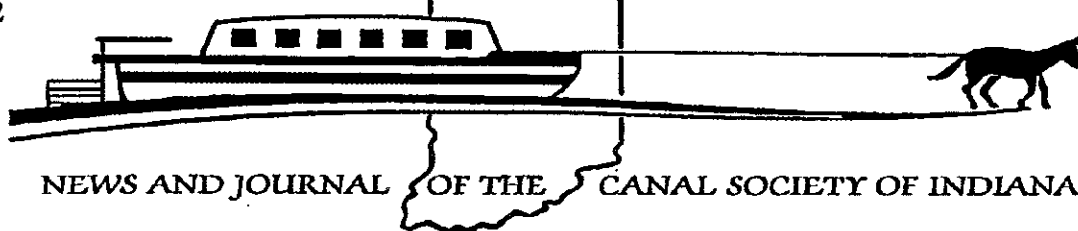


30th
Anniversary
1982-2012

THE
HOOSIER-PACKET

ISSN 1545-421

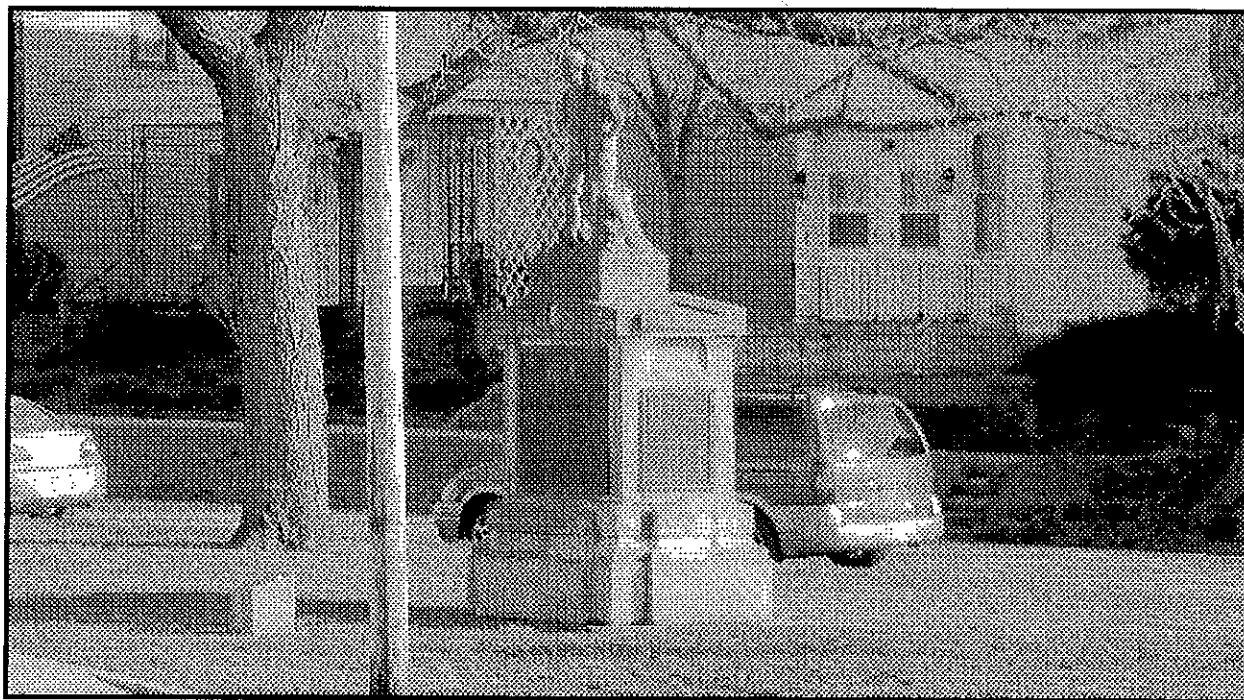


VOL. 11 NO. 4

P.O. BOX 10808 FORT WAYNE, IN 46854

APRIL 2012

THE OLD AQUEDUCT CLUB



The Old Aqueduct Club of Fort Wayne, Indiana, which was composed of men who as boys had fun swimming in the Wabash & Erie Canal aqueduct across the St. Mary's River, erected this "Let's Go Swimming" statue in 1927 on a small triangle of land known as "Orff Park." Tom Castaldi has featured this statue in one of his articles in *Fort Wayne Monthly*. Photo by Bob Schmidt

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CASTALDI ASKED TO WRITE 150 PROGRAMS

Tom Castaldi, a Logansport native, is the Allen County Historian, a director of the Canal Society of Indiana, and historian for the Carroll County Wabash & Erie Canal, Inc. He has written a series of books entitled *Wabash & Erie Canal Notebook* and hosts "On the Heritage Trail," which is broadcast at 6:30 and 8:30 a. m. and 6:30 p.m. Mondays on WBOI 89.1 FM and "Historia Nostra" heard on WLYV 1450 AM.

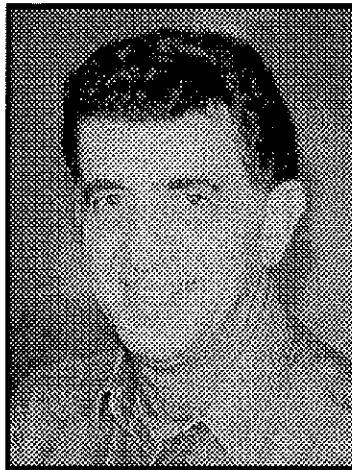
Tom has been asked by WBOI to increase his

EDITOR: CAROLYN SCHMIDT

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260 432-0279

100 already-recorded, four-minute-long, historical programs about northeastern Indiana's history to 150 programs so that they have a large inventory of them to rotate on the air. With his keen interest in the Wabash & Erie Canal you can be sure that Tom mentions it in many of these programs since much of Fort Wayne's early history revolves around the canal. When asked what area is covered by this station, Tom said he has picked it up as far as Muncie and Delphi. We encourage CSI members to tune in or stream in on your computer these interesting and educational programs.



Thomas E. Castaldi

Tom also writes articles similar to these radio programs for *Fort Wayne Monthly*. The following article originally ran in the July 2006 issue of this magazine. It has been included here with permission from Tom and the magazine.

"Old Aqueduct Club"

Have you noticed that small triangular park at the intersections of Rockhill, Main and Thieme streets? It's the grassy area east of the St. Mary's river bridge and home to an interestingly different kind monument. Rather than the usual heroic figure of the warrior on

horseback or the proud city founder, this civic statue depicts two barefoot boys who are friends, dressed in coveralls of the 1870s. The stone underneath simply reads: "Let's Go Swimming."

This statue was erected in 1927 by the members of a unique Fort Wayne civic group called "The Old Aqueduct Club." It was a group that celebrated the youthful activities and memories of the bygone era of canals and the covered aqueduct in Fort Wayne that carried the main channel of the Wabash & Erie Canal across the Saint Mary's River.

The Old Aqueduct Club was formed in 1912 by several citizens who as boys played and swam in the aqueduct that had served the canal and not used for a quarter of a century. The rules of the Club stated that members had to have lived on the west side of Fort Wayne before the 1870s - the end of the canal days - and to have gone swimming in the canal. Each year a dinner meeting was held and by the 1930s there were as many as 500 members who claimed to have met the requirements. By 1955 there were only 11 members left who attended the Club's 43rd annual dinner, and the Old Aqueduct Club soon passed out of existence.

