boardwalk you are standing on is what is known as a waste weir or water control structure, which together with the dam and the lock chamber, form the lock system. The primary purpose of the waste weir was to keep the water level constant at the head of the lock. Excess water from heavy rains or spring runoff was allowed to drain away from the lock through the channel behind you and then onto Lake Micmac. To maintain the desired water level in the canal, logs in the waste weir were removed or added by the lock keeper. Similar weirs were required at each of the locks.

**A Fairbanks Solution**

**Lock 3**

When first built this lock was made entirely of granite as represented by the end walls. Like the other structures of the canal this lock fell into disrepair between 1841 and 1851. It was completely rebuilt by Charles Fairbanks using the less expensive North American method.

When operating the interior walls would have had wooden plank surfaces. The lock raised and lowered vessels 4.7 meters (12 feet).





This vintage postcard shows the Wabash & Erie Canal Feeder dam that has been breached on the St. Joseph River at Robison Park . The dam was built in 1832 and breached in 1904/1905. This is looking downstream toward Ft. Wayne. A lady, small child and four fishermen are seen fishing in the pool above the dam. The card was mailed to Vancouver B. C. in 1907. Thanks to Craig Leonard  
The picture below shows in same dam looking upstream on the St. Joseph River before it was breached. Thanks to Tom Castaldi





**Early Day  
Canal Elevator**

**Huntington, Indiana**

From Sue Simerman

Early Day Canal Elevator.

Huntington, Ind.

## WHITEWATER CANAL

### Metamora

On Friday September 7, 2012 Metamora celebrated "It's Twilight Time Again" from 6-10 p.m. The "Twilight Limited" departed from Grand Central Station in Connersville and followed along the Whitewater Canal to Metamora passing the old stone locks. In Metamora a catered dinner was served near the old grist mill. Fleets of wine were available for purchase. Music was provided by the Oxford group, John Koggee and the Lonesome Strangers. Rides aboard the Ben Franklin III on the canal under the setting sun were romantic. Later the Whitewater Valley Railroad transported the attendees back along the canal and past fields dotted by the flashes of fireflies to their cars in Connersville. A wonderful evening was had for just \$29, \$15 child. Keep this event in mind and plan to attend next year.

### Connersville

On Saturday September 8, 2012 the Whitewater Valley Railroad held its "Statesman Train Excursion." The train departed Grand Central Station at 12 p.m. and returned at 5 p.m. traveling along a portion of the Whitewater Canal. Aboard for this special day was an Abraham Lincoln impersonator. Tickets were \$22 adult and \$14 child.

### Cambridge City

Cambridge City held its annual "Canal Days" Saturday September 8 and Sunday September 9, 2012. This was a special time. The parade route passed along the National Road through the heart of Antique Alley. The Vinton House, an old Whitewater Canal and National Road inn was open. Visitors climbed the stairs to view canal exhibits above the antique shop below. There was fun, food, and lots of vendors. Cambridge City pulled out all the stops for a fantastic weekend.

