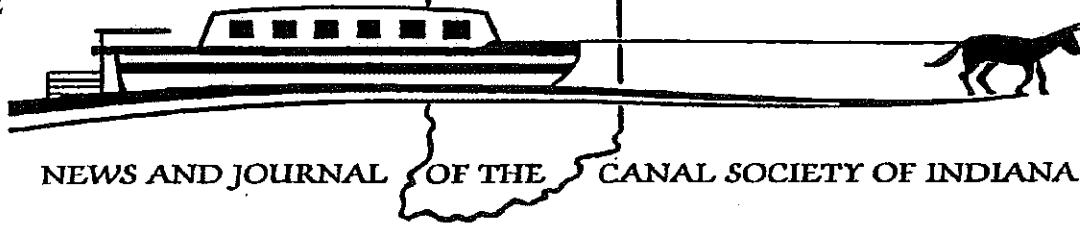


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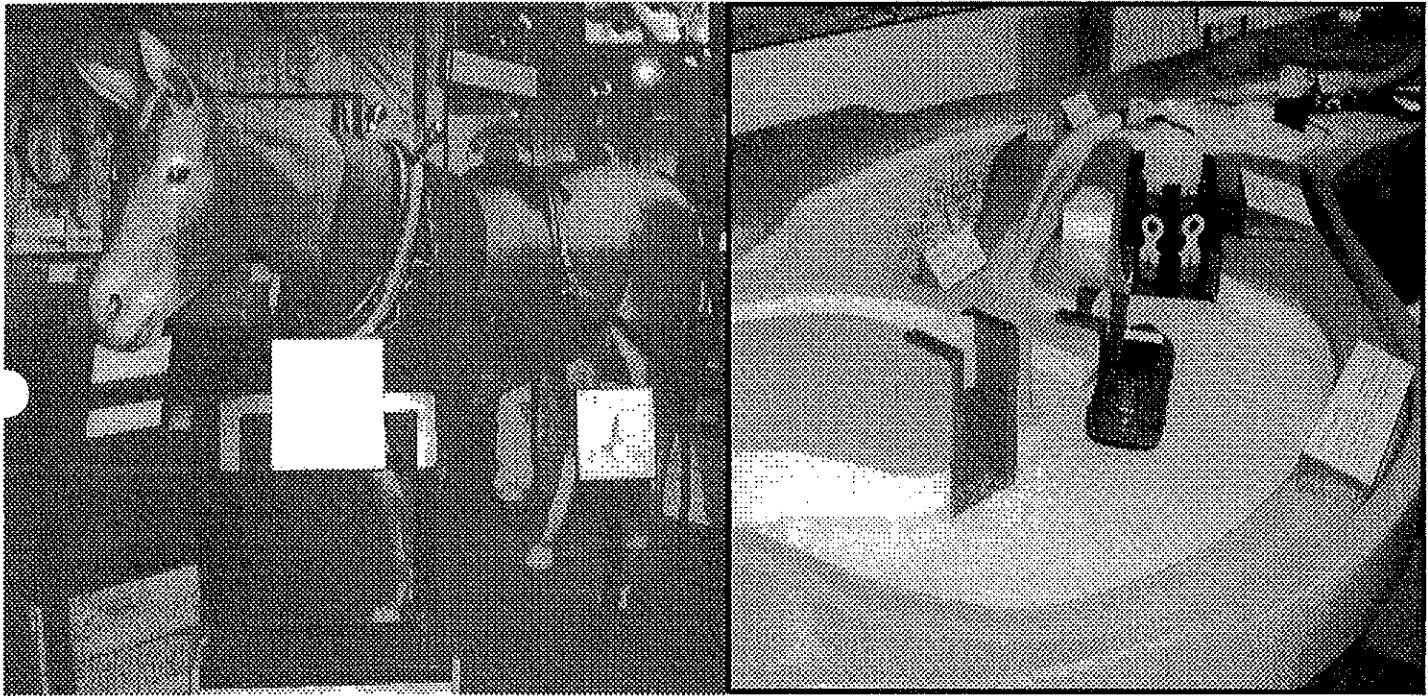


VOL. 11 NO. 3

P.O. BOX 10808 FORT WAYNE, IN 46854

MARCH 2012

# CANAL MUSEUMS MOVING



These two exhibits are but a few that will be moved from Three Rivers Landing in downtown Easton, Pennsylvania to Hugh Moore Park on the Lehigh Canal this year. A few years ago the National Canal Museum revamped their displays to make them more child friendly and interactive to go along with The Crayola Factory's interactive exhibits for children. Photos by Bob Schmidt 2006

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## TWO CANAL MUSEUMS MOVING

By Carolyn Schmidt

The National Canal Museum, located at Two Rivers Landing in Easton, Pennsylvania for the past 15 years, is having to relocate to the Emrick Technology Center in Easton's Hugh Moore Park. It was notified six months ago that The Crayola Factory, with which it has shared the building along with a McDonald's restaurant, has been losing money and wants to expand its operation in order to attract more people. McDonald's also will have to relocate.

The canal offices and exhibits will be moved as

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quickly as possible. It is hoped the museum will reopen at its new location by the end of April 2012. It is also hoped that being in the Hugh Moore Park, where canal boat rides are given on the Lehigh Canal, will increase the museum's annual attendance of approximately 60,000. Unfortunately this will probably not occur the first year with its opening several months later than usual. Another downside is that two of the five full-time employees will lose their jobs.

between the East and West. Surveys for various routes were made and France seriously worked to build a canal but abandoned it in the late 19th century due to the high cost in money and human lives.

It was U.S. president, Theodore Roosevelt, who took over and saw to it that the Panama Canal was completed. In his 1908 inspection for the workforce he said,

The Panama Canal Museum currently located in an office suite in Seminole, Florida has outgrown its facility and will be moving its collection to the University of Florida when its lease is up on July 1, 2012. The museum was set up to "document, interpret and articulate the role played by the United States in the history of Panama, with emphasis on the construction, operation, maintenance and defense of the Panama Canal and the contributions to its success by people of all nationalities." It preserves the history of the American Era of the Panama Canal (1904-1999) and is devoted to the "Zonians," those who worked on the Canal or those in the military who protected it.

"This is one of the great works of the world. It is greater work than you, at the moment realize...So you men here, in the future, each man of you, will have the right to feel, if he has done his duty and a little more than his duty right up to the handle in the work here on the Isthmus, that he has made his country his debtor, that he has done more than his full share in adding renown to the nation under whose flag this canal is being built."

The Panama Canal was opened to traffic on August 15, 1914. It was operated and defended by the U.S. until 1979 and then underwent a 20-year transition period while the U.S. prepared the Republic of Panama to take it over. The transfer occurred on December 31, 1999.

Why is the museum located in Seminole, Florida? We know the Panama Canal is "one of the Seven Wonders of the Modern World and the largest construction project in American history," according to one internet article. But that doesn't explain its being in Florida. This fact is that the Zonians prior to and after the Canal Zone was turned over to Panama in 1979 retired to the Tampa-St. Petersburg area.

The museum contains artifacts from the pre-Canal era of the Spanish and French; exhibits on the railroad that crossed the isthmus; photographs, commemorative plates and plaques; a Canal model; Teddy Roosevelt's spittoon; exotic insects collected in Panama; etc. It has a museum store, speakers bureau, and website.

Early explorers looked for a shorter route Don Haack, CSI Director, Ft. Wayne, IN

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# CANAWLERS AT REST

## PATRICK O'BRIEN

b. March 20, 1820  
d. February 1, 1904

By Carolyn I. Schmidt



PATRICK O'BRIEN

Huntington City Engineer & Ex-City Treasurer  
Combination Atlas map of Huntington County, Indiana 1879

Patrick O'Brien was born in Wexford County, Ireland on March 20, 1820 to William O'Brien (1785-1865) and Mary (Brady) O'Brien (1780-1872). His siblings shown on census records were Ellen O'Brien, Mary O'Brien and Dennis O'Brien (1834-1892).

Patrick emigrated to New York in 1849. There he found employment on public works, which might have been on the canal or railroad since he later worked on both. He then drifted westward and arrived in Huntington County, Indiana in the fall of 1850. On his application for citizenship he listed his arrival as 1850, perhaps he thought they meant his arrival in Huntington.

The Indianapolis & Peru Railway was under construction and in February 1851 he found employment working on it as superintendent of works and as a civil engineer. In the latter part of that year and in 1852 he superintended the construction of the Huntington Liberty Mills Plank Road. Then in 1852-53 he returned to working on the Indianapolis & Peru Railway until it was completed. In 1853-1857 he was employed in locating the Tiffin, Fort Wayne and Western Railroad and finally returned to Huntington in 1859.

In 1860 Patrick became the boss of repairs on the second division of the Wabash & Erie Canal and the 1860 census lists his occupation as Canal State Boat Captain. A canal state boat kept the canal free of debris and repaired leaks in its banks due to rodents, uprooted trees, freshets, etc. It also made minor repairs to canal structures such as locks and aqueducts. Since the canal was first owned by the state, it was the state's boat that kept it repaired. After 1847, when the canal was transferred to the bondholders, the repair boat still retained the name of state boat. Patrick served the canal

in this manner through 1865. In 1866 he was appointed Superintendent and Paymaster of the second division of the Wabash & Erie Canal serving in this capacity until 1874 when the canal was sold to private investors.

Over twenty years later a reporter from the *West Lebanon Gazette* interviewed Patrick about his days spent with the canal. The complete article with Patrick's observations follows:

*West Lebanon Gazette*  
March 18, 1896

### Wabash and Erie Canal

There is no more interesting monument of early days in the Wabash Valley than the bed and banks of the Old Wabash and Erie Canal. The towpath is still discernible at many points, and in the summer its shady banks, where the forests have not yet disappeared, and its decaying locks often make a pretty and picturesque piece of scenery. In the cities the site of the canal is frequently obliterated — in some places by imposing business structures, while in others the ditch has been filled up and comfortable homes cover the spot.

There are still living a few citizens who recall the balmy days of the old ditch — remember the big packet passenger boats, the freight boats unloading and receiving freight at the warehouses, and it has never ceased to be a wonder to them that the canal was abandoned.

The history of this great thoroughfare is interest-

ing. In 1827 the United States granted to the State of Indiana every alternate section of land five miles in width along the proposed canal, the conditions being that "said canal, when completed, shall be and forever remain a public highway for the use of the government of the United States, free from toll or other charges whatever, for any property of the United States or persons in their service, and that said canal shall be begun within five years and completed within twenty years." Subsequently, by acts of the state legislature in 1830 and 1832, the canal lands were offered for sale by canal commissioners appointed for that purpose. The prices ranged from \$1.50 to \$3.50 per acre, and the inducements were such as to bring a large influx of population all along the line, and the large amount of money expended by the state in construction of waterways, feeding dams, canal locks, etc., resulted in the rapid building up of several thriving villages. The formal work of breaking ground for the canal occurred near Ft. Wayne in March 1832 [February 22, 1832], just within the time limited in the land grant by congress. July 3, 1835, the water of the St. Joseph River reached Huntington in the canal, and the same day the canal boat *Indiana* in command of Captain Fairfield, arrived from Ft. Wayne, landing east of the city. The boat brought with it an enthusiastic crowd of gentlemen from Ft. Wayne, who were greeted by an equally enthusiastic party of Huntington citizens. The arrival of the boat was celebrated by the booming of a small cannon procured for the occasion and local traditions affirm that both guests and hosts united in making a night of it.

Although the work of construction was begun in 1832, the canal was not completed through the [Huntington] county until 1836. It was finished to Lafayette in 1841, to Terre Haute in 1849, and to Evansville in 1852. Its length was 375 miles in Indiana and 84 miles in Ohio, the total length being 459 miles [468 miles]. The receipts from tolls for several years were something over an average of \$100,000 annually, and the expenditures annually about \$35,000. Its management was a board of directors, but how selected we are not advised. But with the completion of the Wabash Railroad its prosperity began to wane, and it received its finis when other crossroads were built, and after a few

years of unprofitable operation in the early seventies was, in 1874, finally and permanently abandoned, tolls being no longer sufficient to keep up repairs. The bed of the canal was sold at auction to pay the debts of the canal. The purchasers were speculators, and there has been more or less litigation as to their title, but they have at last succeeded in establishing their claim in the courts. In the cities this land has become valuable, but in the country of no particular advantage. It has always been believed that the purpose of the speculators making the purchase was to convert the bed of the canal into a railroad, and the fact that the Vanderbilts are interested in the deal has seemed to confirm the supposition, but up to the present time nothing has resulted. Patrick O'Brien, a pioneer resident of Huntington, was closely connected with the management of the canal the last fourteen years of its operation. Speaking to a reporter on the subject, he said:

"Yes, I was connected with the canal management as superintendent and paymaster of the second division from 1860 to its abandonment in 1874. Colonel Colton, of Lafayette, was the general manager. A. P. Edgerton, of Ft. Wayne, J. U. Puett, of Wabash, and Herman Sterne, of Peru, were among the members of the board of directors. The duties of my position were largely to see to repairs, and it was expected that I would answer all calls in person, day or night. It was expected that all repairs be made before navigation set in in April, and a break in the bank was a great calamity to the boatmen. These boatmen were a rough class, but good hearted, and I do not recall ever having had any trouble with them. In the latter years of the canal, the locks gave me much trouble, as many of them needed to be rebuilt rather than to receive temporary repairs.

As a last effort to maintain the canal, the legislature passed an act by which the counties in which it was located were required to appropriate \$5,000 each for its maintenance. The money was subject to call upon the presentation of bills for work done in the county making the donation, and in such amounts as the superintendent presented bills. None of the counties on my division were called upon for the full appropriation. The canal was too near dead for resurrection even with that

**PARENTS & SIBLINGS OF PATRICK O'BRIEN**

<u>NAME</u>	<u>BORN</u>	<u>PLACE</u>	<u>EMIGRATED</u>	<u>DIED</u>	<u>PLACE</u>	<u>BURIAL</u>
William O'Brien	@1785	Ireland	1852*	Spring 1865	Huntington, IN	
Mary Brady	@1780	Ireland	1852*	@1872	Huntington, IN	
<b>Patrick O'Brien</b>	<b>3-20, 1820</b>	Ireland	1849-50	2-1-1904	Huntington, IN	Mt. Calvary Cemetery
Ellen O'Brien		Ireland	1852*			
Dennis O'Brien	3-25-1834	Ireland	1852*	3-20-1892	Ft. Wayne, IN	Catholic Cemetery B405
Mary O'Brien		Ireland	1852*			

\*(Another source says they emigrated in 1854)

aid.