The little park in which the statue stands today is called Orff Park in recollection of the great water-powered mill that operated in this location by the Orff family during the canal era and later. Orff Mill had several names throughout its history. Sometimes called the "Edsall Mill," it later was known as the "Empire" and commonly called "the old stone mill" (Cont. on p. 19)

CANAL SOCIETY OF INDIANA

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CANAWLERS AT REST

DENNIS O'BRIEN

b. March 25, 1834

d. March 20, 1892

Find A Grave 82995179

By Carolyn I. Schmidt

boat. You will recall that canawlers on a state boat kept the canal in repair.

In 1865 he moved to Fort Wayne. There he met and married Nancy Sheridan in 1872. Nancy was born near New Haven in Allen County, Indiana. They had eight children: John D., William P., Robert E., Helen M. Frank B., Annie, Albert, and an infant girl, who died in 1878. They lived at 225 W. Washington in Fort Wayne.

Dennis was a democrat, a Catholic, and a member of the Catholic Knights. In 1877 his integrity and industry were recognized by his fellow citizens when they elected him Fort Wayne's street commissioner.

Dennis O'Brien died on March 20, 1892 at the age of 58. His obituary was carried in a Fort Wayne newspaper on March 22, 1892. He was laid to rest in Fort Wayne's Catholic Cemetery in Section B Lot 405.

Dennis O'Brien was born to William and Mary (Brady) O'Brien in Wexford county, Ireland, on March 25, 1834. His brother, Patrick O'Brien, the subject of last month's Canawlers At Rest, was the first of the family to emigrate to American arriving in 1849 in New York. Dennis, his parents and the rest of the family came in 1852 and settled in Huntington, Indiana. Dennis was the youngest of their children.

Dennis was first employed by the railroad. Then for twelve years he worked on the Wabash & Erie Canal. Eight of those years he spent as foreman on a state

Nancy (Sheridan) O'Brien died at the age of 80 on June 30, 1927. Her obituary was in the *Fort Wayne News Sentinel* on July 2, 1927. It said she had been a life long resident of Fort Wayne and had passed away at 4:11 o'clock at the home of her daughter Mrs. Helen Pequignot at 417 Rose Lane. She had been ill for three years and had been bedfast for a week. She died of infirmities of age. She was baptized when an infant at the Cathedral in Fort Wayne. She was a member of St. Patrick's Catholic Church and the Rosary Society. Surviving her were her daughter Helen and son Frank of 214 Wildwood Avenue; two brothers and two sisters.

PARENTS & SIBLINGS OF DENNIS 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	
married ?						
Patrick O'Brien	3-20, 1820	Ireland	1849-50	2-01-1904	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)

WIFE & CHILDREN OF DENNIS O'BRIEN

Dennis O'Brien	3-25-1834	Ireland	1852	3-20-1892	Ft. Wayne, IN	Catholic Cemetery B405
Nancy Sheridan	12-??-1847	Indiana		6-30-1927	Ft. Wayne, IN	Catholic Cemetery B405
married 1872						
John D.	5-??-1875	Indiana		10-08-1900	Ft. Wayne, IN	Catholic Cemetery B405
Wm. P.	8-??-1876	Indiana		3-30-1906	Ft. Wayne, IN	Catholic Cemetery B405
Infant girl	1878	Indiana		5-06-1878		
Robert E.	5-??-1879	Indiana		10-24-1902	Ft. Wayne, IN	Catholic Cemetery B405
Helen M. (Pequignot)	3-22-1881	Indiana		4-17-1965	Ft. Wayne, IN	Catholic Cemetery O170
Francis (Frank B/G)	6-18-1882	Indiana		4-02-1968	Ft. Wayne, IN	Catholic Cemetery B405
Anna	6-??-1886	Indiana				
Albert B	3-??-1888	Indiana		7-13-1909	Waterloo, IN	Catholic Cemetery B405

ERASTUS M. BENSON

AND HIS WABASH & ERIE CANAL CONNECTIONS

By Charles Davis

The last time I wrote about Mr. Benson, it was published in the *Canal Society of Indiana Newsletter* March 1997. Since then I have compiled a lot more information on this man, his activities with the Wabash and Erie Canal, his business partners and his family. Of course, Montezuma is one of my favorite canal towns to research since it is so rich in history.

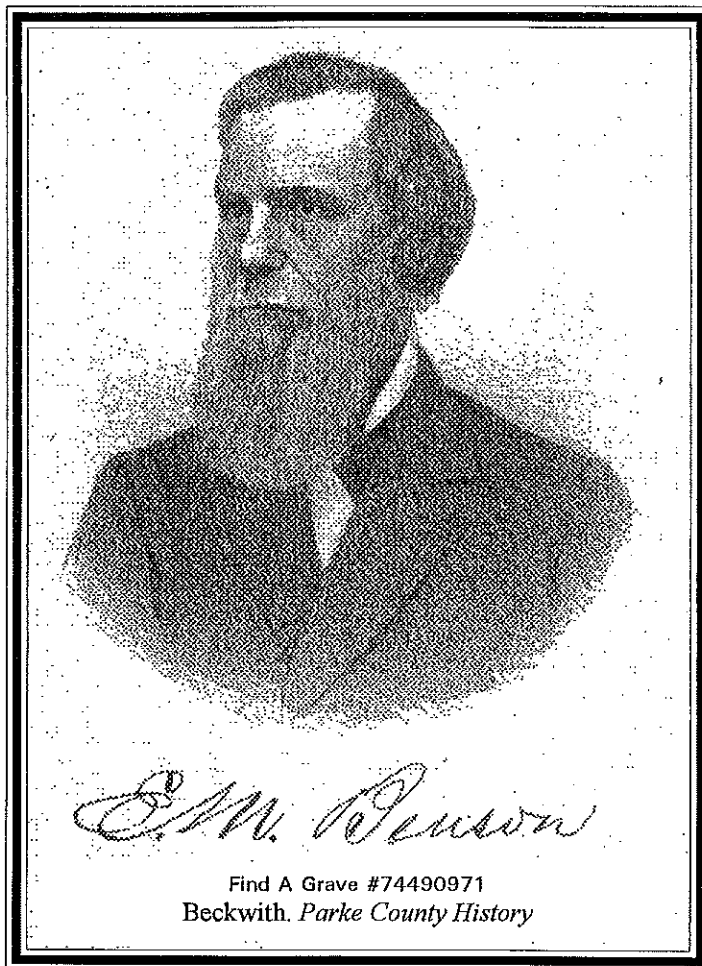
Col. Benson was born in Accomoc county, Virginia on October 26, 1813. He was the second son of William W. and Gertrude Benson. In 1823 his parents moved to Hamilton County, Ohio and remained there until 1827, after which they came to Parke County, Indiana and purchased a farm near Rockville. According to deed records, Wm W. Benson bought the W½ of NE¼ 80 acres Sec. 25-T15R7W on March 14, 1827. Deed Record 5/218 Then on May 29, 1833 he bought 80 acres in the W½ of SE¼ Sec. 25. D. R. 5/217 This farm is one mile southeast of the New Discovery Cemetery or about 4½ miles southeast of Rockville on county road 550E going south ½ mile. I [Charles Davis] visited this site in October 2011 and nothing exists of this farm. It is now only a field.

