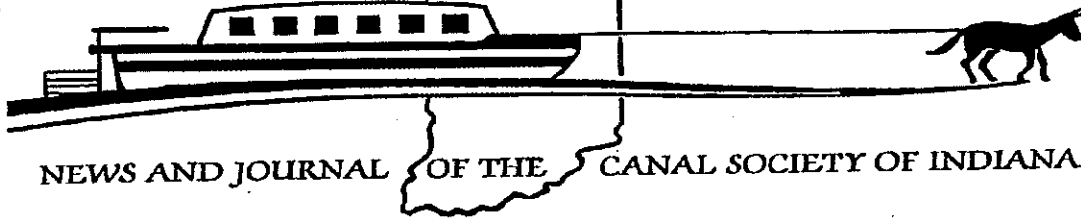


30th
Anniversary
1982-2012

THE
HOOSIER-PACKET

ISSN 1545-421



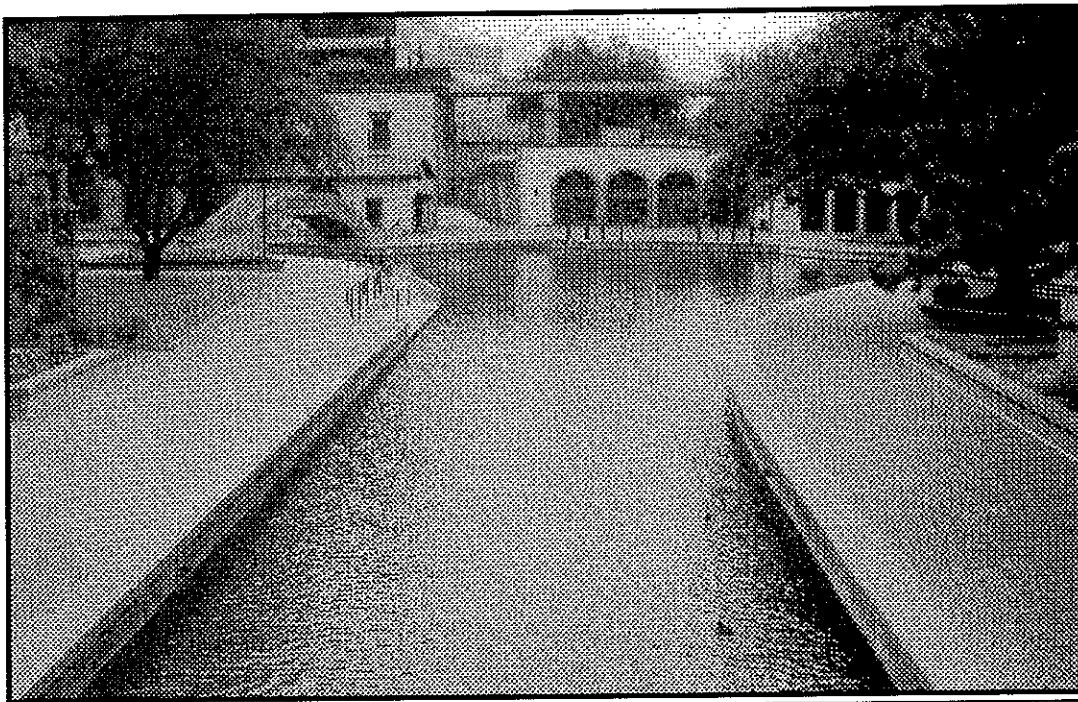
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 11 NO. 2

P.O. BOX 10808 FORT WAYNE, IN 46854

FEBRUARY 2012

CANALS ATTRACT



Photos by
Bob Schmidt

The basin of the Mandalay Canal in Los Colinas, currently is lined with businesses and is a destination for visitors in the Irving/ Dallas/ Fort Worth, Texas area. Water from Lake Carolyn passes down the canal in the foreground to the basin, which is lined with buildings reminiscent of Italy, and then passes beneath the Smith Landing bridge on the left to extend for several blocks.

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THE MANDALAY CANAL

By Carolyn Schmidt

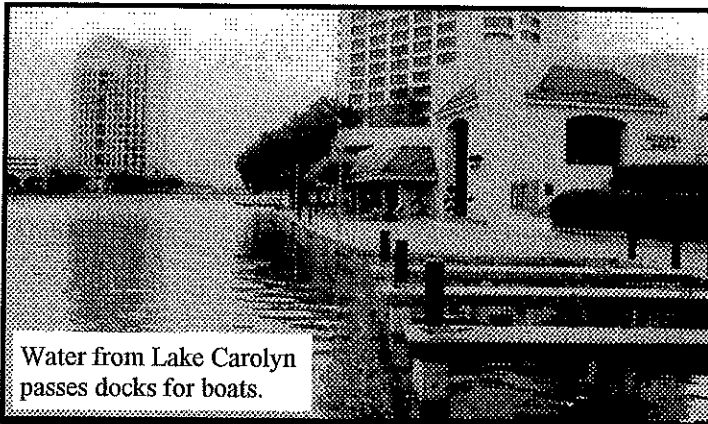
Los Colinas, one of the first planned communities in the United States, was developed by cattle ranching millionaire Ben H. Carpenter in 1972. Urban planners laid out the entire town on more than 12,000 acres around a water attraction known as the Mandalay Canal. The canal is fed with sparkling water from nearby Lake Carolyn.

Los Colinas has attracted four Fortune 500 companies, is the location for high rise office buildings and upscale residential complexes, and offers many

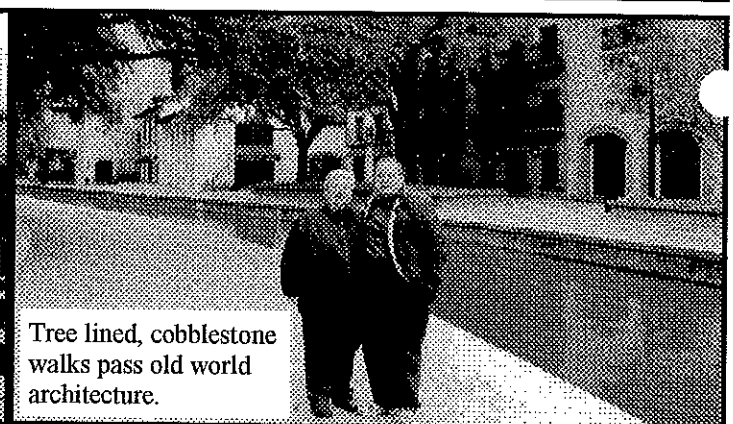
EDITOR: CAROLYN SCHMIDT

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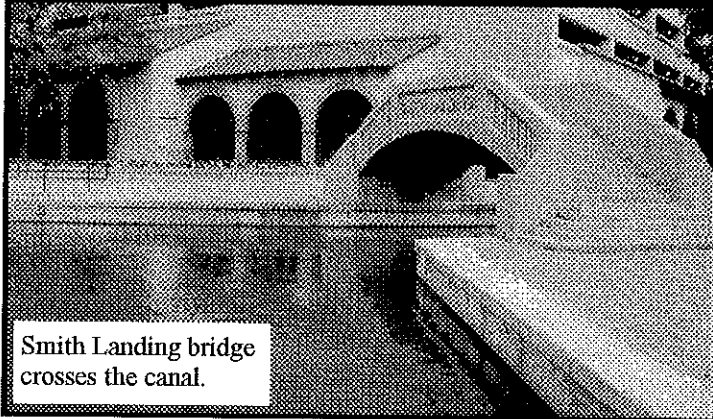
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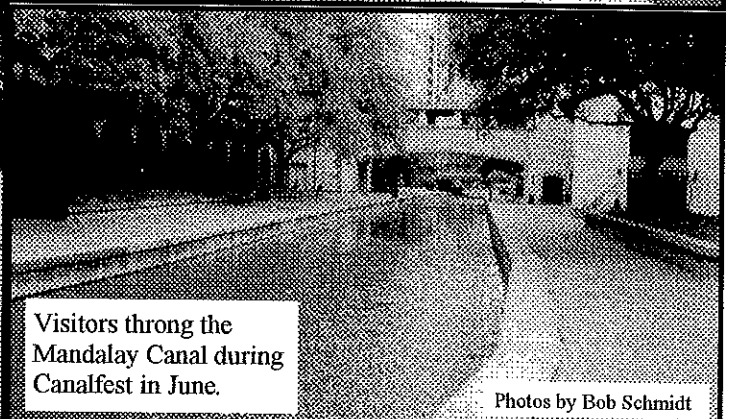
Water from Lake Carolyn passes docks for boats.



Tree lined, cobblestone walks pass old world architecture.



Smith Landing bridge crosses the canal.



Visitors through the Mandalay Canal during Canalfest in June.

Photos by Bob Schmidt

leisure facilities. The architecture adjacent the canal reminds one of an European market. Beautiful flower beds and dabbling ducks add to its attraction.

Originally opened with shops, restaurants, and gondolas, the area along the canal now has a light-rail service for the many offices that have taken over the

shops. Behind some of the facades are parking garages to accommodate the office workers' vehicles.

Those who work in the Metroplex enjoy the respite the canal offers from their telephones and board meetings. Each June arts, crafts, food, music and other entertainment line the canal's shores during Canalfest.

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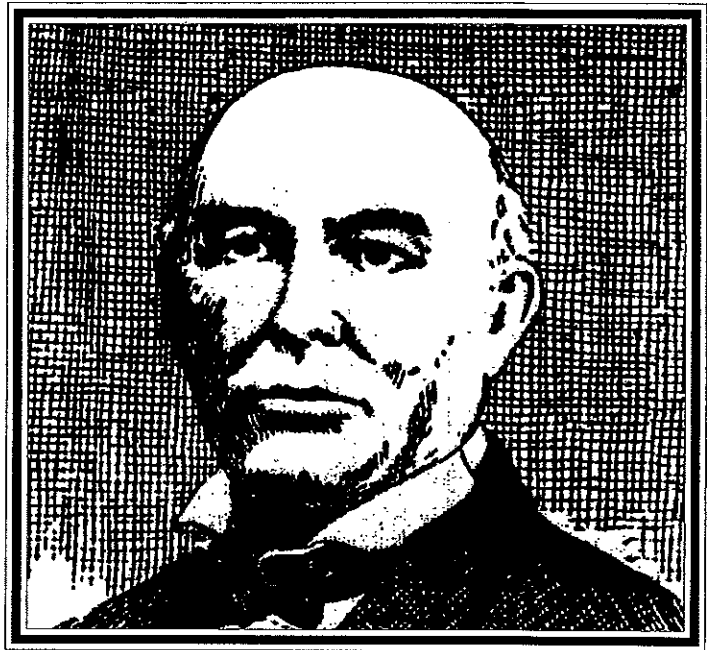
CANAWLERS AT REST

OEHMIG BIRD

b. March 19, 1813
d. January 21, 1878

Find A Grave #53317426

By Robert & Carolyn Schmidt



During the canal era in Fort Wayne the name of Oehmig (Ochmig) Bird was well know and respected. Everywhere he turned he was involved in building community structures and serving in political offices. He was in the circle of Fort Wayne's founders like Sam Hanna, Jesse Williams, Pliny Hoagland, Alfred Edgerton and many others. His name had a unique sound and also a variety of spellings. In this article I will use the older spelling Oehmig in order to clearly differentiate him from a younger relative Ochmig Bird, who lived Aboite township, Allen county

Both of these Bird families originally were located in Wyoming county, Pennsylvania, which is just north of Wilkes-Barre. Oehmig was born there on March 19, 1813. Little is known of his early life or lineage, but later we will speculate on other family members that came to Fort Wayne.

In 1832, at age 19, Oehmig worked for a dollar a day as an ax-man on the North Branch Division Canal southwest of Wilkes-Barre that fed into the Pennsylvania Mainline Canal. At this time there was extensive promotion of the western canals and requests for labor on the Wabash & Erie especially after the groundbreaking in February 1832. Oehmig decided to move west and arrived in the Fort Wayne area about 1834. He soon gained employment on the Wabash & Erie Canal as a rod-man or engineer, working with Jesse Williams on the route from Fort Wayne to Huntington.

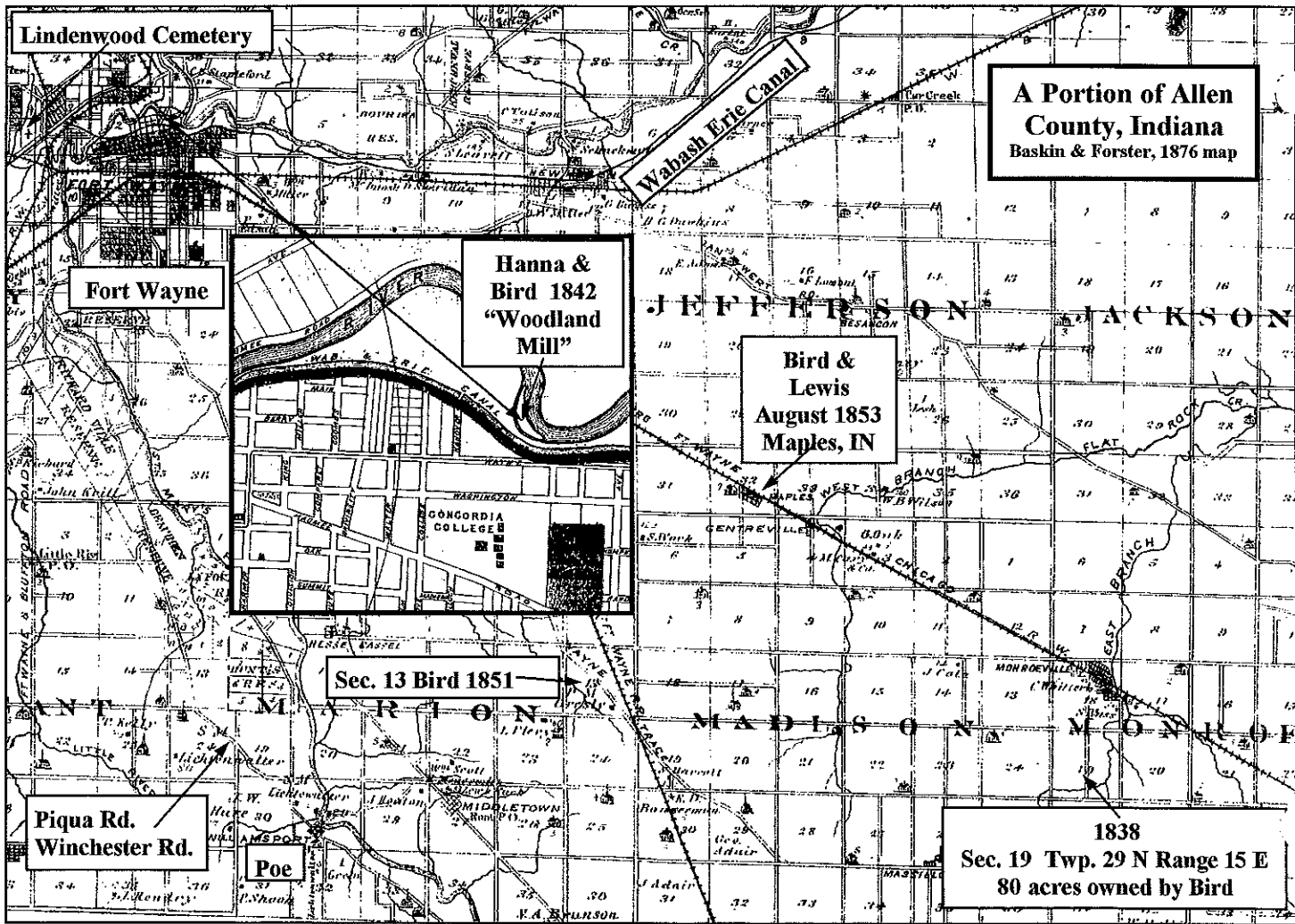
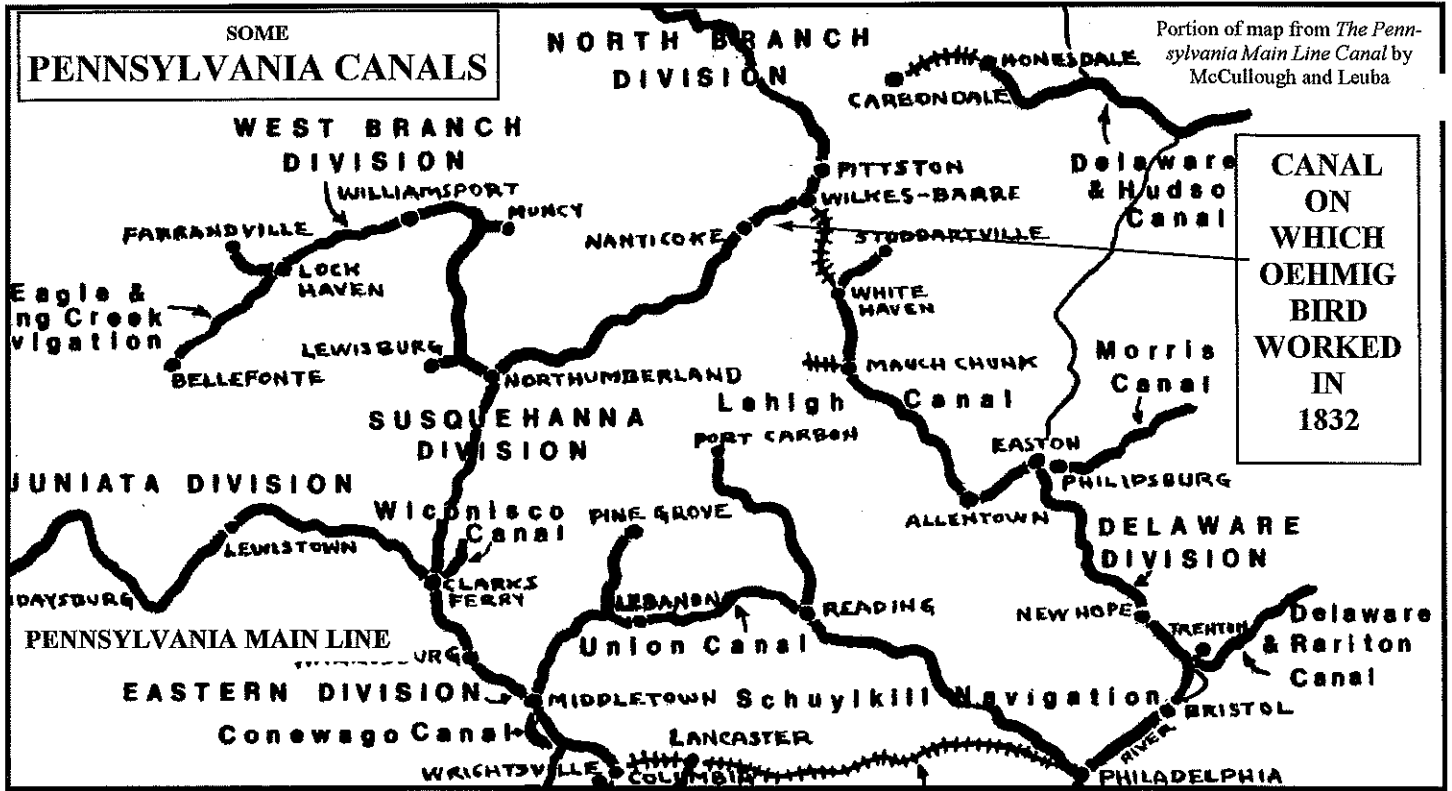
Oehmig used his canal wages to begin acquiring land in Allen county, Indiana. In 1838 he purchased 80 acres in Monroe township just southwest of Monroeville. (East half of NE quarter of Sec 19 - Township 29N Range 15E).