The level between Lagro and Wabash was kept filled with water several years after the canal was abandoned, for the purpose of supplying that city with water power. At that time I had three boats in my charge — the state repair boat, dredge boat and tender boat. These remained in the level named until they rotted down. The machinery was reclaimed by the Buffalo firm who sold it to the canal, and was probably all they got for their debt. The money invested in boats, horses, mules, etc., by boatmen, was largely lost. Some of the boats were taken to the Ohio Canal, where they sold for a song; some rotted down at wharves where they were tied up in the hope that the canal would be reopened. Many of the boatmen were ruined. Having been on the canal for years, they were apparently unfit for anything else. When I was city treasurer, years after, I saw one of the old captains with a gang of tramps who sought shelter in the city caboose. At first he refused to recognize me, but finally did so. He had been comfortably fixed at one time, but little by little lost all he had. I offered to help him, but he wouldn't even let me buy him a railroad ticket to Peru, where he had relatives. The old canal was a good thing in its day, but there was no reason why it should be longer maintained. The day had gone by when freight was held over until navigation opened. When spring came around there was little stuff left by the railroads for shipment. The railroads could and did reduce their freight rates during the summer months so that boating was unprofitable. It was to their interest to ruin the canal and they succeeded. It was even hinted and many of the boatmen believed it, that certain canal officials were in the pay of the railroad companies, and that there was a conspiracy to play into the railroad's hands, but if there was any proof of it, I never knew it."

As the Wabash & Erie Canal was waning in the fall of 1873 Patrick was elected as a councilman for the 1st ward in Huntington, Indiana. The following spring of 1874 he was elected Huntington's treasurer without opposition and in 1876 was re-elected again without opposition.

In the spring of 1874 he was appointed Huntington's Civil Engineer. According to a Huntington County history published in 1887 he was still serving "with great credit to himself" in this capacity.

In 1877 the county commissioners appointed him to locate and prepare plans to construct free gravel roads. They were built between 1877-1879.

Serving the public was not always easy for Patrick because of his position as treasurer for the city and as city engineer. He was named in several legal suits.

The content of the lawsuits are not so important, but the cases do document Patrick's public service and how it was very trying at times.

In 1879 a suit was brought before the circuit court of Huntington county by George W. Stulz, Patrick O'Brien, William A. Berry, Henry W. Rosebrough, George Gray, Cyrus E. Bryant, William J. Campbell and Theodore Shaffer seeking

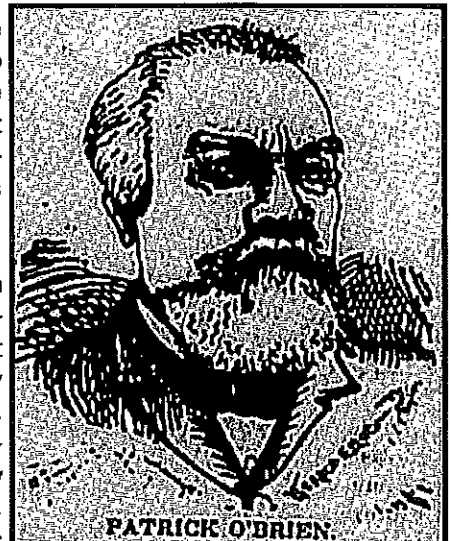
reversal of an earlier trial in which they had been found guilty of usurping the State of Indiana and causing great damage to the State and its citizens by apportioning land into wards, assessing and collecting taxes, seizing and selling property, real and personal, borrowing and issuing bonds having exclusive power of streets, highways and bridges and requiring them to be improved, repaired, opened, changed and widened, etc. etc. This was one year after Huntington had been incorporated as a town. The case, was reversed in their favor.

In 1883 a law suit against the city of Huntington and Patrick O'Brien, its civil engineer, was filed for their improvement of a public street by extending the improvement to include a strip of the appellant's land. This suit was ruled in favor of the city and Patrick.

Probably the most troublesome case concerned mortgaged lands. It ended up in three different trials. The first trial ruled against John Mishler, Patrick O'Brien and William Ewing. In the second case, they sought to have it reversed. On December 29, 1885 the Supreme Court of Indiana reversed the judgments, with costs; one-third to be taxed against named members of the Mishler family, one-third against Patrick O'Brien; and the remaining one-third against William Ewing. Then it raised its ugly head again in 1893 in a case of O'Brien versus Moffitt. It concluded with Patrick O'Brien, William Ewing and John Mishler each being owed \$1,285.11 by Patrick Moffitt and Thomas Roche.

We do not know when Patrick retired from public service. His interview with the *West Lebanon Gazette* was in 1896 at age seventy-six.

Patrick O'Brien passed away at his home on North Poplar Street in Huntington, Indiana on February



From *Huntington Evening Herald*  
February 1, 1904

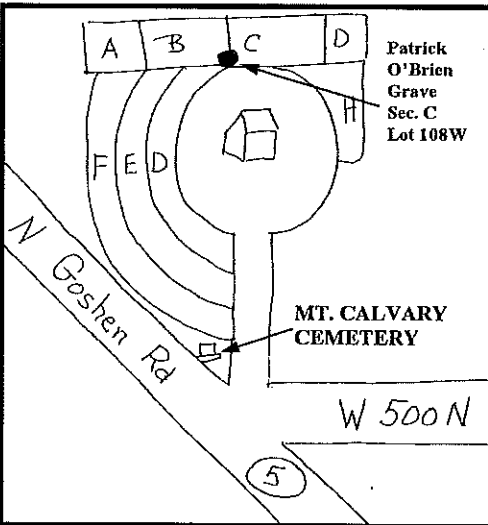


1, 1904 at 2:45 p.m. He was almost eighty-four years old. His death occurred following a critical illness that lasted several days and was due to "infirmities of age." Rev. Quinlan had administered the last holy sacraments earlier that day.

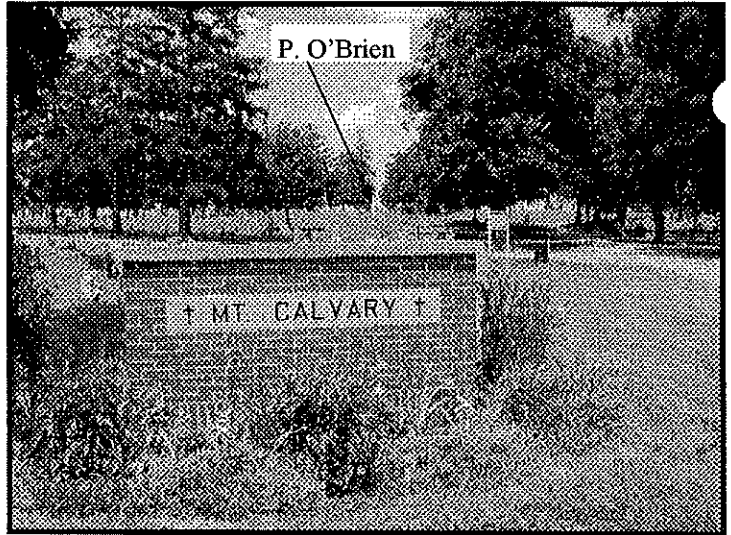
Patrick was a man of importance and held the respect of his community. Following his death, his obituary and reports of his funeral appeared in the following three Huntington newspapers: *Daily News Democrat* 2-1-1904, *Huntington Evening Herald* 2-2-1904 and 2-5-1904, and *Hunting Herald* 2-5-1901. Through these we learn that his funeral was conducted on Thursday February 4, 1904 at 10 o'clock in St. Mary's Catholic Church with a solemn requiem high mass. Rev. Father Quinlan being the celebrant, assisted by Rev. Father Zircher of St. Peter and Paul's Catholic church of Huntington, Father Mongovan of Fort Wayne and Father Quinn of Lagro. One paper said Rev. Quinlan's discourse was one that "may be considered the ablest and most impressive of any he has yet delivered....The scripture quoted afforded opportunity for valuable counsel and admonition to the living, the speaker succeeding in drawing from it may lessons, ending in an eloquent tribute to the memory of the dead."

Patrick's obituaries describe him as a "popular and capable gentleman" in his duties and that he was "noted for his conscientious fidelity." He was an "ardent believer in the Catholic faith and always true to his church" and "a self-made man of more than ordinary mental capacity." Another obituary said that Patrick had "started poor, but, by industry and honest dealing with his fellowman, had accumulated much of the world's goods."

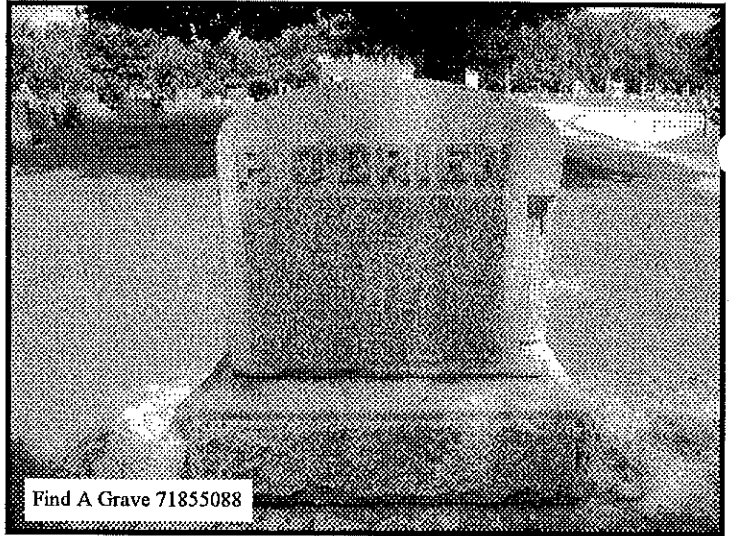
Pall bearers were Henry Pfeifer, Daniel Brodrick, Patrick McCarty, Patrick Gorman, Ed Skilly, John Kindler, Henry Ufhell and Joseph Ufhell. Burial was in Section C Lot 108E in Mt. Calvary Cemetery on the north-side of Huntington, Indiana.



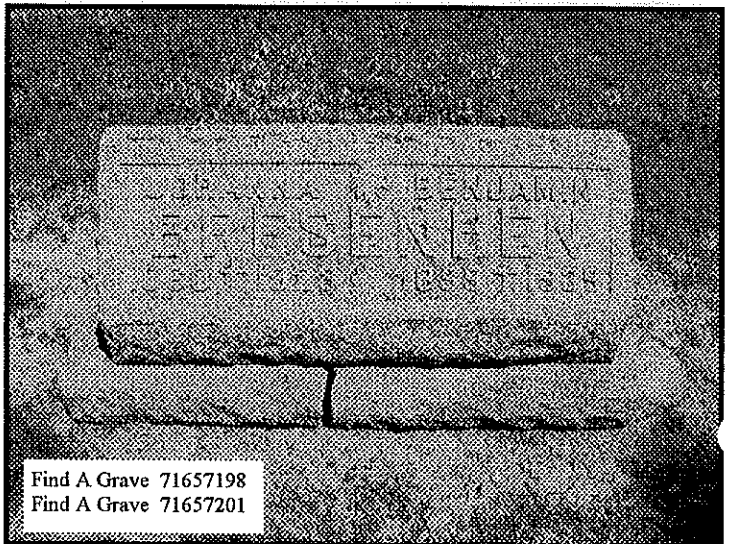
Patrick was unmarried. He was survived by his sister, Mary O'Brien, and his niece, Mrs. Benjamin Bresenhen. His grave is beside that of his niece, Johanna Bresenhen.



Patrick O'Brien is buried in Mt. Calvary Cemetery. His grave marker has been replaced with a new stone that sits to the left of his niece's and her husband's stone. Photos by Bob Schmidt  
P. O'Brien 1820—1904  
Johanna Bresenhen Benjamin Bresenhen  
1860 1923 1855 1935



Find A Grave 71855088



Find A Grave 71657198  
Find A Grave 71657201

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Anne Bodine, CSI member from Covington, Indiana for sending the article that appeared in the *West Lebanon Gazette*  
 Joan Keefer, head librarian in the Indiana Room of the Huntington City/Township Public Library for her help finding obituary and funeral articles on microfilm.  
 Sharon Roberts for finding the quotation from Patrick O'Brien in the *West Lebanon Gazette* that prompted this "Canawlers At Rest" article.

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**Thank You!**

**FROM TIMES PAST**

*Fort Wayne Times and Press*

November 21, 1846

**ST. MARY'S FEEDER** — In our paper of 22d August last, we referred to the necessity then apparent to all of an additional supply of water on this summit, to meet the demands of an increasing navigation. We then spoke of the superiority of this feeder in every respect over the Aboite Reservoir, which had been proposed at an early period, provided the increase of water in the St. Mary's river could be relied upon as permanent. This question is put at rest, by a letter from T. G. Bates, Esq., of St. Mary's to a gentleman of this place. Mr. Bates was for many years the Acting Commissioner on that portion of the Miami Canal, and is of course thoroughly acquainted with the subject. We are permitted to make the following extracts from his letter.

"The increase of water in the St. Mary's river will undoubtedly be permanent, because it occurs from leaking through aqueducts and from waste weirs.

Any desired increase may be obtained at very little expense by raising the surface of the Reservoir — and undoubtedly the Legislature of this State would be willing to make such arrangement.