Erastus lived on this farm from the age of 14 to 21, worked on it and attended common schools. In his 22nd year he taught school for 6 months. Mr. Benson's aim in life was to become a merchant and to this end he went to Rockville and was employed by Judge Walter C. Donaldson and Mr. Lowe. He clerked for them one year and then bought Mr. Lowes' interest in the business and formed a partnership with Mr. Donaldson, which lasted for four years. In 1839, when only 26 years old he was appointed by the commissioners as county treasurer. For one term in 1841-42 he was enrolling clerk of the state legislature. In September of 1843 he formed a partnership with Gen. Arthur Patterson and Isaac Jarvis Silliman. He set up a dry goods business at Armiesburg for three years. See *Indiana Canals*, Vol. 11, No. 4, Fall 2000, "Armiesburg and Its Wabash and Erie Canal Connections" by Charles Davis.

In 1846 Erastus moved to Montezuma to take advantage of the Wabash & Erie Canal, which was under construction at this time through Parke County. On August 7, 1847, he formed a partnership with John Givin Davis. See John G. Davis and His W & E Connections in *The Hoosier Packet* September 2008 by Charles Davis. This agreement states "partnership of merchandising, trading in produce in the town of Montezuma, style of 'Benson and Davis' each putting up \$4000 in that Benson agrees to give said firm his undivided personal attention." D.R. 10/257

Benson began purchasing property.

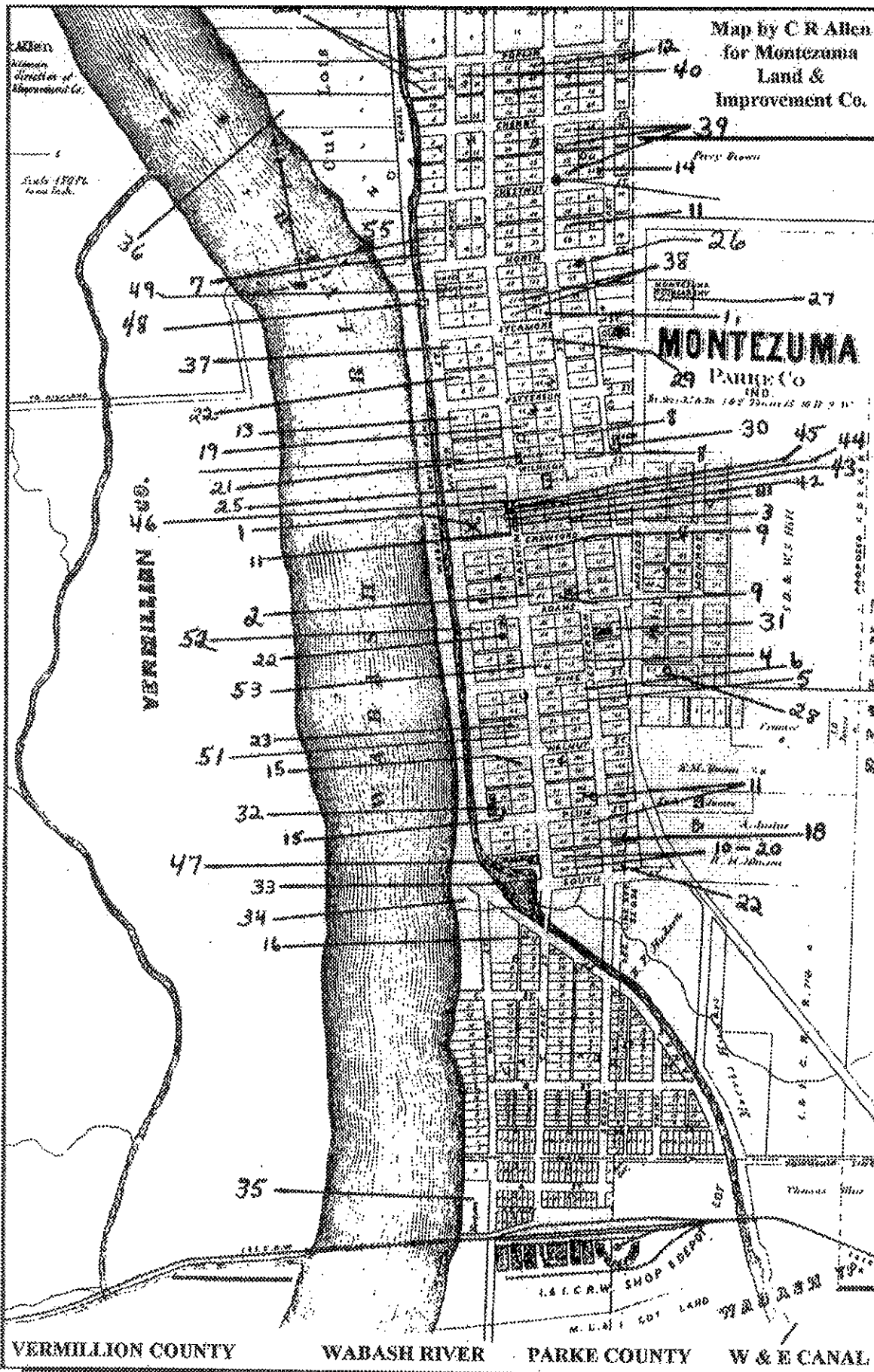
1. He bought lot 32 on the future Benson's Basin on



- November 11, 1846 for \$70 from Hugh Stewart. D. R. 10/223
2. Next he bought lot 34 from Ambrose Whitlock on May 11, 1847. D.R. 10/224
3. After the partnership was formed, E. M. Benson and John G. Davis bought lot 34 from E. M. Benson for \$600 November 19, 1849. D.R. 11/509
4. On February 22, 1851 Benson and Davis purchased lot 31 for \$200 from Jn. G. Davis and Addison L. Roache. D.R. 13/15.
5. Benson and Davis from Davis and Roache lot 32 for \$200 November 17, 1854. D.R. 15/608
6. Benson and Davis from Davis and Roache lot 30 December 24, 1856. D.R. 16/409
7. Benson and Davis from Morris Hughes lot 35 for \$25 on July 26, 1858. D.R. 18/353

Benson and Davis bought lots all over the town of Montezuma. I cannot find the deed for lot 33, but it was part of Benson's Basin. It shows up later when Davis sells out to Benson as we will see later on. From the above deeds, this makes up the property of Benson's Basin and its Canal Warehouse.

On June 2, 1853, Benson bought lot 152 from Samuel and Wm. S. Hill for \$300. D.R. 11/444 Then on



- MONTENZUMA, IN**
 compiled by Charles Dennis
1. W & E Warehouse
 2. Carriage factory
 3. John H Watkins
 4. Gus Bailey
 5. William McIntosh
 6. Thomas N. McIntosh
 7. Obriest Woolen Mill
 8. John Naylor
 9. John Arn
 10. Phoche Streetmocker
 11. Noah Deer
 12. Israel Armstrong
 13. Hugh E. Feeney
 14. Charley & Lucy Peer
 15. Elijah Finnell
 16. Saw Mill
 17. Frank B. Machlett
 18. Gun Shop
 19. Jarvis H. Davis
 20. Brewery
 21. Dr. Adkins & J. Jacobs
 22. Morris Hughes
 23. John Link
 24. John X. Ireland
 25. Ezra Marvin
 26. First School
 27. Montezuma Acaden.
 28. Old Mont. Cemetery
 29. St. Palais
 30. Presbyterian Church
 31. Methodist Episcopal Ch.
 32. Bowsher Grist Mill
 33. Bensons Basin
 34. Lower Steamboat Land.
 35. Bensons Slaughterhouse
 36. Upper Steamboat Land.
 37. L. Henderson O. Lemon
 38. Thomas Doran
 39. Thomas & Jane Doran
 40. Isaac Shane
 41. Sylvester Store
 42. Stacy Marble Yard
 43. M. Hughes Grocery
 44. E. G. Wilson
 45. Harness Shop
 46. Young Store & P. O.
 47. No. 80 Bridge over canal
 48. No. 79 Bridge over canal
 49. Wilson (Phoenix) Hotel
 50. Village Well
 51. George Fisher
 52. Andrew Tenbrook
 53. Simon Smith
 54. Geroge Krets
 55. Joseph Burns Ferry

June 13, 1853 he bought lot 151 from Morris Hughes for \$1100. D.R. 14/445 These lots are where Mr. Benson permanently resided in Montezuma. From what Jim Reeder told me, Bensons' house was a fine mansion. It stood at the corner of Crawford (US 36) and Jefferson Street on the site of today's Janet's Restaurant. There are still steps on Jefferson Street that led up to this house. I erred in the 1997 story that Benson lived on lot 124, which he owned on Wilkinson Street.