During these early years of canal work he became acquainted with a prominent pioneer family, William & Laura Suttentfield, who had been in Fort Wayne since 1814 and who had actually lived in the old fort. William Suttentfield, a non-commissioned officer at the fort, had the job of bringing supplies from Piqua, Ohio. He died in 1836.

Oehmig became especially found of young Ann Suttentfield perhaps while assisting the family after William's death. On October 9, 1838 in Marion township, Oehmig Bird, age 25, married Ann Suttentfield who had just turned 18. William's widow, Laura (Taylor) Suttentfield born in Boston on November 1795, lived with the Bird's after 1850 until their deaths. She became a local historical celebrity by living to age 91. She outlived both her daughter Ann and Oehmig.

In 1842 Oehmig went into partnership with Samuel Hanna and acquired the saw mill and the "Woodland" flouring mill from Marshall Wines, a canal contractor who died that same year. In 1848, these partners built another larger flouring mill at the site, which was capable of producing 50 barrels of flour per day. This property was located near Hanover Street on the south side of the Maumee River, but on the north side of the Wabash & Erie Canal. This portion of the canal had been constructed east to the Ohio state line from 1837-40. The mills were sold by Hanna & Bird in September 1858 and then transferred through several other owners. The flour mill burned in March 1871.

Another important event occurred for the Birds in 1842. Their son, James O. Bird was born on January 22, 1842. There may have been earlier births but James was the first son who lived on to maturity, dying in



1906 and buried in Lindenwood Cemetery in Fort Wayne.

On March 10, 1845. Oehmig Bird purchased a mill and dam from John Howenstine, which he apparently didn't own very long. It was on the St Mary's river near Williamsport (Poe), which is in Marion township south of Fort Wayne. Williamsport was platted in 1848 and originally named for its founder William Essig. Its name was changed later to Poe by the post office so as not to be confused with the town of Williamsport in Warren county.

During this period Oehmig became involved in city politics. All through his life he was a Democrat. Fort Wayne had grown from a village of about 900 residents when he first came in 1834 to about 1200 by 1840. From 1842-43 he served as City Surveyor, followed in 1844-45 as City Engineer. The canal opened in 1843 to Toledo, which really helped to stimulate the growth of the city, and by 1850 the population had reached about 4200.

In July 1847 the Wabash & Erie Canal was transferred from state ownership into a trust owned by the bondholders. Jesse L. Williams was retained by the Board of Trustees composed of Charles Butler, Nathan Palmer, and Thomas Blake, to remain as Chief Engineer. The commitment of the trust was to complete the canal to Evansville. This meant that the Cross-Cut canal, originally started in 1836 would become part of the Wabash & Erie Canal and new contracts would be let to refurbish old works and build a new canal. In 1847 and 1848 Oehmig Bird contracted for sections 18, 69, 163 and building some lock gates.

Also about the same time Bird was assigned responsibility for the Fort Wayne area canal. Newspaper reports tell of his work:

Fort Wayne Times & Press
January 8, 1847

"During the past week the water has been higher than it was ever known to be before. -- The old aqueduct across the St Mary's ws at one time considered (to be) in great danger, but through the untiring efforts of Mr. Bird, the engineer in charge of this portion of the canal, in keeping a strong force to clear away the drift, it was saved."

Fort Wayne Times & Daily Press
December 13, 1849

"On Tuesday night last, a serious break occurred at the west end of the Aqueduct, near the city. -- If it is not repaired, before high water comes, the Aqueduct will be destroyed without fail; and in that case navigation will be suspended until next September the best

way it can be fixed. It is very unfortunate that Mr. Williams and Mr. Bird are both absent, and no one here with authority to take charge of the work"

A week later:

Fort Wayne Times & Daily Press
December 20, 1849

" A strong force is at work on the break at the Aqueduct under the direction of P. (Pliny) Hoagland, Esq., Engineer; and all will be done that it is possible to do, in speedily repairing it. -- We would not speak in a captious or faultfinding spirit, and we only reiterate the universal expression when we say that Mr. Bird ought to be here. He has charge of this portion of the canal with a suitable salary. In addition to this duty, the good people of Allen county, in their wisdom, thought proper to impose upon him the duties of Representative, leaving the canal in the care of no one. The consequence was that when the break occurred, no one here had authority to meddle with it, and several days were lost in obtaining authority from Indianapolis."

As the article states Oehmig wore many hats and was elected to the state legislature in 1849-50. Of course the legislators, even today, are only temporarily involved in a legislative session as they hold other jobs so this is not unusual for citizen legislators.

When the canal reached Terre Haute in 1849, the operating canal was divided into 6 sections with superintendents assigned to each. Oehmig was appointed as the Superintendent for Section 1 that extended from the Indiana/Ohio line to Peru, Indiana and served as paymaster. One of the persons working for him was Herman Schwegmann, who worked as a cook on a state repair boat. Schwegmann spoke highly of Bird's work saying that Oehmig was engaged in public service with scrupulous fidelity. (See November 2011 Hoosier Packet).

In 1848 James & Matilda (Eick) Bird came with their three children from Wilkes-Barre to Fort Wayne. On September 11, 1849 a son, Ochmig L. Bird was born in Fort Wayne. The names are too similar and the ages suggest that perhaps James was a brother or close relative of our subject Oehmig Bird. The names of other family members also suggest a close relationship.

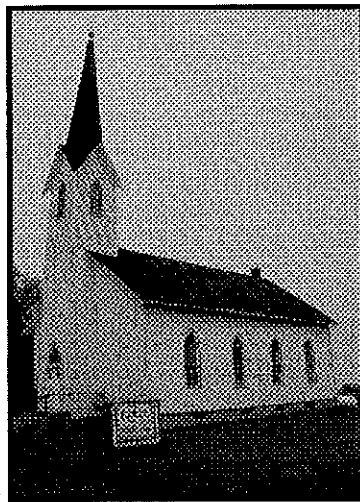
Oehmig and Ann lived at 23 E Main St, Fort Wayne, next to O P Morgan, the canal toll collector. He also owned considerable land in Marion township. The assessment of 1851 shows him owning 320 acres of land in Section 13 of this civil township.

After being elected to the state legislature, this was a very busy period in Oehmig's life. In 1851 he was elected to the Fort Wayne city council for a two year

term (1851-52) and on May 11 his daughter, Eliza Jane Bird, was born. In 1852 he was assigned as one of three special agents of the county for the transaction of business connected with the railroad, voting in stockholders meetings etc. He was active buying and selling property for its mill rights or timber.

While Oehmig was traveling around Indiana buying timber, Henry Baker asked him to look for a young boy named Patrick Daugherty whose parent's couldn't care for him due to the death of his mother. Michael Hedekin and his wife had adopted Patrick. Patrick's older sister Mary was adopted by the attending physician, a Dr. Sturgis. When his wife Ann died Michael felt incapable of properly caring for the young lad so he sent him to an Orphan's Home in Vincennes. From there Patrick was soon bound out to a French farmer with a large family. Patrick was expected to work hard with little care. After Michael Hedekin's death in 1872, Henry Baker, who had married Mary Daugherty, asked Oehmig Bird to be on the lookout for the lad. Bird had remembered conversations with Hedekin about Patrick. During his travels Oehmig found him. He told Henry Baker, "Henry, I have found your boy. Your wife had reason to worry. The little fellow plows ten acres of corn and is half fed and he has never felt a bed but has slept on the straw and under old rags, washes the diapers for the small children, has no clothes." Baker left town without telling Mary where he was going, found the boy, and reunited the boy with his sister, Mary (Daugherty) Baker.

In August, 1853 Oehmig and J. Bowser platted a town along the railroad in Jefferson township called Maples. Two streets extending Northwest to Southeast were Church St. and Holmes St.. Southwest to Northeast streets were Bird St. in honor of Oehmig, Lewis St. for Lewis Maples who had established a sawmill engine there in 1852, and Washington St.. With access to good transportation the town grew as the timber was harvested but then faded once the timber was exhausted. In 1871 the Lewis and Bird families donated land for Maples United Methodist Church, which still stands today at the southwest corner of Bird and Church streets in Maples.



Maples United Methodist Church Photo by Bob Schmidt

Oehmig was the Fort Wayne city Treasurer from 1853-54, then in 1856-60 he served as county Treas-

urer. In 1857 he owned 195 shares of the Fort Wayne branch of the State Bank of Indiana. It was at this time that the Wabash & Erie Canal was declining. As activity decreased, toll revenues fell, most the land had been sold, and the demand for repairs and maintenance were increasing. The trustees decided to establish three leases to private companies. The 226 mile Eastern division from Terre Haute to the State line was leased by Alfred Edgerton, Hugh McCulloch, Pliny Hoagland, Oehmig Bird and others in May of 1859. After limited success the consortium renewed for another three years.

On July 5 1859 Oehmig Bird was part of a group of distinguished Fort Wayne citizens, who purchased land west of town to establish Lindenwood Cemetery. Members of the group included Jesse Williams, Hugh McCulloch, Allen Hamilton, Pliny Hoagland and others. Eventually most of the bodies in the old Broadway Cemetery were moved to Lindenwood. Only Indiana's past governor, Samuel Bigger, remained and still lies in what is now McCulloch Park.

Allen county continued to grow and prosper. In 1860 bids were let for a new courthouse since it had outgrown its old one. Oehmig Bird was part of a group composed of Samuel Edsall, Louis Wolke, and Virgil Kimball that received the bid to build the structure. The actual work was eventually done by David J. Silver. One of the three county commissioners was upset about the way contracts were let. He saw that there were lower bids and that none of the three men were contractors themselves. He said "the whole proceedings from the getting up of the plans to the letting of the contract is a farce and has been subject to influence of persons not members of the board -- I would respectfully enter my protest to the whole proceedings and as it is customary to insert a stone in the building in a conspicuous place with the names of the Commissioners, I hereby forbid the use of my name in connection with it." - Theron M Z Andrews.

From 1863-65 Oehmig served both his community by becoming a member of the Fort Wayne school board and his state as a state representative 1862-64. This was during a period of national conflict.

We normally think of the Civil War as a conflict between the North and the South, but there was also conflict within the North and South as to the support of the war. Lambdin P. Milligan, a lawyer from Huntington, Indiana, was arrested for his support of vigorous opposition to the war and a plan to cause an insurrection in the north. Oehmig Bird, a Democrat, was called as a witness to Indianapolis on November 24, 1864. In support of Milligan he said, "As a Democrat, I think the President of the United States has exceeded his power in requiring the abolition of slavery, as the right to hold

slaves is guaranteed by the Constitution to every person who holds slaves. I think the Emancipation Proclamation is unconstitutional; outside of this proclamation I am in favor of the suppression of the rebellion, though I am by no means strenuously in favor of the war, for I believe in settling the difficulty by conciliation and compromise."

It is interesting to note that James A. Garfield and future Indiana governor Albert G. Porter were part of Milligan's defense team. In the case of *Ex Parte Milligan*, the United States Supreme Court eventually decided that Milligan, although guilty of planning insurrection against the state of Indiana and the nation, had been tried by a military tribunal verses the civilian courts that were still in effect. He was released from prison.

In October 1867 Oehmig was again with a group of investors, this time they were looking to establish a toll road for two miles on the old Piqua road. Their plans were to improve the roadway and then charge a toll. The County commissioners approved the venture.

From 1869 to 1874 Oehmig Bird represented Allen & Adams counties as a state senator. During this period there were several key pieces of legislation that were controversial, none more so than the ratification of the 15th Amendment to the U.S. Constitution. "The right of citizens to vote shall not be denied or abridged by the United States or by any State on account of race, color, or previous condition of servitude." - ratified 1870.

In the legislative session of 1869 the Democrats opposed ratification and so, to delay or postpone the ratification, it was agreed that eleven of the senators whose term ended in this 1869 session should resign so that there would not be a quorum. On May 13th sixteen Democrats resigned and one of these was Oehmig Bird. Although they resigned, they remained in the Chamber so the doorkeeper was ordered to lock the doors. The Republicans said they hadn't seen all the necessary papers of resignation so a quorum was present and the 15th amendment passed the Senate and eventually the House. This process is similar to the Indiana legislative process of 2011 when the Democrats went to Illinois to avoid voting on bills effecting government employee unions' bargaining rights.

In the election of 1870 Oehmig was opposed by John Sarnighausen, the publisher of the *Indiana Staatszeitung* in Fort Wayne, for Indiana state senator. The election was very close with Sarnighausen initially winning. Oehmig contested the election and won. Oehmig went on to be re-elected for 1873-74. Sarnighausen was later successful in the 1874 election and served from 1875-80.

The Wabash & Erie Canal Company was organ-

ized in 1866 with subscriptions of \$158,000 in another attempt to save the northern portion of the canal by repairing and restoring it. Counties along the canal were asked to help in repairing structures. Oehmig Bird was a friend of the canal from beginning to the final days. As a final gesture he introduced a bill in 1871 to appropriate \$50,000 to make necessary repairs, but it failed to pass the legislature, which had by then turned its back on the canal. The Wabash & Erie Canal Company surrendered its lease on January 1, 1874. In February 1876 the old canal was sold at auction in Terre Haute.

In 1874, at age 61, Oehmig retired from political life. His daughter, Eliza Jane 19 had married Martin L. Bulger on November 22, 1870. Bulger 38 was a store clerk and became a lawyer. He apparently had been married before with a son named Frank T. Bulger. Martin is buried with his first wife Georgia in Lindenwood while Elizabeth is buried with their son Edward W. in the Bird plot.