The original plan of our Reservoir contemplated an area (the plan of 1837) of seventeen thousand acres. And a depth of about eight feet higher than the present level. Experience has proved however that the present quantity of water is amply sufficient to supply the canal, although it has never been raised more than five feet above the level of the Feeder — last year the draft upon it only diminished it about two feet. The present area is not more than ten or twelve thousand acres, but as the State owns the whole area, and as the banks are completed upon the original plan, the quantity of water may be increased at pleasure, and at trifling cost. Two feet of additional water, I think, would give you a permanent supply of 5000 cubic feet per minute in the St. Mary's and I do not think it would cost more than five thousand dollars to effect your object. Observe that this is a very careless estimate.

The length of canal which leaks into the St. Mary's may be set down as twenty miles — there are two aqueducts, some culverts and several waste weirs.

The East Bank of the Reservoir is something over two miles in length, and there is no leakage except through the lock and bulkhead. There are no mills which discharge into the river.

Your supposition with regard to the cause of the increase of the water in the St. Mary's is undoubtedly proper and just and accords with the views of those who own mills upon the river below here, and with my own observation, I have no shadow of doubt but the supply will be permanent. But the suggestion I made

above if carried out, will make it perfectly sure.

Your other questions I have anticipated as above, but I will state as my opinion, that the Legislature will cordially pass an act by which your State may avail itself of from one to five thousand cubic feet of water per minute in perpetuity — provided your State pays the expenses.

I have delayed sending the above this long in order to consult other Engineers and persons acquainted with the capacity of our Reservoir, as well as to ascertain the effects of the draught upon it during the present season. The result is more favorable than that of last year — and the opinions I have advanced meet the approbation of all with whom I have consulted."

Yours, respectfully, T. G. BATES.

*Fort Wayne Times and Press*

January 9, 1847

Mr. Fisher, Superintendent of the Wabash and Erie Canal, in answer to an enquiry of the Senate, whether there is a sufficiency of water in the canal at Americus to justify the State in leasing a portion of that point, after giving his reasons at length, concludes his report by saying, "I am clearly of opinion that it would not be proper to lease any water power at Americus at this time."

*Fort Wayne Times and Press*

January 9, 1847

**High Water.** — During the past week the water has been higher than it was ever known to be before. In 1828 it was higher than it had been for fifty years before, or since, until the present freshet; but on Monday and Tuesday last it was from one to two feet higher than it was in that year. The damage has been immense. The whole low part of the country in the vicinity of the St. Mary's has been submerged. Places that heretofore been considered entirely out of the reach of the flood, have been inundated, and cattle, hogs, fences, hay and wheat stacks, corn and every thing that came in its range swept away or destroyed. Numerous families have been driven from their houses and compelled to seek refuge in flight, some of them barely escaping with their lives. We have heard of several cases of great destitution and suffering. The bridge at Edsall & Smith's mill was carried away, and it was only by the most unwearyed exertions of our citizens that the other bridges have been saved, the water is now falling rapidly, and in another day or two will be again within its banks; but the scene where its ravages have extended, will be one of desolation and ruin. But bad as it is, we have not heard of the loss of a single human life. There is some consolation in that.

The old aqueduct across the St. Marys was at one time considered 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. The new aqueduct, we believe, stood the flood without danger.

Much credit is due to Mr. Jesse Coles, the agent in charge of the three bridges nearest the city for his sleepless vigilance in protecting them. Day and night he was on the alert, with all the force he could muster, keeping them clear of drift. He left his own house surrounded by water as it was, and at times in much danger, to attend to the duties that had been assigned him by the County Board.

To add to the horrors of the scene, on Thursday last the weather suddenly changed from moderate to intensely cold, and Thursday night was about as cold a night as was ever experienced in this latitude. Altogether, it was a season long to be remembered in this region of country. If a like calamity has befallen the rest of the State, as it no doubt has, especially in the vicinity of streams, it will take a long time to recover from its effects.

*Fort Wayne Times and Press*  
January 9, 1847

HOUSE OF REPRESENTATIVES. *Sketch of the debate on the bill for the relief of the purchasers of the Wabash and Erie Canal Lands.*

The 10th section of the bill provided for the postponement of the intermediate payments of the principal for five years. A motion being made to strike this section out of the bill,

Mr. CASSATT said: He hoped the motion would not prevail as the 10th section would prevent great injustice being done in many of his constituents. To enable the House to see this he would briefly refer to the conditions on which the land had been sold.

The lands disposed of in 1830 and 1832 were sold for one fourth down, the remainder to be paid in seventeen and fifteen years; those in 1840 for one fourth down, one fourth at the expiration of one year, and the remainder in ten years; and those in 1844, were sold on payments of one fourth annually till paid.

Now by the 25th section of the act commonly called the State Debt Bill, the final payment on all these lands is postponed for five years; in the second one-half, whilst in the third this extension of the time of payment is given on one-fourth only of the purchase money. The tenth section of this bill now before us removes this inequality, for it postpones all payment of the principal for five years. But if the motion now prevails, and this section is stricken out, the bill will postpone the intermediate payments no longer than the first of October next. Is this "relief" And under the circumstances is it justice? Many of these purchasers are recent settlers; they have opened small farms of ten, fifteen and twenty acres cleared, and are now but beginning to receive an income on their past labors. The last summer and fall have been unusually sickly, and many have been forced to expend the small earning they had so carefully laid by for the

payments now due. To ask payment either now or by the first of next October is demanding an impossibility. The attempt to exact it would be oppression, and that, too, upon a class of citizens meritorious for their industry and economy. By suffering privations they were enabled to make the first payments; and now when a more cheering prospect is opening before them will you bring consternation and dismay to their humble homes, by longer inviting "land sharks" to deprive them without compensation, of these homes? Give them the time proposed by the tenth section and they will pay.

Much has been said about the incessant begging for relief by those purchasers of the canal lands. But can any member on this floor point to the time when they were here asking for a postponement of any of their payments? It cannot be done. It is there has annually been laws passed securing to the settler, pay for his improvements, but none to postpone the payment of money.

Let all come to the rescue! Let there be none found like the dog in the manger to refuse relief because his constituents are not directly interested in this bill. Let not a permanent relief be now denied, for in a short time the control of these lands may pass from this House to the bondholders.

Mr. DOLE replied to Mr. Cassatt: He remarked that we ought not to grant a benefit to one at the expense of another. It will be recollected that in anticipation of the payments of these lands, scrip had been issued which had already depreciated because these payments had not been regularly made. If the tenth section was not stricken out and all the payments so long deferred, the effect on the value of the scrip could easily be foreseen. Its depreciation would be great, and the loss to its holders great. Are we justifiable in taking a step attended by such consequences. In issuing this scrip did not the state virtually pledge the money arising from the sales of the canal lands to its redemption? And can we now defer the payment of this money without a sacrifice of that pledge?

These lands were donated for the making of the canal, and an arrangement for its completion has been offered by the State. It will be accepted with some modifications, and how, consistently with good faith, can we make a different disposition of the payments due on these lands; than that contemplated in the arrangement? The prosecution of the canal is dependent on these payments and if we defer them are we not, in effect, diverting the lands to other purposes than that for which we received them? Still he was disposed to grant the relief asked for in the bill, but the tenth section is not for relief but for extending a favor which involved the rights of others and the plighted faith of the State.

Mr. WALKER said: The bill before the House was of a two-fold character; it asked relief which he was ready to grant; and an extension of the time when the intermediate payments should become due to which he

could not consent. There was no necessary connection between them, and he thought that as the latter was calculated to affect the settlement of our State debt, it belonged more to the state debt bill than to the one now before the House. The language of the tenth section shows it to be a mere declaration on our part, of the meaning of a certain word used in the state debt bill of last winter; now he asked gentlemen whether such declaration ought not to be part of the amendments which it is expected will be made to the bill? Why retain this section, unless it be to retain a local advantage, which may conflict with the settlement of our state debt — a matter so general and weighty that not only the whole State now, but for ages to come, will either bless or curse our legislation this session upon it.

He said he should never deny relief to any portion of the people of the State whether his constituents were interested or not, and now most willingly would he vote for the relief part of the bill. If the tenth section is not retained in it the relief is ample — it prevents the sales now advertised from taking place. Let us therefore pass the bill for relief, and in the state debt bill determine what shall be done with those grants of lands donated for the completion of the canal.

A large portion of the recent grant of lands by Congress lies in the counties he had the honor to represent, and the future settlers of them may one day desire an extension of the time of payment, with as much earnestness and need as the extension now asked for by the settlers on the northern grants. His sympathies, therefore, were with them, and he was ready in the state debt bill amendments, to make such provision for them as was consistent with the interests of the State and the faith now given to our bondholders. But by no unjust accusations of selfishness could he be induced to jeopardize the state debt arrangement his constituents are not to be allowed any credit for the canal lands they may purchase. Suppose he was now to insist upon an amendment to this bill extending to them a similar credit that has been given to the purchasers on the northern grants and that asked for by the tenth section. This would be no more than the "equal and exact justice" so much referred to by the gentlemen from Kosciusko and Wabash. But what would be its effect? Why, to put an end to all hope of an arrangement of our state debt. It would be diverting the appropriation of the land to other purposes than contemplated by the grant. And yet we are accused of selfish locality in asking that this tenth section may be stricken out, and the favors desired in it be made a matter of consideration in the expected amendments to the state debt bill. Was such a request unreasonable? Or was it selfish?

*Fort Wayne Times and Press*  
October 28, 1847

*Canal Trustee.* It will devolve upon the Legislature, at its ensuing session, to elect a Trustee of the

Wabash and Erie Canal, in the place of Mr. Palmer, who holds his appointment from the Governor. Mr. Butler is the non-resident Trustee, and Mr. Blake, the resident Trustee on the part of the Bondholders, resides at Terre Haute. This being the case, it seems just and proper that the other Trustee, who is to be elected by the Legislature, should be located on the eastern portion of the Canal; and we know of no one whose election would give more satisfaction to the people of the State generally, or who would discharge the arduous and responsible duties of the station with more ability and fidelity, than our respected fellow citizen, Samuel Hanna. Judge Hanna has been long and largely identified with the interests of the State, and is entirely familiar with all its policy; particularly with its canal policy, from its inception to the present time. He has served several years in the Legislature, and been employed in other public capacities, in all of which he has acquitted himself to the entire satisfaction of his constituents. — We believe, moreover, that the idea of this Wabash and Erie Canal originated with him, and he was its earliest and most efficient champion. In the very commencement of its construction he was one of the Commissioners, and much of the laborious duties of that responsible place devolved upon him — ; how they were discharged, the success of the project is the best evidence.

Upon the whole, as no better selection could be made, we hope to see him elected Trustee.

*Fort Wayne Times and Press*  
November 11, 1847

**Heavy Rain.** On Sunday night last this place was visited by a most severe rain, accompanied by vivid flashes of lightning and tremendous peals of thunder. The approach of the storm was sudden and quite unexpected. At half past nine in the evening, the sky was clear and the atmosphere serene; and at one in the morning the cellars and cellar-kitchens of those citizens living in low places along Tan Yard Run, were filling with water. The culvert under the canal, and those under Main and Berry streets were totally inadequate to discharge the immense rush of water, and each operated partially as a dam, flooding the lots above it. We have never seen the water in the run so high before in eleven years. It soon ran off, however, leaving the citizens to clear out their basements at their leisure.

~CSI 30th Anniversary Celebration & Tour~  
April 13-15, 2012

Whitewater Canal: Connersville to Yellow Bank  
Via Coaches & Whitewater Valley Railroad

**Friday:** Canal book sale, Picnic, Tour Gateway Park, Slide presentation, Annual meeting, tour Metamora on own

**Saturday:** Whitewater Canal House, Structures along Canal, Laurel fried chicken lunch, Trail to Yellow Bank, Banquet at Sherman House, Teddy Roosevelt on the Panama Canal, and Tour guide book

**Sunday:** Canal structures, WVRR yard, Roots Factory canal artifacts  
\$95 per member / \$105 per non-member

**MORE TO DO — IN PERU**

By Bob Schmidt

Mention Peru to friends and ask "Have you been there?" Their first reaction will be "South America?" No, you say "Indiana." Oh yes, they have heard of the Peru Circus but probably haven't been there. Here is your chance to say "There is more to do in Peru." If your friends have any interest in history there is quite a story to tell.

Established in 1834 along the route of the Wabash & Erie Canal, the town was named for the South American country. The town of Miamisport in the western portion of the town was established by Joseph Holman in 1829, but William Hood offered land for those who would settle in his town Peru next door and eventually it all became Peru. Located just west of the junction of the Mississinewa and Wabash rivers the town suffered greatly in the 1913 flood.

History abounds in Miami County. You may tell your friends about Francis Slocum, a young white girl captured by Indians and later found in her old age southwest of Peru. The Miami Indians who did not own titled land were rounded up by federal troops in October 1846 and put on canal boats to be taken to the west via Cincinnati, Ohio. Just south of Peru is one of the government homes built for Chief Richardville and just a little further south is the famed Seven Pillars rock formation along the Mississinewa, a sacred Miami site.

Peru was once the winter headquarters for the Hagenbeck-Wallace Circus (1921-29) and six other circuses that stayed there. At Valley Farms on IN 124 you can still visit some of the old buildings and learn about the circus life and circus animals. Ringling Brothers acquired the headquarters in 1929 and then moved the winter quarters to Sarasota, Florida. The Terrell Jacobs Circus moved out of Peru in 1944. (Hoosier Packet March 2009).

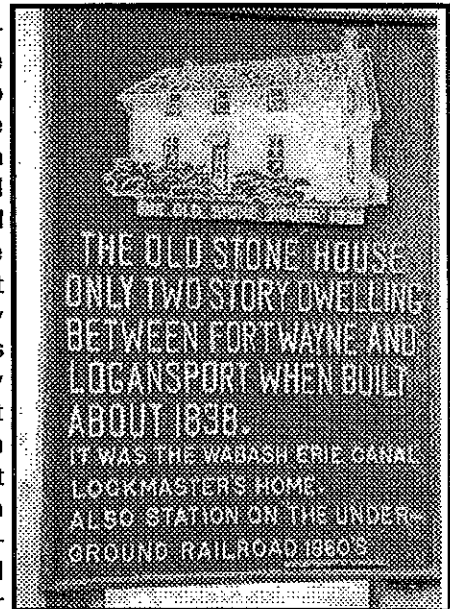
Today the circus has been reestablished by local citizens and has the Circus City Center & Museum. Each year for a week in July, young people, who must live in Miami County, perform in a wonderful circus that everyone should see. In 2012 the performances will be July 14-21. For details visit [perucircus.com](http://perucircus.com).