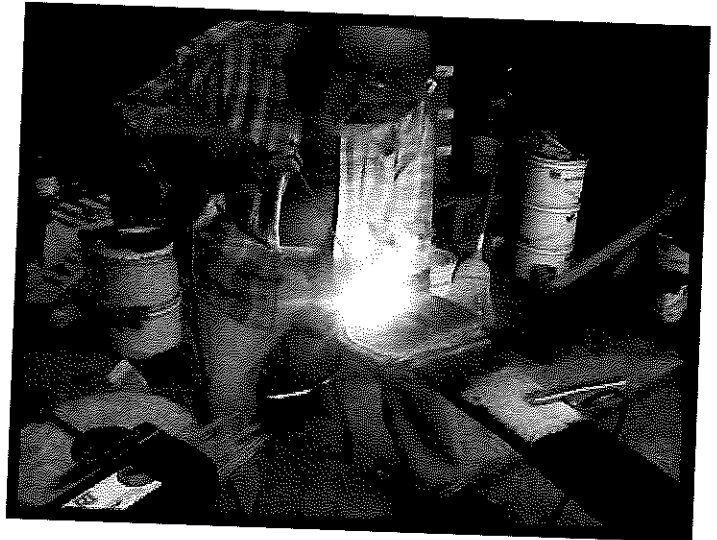
## NEWS FROM DELPHI

### TWO BRIDGES GET SOME TENDER LOVING CARE

Article and pictures by Dan McCain

M-W-F volunteers continue to work on the 18-month restoration of the Gray Bridge. Completion could come as soon as summer of 2013, but we need donations to match the NCHS challenge grant we received. We can't spend the grant money until we show them we have "our" half of the estimated cost of restoration and erection.

One of the important restoration jobs to complete is "pad welding" to fill the loss of metal from 100 years (rusting) of these steel members. Here volunteer Don Goyer is welding on the ends of steel bridge members needing repair.

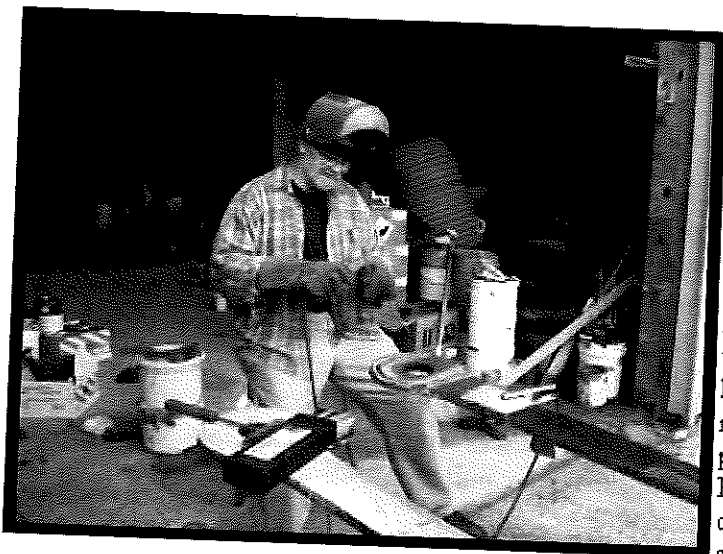


Nearby the arc in the center of this piece is a 3 inch hole that is part of the original bridge. This piece will ultimately be fastened together with large "pins" that will be used in the reassembly of the span next year.

Preserving A Historic Gem



Vern Cripe, a M-W-F volunteer, heats a zone between rivets on this bridge chord while Shane Evans holds the "spoon" and Brice Crowel bangs with a sledge hammer. Over time the metal will slowly bulge from accumulation of rust and pop up or dimple the metal. Correction of this is called "pack rust removal," and our team has plenty of these to repair so that the new paint seals properly and the rivets keep their integrity.



Many enjoy looking at our famous Stone Arch Bridge when the canal boat's crew carefully navigates under this tight space. It does need ongoing maintenance, however, and our County Highway Department is responsible for that. But since they have many other pressing things to do, Paul Coutts, Director of County Highways, authorized volunteer James Ebrite to help make cosmetic repairs. In this case, the banisters were missing stones and needed tuck pointing. Jim, a regular M-W-F



Next to the Pivot Bridge that has just been completed the M-W-F crew begins a new creation in earnest. What is it? It's a secret that we will reveal in the future.

### SINGER HELPS DIG I&M CANAL

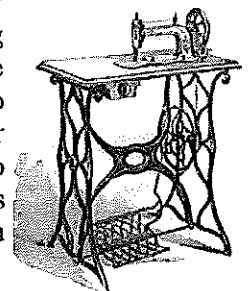
According to an article in *The Society Story*, the newsletter of the LaSalle County Historical Society, Isaac Singer (1811-1875) of sewing machine fame helped construct the Illinois and Michigan Canal. He was "born in Oswego County, New York. At the age of twelve he became unhappy about home life with his father and stepmother and ran away to Rochester, New York, to live and work with his brother, who operated a machine shop. There he learned the machinist trade. He worked as a mechanic and in 1838 he was in Lockport, Illinois working on construction of the I & M Canal.