In the 1870s Oehmig Bird moved from his Main street home to 146 W Berry in Fort Wayne. He continued to live in Fort Wayne until his death on January 21, 1878. One of his obituaries reads:

"Mr Bird was identified with the Masonic fraternity. He made no religious professions. He had his faults, like every human being and, like all who live an active life, he had some enemies. But he also had hosts of warm friends, who were greatly devoted to him and who praise him for his kindness of heart, his charity and many other excellent qualities which they discovered."

Another says:

"In his death Fort Wayne loses one of the best friends, the county an old and respected citizen, the state a man whose name will ever be held dear, and the Democratic party a staunch and noble supporter."

Oehmig's wife Ann died the next year on October 12, 1879. Both are buried in Lindenwood Cemetery. Laura Suttentfield, his



Oehmig Bird
Courtesy Fort Wayne/Allen County Public Library



Laura Suttentfield

mother-in-law, lived seven more years. She died on November 25, 1886 and is buried with them in Section F Lot 133.

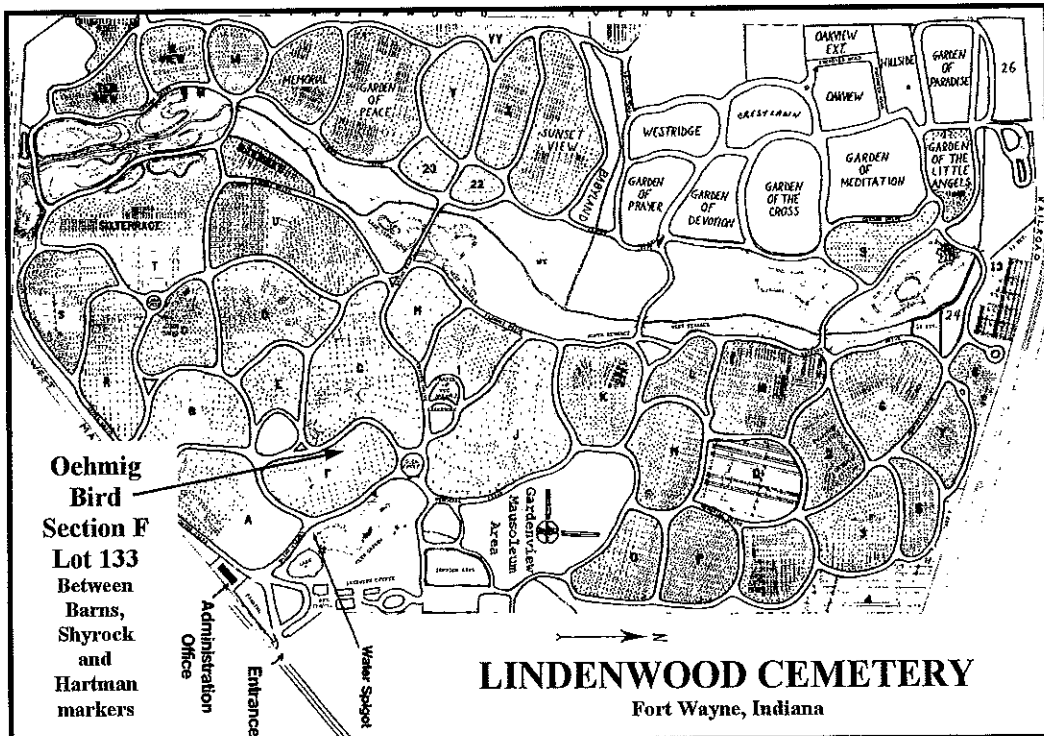
When Oehmig died, his daughter, Eliza Jane (Bird) Bulger found among the papers in his desk a warranty deed for a land patent from the War of 1812. The land was located in Gainesville, Florida and had originally been issued to Benjamin Metzger. The deed had been signed over by his heirs in 1857 with a blank assignment and duly witnessed. Eliza Jane had assigned the land in 1905 to Edwin W. Spaulding. A cancellation of this original warrant was requested by S.I. Jones but the United States Government land office denied his request holding for the transfer to Spaulding. It ruled:

"From the long-continued possession of the warrant by Bird, it may reasonably be presumed that he came into possession of it by delivery from the heirs of Metzger under their assignment either directly or by delivery from their immediate assignee, there being no circumstances or facts shown by the record to rebut or weaken such presumption."

This concluding chapter of the life of Oehmig Bird clearly demonstrates the great variety of business transactions in which he was involved. His life impacted the Wabash & Erie Canal, Fort Wayne area communities, and the state of Indiana. His large family plot is in Lindenwood Cemetery. Those buried in it are shown on its records, but none of the graves have any markers.

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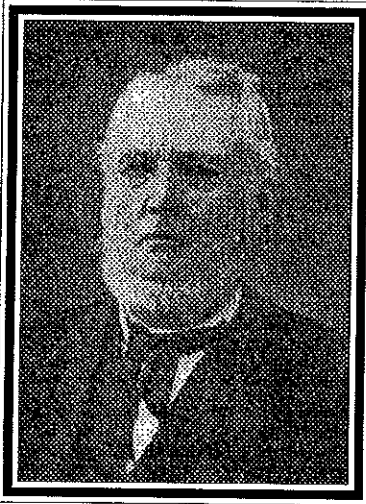
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JUDGE WALTER C. DONALDSON AND HIS W & E CANAL CONNECTIONS

Article and photos by Charles Davis

Judge Walter C. Donaldson was born in Clark County, Kentucky on August 22, 1802. He married Harriet Thomas, of Shelby County, Kentucky on July 24, 1827. Together they moved to Rockville, Indiana about 1834. Walter's first recorded purchase of land was W½ of lot 54 and lot 55 from General Arthur Patterson for \$375 on February 14, 1835. Deed Record 2/115 Then on June 6, he bought the undivided 1/5th of lot 57 from Johnson Puett for \$100. DR 2/113. This lot was on the site where Patterson and Silliman started the first store in Rockville, later called Steeles Corner on the town square.

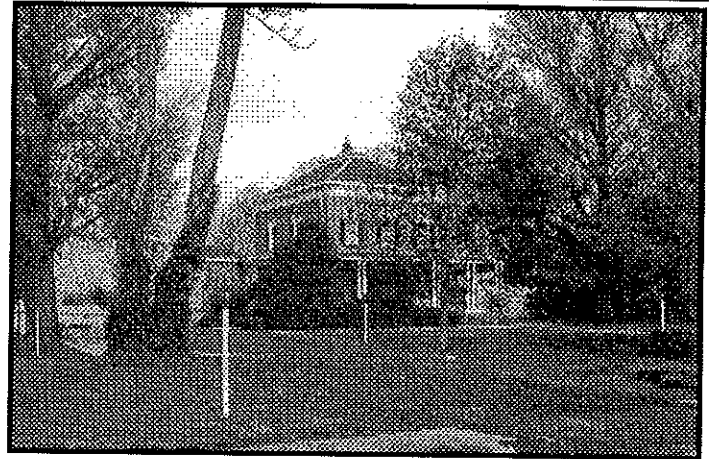
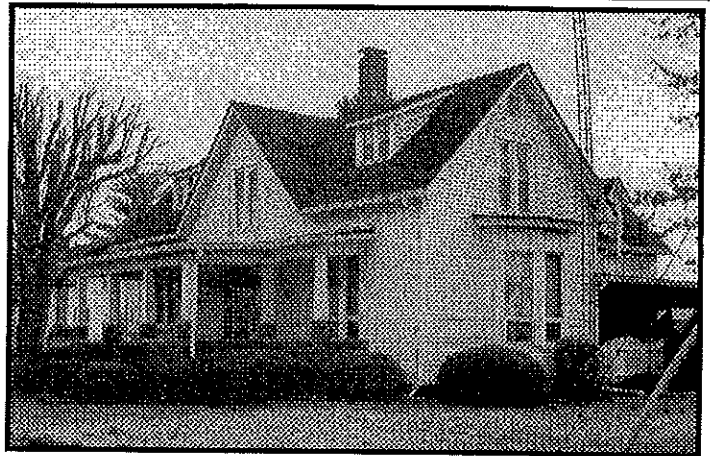


Walter built a large home on land he bought on the west side of town, where the Butler Funeral home now is located on College Street. He was in partnership with a Mr. Lowe in the dry goods business. In 1836, Erastus M. Benson clerked for them and then bought out Mr. Lowe's interest, this lasting four years.

Four children were born to the Donaldsons while in Rockville. In 1839, they went to Shelby County, Kentucky for a visit, and while there in August Mrs. Harriet Donaldson took sick and died. Before Walter returned to Rockville, he united with the Christian church.

Returning to Parke County, Walter married Ellen M. Cook of Montezuma on November 21, 1839. He now changed his church relations uniting with the Methodist Episcopal Church until he died. Several children were born of this marriage.

In 1839 Walter was commissioned by Governor David Wallace into the Indiana Militia, 50th Regiment and the 16th Brigade. He continued his business in Rockville until about 1843, then he and his family moved into his father-in-law's residence with a legal "agreement" drawn up between the two dated March 1843. DR 10/156 This agreement states that Walter should work on the farm with said William Cook (father-in-law) after sale of property to belong to both, each one half of cash after expences connected to farm and family. Walter was to live on farm of Wm, Cook with



Top: Part of this house on the corner of Elm and College Streets in Rockville, Indiana was built from Judge Walter C. Donaldson's former home after he moved to Montezuma, Indiana. It is now the Butler Funeral Home.

Bottom: This home of Alfred K. Stark, son of David W. Stark, on Elm Street in Rockville, Indiana, was built on the original site where Judge Walter C. Donaldson built his home.

his family, work on the farm in the business of raising stock and grain and trade with Cook in produce. All to be in Cooks name until sold, then each received one half in cash. Walter could cease business at anytime. Cook was to control assets. Witness of agreement was signed March 2, 1847. Walter Donaldson made this move to take advantage of the Wabash & Erie Canal.

The canal project was started in Parke County in 1844 and completed to Montezuma in 1848. It was on this farm of Wm. Cook that "Cook's Lane" was located and where a famous horse race was held in 1847. Walter was probably a witness to this race. [The Hoosier Packet, May 2002 by Charles Davis] I could not determine when this "agreement" was ended. It might have been in 1847.

William Cook died in 1866 and divided his land and assets to his children and grandchildren. Deeds

show Mrs. Ellen Donaldson sold her part of the Republicans to represent Parke County in the Legislature inheritance on August 15, 1868. Most of Judge Walter and served his term in the winter of 1865-66. Donaldson's property was not recorded at the court house when purchased but was recorded at the time sold. 1851 tax records show his business was on lot 96. This is only one block north of Benson's Basin on the canal.

Again in 1870, the census shows he was a grocer with a value of \$3,000. He apparently was doing well.

In 1848 Walter was elected Associate Judge by the Whigs. He served for six years and then resigned. The celebrated Beauchamp was tried, convicted, and hung under Walter's jurisdiction. Such men as Governor Wright, Tilghman Howard, and Jos. A. Wright practiced in this court.

Walter served three terms as county commissioner and three terms as a member of the State Board of Agriculture. In 1865, he was elected by the

Sometime after the "agreement" ceased, the Donaldsons were living on their farm one mile west of Wm. Cook. The description of it is Part W½ of the SW¼, Sec. 25. He sold this farm on April 9, 1873.

Mrs. Ellen Donaldson passed away on April 15, 1873 and was buried in the old Montezuma Cemetery near the Cook family plot. After her death Walter went to Kentucky for a visit.

When Walter returned to Parke County he married Julia Ann Russell on August 5, 1877. It is written that "This was a notable wedding, no building being able to near contain the friends of both who were present."

Julia was the widow of Matthew Russell and lived on the SW¼ of the SW½ of Sec. 32, Howard Township, Parke County. The wedding was held in a

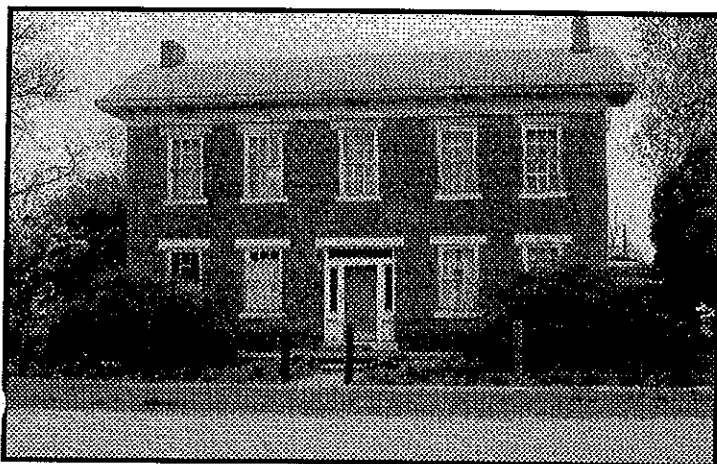
Wives and Children of Judge Walter C. Donaldson

Walter C. Donaldson	B.	8-22-1802	D.	12-15-1892	Bur. Oakwood Cem. Montezuma, IN	
<u>Harriet Thomas</u>	B.		D.	8-??-1839		Married 7-24-1827
Henry Bruce Donaldson	B.		D.			
Ann Elizabeth Donaldson	B.	1836	D.	3-??-1911	Bur. Tuscola, IL	
Mar. Elisha B. Cannon*	B.		D.		Bur. Tuscola, IL	Married 7-04-1855
William Cannon	B.		D.			In Navy, Phillipines
Bessie Cannon Osborn	B.		D.			Of Washington, D. C.
Walter C. Cannon	B.		D.			Of Washington, D. C.
Mar. Joseph Burns	B.	1822	D.	12-17-1903		
No children						
<u>Ellen M. Cook</u>	B.	1818	D.	4-15-1873	Bur. Old Montezuma Cemetery	Married 11-21-1839
William Walter Donaldson	B.		D.			
Joseph A. Donaldson	B.	(4m16d)-D.		5-24-1845	Bur. Old Montezuma Cemetery	
Josephine Donaldson	B.	9-20-1848	D.	8 23-1849	Bur. Old Montezuma Cemetery	
Edward Donaldson	B.		D.	7-08-1852		
Nancy E. Donaldson	B.	(2y3m9d)-D.		2-02-1853	Bur. Old Montezuma Cemetery	
Frank C. Donaldson	B.		D.			
Barbara Donaldson	B.		D.	7-23-1908	Bur. Oakwood Cem., Montezuma, IN	
Mar. Lewis R. Young	B.		D.	8-??-1908		
Mrs. Dee Sappenfield	B.		D.			Of Terre Haute, IN
Sarah C. Donaldson	B.	4-05-1853	D.	10-05-1918	Bur. Oakwood Cem., Montezuma, IN	
Mar. Frank Smith	B.		D.			Married 7-18-1877
Capt. Raymond D. Smith	B.		D.			WWI in France
Eugene Smith	B.		D.			In Terre Haute
Walter Smith	B.		D.			English Royal Aviators
Ralph W. Smith	B.		D.			Los Angeles, CA
Mar. I. A. Sharp	B.		D.			Of Montezuma, IN
No children						
George Donaldson	B.	1-21-1866	D.	1-22-1866		
<u>Julia Sage Russell</u>	B.	8-05-1823	D.	2-14-1895	Bur. Oakwood Cem Montezuma, IN	Married 8-05-1877
No children						

* Elisha was a brother of Congressman Joseph Gurney Cannon 1836-1926 and was raised in Annapolis. Davis, Charles. "Annapolis and Its W&E Canal Connections." *The Hoosier Packet*. Vol. 2, No. 1, November 2003

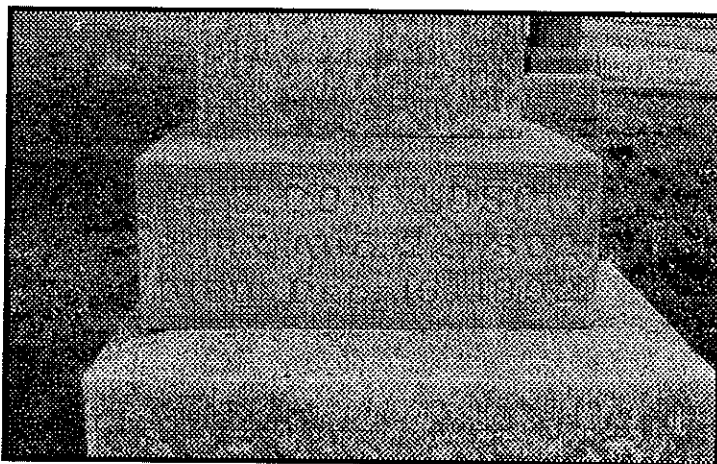
grove on the Russell farm. Soon thereafter they moved to Montezuma. Their home in Montezuma was on lot 118 that Walter bought on February 12, 1869. DR 26/498 This home no longer exists.