Your friends should by now be intrigued by what you are telling them. They may want to start their visit by stopping by the Miami County Historical Museum on 51 N Broadway. Step in the door and there is Cole Porter's 1955 Fleetwood Cadillac. Explore the museum and learn about local Miami county history. They can also visit Cole Porters birth place at 3<sup>rd</sup> and Huntington Street.

For those interested in canals there is still much "more to do in Peru." Drive out west of Peru on Old Stone road and to the right they will see an old stone house. It was built about 1837 by Henry & Mary Zern. It was the only 2-story stone structure at the time from Logansport to Fort Wayne. The Wabash & Erie Canal ran between the road and the Wabash River and canal passengers could pause to ad-

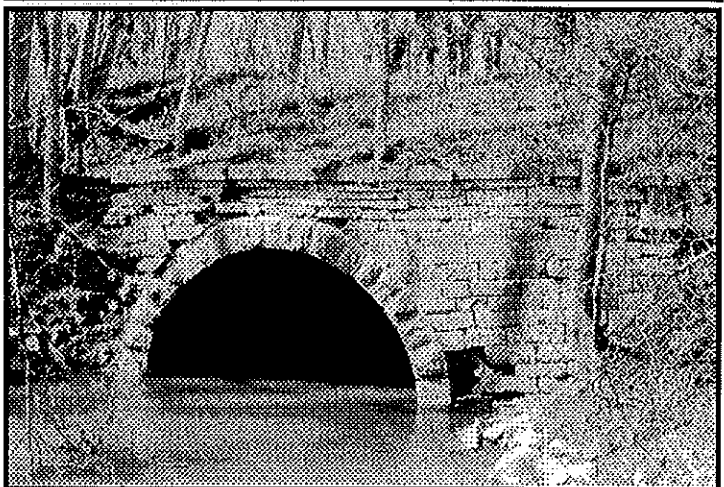
mire the structure. Samuel Zern, one of the Zern's 12 children, became a canal boatmen. A marker about the "Old Stone House" was later placed in front of it. The stone house passed through several families and in November 1990 became rental property. A fire occurred there that gutted the place. It was scheduled for demolition. Just hours before the wrecking ball, Old Town Peru, a historical restoration group, purchased the property for \$5,000. Restoration began with loans from Indiana Landmarks and a \$500 grant from the Canal Society of Indiana. CSI's funds were used to replace the floor on the second floor. The property was later sold to a nearby church, which added on to it.

As you proceed further west on Old Stone Road toward Logansport at the right curve in the road look straight ahead and you might see Prairie Creek stone



Old stone house marker P-Lynette Kross

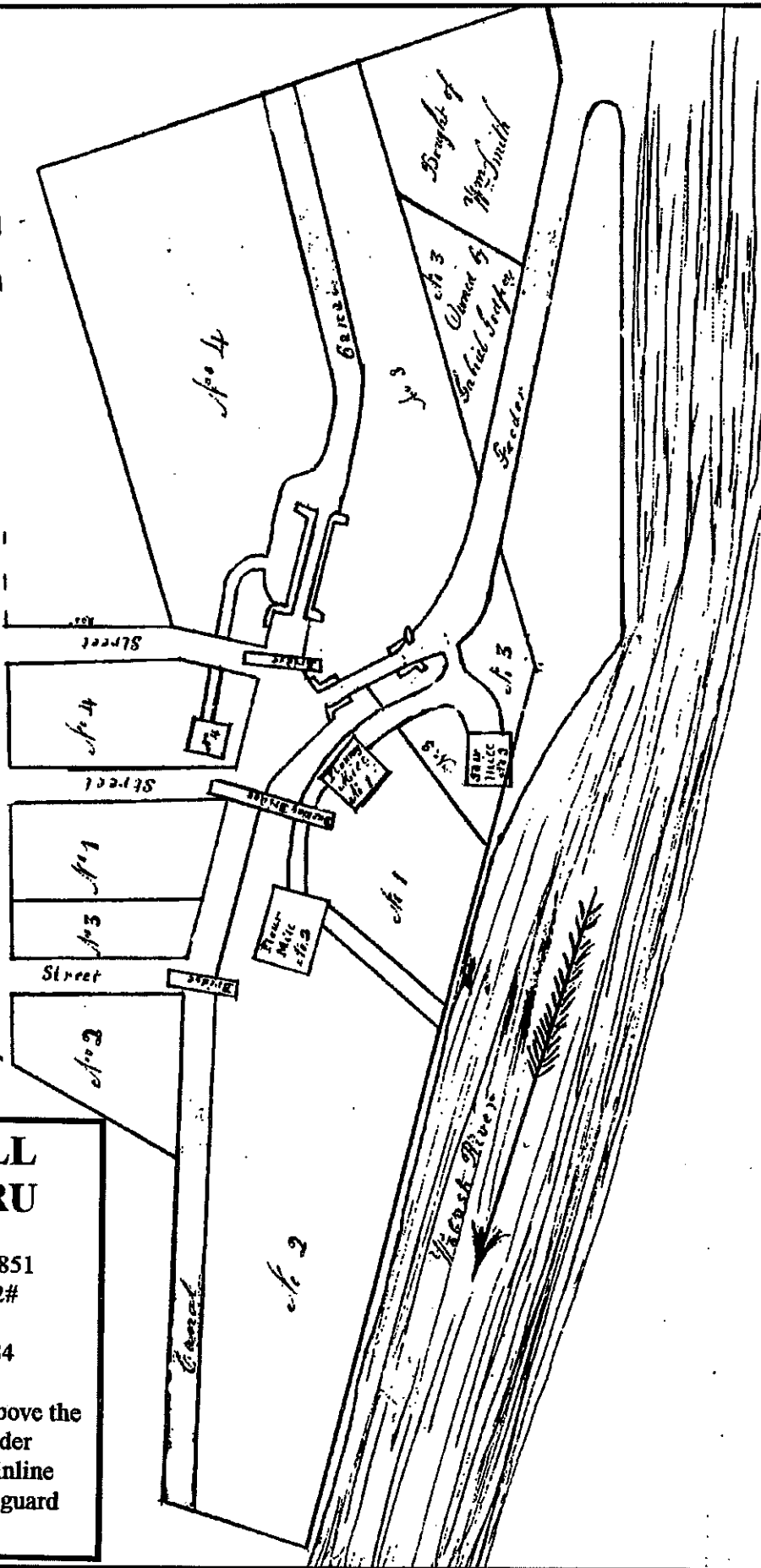
Wabash & Erie Canal culvert #73 carried the canal across Prairie Creek near Peru, Indiana. Photo by Brian Migliore



*Plat of Mill Lots at Peru*

*of  
East Bank of River*

*Canal Street Peru: 80 ft wide*

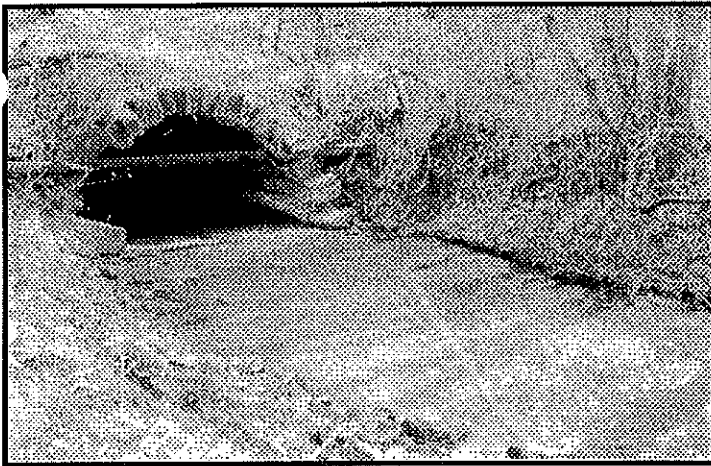


**PLAT OF MILL LOTS AT PERU**

Recorded February 28, 1851  
at 2 o'Clock P.M. For 2#

Refer to Vol D Page 584

This was the plat of the land above the north side of Dam #3. The feeder canal fed water to both the mainline canal and to 4 mills. Note the guard lock and lock #20.



The opposite side of Prairie Creek culvert has a pipe line through it and is missing its facing stones. The timbers on which it stands are clearly seen in the creek bed. Photo by Lynette Kross

arch culvert or if you follow the road a little farther pause at the bridge over the creek and look south and you should be able to see the culvert. This culvert once carried the canal prism over the creek. Canal boats went over the culvert like cars cross culverts today. It has a 15 foot chord. Ask property owners if you might visit the location for a better look. The telegraph line also crossed the creek at this location.

Return to downtown Peru. On your left at South Broadway just before crossing the Wabash River is a building called a Toll House that is being restored. This is not a canal toll house but rather a toll house for the old bridge that crossed the Wabash. It is a square brick structure built in the late 1830's. An old time picture of the building is located in the historical museum. The Wabash & Erie Canal ran between this toll house and the river.

Perhaps the most interesting canal site is located just a few hundred yards from the Wayne St bridge. Find a location to park and walk out on the bridge. Using the diagram on the previous page orient your map north & south and try to visualize the canal layout.

As you stand on the bridge looking east, about 400 yards in front of you are remains of Dam # 3, a 400 ft long 11 feet high dam that stretched across the Wabash River. This dam pooled water behind it all the way back to the Mississinewa River. To the left a canal feeder allowed water from this pool to be diverted into the main channel, which was near the road to your left. The water flowing into the canal was regulated by a guard lock. This allowed water to be fed into the canal just below Lock 20, which was on the main canal. Lock 20, the Buttermilk lock, had a 6 ft lift. That means the canal water east of the lock was 6 feet higher than the water entering from the Wabash just below Lock 20.

Note from the diagram that before the Wabash water entered the guard lock some of it was diverted to grist and planning mills located on the left bank of the Wabash. Once used by the mill, the water was then put back in the Wabash River through a tailrace below the dam. Water not used by the mills was regulated by the guard lock to feed the Wabash & Erie Canal. The original plan for the site assumed that the Central Canal would reach Peru on the west side of the Mississinewa River. Another guard lock would be placed into the pool created by Dam #3. The canal boats heading north would leave the Central Canal through the guard lock, enter the slackwater pool, be poled to the Peru feeder intake, lock through the guard lock, then lock through Lock 20 into the Wabash & Erie Canal to proceed to the east. However, only portions of the Central Canal were built and it never reached this point.

To completely visualize this strategic canal site and understand what happened here, your friends will need this diagram. Now turn to the right bank above the dam. It is at that point where the Miami Indians were gathered in October of 1846. Remember there was no Wayne Street bridge at that time. Federal troops put the Miami Indians onto 3 canal boats on October 6 and sent them up the canal. Another boat of Indians was loaded at Huntington and another at Fort Wayne. The boats proceeded to Junction Ohio and turned south to Cincinnati on the Miami & Erie Canal. From Cincinnati they were loaded onto the steamboat "Colorado" and taken to St Louis. There they boarded the "Claremont II" and went up the Missouri River to Kansas City. It was still 50 miles from the river to their reservation where they arrived on November 9<sup>th</sup>. The local Indian agent certified that 328 Miami arrived. Six died along the way and there were two births. Although the forced emigration was not good, it was much better than that of the Potawatomi in 1838. There 850 Indians were forced to travel mostly by foot under military guard from Indiana to the west. Forty-two Indians died on the Trail of Death. The headquarters for the Miami Indians who remained in Indiana is still located in Peru.

In the spring of 2000 the Canal Society of Indiana toured the Peru area and prepared a tour guide, which covers all the canal and related historical information in much more detail. It has a large section of historical transcripts from *The Peru Republican* of the 1800's that is a treasure trove of information about canals and Peru mid-century history. Copies are available from CSI for \$10.

To order guide:  
Ask for "Passage Thru Peru"  
Send \$10 check with your name/address to  
Canal Society of Indiana,  
PO Box 10808,  
Ft. Wayne, IN 46854-0808



CSI THROUGH THE PAST 30 YEARS



2004 "Overcoming Obstacles" Oct. Falls of Ohio Bob Schmidt  
2006 "Canal Passages" Oct. Cin.-Whitewater Canal Bob Schmidt  
2008 "Across the Cross Cut" Oct. W&E Cross Cut Bob Schmidt

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2008 "Across the Cross Cut" Oct. W&E Cross Cut Bob Schmidt

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

Who went to New York for surveying equipment? A. Dwight Ericsson, B. Dana Columbia, C. Lazarus Wilson, D. Samuel Hanna  
Stone locks in Indiana can be found at? A. Riley, B. Lagro, C. Milton, D. Metamora, E. Newberry, F. All of these,  
Ground was broken for the Whitewater Canal? A. Feb. 22, 1832, B. July 4, 1835, C. July 31, 1847, D. Sept. 13, 1836  
Indiana's canal aqueducts were located in? A. Fort Wayne, B. Petersburg, C. Metamora, D. Yellow Bank, E. Burnett's Creek F. All  
An item not shipped on Indiana's canals was? A. Cranberries, B. Hogs, C. Dynamite, D. Saleratus, E. Potash, F. Train engines  
The name of a canal boat cook is? A. Sue Burger, B. Sally Gonzales, C. Martha Kudner, D. Mary Timmers, E. Maria Vermilyea



## CREATING THE CANAL SOCIETY OF INDIANA

(continued from last issue)

A canoe trip, down the Wabash River from near Fort Recovery, Ohio to the Ohio River, was the stimulus for the man who was chosen to lead the Canal Society of Indiana for the next seven years. Clarence Hudson and his son, John, noted the canal much of the way on their journey. Their topographic maps referred to the canal again and again. Clarence was a retired naval commander and served in 11 major engagements during WWII. He taught school for 27 years and was a principal for 21 of those years. His last position was principal at Garfield Elementary School in Muncie, Indiana. He loved the outdoors and was an active backpacker, hiker and canoeist.