"His work on the canal included drilling into rock for blasting and removal which both created the canal channel and supplied rock for construction of locks, bridges, and aqueducts. Singer soon created a machine to do the drilling and in 1839 sold the patent to the I & M Canal Building Company for \$2,000. He used his small fortune to finance an acting troupe which toured the country as the Merritt (Isaac's middle name) Players. Five years later his money was gone and he returned to mechanical ventures.

"In 1850 Singer examined a sewing machine then in production in Boston and noted some changes that would make it more functional. Eleven days and \$40 later, he completed his invention, the first practical sewing machine. Singer also conceived powering the machine with a treadle, similar to a spinning wheel, which freed the operator's hands. Other sewing machines of the era used a hand crank.

"Singer formed a company with Edward Clark, a lawyer who would in 1856 originate the hire-purchase plan. This allowed even those of limited means to own a sewing machine and increase their productivity.

"By 1853 Singer was the leading manufacturer of sewing machines in the United States. Singer achieved fame and wealth from his Singer sewing-machine patents. The sewing machine made him one of the wealthiest men in the nation. He also became the father of twenty-four children by five women. Twenty two of his children lived to inherit his fortune which made each of them wealthy."



volunteer has also had extensive experience with masonry work.



Jim Ebrite takes pride in making this unique landmark look better and properly maintained by spending extra afternoon volunteer hours after working on the Gray Bridge in the three weekday mornings with the M-W-F crew.



## CENTRAL CANAL ENDANGERED

In the early spring of 2011 a flood wall in the Broad Ripple/Rocky Ripple area of Indianapolis was proposed by the Army Corps of Engineers that would impact the pristine portion of the Central Canal. The plan was to build an earthen levee, a steel gate structure and a concrete flood wall along Westfield Boulevard from 56th and Illinois down to Butler University. The project would close off and reroute this historic canal's original towpath at the point of the gate by the Riviera Club. We understand the canal is eligible to be placed on the National Register of Historic Sites and the project would not only jeopardize this eligibility, it would also destroy some of the old towpath

Charles (Chuck) Huppert, CSI past vice-president and current director, requested the Army Corps of Engineers to designate the Canal Society of Indiana a consulting part to the Sec. 106 process of the National Historic Preservation Act for the flood control project. If designation was received, Chuck agreed to represent CSI even though he now lives in Maryland.

A meeting was held in Indianapolis on April 25, 2011 for concerned parties. Bob Schmidt, president, and Carolyn Schmidt, editor, represented the Canal Society of Indiana at that meeting and expressed their concerns about how the project would take away from the authenticity of the canal. They also gave attendees copies of the History of the Central Canal that Chuck had previously written.

Then on July 10, 2011 the *Indianapolis Star* carried an article entitled "Northside flood-control study needs more time." It said that although the U.S. Army Corps of Engineers had initially planned to build an 8,200-foot flood wall and earthen levee along the White River and Central Canal, Rocky Ripple, which had originally opted out, now wanted to be included in the plan. A draft of the new plan was to have been finished in June, but an additional month was needed.

Since Hurricane Katrina, federal standards have been strengthened and they thought that parts of the first two phases of the flood-protection wall/levee might need changing to meet the new standards. The original plan was



This section of the Central Canal still looks much like it did in canal days. Photo Bob Schmidt

expected to cost \$12 million. Changing the barrier's placement and bolstering the existing wall/levee could cost an additional \$12-20 million.

They thought that the revised plan might need to level 20 homes in Rocky Ripple. The town hoped that this would not happen.

As in the meeting attended by the Schmidts, those who had concerns were told that it would probably take years to cut through the red-tape. The environmental impact statement was to be released by late August 2011. Then there would be a public-input meeting in September followed by more detailed studies, design changes, funding and congressional approval before the project could begin.