On July 11, 1887 Mrs. Julia Donaldson bought lot 117 DR 46/557 next to their home on the SE corner of Jefferson and Adams Streets through a sheriff's Administration sale. On it was the "Cockran Hotel," previously owned by James H. Cockran. They took it over and named it Hotel Donaldson. The large brick home on this lot was originally built by John Arn, Sr. in 1858 and was the home of the Arn family for many years. The Canal Society of Indiana tour in 2004 got to see this home/hotel.



Above: Built in 1858 by John Arn, Sr. this house became the Cockran Hotel and later Hotel Donaldson.

Judge Walter C. Donaldson passed away at his residence on December 15, 1892. His wife, Julia, passed away at her residence on February 14, 1895. Both were buried in Oakland Cemetery in Montezuma.



This stone in Oakland Cemetery in Montezuma, IN reads:

W. C. DONALDSON
BORN Aug. 22, 1802
DIED Dec. 15, 1892

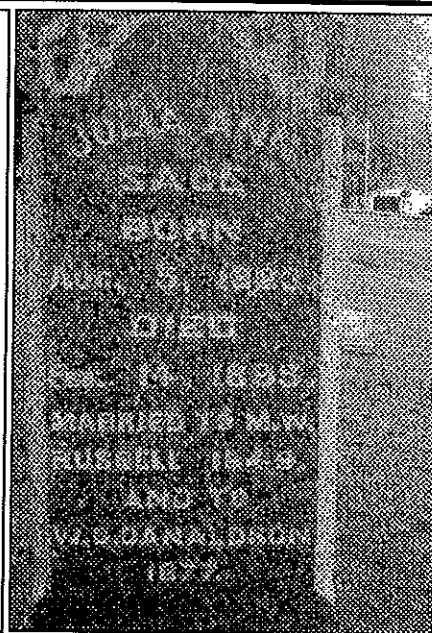
This stone in Oakwood Cemetery in Montezuma, IN reads;

JULIA ANN
SAGE

BORN
Aug. 5, 1823

DIED
Feb. 14, 1895

MARRIED TO M. W.
RUSSELL 1849
AND TO
W. C. DONALDSON
1877.



Walter and Julia were highly respected as seen in the following: "Uncle Walter, as a financier and spiritual advisor, and Aunt Julia's inexhaustible hospitality towards all ministers, made them almost indispensable to the church and leaves a void that will probably never be filled."

Sources:

Combined 1874 Atlas, 1916. Isaac Straus Centennial Memorial and Name Index of Parke County, Indiana.

Deed records and Will records in Parke County court house, Rockville

"Walter C. Donaldson obituary." *Rockville Tribune* 12-22-1892

"Walter C. Donaldson obituary." *Rockville Republican* 12-21-1892

"Julia Sage: obituary" *Rockville Republican* 2-27-1895

Parke County census records of 1850, 1860 and 1870

Parke County marriage and death records

1874 plat maps of Parke County

Parke County cemetery records.

DUES DUE

Your CSI dues for Jan. 1-Dec. 31, 2012 were due on **December 31, 2011**. If you have not submitted them, please do so now so that you continue to receive *The Hoosier Packet*. They still remain \$25 single/family membership. Remit to:

Canal Society of Indiana,
P.O. Box 10808,
Ft. Wayne, Indiana 46854-0808

BROAD RIPPLE WINS GRANT FROM INDIANA LANDMARKS

Broad Ripple wants to win official landmark status for the Central Canal. Indiana Landmarks recently supported the ambition with a \$2,500 grant to the Committee for Historic Broad Ripple.

The committee will use the grant to help underwrite the cost of the nomination to the National Register of Historic Places. The group has hired C. Resources, Inc. to prepare the nomination, which requires historical research, photographs and mapping. The process is expected to take up to nine months.

Construction of the Central Canal led to the creation of the town of Broad Ripple in 1837. "Without the canal, there would have been no Broad Ripple," said Chris Carlson, Chair of the Committee for Historic Broad Ripple and board member of the Broad Ripple Village Association.

Although the canal system failed in its original purpose as a transportation route for manufactured goods and raw materials, the Central Canal retains a vital public function as a conduit for the municipal water supply. The canal takes water from White River in Broad Ripple to the water treatment facility at 18th Street and Langsdale Avenue. The canal also serves as a pedestrian and bicycle path and an ecological corridor that shelters hundreds of species of birds, mammals, fish, reptiles, and insects.

The National Register nomination will cover the Central Canal from Broad Ripple to 18th and Langsdale. It will include the historic bridges that span it and the towpath that parallels it.

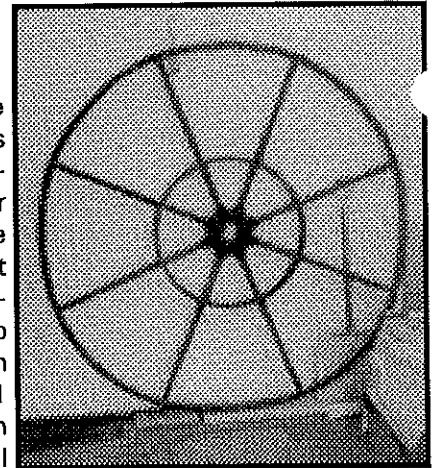
Indiana Landmarks awarded the grant from its Marion County Historic Preservation Fund, a partnership with the Central Indiana Community Foundation. The matching grants are available to nonprofit organizations for feasibility and planning studies, National Register nominations, and other activities related to saving landmarks in Marion County. From another fund, Indiana Landmarks also awards Endangered Places grants throughout the state.

Indiana Landmarks revitalizes communities, reconnects us to our heritage, and saves meaningful places. With ten offices located throughout the state, Indiana Landmarks helps people rescue endangered landmarks and restore historic neighborhoods and downtowns.



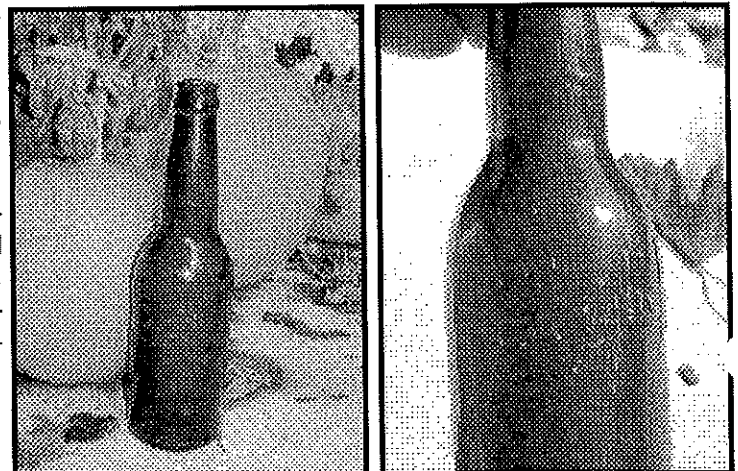
WHAT IS IT?

This large wooden wheel has been given to the Miami Erie Canal Corridor Association with the understanding that it was used along the canal. It was picked up at Grove City, Ohio on November 20, 2011 by Neal Brady and Tom Fledderjohann, CSI members from New Bremen, Ohio. The square cast iron hub would mean it was used to power something. The outer wooden hoop is round and would fit a man's hand, which makes Tom think that it was used to power something by hand. Tom would appreciate hearing from any of our readers about how the wheel may have been used. Please send you answers to: indcanal@aol.com or Canal Society of Indiana, PO Box 10808, Ft. Wayne, IN 46854-0808.



Tom has also found a Berghoff bottle in a dirt bank alongside Lock 6 north of the Miami & Erie Canal on his property near New Bremen, Ohio. He says he can imagine someone throwing the bottle off the boat as it was locking through. The raised script reads Berghoff and on the side at the bottom is printed Fort Wayne Ind. REGISTERED is printed on the bottom of the bottle.

The Berghoff Brewery was established by brothers Gustav, Henry, Hubert, and Herman Berghoff in 1887 on East Washington Blvd. in Fort Wayne, Indiana. They closed it in 1919 with the coming of prohibition and at prohibition's end in 1933 they opened the Hoff-Brau Brewery. In 1954 part of the old buildings were taken over by Falstaff Brewery. Since the Miami & Erie Canal lasted into the 20th century, the bottle very likely could have been thrown into the canal from a boat.



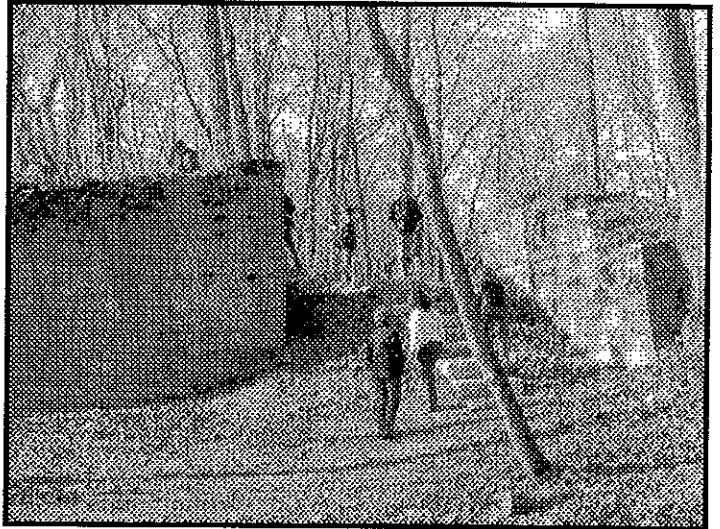
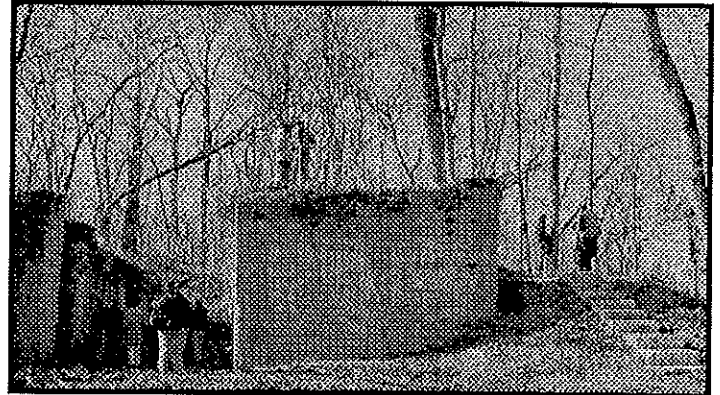
RIBBON CUT FOR TRAIL TO CANAL LOCK 21 AND YELLOW BANK CULVERT

Pictures by Paul Baudendistel and Sara Duffy

The ribbon cutting for the Whitewater Canal Trail to access Canal Lock 21 and the wing wall remnants of the Twin Arch Culvert over Yellow Bank Creek was held at 11 a.m. on November 12, 2011. The weather was definitely in favor of the event. It was a beautiful late autumn scene.

"But who's complaining? The crowd was good, the weather was perfect and Charles Whiting of the Canal Society of Indiana, dressed in canal-era costume no less, announced his group was giving an additional \$3,000 grant to continue improvements of the public viewing area of the 'eerie' lock."

It was quite an honor for Chuck Whiting, past CSI vice-president, to be designated to cut the ribbon by Lois Clark, standing next to him in the photo. Lois is the director of the local Chamber of Commerce and is "THE" person who always cuts ribbons in Franklin County.



Site improvements include a set of stone steps from the trail up the tumble to a observation deck on the northeast corner of the lock chamber.



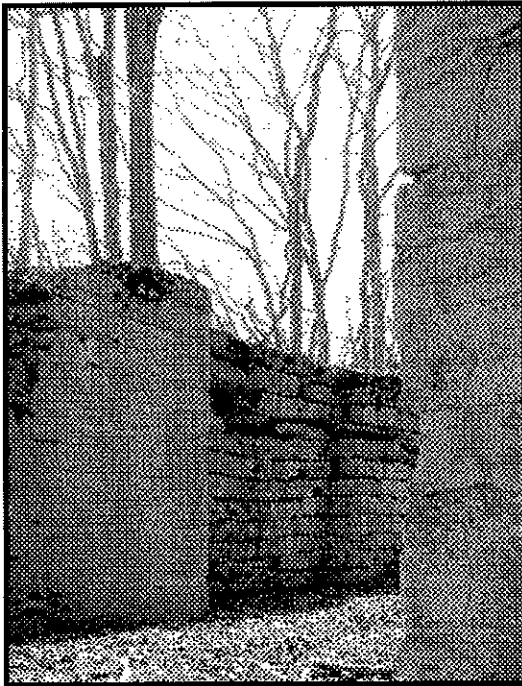
Cutting the ribbon left to right are: Terre Duffy, Whitewater Canal Trail board member; Lois Clark, Franklin County Chamber of Commerce; Charles (Chuck) Whiting, Canal Society of Indiana; and Sara & Gene Moster, site property owners.

According to Gary Schlueter's newsletter, "The ribbon-cutting ceremony for Lock 21 at the Yellow Bank trailhead of the Whitewater Canal Trail went off without a hitch on Saturday morning. Well, there was one minor hitchlet. The official Franklin County Chamber of Commerce ceremonial sheers is made of wood and wouldn't actually cut it at all, no matter the color or thickness of the ribbon.

There are wooden steps from the railroad right-of-way down to an access trail, which leads to the Lock 21 ruins, and another short trail along the creek to the site of the remnants of the Twin Arch Culvert wing wall ruins. All work was done by volunteers and with financial aid from the Canal Society of Indiana.

Canal Lock 21
Lift = 11 ft.

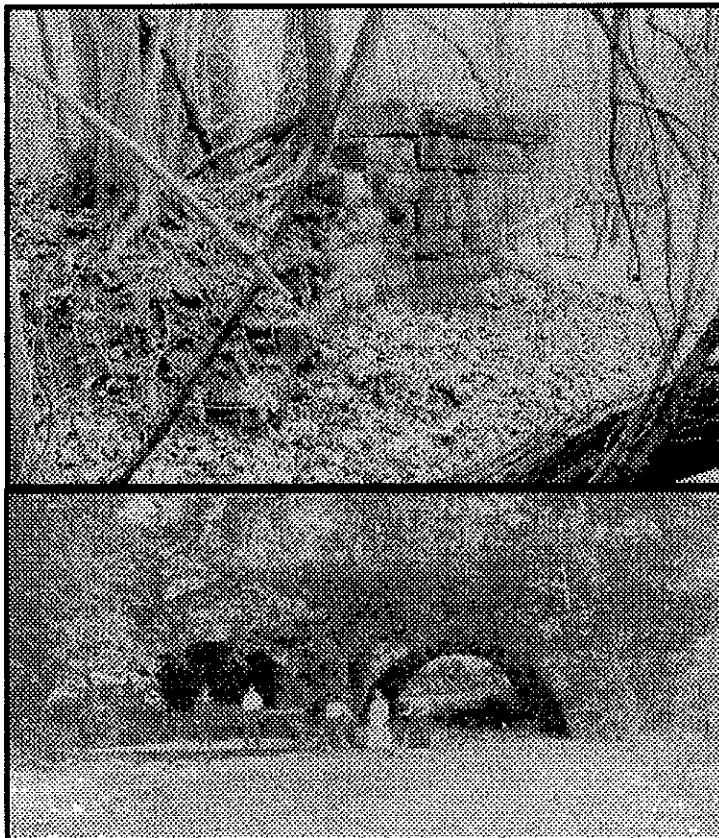
Lock 21 is in Franklin County, Indiana on the Whitewater Canal Trail. It is located 3 miles west of Brookville, 5 miles east of Metamora, and is accessible from US highway 52.



Lock 21 is one of the best preserved Combined Lock ruins on the Whitewater Canal.

This lock offers the best remaining examples of canal lock hardware. Portions of the goon neck at the hollow coin are still intact.

Just a few yards beyond the lock are the ruins of the northeast wing wall of the Twin Arch Culvert over Yellow Bank creek. The culvert is shown below as it once appeared.