Clarence's interest in the Wabash and Erie Canal brought him to Fort Wayne to attend the April 1981 conference on early transportation. There he heard the canal presentations. Like many others, he sent a check to Tom Meeks on October 15, 1981 for a membership in the new publication "Indiana Waterways."

INDIANA WATERWAYS  
Volume 1 Issue 5, June 1982

### ORGANIZATIONAL MEETING

At 6:30 p.m. on May 22, 1982 in the Frank Freimann Room of the Allen County-Fort Wayne Historical Society's Old City Hall in Fort Wayne, a meeting was held for the purpose of founding the Canal Society of Indiana. As readers of "Indiana Waterways" will know, this meeting was the culmination of many months of work and planning. I (Tom Meek) am very happy to say that it was all very worthwhile.

In order to refresh the memories of participants, a short account of the efforts to establish the Canal Society was read by Julia Meek, after which I gave a short address.

The election of officers was the next order of business. A provisional listing of the duties of Officers was read, and the floor was opened for nominations. I was nominated for President, and although I was deeply honored by the compliment, I refused to accept because of two reasons:

A. "Indiana Waterways" is quite demanding of time, and we also have other canal projects to pursue, as well as the usual working, vegetable gardening, sleeping, etc.

B: It is our firm belief that in order for the Canal Society to be a strong organization, it is best to get as many people involved in the effort as possible, and to get them as involved as possible. I must say, however, that soliciting nominations from the floor in a meeting of forty-six people [only 43 names were listed earlier] most of whom have never met, is a rather risky business. In the awkward silence which resulted, Mr. Hyde wisely opened the floor to comments, suggestions, and discussion, of our problem. During the discussion, many ideas surfaced and were kicked around; among them: selecting a nominating committee, and electing a Board of Directors and letting them pick the officers from their own ranks. The first idea was rejected, mainly because it would require another meeting before things could get underway, and the second seemed rather un-democratic, as well as being hampered by the fact that the Board of Directors, if fairly chosen, probably wouldn't know each other any better than they did already. This would be further complicated by the geographical dispersion of the group. There was a gentleman who consistently had good questions, as well as good comments and suggestions. He obviously saw the situation clearly, and had a good grasp of our predicament. Finally, Dennis McCouch of Delphi, who had earlier declined the nomination himself, asked the name of the gentleman. "Clarence Hudson," was the reply. "Well then, Mr. Chairman," said McCouch, "I nominate Clarence Hudson for the office of President." Mr. Hudson graciously accepted the nomination on the condition that he receive the advice and guidance of other members of the group. I don't know about guidance, but I have never known canal enthusiasts to be at a loss for advice. Clarence Hudson was elected by acclamation almost immediately. We thought we'd better grab him before he got away!

After the office of President was filled, things went a little easier. Dan McCain of Woodburn was elected Vice-president; Ardith Haas of Fort Wayne was elected Secretary, and Frances Hyde of Fort Wayne was elected Treasurer. The Canal Society is very fortunate in having these people as officers. They are capable, enthusiastic, conscientious individuals, and will serve the Society well. They are deserving of your support. After months of hopes, plans and work, the Canal Society of Indiana is alive, well, and in excellent hands.

- Thomas Meek

INDIANA WATERWAYS  
Volume 1 Issue 4 April 1982

### THE VISION

*On the eve of creation of the society, Tom Meek expressed his vision of what a society should become.*

There are lots of possibilities, and hopefully, everyone has a slightly different idea of the form and functions of a Canal Society. The activities in which the Society actually engages will be determined, of course, entirely by its members and the types of work they wish to do. For that reason, we are going to pose some of the possibilities which we have thought of or which have been suggested by others.

Although perhaps not the most important function, the first use of the Canal Society will probably be as a means for people who share this interest to get to know each other.

The two most important functions for a Canal Society, as I see it, are Education and Preservation and desire to learn more about Indiana's canals is the one thing which I am certain we all share. Through the Canal Society, we can share what we learn and perhaps learn the answers to questions we never would have asked otherwise.

Since preservation is impossible for such vast artifacts as the canal ruins while they remain virtually unknown to the general public, Preservation and Education must walk hand in hand. Compilation and publication of maps showing the canals would be a very good project, since an accurate and detailed map of Indiana's canals has not, to our knowledge been published in this century.

Here are some other ideas:

- A program to get canal sites on the Indiana Register of Historic Places and the National Register would be very helpful and would certainly aid both in Education and Preservation.
- The Society could serve to support and encourage the establishment of canal parks, such as the new Peters Revington Wabash & Erie Canal Park in Delphi, or the long-established Kerr Lock Park in Lagro.
- Society members could engage in an exploration of the canals as they are today and attempt to plot the exact location of the discrete features of the canals, such a locks, culverts, etc. and to document their present condition.
- Tours, of course, can be very educational, and a lot of fun, which are the reasons why the first activity of the Canal Society will be a Wabash & Erie Canal Tour on May 23rd. If enough interest is shown, other tours could be arranged.
- There are a great many documents relating to the canals which are scattered about the State in both

Public libraries and historical Associations' archives. Since it is a common practice for obsolete County records to be donated to and accepted by County historical associations, who often lack a full-time Librarian or Registrar, many of these documents have not yet been catalogued. Because the priorities of historical associations are strongly influenced by public interest in specific areas, the Society can encourage the cataloguing of papers and documents relating to the canals.

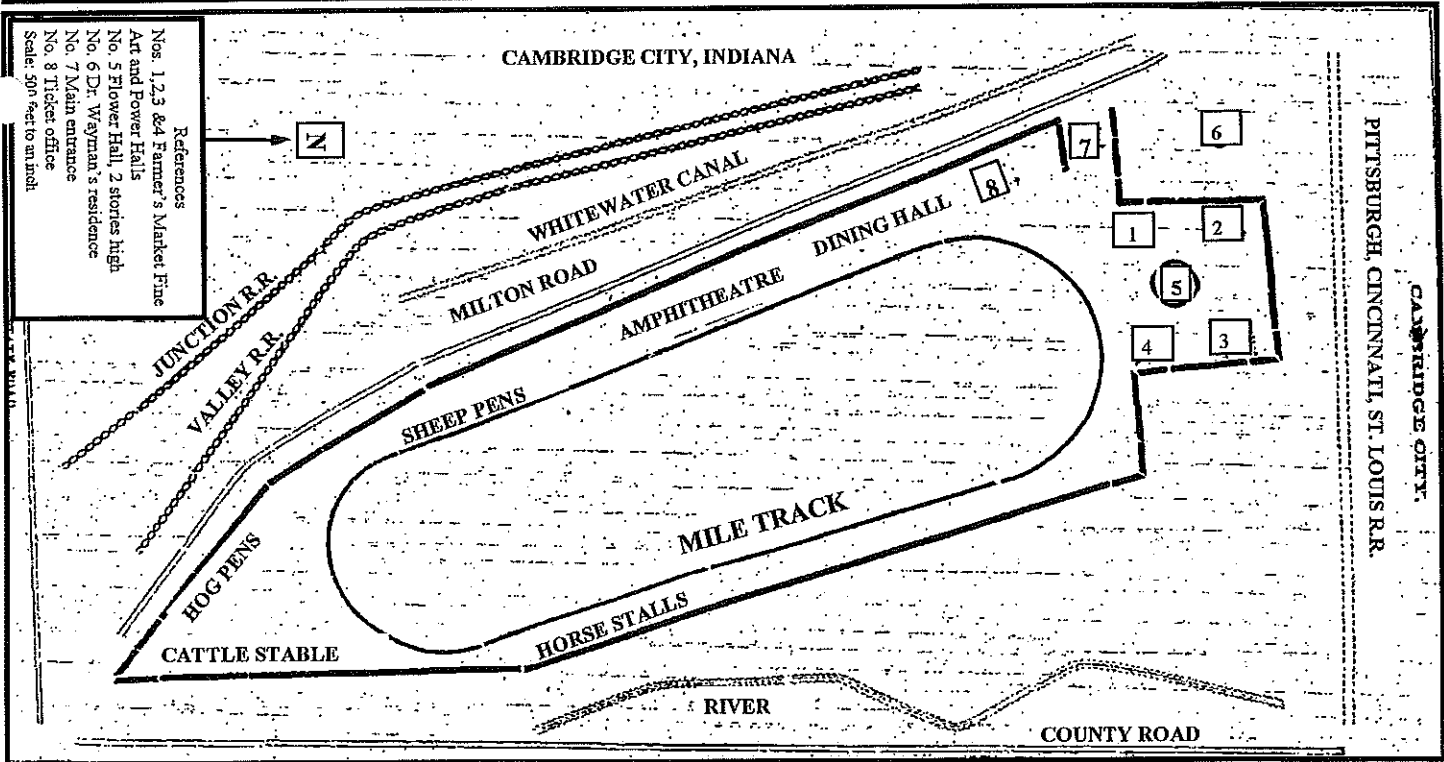
• An ambitious project, but one entirely feasible if anyone has the necessary time and energy, would be to compile a listing of primary documentary material and the locations where they can be found. This would be of tremendous help to historical scholars, since no such index exists at present. A similar index of photographs showing Indiana's canals would also be useful, but far better would be the publication of a book of photographs. Publication of old photographs, besides providing a lot of enjoyment, is an excellent means of preserving the images, partly because it increases the odds of survival to have many copies in existence, but also because, if good quality paper is used, the printed picture is physically and chemically more stable than that of the original photograph itself.

• Because of limited purchasing budgets and simple lack of awareness by librarians some of our public libraries are deficient in books about canals in general, especially the publications of recent years. Librarians could be made aware of what is available. Often, an expression of interest in a subject is all that is needed for a library to add pertinent volumes. The Society could, if resources are available, make donations of books to libraries, or individual members could be encouraged to do the same. Historical Site Markers are another very effective educational tool. These can either be suggested to local history organizations or erected by the Canal Society.

• The establishment and maintenance of hiking and bicycle trails along the towpaths of canals is another good long-range project, but one which would require a certain commitment of time by our members especially the maintenance part!

Well, those are a few ideas which we and others have had. Let's hear yours. We hope that you will attend the organization meeting on May 22, share your ideas with the rest of us, and hopefully volunteer to help carry them out. But if you cannot come to the meeting, we ask that you write to us and let us know what you think the Canal Society of Indiana should be doing.

(To be continued in the next issue)



References  
 Nos. 1,2,3 Ed. Farmer's Market Fine Art and Power Halls  
 No. 5 Flower Hall 2 stories high  
 No. 6 Dr. Wayman's residence  
 No. 7 Main entrance  
 No. 8 Ticket office  
 Scale: 500' feet to an inch.

### CAMBRIDGE CITY FAIRGROUNDS

The *Cambridge City Tribune* ran this diagram and a description of the Fair Grounds, Buildings and Surroundings, of the District Agricultural Society at Cambridge City Indiana on July 24, 1870.

It describes the grounds as follows: "The grounds are beautifully and conveniently located immediately south of town along the White Water canal and in the corner of the several railroads coming into Cambridge, provision for all of which is to be made for passengers and stock, by the erection of bridges and platforms opposite the grounds, by which persons at attendance may readily be at hand. A wide bridge across the canal to South Second street, will be a special feature for the convenience of the main entrance at the upper corner. The park and grounds will, when completed, be the finest in the West, and will be an attraction to our city for people whom we could reach in no other way. It will be one means of pointing out to the capitalists the vast resources and inducements for them to settle among us, and as for the farmer and mechanic, it will be a pleasant and profitable resort, where social converse and laudable competition in their several kinds of business will be brought in juxtaposition. The fair is to be held Oct. 11th to 15th, next. Every body will be here."

They enclosed most of the grounds with a seven foot paling fence. The track was a mile long. It was 60 feet wide at the 5000 seat amphitheater and 50 feet wide on the curves. There were 75 cattle stalls and 100 horse stalls. A ditch conducted water from a spring.

The first public discussion about a fairgrounds was in November 1869 at Murrey's Hall. Solomon Meredith was elected chairman. If enough stock subscriptions were brought in on November 25 to fund the plan then officers were to be elected. They wanted a mile-long track for horse racing to attract visitors to the fair. They purchased 60 acres at \$200 per acre in April 23, 1870, opened that fall and paid it off in 12 years at \$1200 per year. Officers were: Pres. Gen. Solomon Meredith, Vice-pres. John Colter, Sec. John I. Underwood, Treas. Thomas Newby, Gen. Superintendent Sanford Lackey. Phyllis Mattheis, CSI member, Cambridge City, IN

### GINGERBREAD AQUEDUCT



Robb Niblick created this interpretation of the Wabash and Erie Canal aqueduct across the St. Mary's River on the west side of Fort Wayne. He took part in the Gingerbread Festival at the History Center in Fort Wayne - from late Nov. to Dec. 11,

# WHITEWATER CANAL

## WHITEWATER CANAL BYWAY ASSOCIATION'S ANNUAL DINNER

By Candy Yurcak

On Wednesday January 11, 2012 the Whitewater Canal Byway Association held its 4<sup>th</sup> annual dinner and celebration. We had a sold out crowd representing all areas of the Whitewater Valley including county commissioners, mayors, economic development groups, city councils, historic societies, tourism offices, civic leaders and interested citizens. Also joining us were many officials from INDOT, Randy Walter state byway coordinator and of course our keynote speaker sixth district Congressman Mike Pence, our congressional representative. Dave Cook, our wonderful Master of Ceremonies, opened the evening with welcoming words and then introduced Mayor Leonard Urban from Connersville who lead us in a prayer before dinner. Our evening was highlighted by the presentation of the prestigious *'Spirit of the Byway'* award. This year's deserving recipients were married couple Glen (G.I.) and Jo Ball, and Paul Baudendistel.

Dave also introduced Congressman Pence and when he took the podium, he was warm and engaging and talked to us about what we have done and how important it is to the economic model for growth in our state.