On August 7, 1853, Mr. Benson married Louisa M. Fairchild of New Orleans. I know nothing of how they met. Perhaps it was by his trading in that locality.

Benson and Davis also ran a pork-packing business. The *Parke County Whig* of February 14, 1856 says in that winter, they produced 2,800 lbs. of pork. The lot on which they processed pork was on the Wabash River north of the future railroad in Wabash Township, one acre 29 rods of Fraction 2. This business was one of the largest slaughter houses in western Indiana. Hogs from Putnam, Vigo, Vermillion, Montgomery and Fountain counties were driven to Montezuma for market. The killing capacity was around 350 hogs per day. The meat was cured and then shipped by flat boats to New Orleans or by canal boats to Toledo, Ohio and other towns en route.

On October 15, 1857 Benson bought 90.80 acres on the SE½ of Section 26. D.R. 17/122 This land was afterwards called "Benson's Woods." Part of the Oakland Cemetery occupies this once woods. A few old oak trees within it are all that's left. A note here shows what the woods was like as described by Fred A. McIntosh, who grew up in Montezuma in the 1860-70s.

"At one time this same woods was a picnic grounds where our celebrations were held on July 4th. There we would hear the Declaration read, and some speaker give an address. At the conclusion we were turned loose I guess, just to see how miserable we could make it for other people."

Myself, I always wondered where the Miami buried their dead for their village was at the south end of Montezuma before it was a town. The *Montezuma Enterprise* of April 5, 1889 gives an indication of where the burial grounds were located. John H. Watkins and P. J. Hunt were walking through the Oakland Cemetery and noticed a mound, dug it up and found the skeleton of an Indian. Watkins said the bones were very large, especially the legs and skull. The bones were estimated to have been buried over 50 years ago and the grave was only 6 inches deep. The Wabash & Erie Canal is located at the west border of the cemetery.

Septimus Vanlandingham (1821-1906) was the

clerk and managed the Benson Warehouse during the early years of the canal. Later on he went into the mercantile business for himself. His brother John Wykcliff Vanlandingham (Uncle Wick) ran the ferry across the Wabash River at Montezuma for Joe Burns during and after the canal era. Wick also ran a public hack in the late 1860s. One of Wick's passengers noted on a muddy road from Rockville to Montezuma when the hack got stuck, "The driver having climbed out took the horses by the heads, and after wickedly swearing at them awhile, we rose up, up, up until we reached the land. Wick apologized."

The Wabash River ferry was owned by Benson's partner, John G. Davis. Davis bought the ferry from a man named Haskinson in 1833. D.R. 1/127 Joe Burns operated it for Davis for many years then bought it from Davis on November 14, 1860. D.R. 24/301 To access the ferry, one would cross canal road bridge No. 79. This was a convenience to reach Vermillion County for trade, etc.

Though John G. Davis was a partner with Benson, he had little to do with the daily operations of his interests there. His main activities were in Rockville and the public offices he held. By 1860 he led the movement of the Knights of the Golden Circle or "Copperheads" as they were called. He was elected Brig. General by that movement in Parke County in March 1864. *Parke County, the Civil War During the Canal Era* by Charles Davis, 83 pages published in 2007, in the Rockville library.

Benson also ran a shingle and blind factory in Montezuma. As of this date I have lost the deed for its location.

Mr. Benson and his wife Louisa had 3 children in the early 1850s that died as infants. Only two of their children survived—their son Harry H., born 2-8-1857 and their daughter, Gertrude, born in February 1860.

On May 19, 1862 Benson's wife Louisa died in their residence of consumption at the age of 27. Erasmus never married again and raised their children to adulthood by himself. Louisa and the infants are buried in the old Montezuma Cemetery. As of 2011 their headstones are broken. They lay in a pile in the southwest corner of the cemetery, which is in bad condition due to years of neglect and vandalism.

The Wabash & Erie Canal did a booming business at Montezuma in the 1860s and early 1870s. Once the railroad reached the town in 1873 the canal waned and was closed in 1875. Benson's partner, Mr. Davis was so involved in politics and the "copperhead" movement that the locals had enough of him and his threats around the county. On November 19, 1864 he sold his

interests in the Warehouse on the Basin, stores, lots and land to Benson D.R. 22/298 and moved to Terre Haute, Indiana to establish a dry goods business.

It should be noted that Benson and Davis bought land on the east and west side of the canal in Section 1 in Wabash township. I do not know what type of business they had there. The land was purchased from Wea Chief Christmas "Noel" Dagenet's son Edwin R. on September 17, 1858. D.R. 18/252 It was located one mile south of the Reserve township line on the canal road.

Two stores stood on lots 27-28 that were in connection with Benson's Basin warehouse. They were located just north across the street from the warehouse on the canal on the southwest corner of Water and Plum Streets. Benson sold these lots to Joseph Bowsher for \$1000 on April 15, 1867. D.R. 25/535 Bowsher built a steam powered grist mill on lot 28 that was a show place in town. It was a large frame building that stood three and a half stories high facing the canal. It had a large warehouse in connection with it. A cooper shop was run on lot 27 next to the mill. The miller's name was Captain Kidd. The engineer was Captain Andrew Brown, who was killed on duty when his clothes were caught in the fly wheel. The mill used the old Buhr system. Bowsher lived on a farm in Liberty township near the Bowsher Ford covered bridge. His home still exists today in 2011.

On September 14, 1875 Bowsher sold the mill and shop to Dr. George McCune for \$6000. D.R. 31/496 A Mr. Murphy from Paris, Illinois was head miller until his death. Then George Cole operated the mill with Dick Bailey as his able assistant. The mill burned down in the early 1880s, which was one of the saddest blows the town had because the grist mill was instrumental in bringing thousands of dollars to Montezuma.

In the 1850s there was a woolen mill in the old town of Bloomingdale. It was an outgrowth of the carding and fulling mill established by Mahlon Reynolds and Jeremiah Siler. In the 1860s this factory, which was conducted by John M. O'Brist and Nathan Davis, did considerable weaving. They operated at that place until 1869. Their factory was on Leatherwood Creek, which failed to supply enough water for power, thus they set out to find a more suitable place. They found it in Montezuma. They bought the Montezuma Woolen Mill from Daniel A. Jones and his wife, Harriet, of Chicago, Illinois for \$2000. They purchased lots 1,2,3, and 4 in the Griswold and Roache addition on November 23, 1858. D.R. 26/366 They built a new mill on the above lots facing the canal with a driveway for wagons between the mill and the canal boat dock.

The canal boats would bring in cargo of raw ma-

terial, reload with the finished product, and ship it to Toledo, Ohio. The southern terminal was Terre Haute, Indiana.