Terry Duffy reports, "The ceremony was great fun. The lock is now available to the general public. Whitewater Canal Trail is proud of this project and grateful to the Canal Society of Indiana for the financial support. Thanks again for your support." His wife, Sara, thanked the Whitewater Canal Trail volunteers who worked on the lock saying, "Your hard work has saved a gem in the rough. Lock 21 is a nice compliment to the working locks in Metamora because the public can now see what is usually under the water. They can walk inside and see how tall the lock is and how it was made."

The Canal Society of Indiana thanks the Moster family for giving the right-of-way for the trail to the lock. It will be an educational tool for generations to come. This lock will be a major stop on CSI's 2012 spring tour.

WHITEWATER CANAL CONTRACTORS LAWRENCEBURG TO FIRST DAM ABOVE BROOKVILLE

Fox, Henry Clay. Memoirs of Wayne County and the City of Richmond, Indiana. Madison, WI: Western Historical Association, 1912.

- | | |
|------------------------|---------------------------|
| Jonathan Barnes | J. Palmer |
| D. Branham & Co. | Parren & Kyle |
| Butt, Corbey & Donahue | Perrins, Ryle & Co. |
| Carmichael & Bauvick | Putney & Russell |
| William Carr | Reed & Kelly |
| R & F Freeman | Zepheniah Reed |
| M. Garrison | Benjamin M. Remy |
| W. Garrison | William Rubottom |
| Gibbons & Williams | Rubottom & Westerfield |
| William Griffith & Co. | Scott & Butt |
| Halsted & Parker | H. Simonton |
| N. Hammond | Troxell & Co. |
| George Heimer | Tyner, Whipple & Co. |
| John Justice | Vance, Coldwell & Co. |
| Moses Kelley | Isaac Van Horn |
| H. Lasure & Co. | Joel Wilcox |
| L. Laughlin | Joel Williams —bridge & |
| William M. McCarty | dam below Brookville |
| Alexander McLaughlin | Wilcox & Van Horn- |
| William Marshall | feeder dams at |
| C. & J. Meek | Brookville & Cooley's |
| Naylor | Station (Case's Dam) |
| Charles O'Hale | George W. Julian — rodman |

THE BUTTERMILK LOCK

Although locks on the Wabash & Erie Canal were given numbers from the Indiana/Ohio state line to the canal terminus at Evansville, many of the locks were better known by the names of their lock tenders or something associated with the lock. Therefore Lock # 1 was called Saylor's lock after Ulrich Saylor, Lock #2 was called Gronauer's lock after Joseph Gronauer, etc. Lock #20* at the end of Benton Street in Peru has its own story, which Hal C. Phelps related in May 1925. Judge Hal Phelps was the founder of the Miami County Historical Society. His manuscript quoted below in its entirety can be found in the Miami County Museum in Peru, Indiana.

"I just came from the shop of Barney Baer, in the shop was Henry Moss, a colored man and a bright man and a gentleman and he will be 79 years old his next birthday and Barney Baer is 66 years old and they got talking about the old times and they related and discussed the following stories.

"Soloman Oppenheimer was a Jew and during the construction of the canal he carried his pack on his back and traded with the Indian(s) and the whites. And about where is now located Lepolds Crossing east of Peru which in the canal days was called the Buttermilk lock he was way-layed by parties and robbed and he had a dog named Guyer and the dog located him hid under a brush pile with dirt first thrown over him and the dog dug him out. He regained his conscience but lost his hearing completely. He was later a locksmith and a gunsmith in Peru, Indiana. He was also a brother of Moses Oppenheimer that owned the Woolen Mills in Peru, Indiana.

"I asked these two men how the lock got the name of Buttermilk lock, and they told the story that in an early day one Elem Henton lived near the lock and he had a daughter by the name of Rachel that was a fine looking industrious girl and that she supplied the packets as they passed with buttermilk, and the milk was so fine and the girl so pleasing and pretty in her manners that the canal folks called it Buttermilk Lock. Later Rachel Henton** married J. Omer Cole, Sr. of Peru, Indiana. At his death, age 94, he had become the 2nd richest man in Indiana.

"Barney Baer related the following story. He said that he road (rode) on the last canal boat that traveled the (Wabash &) Erie Canal in the neighborhood of Peru, Indiana in about 1875. The name of the boat was Alace (Alice?) Stern and that she made the trip to about a mile and a half west of Lewisburg, pulled by mules. The excursion was run to that point for dedication purpose for the brick church that stood near the canal. He said that

this boat was built for a freighter. That on the boat was the brass band the pride of the Peru citizens and in the boat was a bar and that they had a jolly time and that this was the last trip made so far by any packet on the canal. A short time later the banks of the canal was out and the canal was out of use. The supposition is that the Wabash Railroad had much to do with the cutting of the banks of the canal so as the shippers would ship over the railroad instead of the canal.

"Barney Baer said that his father came from the old country in 1846 and that he walked from Cinn., Ohio to Moses Falk's Trading Post near Peoria, Butler Twp., Miami Co., Ind., and that they were friends in the old country and that he then worked for Moses Falk. That Moses Falk started the Trading Post at said place in about 1844."

*This lock is one of a few locks built of stone on the Wabash & Erie Canal. Most of the canal's 73 locks in Indiana were built of timber, which was readily available, with the idea that they would eventually be replaced with stone. However, Peru had stone quarries in the area and Locks #17 Fisher's, #19 east side of Peru, and #20 Buttermilk were built of stone. The stone proved to be imperfect and not durable according to later engineers' reports. The remains of Lock #20, if there are any, are buried beneath a flood wall erected by the city of Peru.

The lock chamber was 15 feet wide and 90 feet long. The canal bed was 40 feet wide. The canal narrowed at the locks. Boats took turns passing through them. The depth of the lock varied according to the lift that was needed.

Wing walls were built on the upstream end of the locks to prevent the canal from cutting around it. On the downstream end the wooden floor timbers extended beyond the lock to prevent undercutting by the water that poured from it during the locking process.

Huge wooden gates turned on cylindrical wooden heel posts inside semicircular recesses called quoins that were cut into the lock walls. When closed the gates fit snugly against mitre sills located at either end of the lock on the timber flooring.

** Rachel Henton married J. Omer Cole, Sr., who earned his fortune as a coal and timber speculator. Their daughter, Kate Cole, married a druggist, Samuel Fenwick Porter. On June 9, 1891 Samuel and Kate's only child was born in Peru, Indiana and was named Cole Albert Porter. He became a famous composer and lyricist. Therefore the girl at the Buttermilk Lock was the grandmother of Cole Porter, who wrote the musical "Kiss Me Kate."

FROM TIMES PAST

Fort Wayne Times and Press
October 17, 1846

DEATH OF GOV. BIGGER. The Allen circuit court opened on Monday the 12th October A. D. 1846, present Judges Borden, Starkweather and McMaken.

On the opening of the Court, Henry Cooper, Esq., the senior council at the bar of said Court, announced the death of Samuel Bigger as follows:

God in his wisdom has been pleased to end a life of usefulness in the death of our brother and friend, Ex-Governor Samuel Bigger, which took place in this city on the ninth of September ultim. A few days since, and he stood with us on the broad platform of human life, in the health and vigor of manhood, and his prospects for a long journey of life, were as fair as any who are now permitted to assemble at this bar.

But alas! Warm in the affections of this people, and full of the honors of his profession, that journey has terminated in the dark labyrinth of the grave; and in conformity with an established and honorable custom of the bar, on the decease of one of its members, we are called here under these melancholy circumstances to pay our kind and affectionate tribute to his memory. Our associations with him have been both pleasurable and lightly instructive, and the relation which we have sustained to him both in his public and private life has given us abundant cause to revere his memory and love those associations as they linger on the mind.

This bar has lost a learned & Society an amiable member, his family a kind husband & affectionate father, and the church an exemplary and pious man; and in this bereavement we have this consolatory reflection, that he died with a Christian's hope and the good man's resignation, and that he has left to posterity a good example and to his children an honorable name.

That the private and public virtues of the deceased would be duly appreciated by all who knew and survive him, and especially those of his profession, and that in this dispensation of Providence we are reminded that life is passing swiftly away, "that it continueth but for a little season;" and in conclusion be hoped that appropriate resolutions would be adopted to his memory.

Whereupon the Court adjourned, and at a meeting of the members of the bar Henry Cooper, Esq., was called to the chair, and Jno. W. Dawson, chosen secretary.

On motion of Robert Brackenridge, Esq., a committee of three consisting of D. H. Collick, Jno. W. Dawson and George Johnson, Esqs, were appointed to draft resolutions expressive of the feeling of the bar in the demise of Gov. Bigger, and report the same to the bar tomorrow morning, and the meeting adjourned; and having met pursuant thereto the committee reported the

following which were unanimously adopted:

WHEREAS an all wise Providence hath called from among us our amiable and dignified brother, Samuel Bigger, Esq. He departed this life on Wednesday, the ninth day of September last, in his own domicile in the midst of his family and friends. Through his sickness he evinced a patience and resignation which evidenced the enlightened and satisfactory hopes he entertained of a happy immortality.

He died in the meridian of his strength, and his usefulness in life from the soundness of his mind and the integrity of his character. Many high public trusts were confided to him, and in whatever sphere of action, he made himself equal to the station. He was a sound lawyer — an upright Judge — a wise Legislator, and a prudent and enlightened Governor.

In his social character he would bear and forbear — disposed to admire virtue and promote merits — accessible, familiar and communicative — a devoted husband and father, and sincere friend — in a word according to the received opinions of mankind he was "the noblest work of God" — an honest and an upright man. I herefore in testimony of our high regard for our deceased brother and the memory we cherish for his many virtues, be it

Resolved, That the court, its officers and members of the bar, will wear crape for the period of thirty days, on the left arm.

Resolved, That the proceedings of this meeting be entered on the order book of this court, be published in the city papers, and a copy of the same be presented to his bereaved family by the secretary.

Resolved, That this court be requested to adjourn until tomorrow morning as a further testimony of regard for the memory of the deceased.

H. COOPER, Pres.

JNO. W. DAWSON, Sect.

October 13th, 1846

Thereupon the court ordered an adjournment.

Fort Wayne Times and Press
October 17, 1846

THE INDIANA LOAN. In a letter from London of the 18th September, the correspondent of the New York Courier gives the following information in relation to the Indiana loan.

The State of Indian stands a very fair chance of having the loan raised to finish her canal. That is to say, Mr. Butler has substantially succeeded in raising 800,000 dollars, which is all the money required; leaving the land given by Congress to furnish the remainder. Although Mr. Butler will not carry with him the loan completed and in his pocket, still he will be certain of the money; it being now understood that the six lending American-London houses who have supported his views, have engaged, in the event of the larger holders subscribing, to find the remaining capital; and experi-

ence has always shown that where any enterprise is guaranteed by such houses, there is never any want of persons who are willing to follow them.

In the event of the loan of 800,000 dollars being subscribed in the course of the ensuing fortnight, the understanding is, that the steamer of the fourth of October, will convey to the Legislature, through Mr. Butler the acquiescence of such a number of bondholders in the terms proposed by the state, as will justify the carrying our by the Legislature, of the proposed measure. In consequence of the inability of the agents of the six houses to discover all of the bondholders, it will be requisite that several portions of the act should be amended; and I would suggest to the American citizens should be omitted, — it has been much censured, and, although, there is no intention to nominate an Englishman, still it is very ungracious to deny to those who are called upon to subscribe more money, (to present their former advance from being a total loss,) the power of appointing whom they please, to carry on their work and to take care of their money. There would be no objection to a clause requiring the Trustees to reside in the State after their appointment. This would be fair towards all parties.

Fort Wayne Times and Press
October 24, 1846

From the Cincinnati Gazette. INDIANA STATE DEBT. Mr. C. Butler, who visited London to complete the arrangements with the holders of Indiana bonds in England, required to carry out the act of the Legislature of that State, for the payment of her debt, has returned. He has obtained the subscription of \$4,000,000 in bonds and \$800,000 in cash for the completion of the Wabash Canal to the Ohio, upon condition that the Legislature makes some little modification of the act. This it is supposed will be made without delay, and Mr. Butler will proceed at an early day to Indianapolis, with a view to obtain that modification. This done, we shall with great satisfaction place Indiana in the line of debt-paying States. The State is entitled to great credit for what she has done, in providing as well for these of her bonds, out of the proceeds of which show was swindled, as for those the proceeds of which she received, and we look upon it as certain, that she will readily yield to any reasonable modification proposed to carry out to full completion, the good work she has undertaken. The European bondholders will, no doubt, authorize Mr. Butler to accept the Indiana act, if modified as proposed, and to pay the first installment on the advance to complete the canal.

The annexed letter and statement of Mr. Butler, to the English bondholders, will enable the reader to understand the present position of the State, and her creditors:

LONDON, 10th September, 1846

We beg to submit a copy of Mr. Butler's commu-

nication, with an accompanying statement, dated the 10th September instant, addressed to us, and to be informed whether, as the proposal of the 30th ult., cannot be carried out, for the reasons states, you are willing to become parties to a Subscription for \$800,000, upon the principle laid down by Mr. Butler, pro rata with other Subscribers, upon the Bonds we understand you to hold, viz:

Dollar Bonds ****\$

Sterling Bonds ****£

And also to change these Bonds into Certificates in the manner proposed in Mr. Butler's letter. You will likewise be pleased to say whether you will be ready to pay a deposit of 8 per cent at the time proposed.

The favor of your reply is requested at your earliest convenience, no later than the 20th of September, in order that the necessary instructions may be given to Mr. Butler by the Steamer of the 4th October, in conformity with the accompanying statement, provided adequate subscriptions be obtained.

We are your obedient serv'ts,

N. M. ROTHSCHILD & SONS, PALMER, MACKILLOP, DENT & CO; BARRING BROTHERS & CO; F HUTH & CO; MORRISON, SONS & CO; MAGNIAC, JARDINE & CO.

I am, very respectfully, your obedient servant,
CHARLES BUTLER

To MESSRS. N. M. ROTHSCHILD & SONS; BARRING, BROTHERS & CO.; PALMER, MACKILLOP, DANT & CO; MAGNIAC, JARDINE & CO; MORRISON, SONS & CO.

LONDON, September 10, 1846.

Gentlemen: As you have not been able to obtain access to an adequate number of the holders of Indiana Bonds so as to obtain their consent to the Act of the Legislature in January last for the adjustment of the State debt, and as upon consideration it will appear quite certain that the object of the State to complete the Canal to the Ohio river may be effected by a cash subscription of \$500,000, providing the Revenues of the Canal and a portion of the proceeds of the Canal Lands, including the outstanding Contracts, be also applied to the completion of the work, — I therefore beg to leave to suggest that if Bondholders in Europe, holding not less than four millions of Dollars, will accept the Act of the Legislature upon the principle contained in it, and subscribe 20 per cent on said amount, payable by installments in four years, or a proportionately reduced subscription in case the amount exceed four Millions, I am inclined to believe that the Legislature would assent to it. I feel satisfied that the Legislature and People of the State generally will continue to be desirous to have this debt adjusted on the terms proposed, and as this arrangement would not conflict with the principle of the Bill, but on the contrary, be carrying it out as far as now practicable, I cannot but believe that the Legislature, duly appreciating also the willingness of a portion of the

Bondholders to step forward, even without the present co-operation of the remainder, would regard such a proposal in a very favorable light.

It would be indispensable, however, that I should be enabled to assure the Legislature that a subscription to this extent is actually made, and that the amount will be forthcoming immediately after the Act should be modified as already suggested.

I annex a Statement showing how the arrangement would work upon this basis.

To MESSRS. N. M. ROTHSCHILD & SONS; BARRING, BROTHERS & CO.; PALMER, MACKILLOP, DANT & CO; MAGNIAC, JARDINE & CO; MORRISON, SONS & CO.

STATEMENT

London, September 10, 1846

Property proposed to be assigned to Trustees by the Legislature for completing the Canal to the Ohio River, estimated as under, viz.:

Value of Lands donated by Congress, adjoining and in the vicinity of the Canal, for the specific purpose of finishing the work — sold and unsold — about	One million of acres,	\$2,400,000
Present and accruing Tolls of the finished part of the Canal during the next four years,	600,000	<u>3,000,000</u>

N.R. — 174 miles are now in action and complete, 200 ditto unfinished, on which \$1,300,000 have been already expended by the State.

A contract is offered to finish the Canal for the sum of \$2,010,000.

To aid the furnishing of Cash Funds upon the above property, it is proposed to raise from Bondholders, by pro rata subscriptions, the sum of \$600,000, payable by installments in four years, the interest from which at 6 per cent per annum will be paid half yearly in New York from the Tolls of the Canal now receivable, and the principal of this advance will be repaid as the lands may be sold and the money received.