He mentioned how difficult it is in Washington now for many groups to negotiate positive working relationships, and said the WCBA, which is made up of Republicans, Democrats, Independents and Libertarians, is a great example of how different groups can work together positively and effectively for the benefit of a common goal.

He referenced the very first meeting we had years ago at the Metamora Inn where we began dreaming big (and I mean really big) and started on our path of working diligently to implement opportunities for our extended rural communities. I have attached a portion of Rep. Pence's address for those who were not able to attend. [This is not included in this article.]

The evening once again proved what great folks live in the Whitewater Valley and gives us such hope for the future. We appreciate all that attended our dinner.

We are truly grateful that Rep. Pence came to visit with us on this wonderful evening and spent the time to know the folks who have been so important and instrumental in getting us to this point.

We look forward to all that 2012 has to offer the WCBA and the Whitewater Valley.

In addition to Candy's article Phyllis Mattheis reports: Nearly 100 persons attended and were seated on the new white chairs at the new round tables that had been set by a dozen area women, who used their own china and centerpieces, and it was very elegant looking! CSI members in attendance were Mick Wilz, Chuck Whiting, and Phyllis Mattheis.

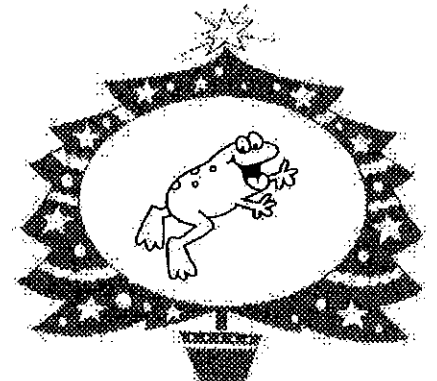
## ECONOMY INFLUENCED BY FROG

According to a news article in the *Sun Sentinel* of November 17, 2011 sent in by CSI member Kay Sheldon of North Ridgeville, Ohio, the 2011 "economy tanked" because there was no frog on the 2010 Christmas trees in the White House Blue Room. It seems Bill Hixson's former student, who had been the White House decorator and Hixson's contact with the White House over the years, retired his position five months into the Obama administration.

Hixson, a floral designer and teacher from Lakewood, Ohio had offered his talent in Christmas decorating to the Whitehouse through the presidencies of Ronald Reagan, George H. W. Bush, Bill Clinton and George W. Bush. He'd wait until there was no one in the room, take three special ornaments from his pocket and hang them on the tree — a frog for forward motion, a pickle for good luck, and a pig, pork for prosperity. But in 2010 Hixson was not invited to help decorate. He blames himself for impacting the economy by not getting the ornaments hung.

Hixson, and apparently Washington, decided his 20-year-long tradition should be re-instituted. On the Sunday following Thanksgiving in 2011 he helped set up more than 20 trees at the Whitehouse and snuck in his frog, pickle and pig. Look for the Dow Jones Industrial Average to rise in 2012.

The frog is the mascot of the Canal Society of Indiana.



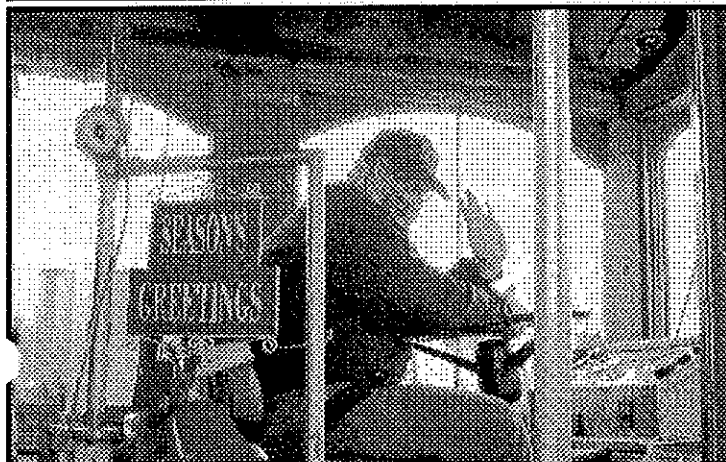
## NEWS FROM DELPHI

### DAY AFTER CHRISTMAS WALK

Photos and information from Dan McCain

Thirty-seven eager hikers attended Delphi's Canal Park "Day After Christmas Walk" on December 26, 2011, at 1 p.m. The focus of the hike was to show the location where the Freedom Bridge will be placed over the new Hoosier Heartland Highway for a trail crossing. The view of Deer Creek Valley from this perspective is spectacular.

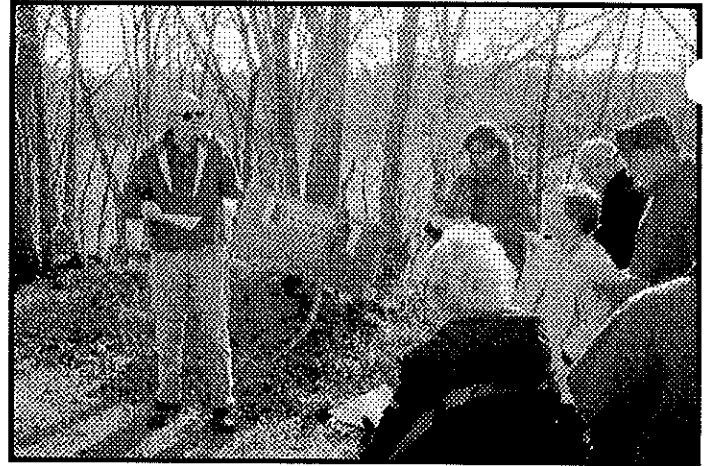
Everyone gathered at the Wabash & Erie Canal Conference Center and boarded the trolley owned and driven by Brian Stirm, CSI director from Delphi, to be transported to the Monon High Bridge trail, a "rail trail" that goes out to the second highest railroad trestle in Indiana and cannot be accessed by automobile. The 1880s iron span crosses Deer Creek in a most pristine landscape inside the Deer Creek Rural Historic District. This particular trail will be severed in 2012 by the new Hoosier Heartland Highway construction



The walk was led by Dan McCain, Carroll County Wabash & Erie, Inc. president. He pointed out



the site of the tunnel, the Milroy log home site, and the home of CCW&ECI member, Sherry Mears.



Dan related the following information about the Freedom Bridge when they reached the site where it will be placed. He also showed them an artist's rendering of what it will look like.

#### Freedom Bridge

The Freedom Bridge will pass over the new Hoosier Heartland Highway; it will be a pedestrian bridge connecting the Wabash & Erie Canal's well-loved Monon High Bridge Trail. This 300 foot enormous bridge will be lighted, visible at night providing a significant landmark advertising Delphi, its trails, downtown and Canal Park.

The mile long segment of trail is on land owned by the Wabash & Erie Canal Association and it follows the old railroad right-of-way to the fabled crossing at Deer Creek a.k.a. Monon High Bridge. High Bridge is owned by CSX.

The old Monon rail land was donated by two farmers who loved the High Bridge, but it wasn't viewable to the public and not close to a county or State Highway. Thus the trail accesses the pristine deep valley of Deer Creek two miles east of Canal Park proper.

A self-matching 2.1 million dollar grant has been funded via Federal Transportation Enhancement monies (80%) with Hoosier Heartland Highway "Major Moves" State monies (20%) making this possible. It's a fascinating story of Conner Prairie's bridge dream that was conceived 10 years ago when the bridge was disassembled in Owen County at Freedom, Indiana.

When Conner Prairie Museum near Indianapolis couldn't use it because of a land dispute, it was originally offered to an Amish gentleman. He declined the offer after Marsh Davis from Indiana Landmarks, Dan McCain and Dr. James Cooper convinced him that the 300 foot bridge was too big and historically inappropriate for his needs.



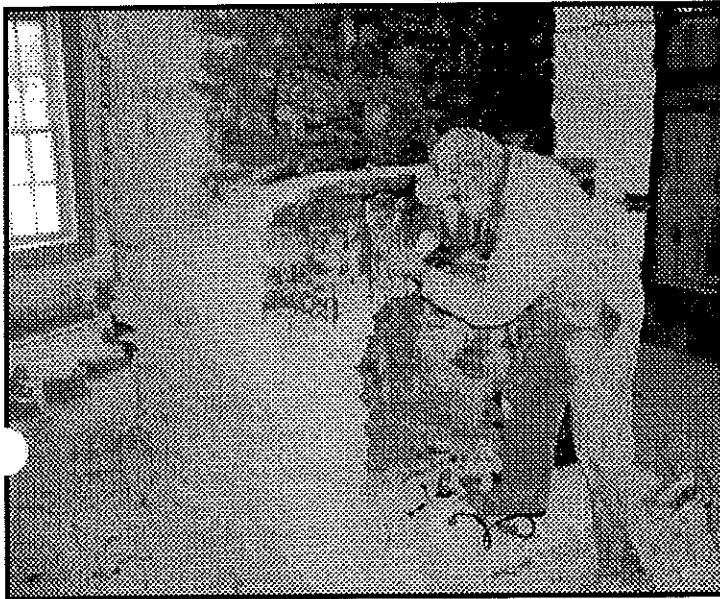


They prevailed by finding a more suitable railroad bridge and the Freedom Bridge was then donated to Canal Park. INDOT was convinced that the Wabash & Erie Canal trail system would suffer without the connecting pedestrian bridge and made possible the placement of this very special historic bridge.

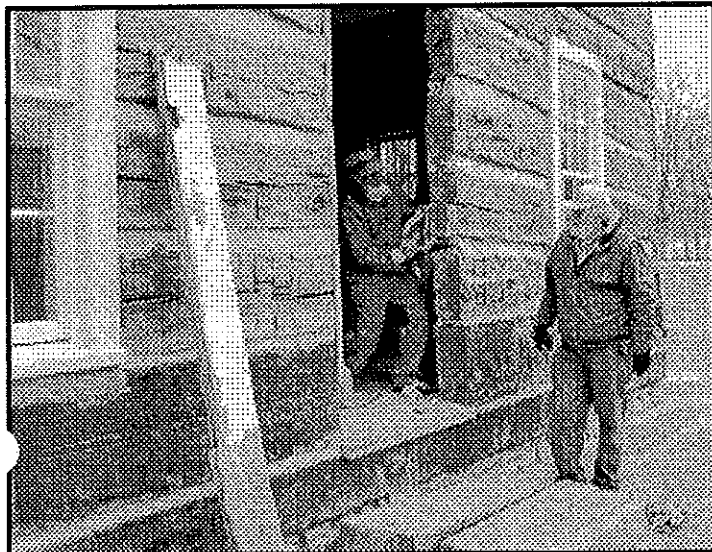
After learning more about the bridge, the group then walked back to the trolley to be returned to the Canal Center. There hot drinks and other refreshments were truly welcomed by the cold, hungry walkers.

### FOUTS HOME BUTTONED UP FOR WINTER

Article and photos by Dan McCain



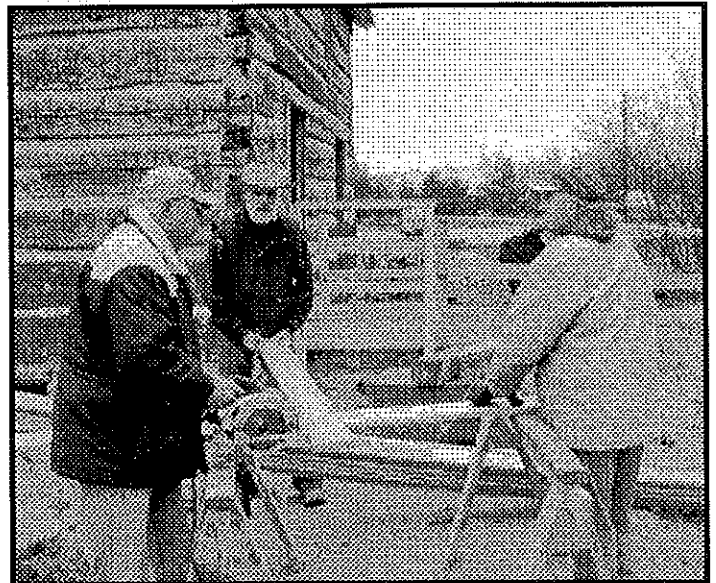
Jim Ebrite puts a sealer on the stone after the limestone has been brushed clean and surplus mortar removed. This fireplace and chimney is already up to the ceiling of the first floor, but freezing weather will delay the volunteers until spring to finish with the next floor level and on above the roofline.



Roy Patrick and Al Auffart enlarge the doorway slightly to make room for a new front door. Interior log walls were "whitewashed" and new windows were installed in late November.



We made doors from 2" planks that were cut from the enormous timbers secured for log replacement on the Fouts Home. The timbers were part of an 1838 timber lock found alongside US 24 near New Haven (Fort Wayne.) Thanks to Rollin Graybill's portable sawmill, we were able to cut the timbers to size.



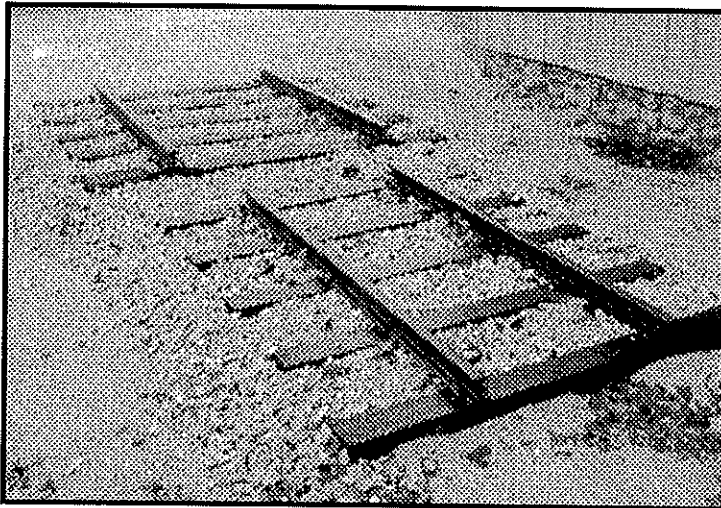
Vern Cripe, Jim Ebrite and Dave Smith build a ramp that is ADA compliant for the back entry to the home.