According to Mrs. Fred Machledt's story in the *Rockville Tribune-Starr* on April 8, 1941, "Col. Benson had two white mules, which were used to pull his canal boats. Operators of the boats were James Mushett (first one to arrive on the canal to Montezuma 1848), Roland Bently (both he & Mushett are buried in Oakland Cemetery), and Tom McIntosh, the latter an uncle of Dick McIntosh and Mrs. Will Morris."

On April 20, 1871, O'Brist and Davis sold the factory to Erastus M. Benson for \$7000, listing lots 1,2,3 and 4, woolen factory, carding machines, steam engines, and scales. The mill was on lots 1 and 2. The store was on lots 3 and 4. On April 28, 1871, Benson sold ½ of his interest in the factory to William N. Akins for \$3500. D.R. 28/222 The factory burned down later that year. The engineer, George Quinn, was partially blamed for the conflagration. There also was a canal boat at the dock that was consumed. Its name was "The South Bend." Today, 2011, Joseph Leon Hann lives on the site of the woolen factory and he mows the canal prism in his back yard.

The woolen mill had to be a great loss for Benson, but at this time he was still doing very well with his various businesses including the slaughterhouse. Benson got his lard kegs from David Connelly, who made them in Annapolis, Parke County, Indiana.

Benson also held other positions. By 1874 he was a director in the Rockville National Bank, the E. T. H. & C. Railroad, the I. I. C. Railroad, and was president of the Montezuma Land and Improvement Company.

In 1880, the railroad car shop and engine house burned down. That caused job and growth losses to Montezuma.

On September 9, 1884, Benson sold one of his stores on lot 77 to his son, Harry, for \$700. D.R. 44/584 This brick store stood on the southeast corner of Washington and Wilkinson Streets and was razed a few years ago. It was at this time that Benson accumulated a lot of debt from his vast holdings. He hired John Osborn and David H. Maxwell as trustees to sell off most of his holdings to pay off his debts. This extensive sell off is recorded in December 24, 1884. D.R. 45/98 The result of the sell offs and the names of persons who were owed money and what settlements they received is recorded on January 27, 1887. Probate Book 12/265 The deed starts as follows: "I Erastus M. Benson of Montezuma being embarrassed and failing circumstances for the securing all my bonafide

creditors," etc. etc.

The *Rockville Tribune* on August 27, 1885 shows what one of Benson's children was doing. "Gertie Benson was appointed Post Master of Montezuma."

On Monday March 12, 1889, Col. Erastus M. Benson died of pneumonia and his funeral was held at his home by Rev. Thos. Griffith. "Although for many

years a wealthy man he died poor, business reverses having overtaken him in recent years, a man who had the respect and confidence of all his neighbors."

An advertisement in the *Montezuma Reporter* of January 18, 1889 says, "Harry Benson, dry goods, notions, groceries, flour, meal, hardware and queensware. Miss Gertie Benson, at the post office is the authorized agent for the Indianapolis and weekly *Journal*, Cincinnati daily and weekly *Enquirer*, or any newspaper magazine or periodical published in the United States. See her before subscribing." Again on July 26, 1889, "New Post Mistress appointed, Gertie Benson retired as Post Mistress, Post Office was in Harry H. Benson's store and was moved to Baily's millinery store, Agnes Baily being the new Post Mistress." Then September 13, 1889, "Harry Benson's sale of household goods, and merchandise. Next week Gertie and Harry will probably leave Montezuma." Before they left, Gertrude sold the Benson home to James Quinlan. D.R. 49.512 Again on September 20, 1859, the newspaper says, "Harry and Gertie left on the 11 o'clock train Tuesday for the west."

ERASTUS M. BENSON 1813-1889 Wrong birth year on stone
B. 10-26-1813 D. 3-12-1889 Photo Charles Davis



In tracing Gertrude and Harry, I found them in

PARENTS & SIBLINGS OF ERASUS M. BENSON

William W. Benson, Wife Gertrude	B. 1785 D.	D. 12-21-1866 D.	Buried New Discovery Cemetery	
Wife Rachel Osborn	B. 1803	D. 2-28-1868	Buried New Discovery Cemetery,	
Children:				
Erastus M. Benson	B. 10-26-1813	D. 3-12-1889	Buried Oakland Cem. Montezuma, In.	Married
Wife Louisa M. Fairchild	B. 10-27-1835	D. 5-19-1862	Buried Old Montezuma Cemetery	8-7-1853
Children:				
Infant son	B.	D. 185?	Buried Old Montezuma Cemetery	
Infant daughter	B.	D.	Buried Old Montezuma Cemetery	
Infant son	B.	D. 5-08-1854	Buried Old Montezuma Cemetery	
Harry H. Benson	B. 2-08-1857	D. 1-04-1924	Jackson Co, Missouri	
Gertrude Benson	B. 2-??-1860	D. 4-24-1926	San Francisco, California	
Husband Thomas B. Mohler		D. 7-10-1936	Los Angeles, California	
L. K. Benson	B. 1830	D. 12-07-1852		
Wm. W. Benson	B. 1831	D. 2-17-1853		
Mahala J. Benson	B. 12-03-1833	D. 10-05-1918	Indianapolis, buried Blake Cem. Parke Co. IN	Married
Husband Samuel E. Blake	B. 1838	D. 10-10-1886		4-3-1864
Children				
Wealthy Blake Wimmer	B.	D.	Of Liberal Kansas	
Charles Blake	B.	D.		
Laura Blake Crooks	B.	D.	Step-daughter	
R. L. Benson	B. 1835	D. 5-15-1854	Buried New Discovery Cemetery	
Oliver P. Benson	B. 1838	D.		Married
Wife Mary F.	B.	D.		

the 1900 census in Upper Township, Sebastian County, Arkansas. Gertrude is listed as head of the family and as a bookkeeper, Harry as a brother.

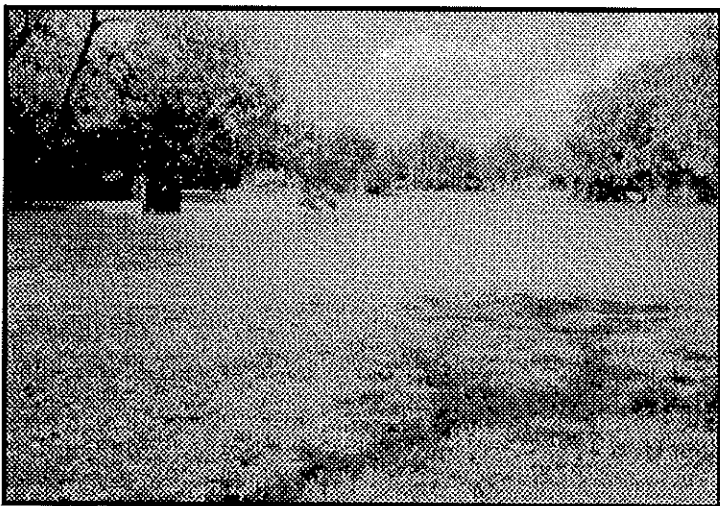
The 1910 census of Buckman County, Missouri shows Harry as a patient in the Washington Hospital called State Hospital NO. 2 and says he hasn't a trade. Gertrude is not listed. The 1920 census from Prairie Township, Jackson County, Missouri lists Harry as an inmate in the Jackson County home and labor as his trade. I obtained his death certificate from the Missouri Board of Health.