It is understood, in the event of the subscription being obtained, that all existing Bonds will be required to be exchanged for certificates as stated in the Circular of 20th August, and the interest will be paid by the State upon the moiety of the principal chargeable on taxation from the 1st January, 1847, and to the extent of the interest so received the cash advance by the subscribers will be reduced.

The pro rata subscription will be further reduced by any amount of bonds upon which subscriptions may be agreed to be made before the 30th day of September, 1840, exceeding four millions.

And, further, by the receipts from any lands sold during the ensuing four years exceeding the amount required for completing the Canal, estimated at about

\$500,000, which from the low prices fixed by the State for the sale of lands in the vicinity of the line of the Canal may be considered as the work proceeds.

Upon the foregoing data of assuming the present revenue of the Canal to average \$150,000 per annum for four years, and that nothing be received from the sale of Lands beyond \$5,000,000 (which amount the contractors for finishing the Canal are to accept in part payment of their contract,) the following may be stated as the amount of the actual Cash advance varying upon an amount of Bonds subscribed for from four millions to eight millions, viz:

	Per cent	Receipts from tax allow	Actual cash advanced	Per ct.
If 4,000,000 the advance	20	\$800,000	\$232,000	or 12
If 5,000,000 would be	15	750,000	400,000	or 7
If 6,000,000 would be	13	780,000	480,000	or 5
If 7,000,000 do	11	770,000	560,000	or 3
If 8,000,000 do	10	800,000	640,000	or 2

The amount of Bonds outstanding is a trifle above \$11,000,000, and all Bondholders have the opportunity of becoming parties to this reduced subscription.

It will be requested of the Legislature that in conformity with the principle laid down in the act, the subscribers to the advances shall have a priority of payment from the Canal Funds over non-subscribers as to the interest, which latter is already conceded by the State. CHARLES BUTLER

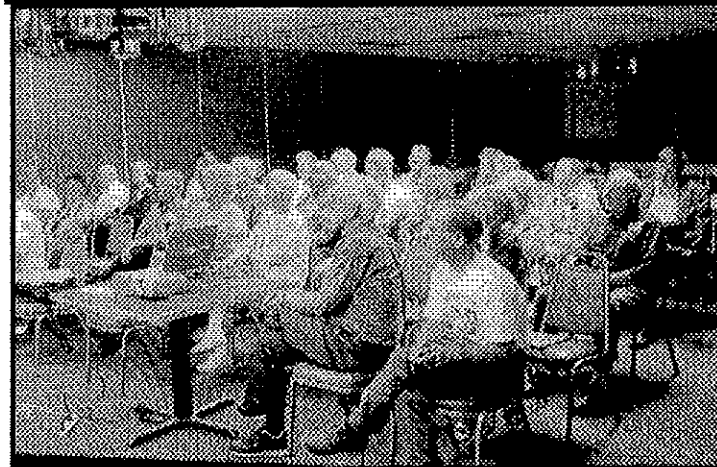
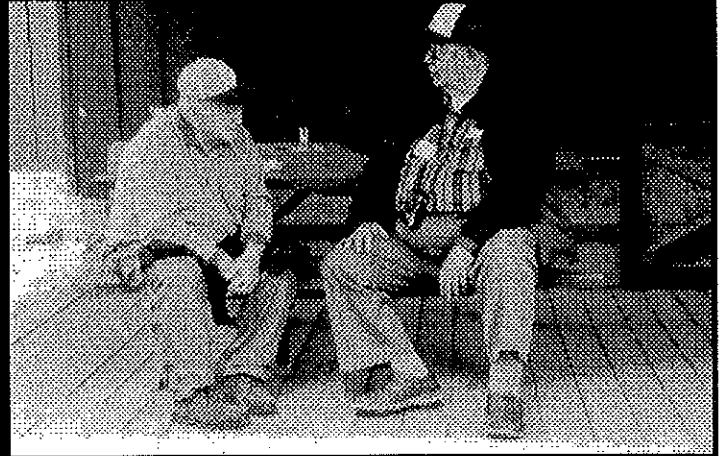
Fort Wayne Times and Press
December 4, 1846

Advantages of Water Power. As an exemplification of the benefits of water power to all the business interests of a community, we are permitted to give the amount of business done by one of the flouring mills of this city (that of Messrs. Hamilton & Williams.) This single mill, from harvest until the close of [canal] navigation, a period of about two months and a half, has manufactured over seven thousand barrels of flour. In order to do this, over twenty thousand dollars in cash must have been distributed among the farmers for Wheat. About two thousand dollars have been paid out for flour barrels. Counting coopers, millers, and packers, employment has been give to at least twenty men.

The other mill has, doubtless, done as much, to say nothing of those in the vicinity. Nothing is wanting to make our two equal to Dayton, but an increase of water power, applied to the various other purposes of manufacturing. The district of county that must make Fort Wayne its point of trade, is, in extent, three times as great as that which is tributary to Dayton.



CSI THROUGH THE PAST 30 YEARS



1998 "The Final Link" March annual meeting Bob Schmidt

2001 "Towpath Tracks" Sept. Whitewater Valley RR Lynette Kross

2005 "A Little Too Late" Sept. Hennepin Canal Neil Sowards

1998 "The Final Link" March Newberry Dam remains Bob Schmidt

2001 "Towpath Tracks" Sept. Time out to visit Brian Migliore

2005 "A Little Too Late" Sept. Banquet Neil Sowards

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

What was the standard width and depth of Indiana's canals? A. 40' x 4', B. 50' x 5', C. 60' x 6', D. None of these

How many inches did Indiana's canals generally drop per mile? A. 1 inch, B. 5 inches, C. 10 inches, D. 12 inches

Who was the chief engineer of all of Indiana's canals? A. Stearns Fisher, B. Chuck Whiting, C. Jesse Williams, D. William Ball

Culverts allowed canal boats to? A. Pass through them, B. Pass over them, C. Bypass them, D. All of these

CREATING THE CANAL SOCIETY OF INDIANA

Flowing waterways have always been an interest to mankind even from our early prehistory. As the water flows, we are curious about where it started and where it ends. The 19th century canals of this country created intense interest before, during and after their completion. By the 20th Century most of these canals ceased to function but a feeling of awe of the period remained.

In Indiana the Whitewater Canal Association was formed in Brookville in 1938 to save and restore portions of the old Whitewater Canal. The canal was threatened when a reservoir was to be built on the west branch of the Whitewater River, which would have destroyed the canal. The reservoir site was moved to the east branch of the Whitewater. The state of Indiana purchased the canal from the Laurel feeder to Brookville in 1946.

A resurgence of canal interests elsewhere resulted in other associations and canal societies being created. Ohio, with its many canals, was one of the first. It was chartered in 1962. That same year the Hugh Moore Park in Easton, Pennsylvania was established. In June of 1963 the Canal Society of New Jersey was chartered. By 1972 there was enough national interest to create an American Canal Society. Virginia Canals & Navigations Society came along in 1977. The plans for the nation's Bicentennial celebration undoubtedly helped focus attention on the canal past as well.

Back in the Hoosier state, plans were made at the home of Tom & Roseland McCain in Delphi in 1971 by members of the local historical society to form a Carroll County canal group. This planning meeting led to the formation of the local canal society in 1974 that we know today as the Carroll County Wabash & Erie Canal, Inc. The purpose of this group is to restore the Wabash & Erie Canal in the Delphi area and to educate the community on the importance of the canal to their heritage.

Indiana now had two canal organizations within her boundaries but no statewide association. The stimulus for a statewide society came from a completely different source. When a Fort Wayne couple, Tom and Julia Meek, became curious about the Wabash & Erie Canal, they had no idea their interest would lead to the formation of the Canal Society of Indiana.

Tom Meek, a Fort Wayne native, began operating a silk screen printing business in 1974. Tom's father, Ben, always pointed out canal features to Tom on family outings but Tom found history kind of dry until he

and Julia began exploring canal remains. Julia received a good exposure to history from her mother, who taught history.

In 1978 Tom and Julia put on their walking boots and hiked the canal route from downtown Fort Wayne to Huntington. At first the route was easy going but soon they reached brush and nettles as they worked their way along the Portage Marsh behind the Fort Wayne County Club. This route follows the old interurban railroad as well. By the end of the first day they reached Roanoke physically exhausted but mentally exhilarated with their finds on the Wabash & Erie Canal. They gathered what written information they could find and found published material to be very sketchy. Like the William O. Douglas' 180 mile hike in March of 1954 that led to the saving of the Chesapeake & Ohio Canal, the Meeks' effort to create canal interest began with a hike to Roanoke.

The Meeks took pictures and put together a slide show about the remains of the great canal. Twice each year they presented their program to the history class at Northrop High School. Their dream was that the canal towpath could one day become a hiking/biking recreational path, so that the canal could be preserved. They thoroughly explored the W&E canal from the Ohio/Indiana state line to Delphi. At this same time, 1979-80, Tom's business took him to the Allen County/Fort Wayne Historical Society where he did some display graphics for the museum, one of which was specifically of the W&E Canal route throughout Indiana. It was there that Tom came to know and depend on the director, David Crosson.

The fourth Indiana American Revolution Bicentennial Symposium was held in Fort Wayne at the Allen County/Fort Wayne Historical Society Museum, April 24-26, 1981. The theme of the conference was "Transportation and the Early Nation." At this program were: Ralph Gray, who presented a paper entitled "The Canal Era in Indiana," and Thomas and Julia Meek with their slide show called "The Wabash & Erie Canal Today." During that same seminar the author of *Canals for a Nation*, Ronald E. Shaw from Miami University, presented his paper on "The Canal Era in the Old Northwest." All of this canal information was directed to a receptive audience that included Nate and Aleda Tagmeyer and Clarence Hudson. This seminar was the key event and catalyst for the formation of the Canal Society of Indiana. Nate Tagmeyer, who had never before met the Meeks, wrote a letter to them after the seminar and suggested forming a roundtable type group that would meet periodically to share information.

Based on the response from the seminar, Tom and Julia wanted to form an association of persons to

create a statewide society but were not sure just how to go about it. David Crosson suggested that they should use their printing business to publish a statewide little magazine, which would create interest in forming a society as well as raise funds for it. Based on this concept, Tom and Julia created "Indiana Waterways" as a bi-monthly publication of the Dandelion, 1414 Broadway, Fort Wayne, Indiana. At the time they were unsure if there would be enough interest in just canals so they broadened the publication to include rivers and streams as well. Nate Tagmeyer offered some advice as to the format of the new publication and is listed as part of the editorial staff in the magazine.

During the summer of 1981 material was gathered from Delphi. Dennis McCouch supplied an article about Carroll County's status in building their association, which was by then seven years old. The group had a board of twelve, with four new board members elected every year and serving a three year term. Roseland McCain was one of the early Presidents. Roseland also furnished her Mrs. Spoonaugle first person presentation in an article in the first issue of "Indiana Waterways." Volume 1 Issue 1 was published in October 1981. One of Julia's many drawings is on its cover and shows Culvert No. 73 over Prairie Creek near Peru. In the first issue plans were announced to form an Indiana canal society at Fort Wayne on May 22, 1982 to be followed by a tour from Fort Wayne to Logansport.

The tradition of tours for the Canal Society of Indiana also began at this same time. On September 5, 1981, a notice was sent announcing a combined tour with the Canal Society of Ohio on Oct. 16-18 at Connersville, Indiana. This tour, which was co-sponsored by the American Canal Society, was a means to identify potential canawlers in the Hoosier state. John Droege, who lived in Columbus, Ohio at the time, was the tour organizer. About a dozen persons from Indiana joined about 80 persons from the Ohio society and had a great time exploring the Whitewater Valley from Connersville to Brookville, the same area featured on CSI's 30th Anniversary in April 2012. The tour was headquartered at the Holiday Inn in Connersville. Details of the tour can be found in "Indiana Waterways" Vol. 1 Issue 2, December 1981.

Participants included"

- Connersville:** Harry Smith, Lowell Sasser, Fred Buzendahl, Ralph May, Henry Blommel
- Metamora:** Paul Baudendistel, Milford Anness, Walter Johnson-Manager Whitewater site
- Brookville:** Don Dunaway
- Fort Wayne:** Tom and Julia Meek

By December 1981 membership in "Indiana Waterways" had grown to 87. At this time it was learned

that one of the key organizers, David Crosson, would be leaving the historical society on January 1, 1982 to accept a position as Director of the Children's Museum in Pittsburgh, Pennsylvania. David, who had inspired the concept of an Indiana canal society, was leaving. Plans for the organizational meeting were well underway as new members enrolled. It was decided that all persons subscribing to "Indiana Waterways" would automatically become charter members in the new society. The bus tour planned for Sunday May 23, 1982, was extended to include the Delphi Canal Park.

Final announcements were mailed on May 3.

**INAUGURAL MEETING: CANAL SOCIETY
OF INDIANA
Saturday, May 22**

Organization, Election of Officers
Discussion of Goals & Activities

The Meeting will be held at 6:30 P.M. in the Frank Freimann Room of the Allen County-Fort Wayne Historical Society. (Informal / Get acquainted / Beer & Cider / Deli Spread / Everyone Welcome!)

**TOUR OF THE WABASH & ERIE CANAL
FROM FORT WAYNE TO DELPHI
Sunday, May 23**

The Bus Tour will convene at the Allen County-Fort Wayne Historical Society for Registration and continental breakfast from 6:00 to 7:15 A.M. Board buses at 7:20. Buses leave promptly at 7:30 A.M. and will proceed along the route of the Wabash & Erie Canal. -- Lunch will be provided in Logansport, and an R&R is scheduled in the friendly and historic town of Delphi, with a visit to the new Peters-Revington Wabash & Erie Canal Park. Back to Fort Wayne -- expected time of arrival is 6:30 P.M.

Forty-three attended the organization meeting and tour.

Fort Wayne (23) Ralph & Mary Clark, David & Linda Freund, Flave Hall, Bill McGuire, Tom & Julia Meek, Cliff Richards, Rosemary Westrick, Mary & Larry Volz, Cecil & Ardith Hass, Barbara Hanna, Ben & Peg Meek, James & Margo Provo, John Tew, Helen Wright, Nate & Aleda Tagmeyer.

Fort Wayne Area (10) Robert Gagen, Mildred Hartman, Dan McCain, Kathryn Moore, Mark Pollonik, Jean Stiles, Clarence & Phyllis Sell, Jody & Julie Steixner

Delphi (4) Tom & Roseland McCain, Charles J. Boone, Dennis McCouch

Other (6) Clarence Hudson, Floyd & Jane Lacy, Charles O'Brien, John Ben Nelson, Thomas Floyd

(to be continued in the next issue)

JEFFERSONVILLE CANAL

Following his election as mayor, Mike Moore said he plans to stop work on the nearly mile-long \$65 million dollar Jeffersonville Canal that is designed to alleviate the flooding and beautify the area in downtown Jeffersonville, Indiana. Although he admits it's a "pretty idea," he said that there was minimal support for the project and the city can't afford it. The idea for the canal was proposed in 2009 by incumbent mayor, Tom Galligan. Moore is a Republican, Galligan a Democrat.

The city has begun building the pumping station. It has signed several contracts, and has purchased some homes in the project's path.

Keep tuned in to learn what the city council has to say. The city has to do something about the flooding in the streets. You will recall that the Environmental Protection Agency ordered that the situation must be corrected to avoid an \$8 million fine against the city.

The Indianapolis Star. 11-11-2011. Sent in by Frank Timmers, Carmel

MORE ON JEFFERSONVILLE'S CANAL

The Jeffersonville News & Tribune. 11-23-2011

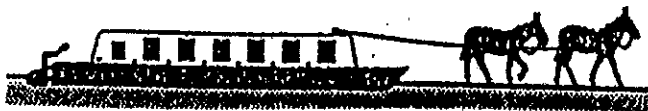
As expected, a city councilman said "It's not 100 percent up to the mayor...It's not 100 percent up to the council. It's a group deal. And the EPA and IDEM are in the group."

The city council voted unanimously for incumbent mayor Galligan's resolution to acquire 20 additional parcels of real estate and financing for construction of a 4,440-foot-long, 40-foot-wide open channel for stormwater that would follow the same path that the "canal" was to follow. They are just not calling it a "canal." Galligan's third term as mayor doesn't end until December 31, 2011 so the project continues.

Jeffersonville has already acquired 23 properties at \$2.37 million. It is obligated for 3 more at \$1.21 million.

Newly elected Moore says he needs to find a less expensive option to meet the EPA mandate. Jeffersonville has 15 years in which to do it.