CSI did not hear much about the project for over a year. Apparently CSI was not granted consulting party status. Chuck has contacted Washington, D. C. again in this regard.

On June 29, 2012 the Louisville District, U S. Army Corps of Engineers released a *Draft Supplemental Environmental Impact Statement (DSEIS)* in response to community comments about the Environmental Assessment of February 1, 2011. This brought about a public uproar.

The board of directors of the Butler-Tarkington Neighborhood Association met on August 13, 2012, and issued a resolution to the U. S. Army Corps of Engineers. They requested the comment period be extended to 90 days so that all citizens who would be impacted by the floodwall

had adequate time to evaluate the DSEIS. They resolved to: previous plan.

petition U. S. Congressmen and Senators to require a General Reevaluation Review of the Project in order for Rocky Ripple to be included in it; communicate with all federal, state and local elected officials expressing opposition to DSEIS and petition for a flood protection plan that includes Rocky Ripple and does not cross the Central Canal; take action to preserve and protect the historic structure of the canal and Holcomb Gardens; request that an alignment consistent with the existing Rocky Ripple earthen levee be adopted and that the floodwall be reengineered to have as minimal an impact on existing structures in Rocky Ripple as possible; ask that full flood protection be made for Butler University Athletic Fields; and authorized their Board to take all necessary and reasonable actions, including legal action, to prevent the implementation of any and all proposals that cross the Central Canal and they shall communicate with any necessary person, public or private, to implement the resolutions.

After reviewing the DSEIS for the Indianapolis North Flood Damage Reduction Project, Citizen's Water, which owns the water and wastewater systems and supplies 60% of the drinking water needs for Central Indiana, wrote a letter to the Corps on August 17, 2012 saying that they believed the project would have adverse impact on their systems. It would endanger the Central Canal, the primary drinking water source that carries water from the White River to the water filtration plant, and could interrupt sanitary sewer service for approximately 5,000 households.

Citizen's Water said the study had not assessed the costs or benefits related to protecting or continuing operation of the Central Canal. They were concerned that the gates designed to allow sufficient flow down the canal might malfunction and limit flow and that they would require regular maintenance to keep them free from weeds and debris to allow free flow. They recommended that the planned three pumping stations, which would discharge directly into the canal, be redirected to discharge into storm drains or the White River. They felt that the Broad Ripple-Riverside Interceptor Flood Gate posed a health hazard. They said the current alignment of the floodwall could create scouring of the west bank of the canal during a flood and cause the canal system to fail especially in the high banks region.

Also on August 17, 2012 WIBC reported that the Corps of Engineers proposed that in time of floods the people living in Rocky Ripple would be given a 1-5 day notice and a short evacuation period before sandbags were placed on the 52nd and 53rd Street bridges not allowing traffic in or out. This plan saves \$35 million over the

Then the U.S. Army Corps of Engineers announced that a public hearing and open house would be held on August 23, 2012 at Meridian Street United Methodist Church from 5-6:45 p.m. with public comments starting at 7 p.m. They said that written comments should be sent by E-mail or mailed before the deadline of August 31, 2012. This was a very short notice.

On August 21, 2012 the U. S. Army Corps of Engineers posted the following letter on Facebook:

The U.S. Army Corps of Engineers Indianapolis North levee and floodwall project is currently designed to minimize flood damages in three areas: Broad Ripple, Warfleigh and South Warfleigh along the White River. The City of Indianapolis is the local cost share sponsor.

Regardless of how the project is completed, until all three levee sections are built, all neighborhoods are vulnerable to potential flooding. That said, the National Weather Service forecasts, flood warning systems and other preparedness plans designed to preserve public safety all help to prepare for flood risk during heavy rain.