The *Rockville Republican* May 6, 1926 gave me the clue as how to locate Gertrude, and said Gertrude died and was of San Antonio, Texas. The San Antonio Public Library looked at census records, which "according to the 1910 federal census" said she was married to Thomas B. Mohler and they lived in Pasadena, California. In 1920 they were still living in California, but they had moved to Alameda. In the 1930 census, Thomas is living in S. Pasadena, California with his

sister Grace. The San Francisco Public library shows that Gertrude died in San Francisco on April 4, 1936 in Los Angeles County, California. With this ends the family line of Col. Erastus M. Benson.

Drilling for gas began in 1890 on the south end of Benson's Basin. The *Montezuma Reporter* of March 24, 1890 it states that the well was down to 1300 feet and was producing artesian water. The Montezuma Mineral Springs Company was formed and bought Benson's Basin on June 30, 1905. D.R. 75/128. A large hotel and pool was built in 1906 and was called the Montezuma Sanatorium and Hotel. An arsonist set it on fire and it was destroyed on March 28, 1907. *The Hoosier Packet* March 2001, Charles Davis.

Eventually Benson's Basin was owned by Joseph A. Reeder and his wife, Bernice. It was leased to the town of Montezuma for several years for a public park known as Reeder Park. Their two sons deeded the park to Montezuma for \$1.00 on December 6, 1991. D. R. 177/58 One of the provisions states, "The name Reeder Park will be displayed in a prominent place at all times." I have played music in this park many times during the 4th of July. I have a picture of us playing music there dated July 4, 1971. In talking with James Reeder several years ago he said, "We never even got a thank you for donating the park to the town."



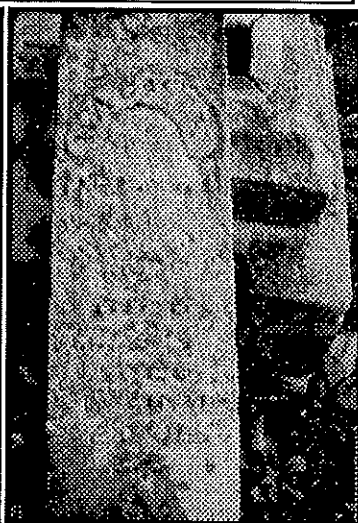
Benson's Basin, Montezuma, Indiana filled by July 2003 flood. Looking north was Benson's warehouse. Photo by Charles Davis

Photos of Erastus M. Benson's father, mother and wife's markers were taken by Charles Davis in New Discovery Cemetery in Parke County, Indiana.

Left: William W. Benson
Born 1875
Died 12, 21-1866

Center: Rachel Benson
B. 1803
D. 2-28-1868

Right: Louisa Fairchild Benson
B. 10-27-1835
D. 5-19-1862



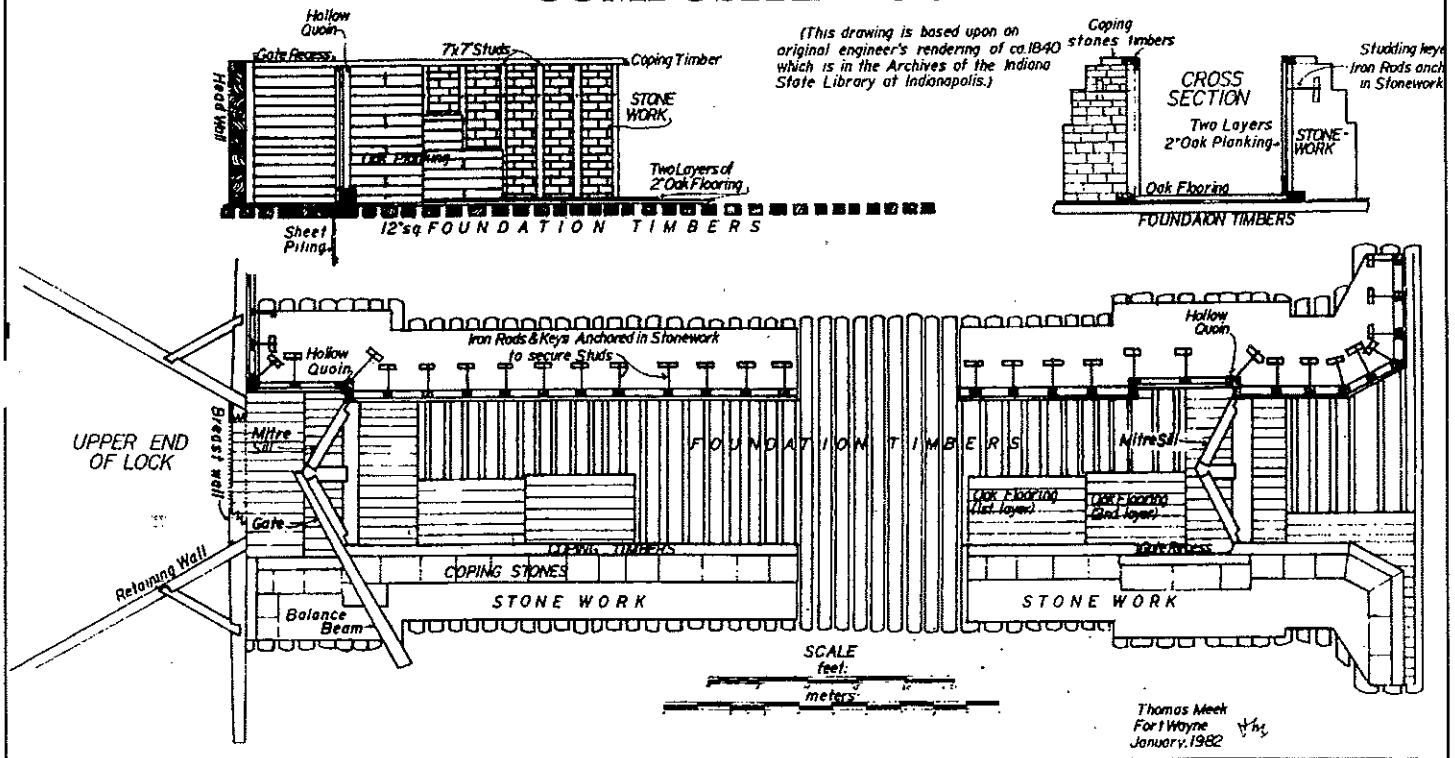
Sources:

Beckwith. *Parke County History*, 1880.
 Cemetery records in Rockville Library
Combined Atlas 1874-1908-1916 Isaac Straus Centennial, Parke County, Indiana pp. 40 and 51.
 1850-60-70 Parke County census
 1874 Parke County Plat maps
 Genealogy Collection, Civic Center, 100 Larkin Street, San Francisco, CA94102.
 April 24, 1926 *San Francisco Examiner*. Obituary of Gertrude J. (Benson) Mohler R 14
 Genealogy and Local History Branch 317 W. 24 Highway Independence, Missouri 64050
 Death Certificate of Harry H. Benson
 1900 Census of Sebastian County, Arkansas
 1910-1920 census of Jackson County, Missouri
Montezuma Enterprise
 March 7, 1940. "1928 Reminiscences of Early Montezuma" by Fred McIntosh.