CSI Headquarters hopes they go ahead with the project. More money will be wasted on further study. The earlier study showed it was cheaper to put the canal above ground than to put larger pipes in the ground.



IN REMEMBRANCE

CSI has received memorials in honor of the following:
William "Bill" Davis
Bob & Carolyn Schmidt

All CSI Canawlers Who Left Us In 2011

Linn Loomis

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

CANAL SOCIETY of INDIANA
ANNIVERSARY
30th
TOUR

Whitewater Canal
Connersville ~ Yellow Bank
April 13-15, 2012

30th ANNIVERSARY TOUR

April 13-15, 2012

Whitewater Canal
Connersville ~ Yellow Bank
Tour registration forms in next issue
Book room now:

Hampton Inn
1030 SR 229N
Batesville, Indiana
(Rooms released 3-29-2012)
1-812-934-6262

Room rate \$75 + tax
Complimentary Breakfast
(mention Bob Schmidt / CSI
when booking room)

IN MEMORIAM

WILLIAM H. DAVIS

December 2, 1934

November 25, 2011

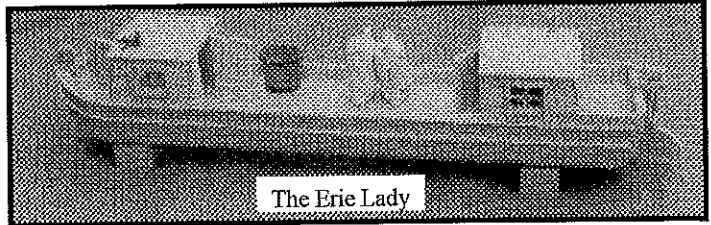
William H. "Bill" Davis, passed away suddenly at age 76 on Friday November 25, 2011 while on an annual hunting trip in Clay County, Indiana. He fell from his homemade tree stand and was found lying at the base of the tree by his hunting partner. According to an Indiana Conservation Officer, the stand was about 13 feet above the ground. The tree was in a wooded area along Clay County Road 700 East about a mile north of Indiana 46 near Bowling Green, Indiana.

Emergency personnel were sent to the scene at about 10:23 a.m. on Friday. An autopsy showed he had sustained blunt force trauma to his torso.

Bill was born to Edward L. and Maude (Myers) Davis on December 2, 1934 in Lyford, Indiana. He graduated from Clinton High School in 1953. He served in the U. S. Air Force during the Korean War and played football during this service.

On July 10, 1955, Bill married Roberta "Berky" Call in Rosedale where they have lived throughout their marriage. In 1960 he began working as an electronic technician for the FAA and eventually retired from there.

Bill was a member of the Jerusalem 99 Free & Accepted Masons, Parke County Elks, Parke County Golf Course, N. F. A., Golden Gloves Boxing, and the Canal Society of Indiana, where he was a past director. He loved the outdoors and enjoyed hunting, fishing, boating, snow skiing, horses, road rallies, and trap shooting. He was a fine woodworker and made a model of a canal boat, "The Erie Lady," for Bob and Carolyn Schmidt. He also framed a map for CSI that was presented to the Carroll County Wabash & Erie Canal, Inc. to hang in their museum. Photos - Tom Grimes, Chuck Huppert, Bob Schmidt

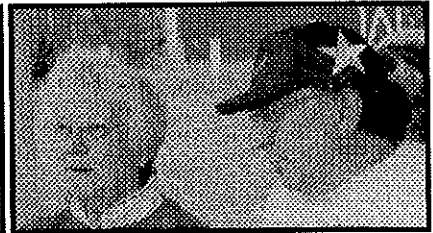


The Erie Lady

Bill cherished the time he spent with his family who survive him: his wife, Roberta Davis of Rosedale; children, Christina (Bart) Hamke of Rosedale, Lynn Sue (James) Beck of Rosedale, Mark A. Davis and Kathi Davis of Rockville, Todd A. Davis and Michele Carson of St. Bernice, and Gregory (Deborah) Davis of Auburn; 3 sisters, Lela Carnell, Mae Frye, and Darla Sue Coleman; 13 grandchildren, 4 step-grandchildren; 5 great-grandchildren; 6 step-great grandchildren; and several nieces, nephews and cousins. He was preceded in death by his parents.

Visitation was held at 4 p.m. on Tuesday, November 29, 2011, at Frist Funeral Home in Clinton, Indiana. At 7:30 that night Masonic services were held followed by military honors and a service officiated by Bob Howard. In lieu of flowers, it was suggested that donations be made to a charity of choice. Bill will be missed.

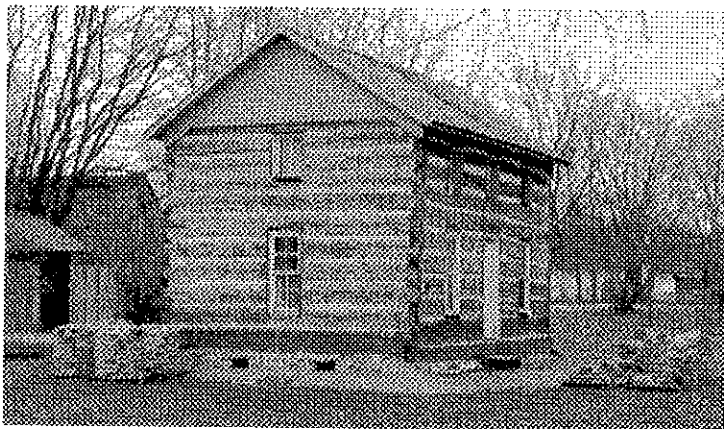
Top: Bill and Berky hosted a CSI board picnic at their home in Rosedale. Center: Bill had a good time talking to CSI ladies. Bottom: He enjoyed canal tours and had an interest in canals since the Wabash and Erie ran on property behind his home. He kept its prism mowed and showed it to canawlers on a tour in the area.



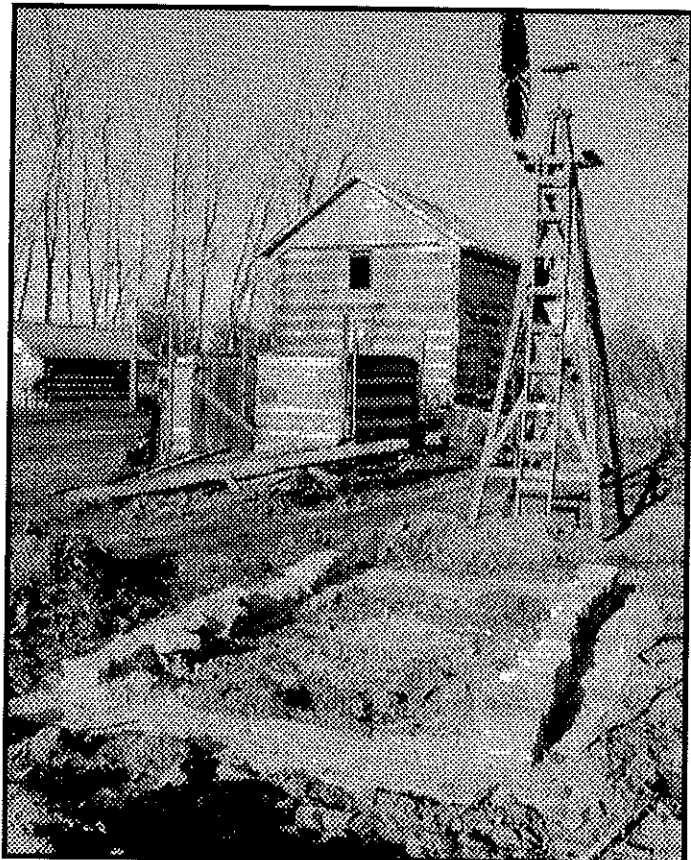
NEWS FROM DELPHI

GRANT PROPELS WORK ON FOUTS HOME

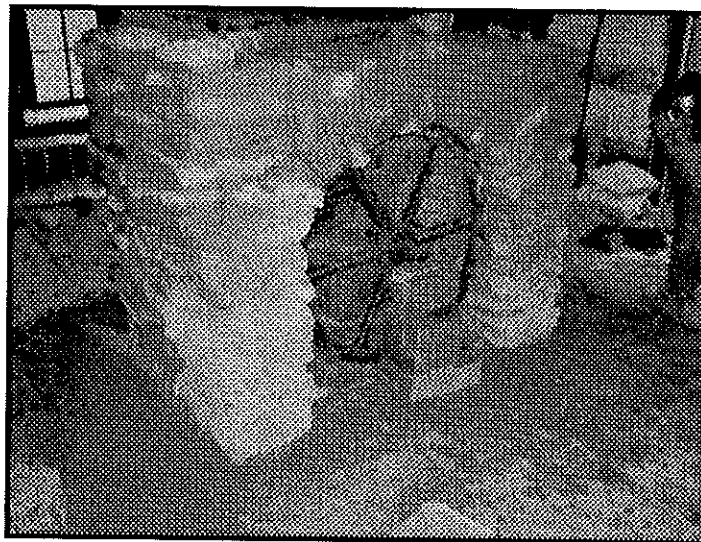
Text and photos by Dan McCain



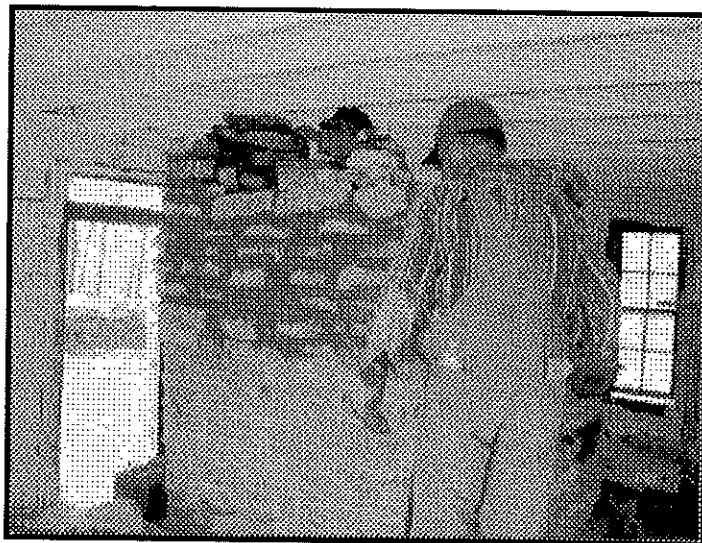
The Canal Association (Carroll County Wabash & Erie Canal, Inc.) didn't take long to use the grant they received from the Tippecanoe Arts Federation to build a fireplace in the Fouts Log Home. Their MWF crew used the purchased limestone to create the central (middle of the first floor) heating system for the 1839 house. They also used the grant to replace the windows shown in the photo above.



Note the new foundation location for the former "smokehouse" that they'll re-dub into a "crafter's cabin" after they move it and replace some timbers. The smokehouse is midway between the new stonework and the Fouts Way Station.



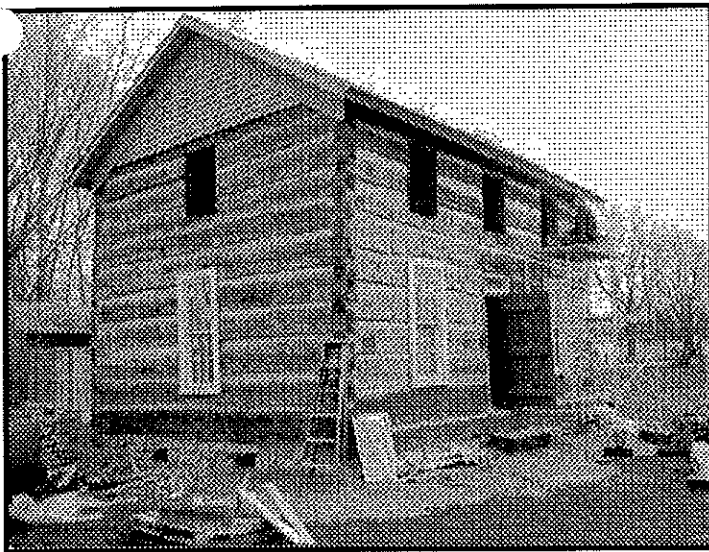
Inside the Fouts house in the center of the floor is the beginning of the cooking fireplace. There is an extended hearth laid at floor level. The opening was created by using an old "gear" from nearby Adams Mill to form the arch. It will be removed after the mortar fully hardens.



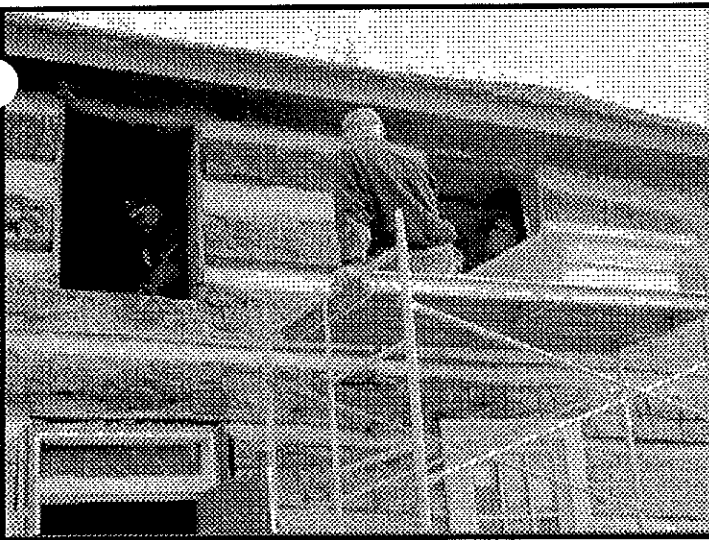
On the back side of the fireplace the stone will extend to the ceiling. Here Brice Crowel (with back to the camera) and Dave Smith are laying up stone with fresh mortar. Above the ceiling, the throat of the chimney will be smaller and extend out the top of the roof... although cold weather may prevent them from fully finishing this until next spring.

The TAF grant was also used to purchase all new windows for the home. Here, MWF volunteers

work to install them.



Inside the upstairs are Dave Smith (left) and Brice Crowel. Outside, windows are being readied for installation by Jim Ebrite (on the scaffolding.) Earlier work on the Fouts Home included the replacement of some logs in this structure.



THE BRIDGE TO STONE BARN IN WORKS

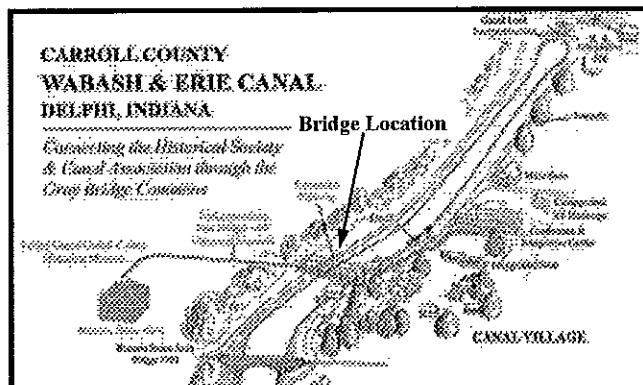
The partial birdseye view in the next column illustrates how the Houck Road Bridge (which will be moved to Canal Park from Greencastle) will connect us to the Stone Barn, the new home of the Carroll County Historical Society. Not shown at the bottom of the drawing is the boat warehouse and scale shed.

Two retired engineers, Bud Weidner and Ron Dust, have volunteered to lay out the bridge we plan to put over the canal as a foot bridge to connect Canal Park to the Stone Barn property...the new home for the Carroll County Historical Society. This big project will

require sound footings, and they have studied the site very carefully.



Late last winter, Ron Dust traveled with Al Aufart, Ed Gruber and three other volunteers to Greencastle to view the Houck Road Bridge on its original site. The bridge will come to Canal Park in mid-winter for reworking. The MWF crew seems eager to get started on the tedious task of cleaning the metal members, making repairs and painting it before erecting it in its new site sometime in the summer of 2012. There is never a lack of something to do at Canal Park!



CANAL PARK ENDANGERED

Dan McCain was interviewed by WLFI's (W. Lafayette, Indiana) Krista Henery about the problems recent flooding was causing in Delphi's Canal Park. He pointed out that when flood waters back up and raise the canal level the canal boat can't give visitors rides because it can't get beneath the stone arch road bridge. He also says it endangers the boat docks and the buildings in Canal Park and in Red Bridge Settlement.

Although the city has received a grant to hopefully correct the problem, it may take 18 months to complete work on the levee system built around Delphi in 1951. Dan says the system is outdated and has allowed water from the Wabash River to come into what was supposed to be a flood-free zone.