The Westfield Boulevard alternative offered by the Corps to complete the levee system would not induce flooding in the Rocky Ripple community. The Westfield Blvd. alternative — if funded by the President and Congress in upcoming years — could lead to a completed levee system protecting those in the project footprint. The levee would tie in at high ground at Butler University property. Any Army Corps of Engineers flood protection project cannot induce flooding in any other areas near or far from the project, nor downstream, nor upstream — anywhere; this is law the Corps must follow. Rocky Ripple would be in the same position if the Westfield Blvd. alternative were constructed, that they are now. They would remain at risk for flood damages during a potential flood event — more at risk than those areas previously mentioned if the project were completed.

As a flood preparedness measure, an early flood warning system was built in 2009 as part of the first phase of the project and is currently operating. This warning system is a collaborative effort between government agencies. The warning system is tied to the White River gauge network and has been incorporated into the City's Flood Response Plan (FRP), according to Indianapolis Department of Public Works. The new system hardware and software was launched in partnership with USGS. The system is tied to the river gauge network and has been incorporated into the City's web-based Flood Response

Plan (FRP). The FRP is an application for use by the City departments such as DPW and Public Safety who initiate emergency services and disaster response.

The Corps of Engineers advocates for all communities to become familiar with flood preparedness plans and learn from reputable sources to gain understanding of how neighborhoods can advocate for life safety and be ready when the water rises. If you live behind a levee, one has to embrace uncertainty about flooding. We don't know when it will flood, and we don't know how high the water could get. But, we all can learn to be prepared. Levees and floodwalls minimize the risk of flood damages, but they do not eliminate flooding.

While the completion of the project is under deliberation, it behooves all of us to inform ourselves and learn about preparing for any potential flooding. I have enclosed a link to a brochure titled, "So you live behind a levee" published by the American Society of Civil Engineers and resourced by the U.S. Army Corps of Engineers.

Ultimately, the questions we need to ask ourselves are how can we reduce risk of flooding, at what cost and what can all of us do now to ensure public safety?

Sincerely,  
Carol J. Labashosky  
Public Affairs Specialist  
U.S. Army Corps of Engineers, Louisville District

On August 22, 2012 the *Indianapolis Star* said that "The public has had too few chances to learn, inquire and complain about the \$14.4 million venture..." A coalition of academics, arts supporters, environmentalists, health professionals, industrialists, and the City of Indianapolis Office of Sustainability asks for more public discussion. Rocky Ripple fears it will be flooded if not protected by a flood wall. The Corps points out that Rocky Ripple opted out of the earlier plan and no funds are available to go back to that plan. Neighbors fear the four foot wall between Westfield Boulevard and the Central Canal from Butler University to Capitol Avenue will invite graffiti. Just about everyone is displeased including the University.

On August 22, 2012 an Associated Press article said that the trustees of Butler University had written

a letter to the Army Corps of Engineers opposing the project because they were concerned about the impact the flood wall could have on Holcomb Gardens on their campus. It said the university also owns property in Rocky Ripple where other residents oppose the project.

The *Indianapolis Star* of August 31, 2012 reported the events that took place prior to and during the public meeting about the project on August 23, 2012. It had a picture of Rocky Ripple residents and supporters marching in protest of the flood wall on August 18, under the heading of "Rocky Ripple Residents Raise a Ruckus Over Proposed Flood Wall." At the end of the article there was a picture of protestors lying down on the Meridian Street bridge. They also placed sandbags on it.

The article said that nearly 20 of the Meridian Street United Methodist Church pews were filled with "frustrated residents" of Rocky Ripple and that the Army Corps of Engineers "got an earful." Rocky Ripplians said that not only did the flood wall's design leave their homes unprotected, it even makes them more susceptible to severe flood damage. Those living in the Butler-Tarkington neighborhood don't want the wall to obscure their view of the picturesque canal. Citizen's Water fears the wall will interfere with their water and sewage services. It worries Butler University that Holcomb Gardens might be endangered.

During the meeting the wall opponents said the Corps cut corners and settled on the cheapest option. They want flood protection but do not want 330 homes in Rocky Ripple sacrificed. After hearing all the protests, the Corps did not indicate that they would change their plans.

Here the Central Canal appears much like it did in canal days. Photo by Lynette Kross