Montezuma Reporter

March 15, 1889 Obituary E. M. Benson
 January 18, 1889 News of Harry H. and Gertrude Benson and home
 New Discovery Cemetery dates recorded of Wm. W. Benson family
 Rockville Court House
 Deed Records from Recorder's Office
 Probate Records
 Probate Order BK 12/265 E. M. Benson
 Will Record of Wm. W. Benson 1866
 Warranty Deed Vol. 177 p. 58. Reeder Park to The People of the Town of Montezuma December 6, 1991, land with lots 29,30,41,32,33,34,35,36, 1,2,3,4,5,6,8,9,12,13,BK 6
Rockville Republican
 May 5, 1862 Obituary of Louisa M. Fairchild
 March 13, 1889 Obituary of E. M. Benson
Rockville Tribune
 April 21, 1914 Interview of John Wyckliff Vanlandingham and Dr. Benjamin Franklin Hudson, "Old Times in Montezuma"

Drawing 1 COMPOSITE LOCK



A COMPOSITE LOCK

Indiana's Whitewater Canal has many finely cut stone locks two of which can be seen in Metamora, Indiana. The canal also has many composite locks for good stone was hard to find and building a cut stone lock was more expensive than a composite lock. Some of these can also be seen not far from Metamora.

In *Canal Terminology of the United States* by Hahn and Kemp a composite lock is described as:

An inexpensive lock constructed of dry stone or mortared walls made watertight by nailing thick wooden planks horizontally to vertical timbers (studs) bolted to the Masonry wall. Each wall was then covered with a sheathing of vertical planks nailed closely together to prolong the life of the lock, "kyanized" wood was sometimes used. Some masonry was used in the gate recess area.

To "kyanize" was to treat wood with a solution of mercuric chloride to inhibit decay. The process was invented by J. H. Kyan before 1850.

FROM TIMES PAST

Fort Wayne Times and Peoples Press
November 11, 1847

WABASH AND ERIE CANAL. We are gratified in stating, (says the Terre Haute Express) that navigation on the Wabash and Erie Canal, has been opened as far south as Lodi — the mouth of Coal creek, on that great State work. The Canal boat, Planet, reached Lodi from Toledo, on the 27th ult., and marks another era in the history of the progress of this Canal. This lower division of the Canal, from Covington to Coal creek, making fourteen miles, has been finished and brought into use since the Canal passed into the hands and under the charge of the Board of Trustees, and brings Canal navigation to a point only thirty-six miles north of this place, and from that point to Terre Haute, the whole line is under contract, and the work in progress. In this connection we may state, that a large number of additional laborers could find work on this line during the ensuing winter, at fair wages, and prompt cash payments.

JESSE L. WILLIAMS, Esq. authorizes us to state, for the information of Produce Shippers, that they may safely rely upon having FOUR FEET WATER throughout the Canal from Lodi to the lakes, on the opening of navigation next spring.

We notice from the Perrysburg Eagle, that the arrival of the Planet at Lodi, was made the occasion of general rejoicing along the lower part of the line. Citizens from Perrysville, Eugene, &c. were on board, a handsome dinner was prepared, which was partaken of by the ladies and gentlemen, and the day passed away in general festivity. We hope the same spirit will be kept up as every section of the Canal is brought into use, until one grand army may meet to celebrate the union of the waters of the lake with those of the Ohio.

The winter stock of merchandise intended for this place, which have been bought in New York, are all arriving by the Canal route, which must considerably increase its tolls, and as every mile is finished, more business will be added to the Canal; and when shipments from this part of the country are made both ways, the State will then feel the immense value of this great western work, and producers will realize a profit from their tolls, to which they are now strangers.

Fort Wayne Times and Peoples Press
November 18, 1847

Great Freshet. A Dayton paper of Thursday says:

Breach on the Canal. — We understand that the canal is badly broken near Troy. It is said it will take a week to repair the breach.

The Miami continued rising the whole of Tuesday night. At daylight it was at a stand, and slowly re-

ceded during yesterday. Persons crossed from the old bridge to the new levee in a skiff, as the water was too deep to ride.

At the Third street bridge, between the embankment and the levee, the water was three feet deep.

This sudden and unexpected swell in the river, was within about four feet of the great rise on the first of January last.

Much damage has been done to the corn in the bottoms, as large quantities remained in the fields.

The *Hamilton Telegraph* of the 11th says:

On Monday night and Tuesday forenoon, the Miami river at this place rose very high. The damage to farmers on the bottom lands along the river is very great. An immense amount of corn, and a great number of hogs, have been swept off. Many farmers, on Four and Seven Mile Creeks, have sustained very considerable losses. The damage in the immediate vicinity of Hamilton, is very little. The Miami canal has sustained more injury, but not enough to impede navigation.

The White Water canal sustained great injury, and the losses to farmers below have been greater than above this place. The White Water streams rose higher than ever before known, and the damages to millers, farmers, &c., is greater than ever sustained by any previous floods.

We have not heard whether the flood has been so great on the Little Miami, but we presume it has, and the damage very great.

The *Hamilton and Rossville News* says:

Since Sunday night we have had an unusually heavy rain for the season, and the waters have risen to an uncommon height, with great rapidity. The Miami, at this place, rose within four feet five inches of January last, which stand above all others. It has subsided since, but very slowly. For so great a rise at this season, the damage done seems to be small. The greatest loss we hear of, is the new bridge at Enoch's, above Middletown, which was only partly raised, one span being on the trestles, and the other timber within reach of the water. Still there must be great injury done to the corn crops in the low lands. Some hogs have been seen passing.

Fort Wayne Times and Peoples Press
November 25, 1847

W & E Canal Land Interest. Notice is hereby given that I will attend to the receipt of Canal Land Interest at the following times and places:

At Huntington, Sep 24,
At Fort Wayne, Oct 16th & 19th.

At the latter place I will receive money due for lands in the counties of Allen, Kosciusko, Noble, and Whitley.

In all cases its land owner will produce his last year's receipt, and be prepared with the exact amount of money due, as I cannot make the change. The for-

feited lands can only be redeemed at this office.

J. W. WRIGHT.

anal Land Office, Logansport, July 23, 1847

Fort Wayne Times and Peoples Press

November 25, 1847

Life on the Canawl,

A life on the raging canawl,
A home on the raging deep,
Where through summer, spring and fall,
The frogs their revels keep,
Like a fish on a hook I pine,
On this dull unchanging shore —
Of give me the packet line,
And the raging canawl's dread roar.

Once more on the deck I stand,
The horses trot off the land,
And the boat follows close abaft.
We shot through the turbid foam,
Like a bull frog in a squall —
And like the frogs, our home,
We'll find in the raging canawl.

The sun is no longer in view,
The clouds have begun to frown,
But with a bumper or two,
We'll say let the storm come down.
And this song we'll sing one and all,
While the storm around us pelts,
A life on the raging canawl!
Oh, we don't want "nothin else."

Fort Wayne Times and Peoples Press

January 13, 1848

Fire at the Junction. — We understand that a fire occurred at the Junction, on Sunday night last, destroying D., Columbia's Grocery Store, the Collector's office, Brubaker's Stable &c. Further particulars we have not learned.