During the Christmas Festival three Fouts members came to receive the plaque crediting the family for helping save the 1838 Log House. From left Dan Fouts, Bill Fouts, and Kurtis Fouts receive the plaque from Dan



McCain (in period dress). The Fouts family raised money for the move from France Park to our Canal Park. Note the "blushing" limestone on the fireplace.

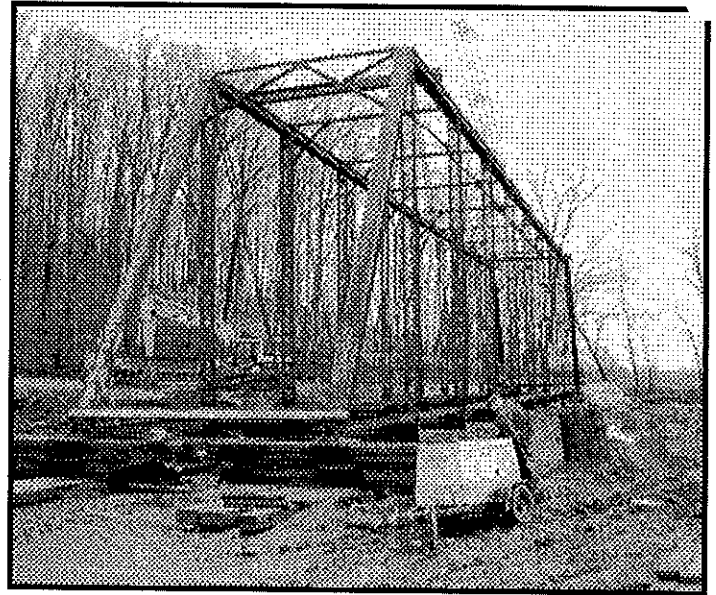
### OTHER ATTRACTIONS FOR CANAL PARK



The completed Boy Scout Eagle project by Andrew White from Brookston shows an example of early railroad construction. The Monon Airline route was built from Monon to Indianapolis and constructed through Delphi in 1881, initially as a "narrow gauge" line. Three years later the rail system was converted to "standard gauge" as it remains today for use by Delphi Limestone Company alongside this interpretive site.



The new "ATTRACTION" sign along I-65 near Lafayette will bring more visitors to Downtown Historic Delphi and Canal Park.



Just before Christmas, the MWF crew went to Greencastle to look over the recently removed Houck Road Bridge. This span will be disassembled onsite, the pieces labeled before their journey by truck to Canal Park. The MWF crew will ultimately clean, repair and re-assemble this span as a trail crossing over the canal connecting the new County Museum with Pioneer Village.



MWF volunteers decided we needed all the salvaged materials from the bridge. The old flooring and 'I beam' floor stringers were mostly still good. They will be delivered to Canal Park as part of an agreement with Putnam County Commissioners, INDOT and the Canal Association.

## CANAL AND TRAIL VOLUNTEER CALL-OUT

Carroll County Wabash & Erie Canal, Inc. released this call-out for volunteers too late for it to be in the February *Hoosier Packet*. Even though they have had their meeting on February 16, 2012 they would be very happy to have additional volunteers. Read their needs below to see how you can help. For further information call 765-412-4308.

Volunteers come in all sizes and ages and with varied backgrounds. Some bring their family members and some come just to be with others of similar interests. They help with Canal Park activities, they build and maintain trails, plant flowers, work on restorations and are great ambassadors. The bottom line is to have fun and add to the warm feeling of volunteerism.

A call-out for new and present volunteers is set for Thursday, February 16th at the Canal Interpretive Center, 1030 North Washington Street in Delphi. The meeting starts with a free ham & bean supper at 6:30 p.m. but come earlier if you'd like to review some of our plans to develop more outside activities and exhibits that will complement our popular Canal Park and Trails.

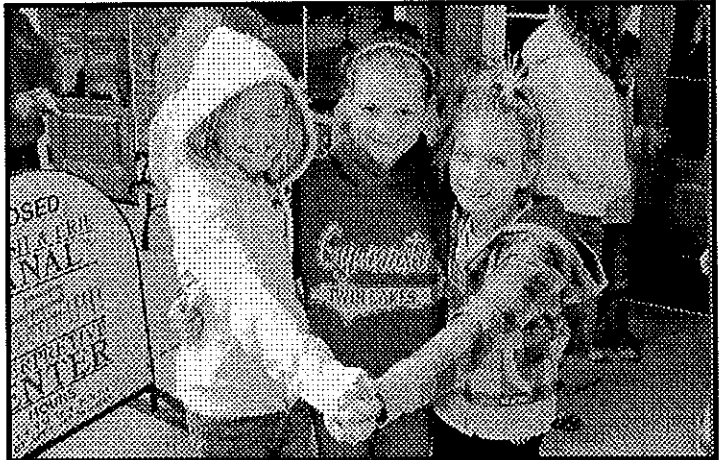
A special need is to find more boat crew to take the public on cruises along the beautiful mile-long restored canal section. You could find yourself with a prestigious position as "captain" piloting *the Delphi*, a replica canal boat. Or you could be an historical reenactor telling about the times.

If you hanker for trying out your skills with wood, metal, stone etc. this might be the time for you to join in with the M-W-F crew. This crew of volunteers gathers on Monday, Wednesday and Friday mornings year around. They like the varied tasks and normally work from 8 a.m. to noon. Work schedules can be more flexible than this or you can work independently.

On a regular basis the Canal Association needs singles or couples to help greet the public during Interpretive Center public hours. This beautiful facility is open on Saturday 10-4 p.m. and Sunday through Friday 1-4 p.m. On other special days the Case House and Canal Village are open too. These volunteer time slots are three 3-hour shifts.

Anyone interested in Delphi Historic Trails activities or Canal Interpretive Center hosting are invited. Required couples or clubs and organizations with members looking to help out with community projects are welcome to try out your abilities with this established non-profit canal group.

The Interpretive Center in Canal Park has become a very popular place to bring children, especially 4th graders studying Indiana history. The Canal's education program needs more volunteers who offer assistance working with children. You don't have to be a teacher to assist with this program but just love the rewards of working with children.



Come join the fun — Be a volunteer

## THE VISION

In an article in the *Lafayette Journal and Courier* of November 8, 1982, Dennis McCouch, president of the Carroll County W & E Canal, Assoc. related his vision for 20 years in the future: "It is the vision of a mile-long park in the northwest corner of town [Delphi] that will sprawl along the only remaining segment here of the old Wabash-Erie Canal.

"If the vision is clear, you will see the deep blue water of the canal that will be full of fish. Plying the water will be canoes and perhaps a fishing boat or two, and somewhere along the canal will be a replica of an old time canal boat.

"Along both banks will be foot trails through manicured greenery, a shelter house for picnics, an authentic log cabin furnished in the period, and a graceful two-story federal architecture house that was built in the 1840s by the man who constructed this section of the canal. The house will be a canal museum.

"And once a year, the park will be filled with artists and craftsmen who will line the canal bank to sell their handmade wares to thousands of visitors... What we aim at is a theme park which once a year will be the site of a Carroll County Canal Days festival."

His vision has been fulfilled many times over and is growing. Plan a visit to Canal Park this year, learn about the canal and join in the fun.



## IMPRESSIONS OF A CANAL BOAT TRIP

In Maurice Thompson's 1898 *Stories of Indiana* he quotes a series of letters written by a young girl from Louisville, Kentucky that give her true impressions of what travel by canal boat was like in July 1851. She is accompanied by her brother, Tom.

Letter 1. "We went on board, by way of a board, a gangplank, that is, and soon found ourselves in a dark, hole-like room, where it was hard to breathe and impossible to see plainly. There was a queer smell; Tom says all canal boats have that odor. Of course, this being my first experience, I cannot say how true it is. We presently went up a steep little stairway and came out upon the top of the boat, which was already in motion, — very slow motion, though, — and the dingy houses began to slide by, so it looked, back to the rear. A single horse pulls our vessel, and the loutish boy who manages him has hair that is as white as tow. It looks as though he had never combed it. He chews tobacco and swears at his horse; but yet he seems good-natured, and he sings between oaths some very doleful hymns, alternating with love songs of a lively cast. Sometimes the horse pokes along; sometimes the boy makes it trot for a short distance.

"I am sitting on a stool on top of the boat, writing with my paper on my knee. The mosquitoes bother me some, but they are not very thick, though the ponds along both sides of the canal in the flat lands look like good places for them to breed in, all covered with green scum. The first lock that we went through caused me to have a very queer feeling. Our boat entered a place where the sides of the canal were walled up with logs and plank, and stopped before a gate. At the same time a gate was closed astern of us, and then the boat began to rise up, up, as the front gate was slowly opened. By this means we were lifted to a higher level, upon which we proceeded. But when the boat began to rise, I felt as though something dreadful was about to happen."

Letter 2. "It seemed that all of the heat spent by the sun during the day had settled down into that hot and stuffy little room, and that all the mosquitoes ever hatched in the mud puddles of Indiana were condensed into one humming, ravenous swarm right around my hard little bed. Tom went up into the open air on top of the boat and spent the night. How I did wish I was a boy! All night I lay there under a smothering mosquito bar and listened to the buzzing of the insects, perspiring as I never supposed that anybody could. It was awful horrid! It seemed that daylight was never going to come again.

Every once in a while I heard men's voices, the boatmen talking probably; but they sounded strangely. Chickens sometimes crowed in the distance. About morning I felt fast asleep, and did not wake until some shouting voices startled me. We had reached a little town where the boat had some business, putting off many barrels and boxes and sacks, and taking on more. I was glad to get up and hurry on my clothes and climb out on top of the boat. I saw some queer-looking people. Men, women, and children came crowding down to the little plank wharf to stand around and gaze. Such clothes! The women looked strangely vacant and ignorant; but some of the young ones were dressed in a way that made them show off. Red calico was most conspicuous. They all wore pink sunbonnets. The children had apparently never combed their heads or washed their noses."

Letter 3. "It has been a dreadfully hot day, but a good wind has been blowing from the northwest, and just now it is getting cooler as the sun is going behind clouds in the west. We have passed through some lovely country, where rich farms, like those in some parts of Tennessee, stretch away as far as you can look. On our left a short distance away the Wabash River has been in sight most of the time, and beyond it large fields of bottom land waving with luxuriant young corn. On our right the farms are more rolling in places, but fertile and well kept; only the houses are miserable looking. I have not seen a single homelike farmhouse for a hundred miles, it seems to me.

"You cannot imagine how tedious this way of traveling is. You creep along like a snail in perfect silence. There are two horses to our boat now, but we go slower, I think. Our present driver is a little red-headed man, not larger than a twelve-year old Kentucky boy. He never curses, but he smokes a pipe all the time. I can smell the dirty thing just as strongly as if I were walking by his side. He wears no coat and has but one suspender, a dingy blue, over his red shirt, slanting across his back. He appears to be well acquainted with every person that comes along, and always has something smart to say. He is dreadfully bow-legged, and he steps farther with one foot than the other.

"Today is Sunday, and the people all seem to be fishing in the canal. We have passed hundreds of them sitting on the banks with poles in their hands and dangling their fishhooks in the water; but I have seen no fish caught. The boatmen sauce them and they retort pretty roughly sometimes.

"The most disagreeable part of this kind of traveling is, next after the sleeping, the eating. You know how I like good things to eat. Well, just imagine the dining room on one of our river packets, and then turn to my canal boat *salle d manger*. To get to it from the cabin I have to climb up a ladder through a hole in the top of the boat, then go down through another hole into a suffocating box. The table is horrid, so is the cooking.



Pork and bread, bread and pork, then some greasy fish, mackerel, and bitter coffee lukewarm, three times each day. I am raving hungry all the time, and nothing fit to eat. It makes me violently angry to see Tom gorge like a pig and pretend that stewed beans and catfish are delicious.

"The little towns along the canal are forlorn-looking places; but they seem to be doing business. Tom says that some of the men are getting rich. I do not see the evidence of it if they are. Such houses as they live in are advertisement of hopeless 'green-horn' existence. Our kitchens are far better than their drawing rooms. Tom and I went out into one village where the boat remained two hours and a half, and I got into the best-looking house in the place by asking for a drink of water. Things were worse inside than out. There was a bed in one corner of the parlor, and no carpet on the floor. Five little dirty children came in to gaze at me. They all seemed to be of the same age. One fat, big-eyed chap, a boy I think, but they were all dressed alike in calico slips, came up close to me. I wanted to hug him because he was saucy-looking, and I wanted to spank him for not keeping his nose clean. I concluded to do neither.

"For hours to-day we sneaked along on a prairie. I think that 'sneaked' exactly expresses it, for the boat acted as though it wanted to creep up to something and take it unaware. Tom has been shooting at some big cranes flying up out of ponds in the grassy open lands. He killed one, but could not get it. It fell in the middle of a muddy pond, where it fluttered awhile. Why do men and boys like to do such cruel acts?

Last night it rained and thundered terribly. There was a leaky place right above my bunk, and some drops of water kept up a tattoo, first on the sheet, then in my face. It was soon over, and then a delicious cool feeling came over me, and I slept till long past daylight. This morning the air smells ever so sweet. We shall soon be in Ohio, but they say that is worse still than Indiana. I heard a man speaking about a town of the name of Wawpuckenatta, if that is how to spell it. What names they do have! The public roads in many places run along close to the towpath of the canal, and I see people in wagons. They go faster than we do. I am outrageously tired; but Tom is delighted. It seems to suit him exactly."