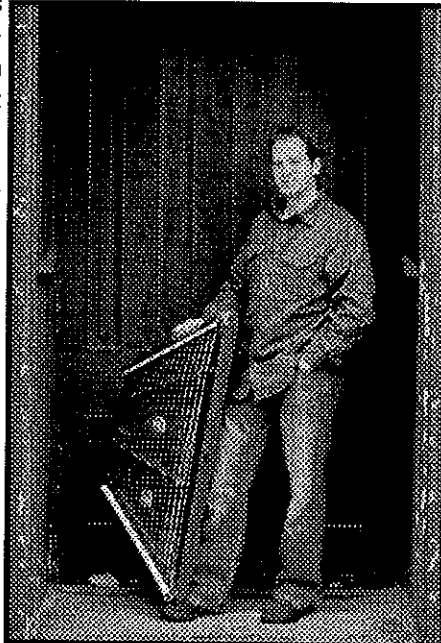
City leaders said they would do "everything possible to make sure their roots don't wash away." They fear temporary fixes might cause damage elsewhere in the city. For time being they are watching to see what Mother Nature has in store.

OLD FASHIONED CHRISTMAS

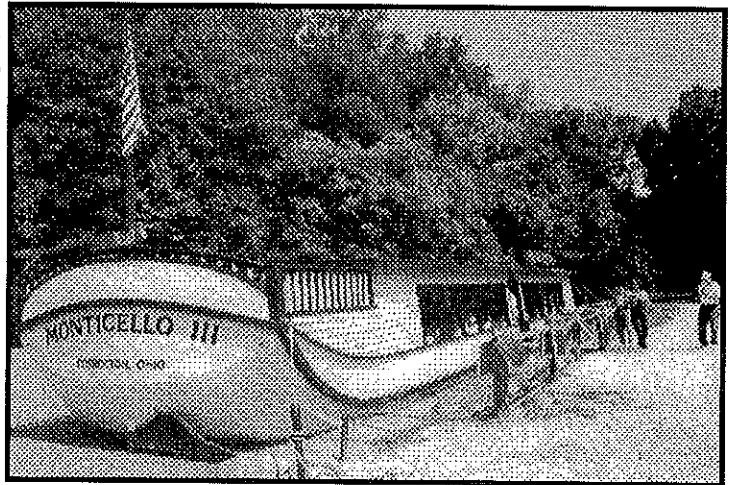
The Wabash & Erie Canal Park in Delphi held its annual "Old Fashioned Christmas at the Canal" on December 10-11, 2011. Visitors enjoyed the sights, sounds, and smells of Christmas throughout Pioneer Village & the Canal Center. There were handmade decorations and gifts available from crafters and artisans, pioneer village and Case house tours, narrated walks on sections of the trail system, kettle corn, "canawler sandwiches" with roasted pork, apple dumplings with ice cream and coffee, as well as period entertainment.

Saturday's entertainment included the Brookston United Methodist Church Men, Dr. Doggett's Hammered Dulcimer, Gary Stanley's trombone group and "Off The Rocker" group. On Sunday, the Singing Saints from Wesley Manor in Frankfort and noted entertainer Ted Yoder with his hammered dulcimer performed.

Ted Yoder with his hammered dulcimer



Many of the visitors took advantage of the offerings of the artisans and crafters inside the conference center and purchased items for Christmas giving. They chose from old fashioned crock fermented krauts, jewelry, ornaments, fused glass, Alpaca fiber wear-ables, sewing and crocheted items, photography, painting, wooden toys and games, rugs, purses, centerpieces, soap and soy candles. Additional handmade foods, gifts and items were also for sale at the Bowen Cabin in the pioneer village.



The "Monticello III" as it appeared on CSI's "Stepping Into The Past" tour in August 2000. Photo by Lynette Kross

PARK LEVY FAILED

The "Monticello III" canal boat at Roscoe Village in Coshocton, Ohio will be shut down. The \$5 million levy for the Coshocton City/County Park District was defeated by 46 votes on Tuesday November 8, 2011. However, 134 absentee ballots were still outstanding and hopes were high the levy would pass. Unfortunately the December 8, 2011 *Coshocton Tribune* reported that the levy did fail.

The canal boat needs to be taken out of the Ohio & Erie Canal and have wood replaced. The pedestrian aqueduct bridge over the Wolhonding River still needs about \$100,000 to match grant funds. A sprinkler system needs to be installed at the Lake Park Pavilion. These projects are placed on hold.

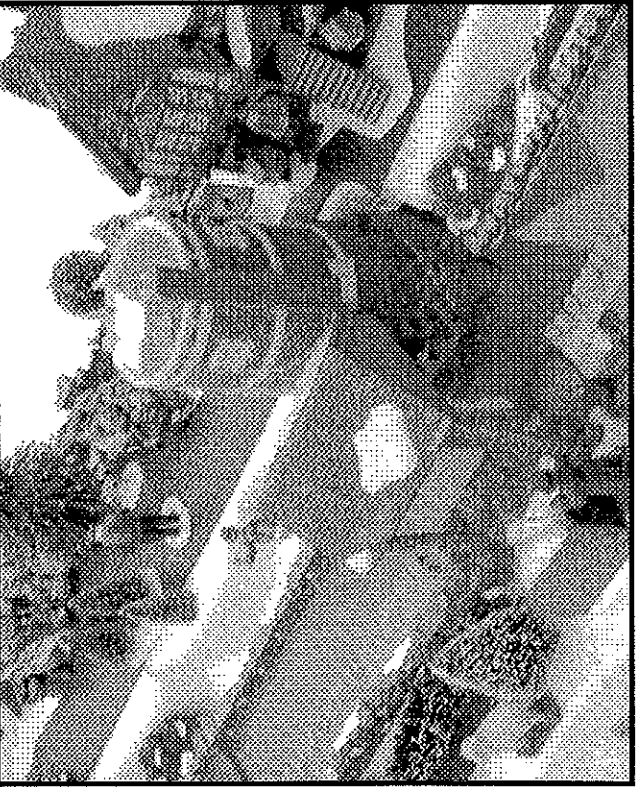
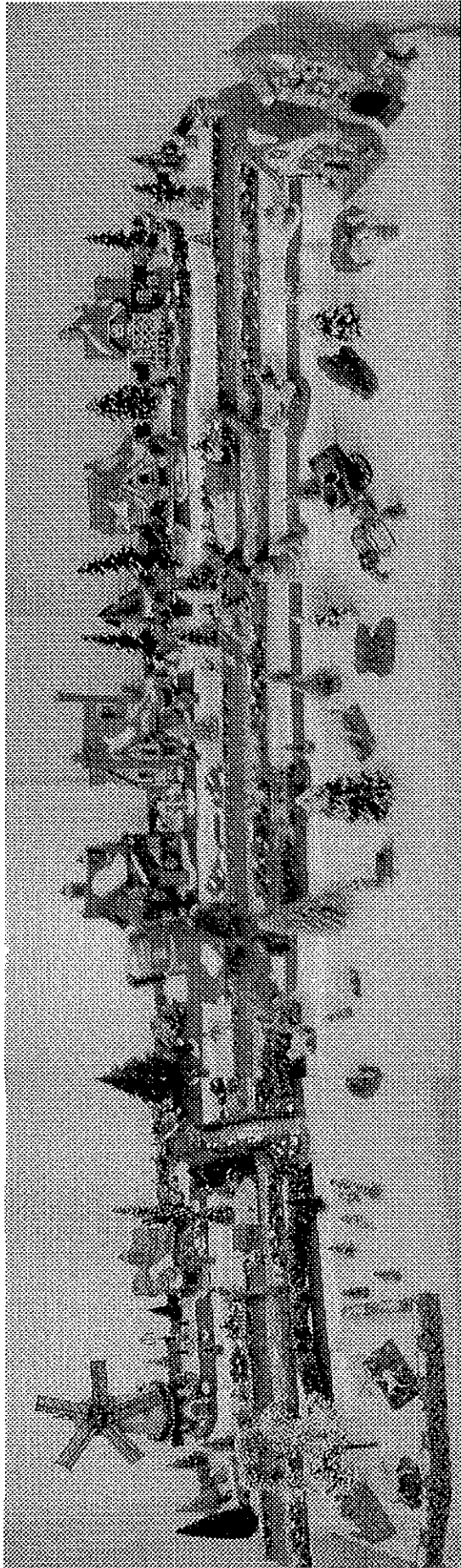
In the past, the Hilltop Golf Course was leased by a private operator, who is not renewing its lease. The park district officials are looking for someone to lease the golf course, the "Monticello III" canal boat and the softball fields.

Linn Loomis, CSI member, Newcomerstown, Ohio

Note: An earlier canal boat at this site was taken from the water and used as a picnic pavilion. Will the current boat meet the same end?

Winter on the Canal

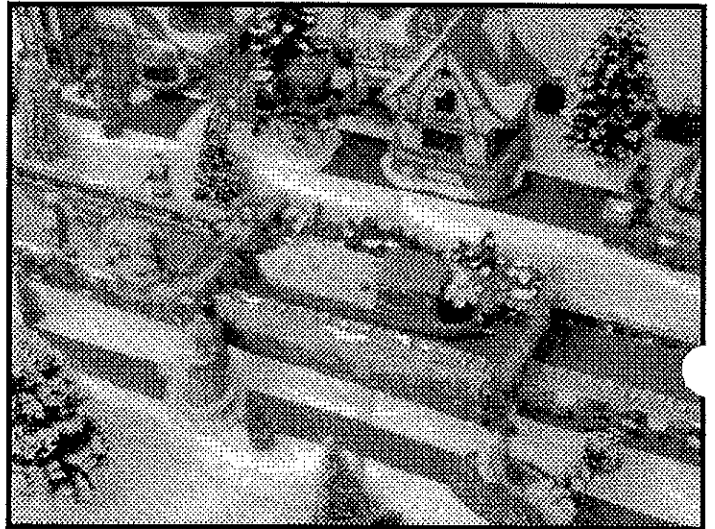
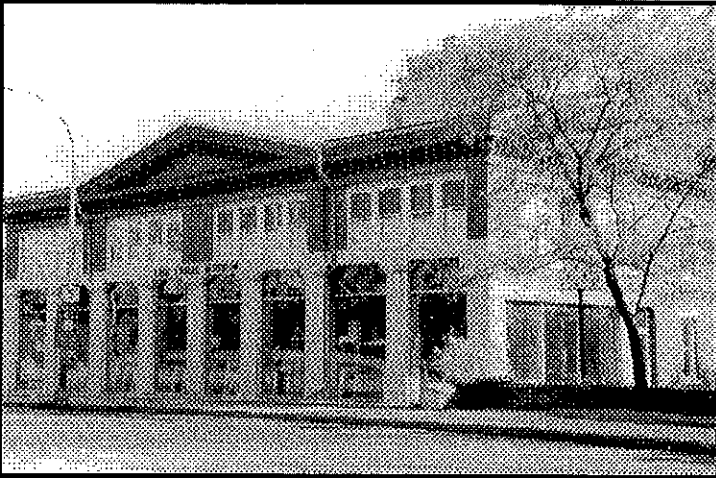
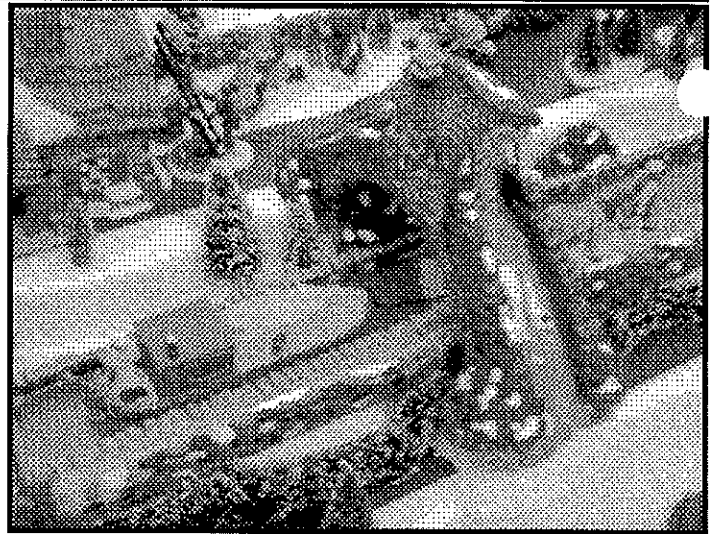
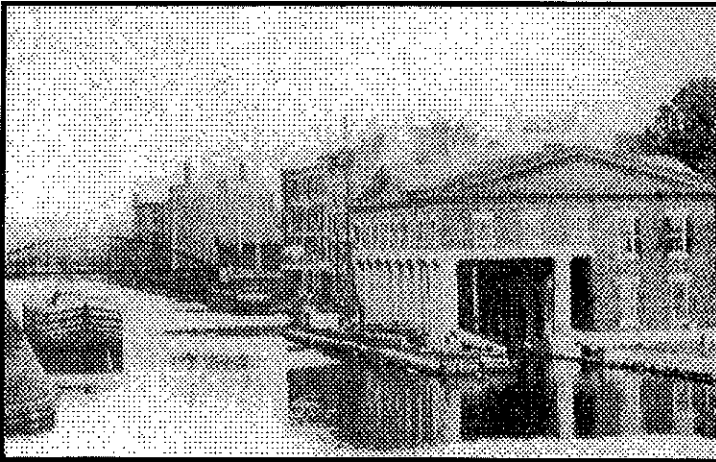
Jim Ellis, CSI treasurer from Fort Wayne, has asked CSI Headquarters to share a picture of the Dickens Canal Village that is displayed every year during the winter months. Everyone who sees it has a favorite building or part of the village. For some it's the rotating windmill, for others the park scene with people around the tree. They've seen many Christmas villages, but most villages don't feature a canal. This is Department 56's Abbington Canal village with additional buildings and accessories. Note the high bridge over the canal so that canal boats can pass beneath it.



A building that would not have been found on Indiana's canals is the weigh lock with its weigh master. In Hahn and Kemp's *Canal Terminology of the United States* a good definition and description of a weigh lock is given as follows:

"A lock fitted with scales on which the boat comes to rest when the lock gates are closed and the water emptied from the lock chamber. Ohio canal boats were required to be weighed empty and the tare weight recorded and registered." It also says: "At the beginning of navigation each spring, all empty boats were weighed and a record of this weight was kept at the scale house. Upon weighing a loaded boat, its tare or light-weight, was deducted to give the weight for which toll was charged. To prevent unscrupulous boatmen from filling the bilge of a boat with water before the spring weighing, the weigh master would insert a gauge rod through the pump well into the bilge to measure what water there was. If more than an inch of water existed, the boatman was required to pump out the bilge before the boat was weighed. (Yoder. 90)"

There is still a weigh lock in Syracuse, New York. It is a museum. Inside there are boards showing rates of toll per type of product shipped as well as many exhibits pertaining to the Erie Canal.



Top: This photo was taken of a display which says:

THE WEIGHLOCK BUILDING

The Weighlock Building was built in 1850 to weigh canal boats here at the junction of the Erie and Oswego Canals. From 1825 until 1923 Erie Boulevard was the Erie Canal.

The Weighlock Building was originally open, like a boat house. The channel in front of you guided the boat into the weighlock chamber. Lock gates at either end of the chamber were closed and water drained out through an underground tunnel. The boat settled onto a wooden cradle attached to a scale. Each boat had a registered empty weight, and the Weighmaster subtracted this from the total weight of the loaded boat. The result equaled the weight of the cargo, and a toll was calculated on that cargo.

The Syracuse Weighlock Building is the only structure of its kind in the world. Listed on the National Register of Historic Places, it became the home of the Erie Canal Museum in 1962. Today, it also serves as the Syracuse Heritage Area Visitor Center.

Bottom: The Weighlock Building today. P - Lynette Kross

Top: The canal boat passing beneath the bridge is a narrow boat. English canals are not as wide as US canals.

Bottom: Canal boat in lock chamber Photos by Bob Schmidt

WELCOME NEW MEMBERS

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

- Linda Bodine - Rossville, IN
- Tom Hallam - Knoxville, TN gift
- Kevin & Jean Howell - Delphi, IN gift
- Kevin & Kathleen Kologinsky - Delphi, IN gift
- David & Bernie Krieg - Ft. Wayne, IN
- Terry & Fran Lacy - Delphi, IN gift
- Sam Schwartz - Ft. Wayne, IN
- Carol & Beverly Seese - Delphi, IN gift
- Robin & Michele Simerman - Ossian, IN gift
- Mayor Randy Strasser - Delphi, IN gift



Welcome Aboard!