Letter 4. "Last night just after I had retired we reached a village, and pretty soon after the boat stopped I heard loud talking and swearing. More and more voices joined in, a good many of them unmistakable Hibernian. Then there were cries and shouts, a gun or pistol shot off, then a pandemonium. Before I fairly knew what I was about I had put on some of my clothes and clambered up to the boat's top. A terrible fight was going on at the wharf. There were twenty or thirty drunken men, laborers on some public work, and they were fighting, the

Irish against the Americans. It was dreadful. Somehow our captain got into the *melee*, and to-day has his head tied up and his cheek patched. They would not let our boat go, but kept us there until near two o'clock. Some officers came about eleven, but they were driven away with clubs and stones. Tom stood by me with his gun ready, but no one came up where we were. I never was so terribly frightened. How we got away at last I cannot say. The officers did not come back, and the men quarreled and swore and fought all the time. You may be sure I was glad when the boat began to move along. What seemed terrible to me was that there were women all mixed up in the row, and they swore horribly." Melissa Reed, CSI member, Piqua, Ohio

## WHITewater CANAL SCENIC BYWAY DRIVING GUIDE

The Whitewater Canal Scenic Byway Driving Guide is now on line. In the future it will be connected to the Whitewater Canal Byways Association website. It is a turn-by-turn four-color driving guide of the Whitewater Canal Scenic Byway's signature route tracing the historic Whitewater Canal in southeastern Indiana and southwestern Ohio. The 61 page guide was published on December 19, 2011 and has 52 views.

To currently access it follow this route:

1. Go to [www.issuu.com](http://www.issuu.com)
2. Choose "Browse" from the header and then select "Publications"
3. In the search bar, type "Whitewater Canal" and seven versions will appear
4. Select one and begin to view the guide
5. You will need to enlarge it to full screen size to easily read it

This guide should be very useful to those canawlers attending the CSI 30th Anniversary Tour.

## Speakers Bureau

November 13, 2011 - MARSEILLES, IL

Gerald Hulslander, CSI member from Marseilles, Illinois spoke to 38 members of the Marseilles Congregational Church about Brookfield township and its importance to the area on November 13, 2011. The township is located on the south side of the Illinois River at Seneca, Illinois. It had 6 miles of canal land that was 3-4 miles wide. While talking about the land he told some of the history of the Illinois & Michigan Canal.

## HULSLANDER HONORED FOR WWII SERVICE

In October 2011 CSI headquarters received a notice that Gerald Hulslander of Marseilles, Illinois was being honored for his service in World War II and would be going to Washington, D. C. on a special "Honors Flight" in November. We were asked to send letters of appreciation for his service to be given to him at "mail call." CSI headquarters relayed the message to all board members and asked that they pass it along to friends.

Years after World War II a memorial to those who served in the war was finally erected. Ground was broken for the memorial in 2001 and it opened on April 29, 2004. Shortly thereafter it was seen that many veterans wished to see the memorial but it was clear to most that it simply wasn't financially or physically possible for them to make the journey. Most of these senior heroes were in their 80s and lacked the physical and mental wherewithal to complete a trip on their own. Groups of dedicated volunteers joined together, formed a board, raised funds and in May of 2005 the first Honors Flight took veterans free of charge to Washington, D. C. to see their memorial. The program grew and before long there were hubs for Honor Flights in almost all 50 states. One flight costs about \$35,000. A video can be seen about the Chicago Honors Flight and what it means to veterans at: [www.honorflightchicago.org](http://www.honorflightchicago.org)

CSI headquarters asked Gerry to describe his Honors Flight. He sent the following:

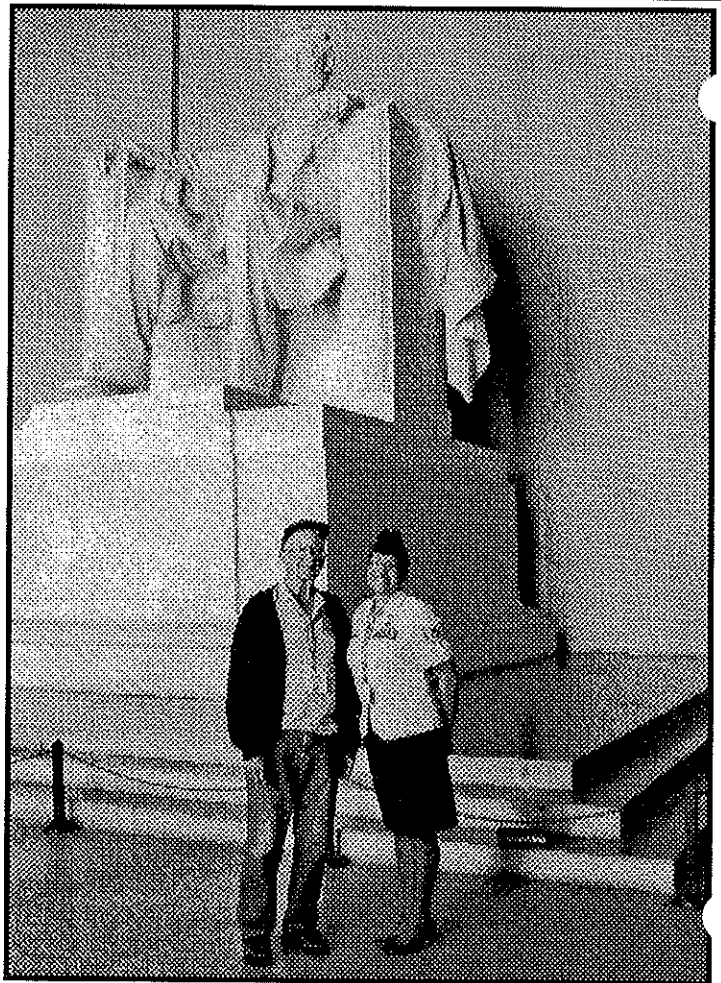
### Honors Flight:

On Nov. 2 at 4:30 AM I was at Midway Airport along with 92 other WW II vets for a flight to Dulles International. Everyone had an Honors Flight shirt to wear and about a third had a wheel chair. Around 7:00 AM we departed.

I had been told there would be surprises. We were indeed surprised at Dulles. The ramp was lined about 2-3 deep on both sides with service people greeting us plus a similar line inside the terminal plus some school kids. Then we were off to the air museum near Dulles, lots of WW II planes plus some German and Japanese planes.

Each of us had a personal escort. I had an Air Force sergeant looking after me. She and her Air Force husband both took a day off to volunteer for us.

Following lunch in the museum (McDonald's) we rode buses (4) to the WW II memorial on the mall to sightsee and observe a memorial program. I never saw so many wheel chairs, 3 rows about 60-70 feet long.



Gerry Hulslander and his escort, an Air Force sergeant, visited the Lincoln Memorial as part of the Honors Flight event.

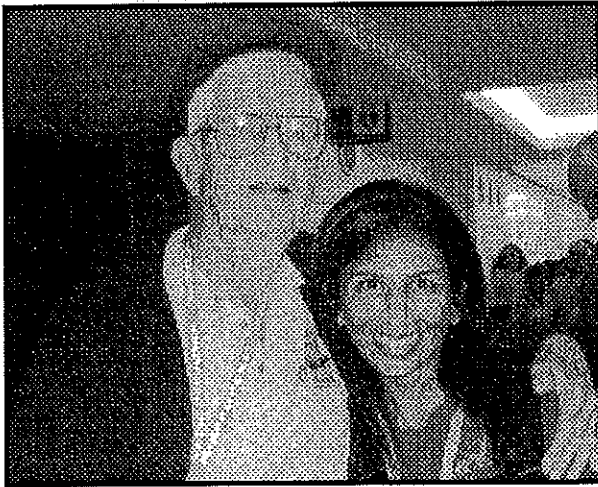
After that we had time for touring the Lincoln, Korean, and Viet Nam memorials. My escort at my side all the way, carrying anything I had except my camera. At the Viet Nam Memorial she looked up the name of one of my distant cousins in the reference book and we found it on the wall. Following that we were taken to the Arlington cemetery to see the changing of the guard. On our way back to the airport we circled the Iwo Jima flag raising statue.

Returning to Midway we were informed that we had mail. Another surprise. Family members had been instructed to contact friends and relatives for cards and letters to be mailed to Honors Flight and packaged for delivery to us. I was the last one to receive my "mail", the biggest package of all, some 32 people plus our daughter in Wisconsin had mentioned it to a teacher friend who had her 7th graders, all 17, write to me.

At last back to Midway it took quite a while to get all of the wheel chair people off but eventually it happened. Now I had a new escort carrying all my goodies and the final surprise. Three sides of the bag-



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Wisconsin. Tears flowed.

Two interesting incidents. My bus companion (same seat every stop, they didn't want to lose any of us) was quiet until I asked about his service to which he simply said "Navy". Which ship? "the West Virginia, a battleship". My response was "you were on the Weegie?" He brightened up and recalled our joint operations. I was on a destroyer that escorted the Weegie in the same task forces - mainly anti submarine patrol. So we fought the battles of Saipan, Tinian, Guam, Pelelieu, and especially Leyte Gulf in the Phillipines. By that time one of our escorts was hanging over the back of her seat in front of the two of us taking in every word.

A week or so after the flight the same neighbor I mentioned earlier was in my office on township business and he reminisced about the flight (he got us home at 1:00 AM - 23 hours after I left) and, with no military people in his immediate family, he was grateful that he had been invited to participate for he would have had no other connection.

The Canal Society of Indiana thanks Gerald Hulslander for his service in keeping America safe and free. We congratulate him on receiving this well deserved Honors Flight.

## HIP HIP HOORAY!

### THE POETRY OF ENION KENDALL

The Canalwers At Rest Article about Enion Kendall in the January 2012 issue of *The Hoosier Packet* asked readers to submit any canal poems they knew of by Kendall. Several contacted CSI about a poem about the wreck of the Kentucky that was found in Jezu Powell's *History of Cass County, Indiana*. Tom Castaldi, CSI member from Fort Wayne, Indiana had included it in his *Wabash & Erie Canal Notebook II: Cass, Carroll and Tippecanoe Counties*. There are two versions covering the same event. The first is what was published by CSI and the second is what was in Powell's work.

1.

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

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



Some of the thousands of greeters at Midway Airport for Gerry's flight out and flight back were Tuluca Singh, an Honors Flight volunteer, another Honors Flight volunteer and a group of school children.

gauge area at Midway were lined with people, 3-4 deep on both sides plus bag pipers, color guards, honor guards, bikers, veteran organizations, and of course families. Thousands! That included my wife Jean, our good neighbors who drove in, and our daughter from

2.  
The chambermaid and three men more,  
Sat all night on a sycamore.  
From early light till the rise of sun,  
They watched the mighty Wabash run.

Its interesting to note that one poem mentions two men and the other three. These are men who were saved. There were three men killed from the wreck of the Kentucky when the canal towpath broke and they were dashed into the Wabash river.

## PANAMA CANAL WIDENING WILL AFFECT U.S. PORTS

An article entitled "Port Plans Stuck In Government Sludge" that appeared in the Hamilton, Ohio *Journal* on January 14, 2012 pointed out that with the widening of the Panama Canal the container ships will become larger and larger and the four ports on the south-eastern side of the U. S. -- Wilmington, N.C., Charleston S.C., Savannah, GA. and Jacksonville, FL. -- will not be able to accommodate them. This will be just like the problem the Illinois & Michigan Canal faced when the larger Hennepin Canal was built to handle larger canal boats.

The Panama Canal widening project started in 2006 and is scheduled to be finished in 2014. It will accommodate ships that are 50% wider with greater drafts.

Savanna, the East Coast's second busiest harbor, started a study in 1999 about deepening its harbor, but the environmental impact statement hasn't been completed and when completed the state will probably be sued over environmental issues. It will take five years after things are settled to complete the project.

The reporter was mainly concerned about the port at Charleston, the East Coast's fourth busiest, which like the other previously mentioned ports is five feet too shallow -- 45 feet instead of 50 feet deep. Today the port receives ships loaded with more than 9,000 containers. When comparing the first ship that arrived with 600 containers in 1966, to the 1,200 new ships that will carry 18,000 containers by 2014 through the Panama Canal, one can see how commerce has grown and that there is an immediate need for deepening Charleston's port.

Preliminary studies by the Army Corps of Engineers shows that Charleston's harbor would be the cheapest to deepen of the four. However, it typically takes five to eight years or more before a study is completed and work can begin. Are the new ships going to "loiter" off shore for the next 10 years?

For about \$300 million -- \$120 from the feds and \$180 from South Carolina -- the project could be done and the money recouped. The deepened port would bring in more than \$100 million annually.

The CEO of the South Carolina State Ports Authority goes on to say that although layers of laws to protect the environment, etc. are wonderful, they should also be relaxed when the nation is faced with an emergency such as "economic enfeeblement." Must it take almost as long to deepen the port five feet as it did to build the entire Panama Canal?

John Geyer, CSI member from Hamilton, Ohio

## A WOMAN'S VIEWPOINT

From an article by Terry K. Woods in *American Canals* February 1994

Mary Pratt's canal boat trip in 1831 from Cleveland to Newark, Ohio is described to the her parents:

"The boat on which we last took passage was so crowded with passengers as to render it very uncomfortable and unhealthy. Our party was composed of men, women and children -- and even babies, the noise of which you know I am not overly fond. Such an unrefined, illiterate, filthy set I never saw before and do not desire to see again.

"The ladies cabin was nearly half as large as your little kitchen, with six berths in it. Six grown women, three of which had babies, and one little girl, were stowed into the place. I occupied an upper berth, which was so high that I was in reality placed on the upper shelf."

Terry goes on to describe the typical Ohio passenger packet of the 1830s as : "77 to 80 feet long and 14 feet wide, with a long, low 'house' over its entire length that was divided into many small compartments. Located at the stern of this typical packet were the kitchen and cooking apparatus, along with the sleeping rooms for the cook and crew, and the 'necessary convenience.' Next came a cabin about 10 feet square which was the saloon or dining area. In the middle of the boat would be two small cabins in the bow which were sitting rooms for the passengers, one about 10 by 12 feet, used by the gentlemen, and a smaller cabin about 10 x 5 feet for the ladies. Occasionally the two would be separated only by a curtain. This caused some embarrassment if the boat should be slammed against one of the stone walls of a lock while being raised or lowered to another level and unceremoniously pitch a passenger into the area reserved for the opposite sex, particularly if the traveler had been preparing for bed."