Fort Wayne Times and Peoples Press

January 13, 1848

State Trustee — On the 23 ballot, AUSTIN M. PUETT, an ultra locofoco of Parke county, was elected, on yesterday, a trustee on the part of the State, under the provisions of the State debt bill of last winter. This result, will surprise the Whigs throughout the State. They struggled hard at the last August election for the ascendancy, and succeeded in sending a majority to the Legislature. It is truly mortifying, and will have a tendency to dampen their ardor in future contests. — They will ask themselves, why the necessity of electing Whigs to the Legislature, when they do not carry out our wishes after being elected? Until men who thus betray the trust placed in their hands by their constituents are held up as unworthy of their future confidence, just

such results as that of yesterday will frequently occur. —
State Journal

Fort Wayne Times and Peoples Press

February 3, 1848

White Water Valley Canal — Gov. Whitcomb's Veto. The "White Water Canal" appears to be an unfortunate work. It belonged to the mammoth system of 1836, and upwards of eleven hundred thousand dollars were expended upon it at the time of the general suspension of the public works. — Frequently under an act providing for the transfer of the unfinished works, to companies that would undertake their completion in specified time, this canal was made over to the company, upon the condition that it was to be completed from the Ohio river to Cambridge City by the first of March last. The company, accordingly, prosecuted the work with vigor and it was finished, or nearly so, but the great flood of January 1847 came, and nearly destroyed it — damaging it to the amount, if we recollect right, of about a hundred thousand dollars. Under the pressure of this misfortune the company applied to the legislature at its last session for relief, and on the last day or two of its sitting, a bill passed both houses, authorizing the Treasurer of State to loan to said company, for the term of five years, the State revenue to be reported ? for the year 1836, in the counties of Delaware, Rush, Henry, Fayette and Franklin, for \$50,000, on condition that the company would give satisfactory security for the repayment, and six per cent interest. This bill failed to become a law for want of the Governor's sanction. Without this aid, however, the company raised the means and repaired the damage done to the canal by the flood of 1847; after which during the past fall, another great freshet occurred in the White Water Valley, and left the Canal in nearly as poor a condition as it was before the then late repairs had been effected. The canal has, thus been twice very seriously damaged with the year 1847. The public have lost confidence in the work, and, it is understood, the funds at the command of the company are exhausted.

Upon the back of all these disasters, at the beginning of the present session of the Legislature, Gov. Whitcomb sent to the House, a bill that had passed at the heel of the present session, loaning to the company the State revenue of those five counties, for the year 1846, with his veto. However our feelings may be enlisted in favor of the company, on account of the energy they have invested, and the misfortunes that have befallen them, we cannot but regard the reason of the Governor as conclusive in the matter.

In the first place, by their charter, the company was authorized to negotiate loans, and issues its bonds therefor, which were to be a lien upon the effects of the company on order of their issue, and that the company had outstanding bonds against it, which would have had priority over this State claim, in an amount \$112,000.

Another reason assigned by the Governor for withholding his approval from the bill, and a very good one, too, that an act had been passed and gone into effect for the arrangement and final liquidation of the State debt, by which the State revenues were pre-pledged, — That the Agent of State was under the necessity of making a small, temporary loan to meet the interest due next July, — That if this measure had taken effect they would have to have borrowed, in advance the amount thus loaned to the company and going into the money-market to borrow the first installment of interest to be paid under the new arrangement, would have had a bad appearance, and would have destroyed the confidence of the bond-holders, in its efficiency and would have deterred many of them from surrendering their bonds; and finally, it would have established a precedent to be followed by other parts of the State, and further sums of money would thus be drawn from the State Treasury never to be returned, and experience has proven that public money, invested in whatever manner in private enterprise, is but too frequently surrendered, or otherwise ultimately lost."

These points, and others, are argued at length, and with ability; and, although as we have already said, our sympathy is with the unfortunate company, we hope Gov. Whitcomb will never perform a worse official act as this veto.

The bill may become a law by the vote of a majority of all the members elected to both houses, in defiance of the veto. We suppose however, that such a majority will not be obtained in this case.

Fort Wayne Times and Peoples Press
February 3, 1848

DIED. At her residence at Aboite, on Saturday last, Mrs. Maria Vermilyea, relict of the late Jesse Vermilyea, deceased, aged about 35 years.

Fort Wayne Times and Peoples Press
February 3, 1848

The weather is exceedingly mild and pleasant for the season. The canal is free from ice, and the wood-boats are running. We saw a few days ago a large pirogue from Lagro, as we understood, that had been to the Junction for goods which had been frozen in, last fall. From present appearances the ice-houses will be empty in the spring.

There is but little doing in produce; wheat sold yesterday at 07½ — corn 28 and oats at old rates.

Fort Wayne Times and Peoples Press
February 3, 1848

The Mails, again. — Mr. Post Master Stewart has handed us a letter from the Post Master at St. Mary's dated Jan. 24th, the gist of which is contained in the first paragraph, as follows:

"A number of the *People's Press* dated Jan.

20th, '48, came to hand, in which is a communication signed by H. McCulloch, dated Piqua, Jan. 2d, '48, to Wm. Stewart, Esq., uttering some unpleasant charges not only against the P.M. at Toledo, but also against the P. M. at St. Mary's. Some representations in this communication are perhaps correct — others erroneous. Whether the P.M. at Toledo has misconceived or neglected his duty, we will leave for him to determine; but that the P.M. at St. Mary's has "acted rather unkindly toward the people of Fort Wayne" and that "since the new arrangement has commenced, he has refused to send papers forward by the old route, notwithstanding he might have done so without making the mails too heavy," and where papers have been sent to him to forward by that route, "he has repeatedly returned them to this office," (meaning Piqua,) he denies altogether."

Then follows a somewhat lengthy explanation in regard to the management of the mails, for which we have not room, but which shows, as we had previously expected, that the contractor on the old Piqua route, conceived that he was exonerated from carrying the heavy mail between this place and St. Mary's, in consequence of the establishment of the Junction route by canal. However, the agitation of the subject has been beneficial already; for the missing papers, &c., now begin to come along freely.

The want of proper bags appears to be the cause of all the difficulty, for which the P.M. at Toledo appears to be to blame. This letter says that a canvas bag, sent to his office from Piqua, as I am informed by the mail carrier, sometimes breaking open, a part of the mail is scattered by the way, &c.

But the want of bags could not have caused those that were in use to come to this place empty, while "cart loads" of mail matter for Fort Wayne and the north, were piled up at Piqua, as was often the case.

We suggested, some time ago, that the appointment of an agent to pass along the route from here to St. Mary's would be of service in ferreting out delinquencies, and so it has proved. Mr. McCulloch, though on his own business, undertook the task, and the result is apparent already.

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

Whitewater Canal: Connersville to Yellow Bank
Via Buses & 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

CSI THROUGH THE PAST 30 YEARS



1999 "Tracking The Central" Oct. Central Canal Bob Schmidt

1999 "Tracking The Central" Oct. Central Canal Bob Schmidt

2003 "Low Bridge, Everybody Down" Oct. Erie Canal Bob Schmidt

2003 "Low Bridge, Everybody Down" Oct. Erie Canal Bob Schmidt

1997 "The Beginnings" Apr. Lindenwood Cemetery Bob Schmidt

1997 "The Beginnings" Apr. Lindenwood Cemetery Brian Migliore

Last issue's answers: 1. (D), 2. (F), 3. (D), 4. (F), 5 (C), 6. (B)

Indiana's canals were not fed from? A. Wabash River, B. Wea Creek, C. Birch Creek Reservoir, D. Lake Erie, F. Whitewater River

Packet boats did not carry? A. Mail, B. Mules, C. Passengers, D. Crew, E. Carpet bags

List 1st, 2nd, 3rd, and 4th order of right-of-way on canals? A. Log rafts, B. Boats going upstream, C. Packet Boats, D. Freight Boats

Name of the boy who walked or rode the animals on the towpath: A. Hoggee, B. Whipper, C. Mule boy, D. Trail walker, E. Stupid

What animal was not used to pull a canal boat? A. Mule, B. Ox, C. Elephant, D. Horse

CREATING THE
CANAL SOCIETY OF INDIANA

(continued from last issue)

CHARTER MEMBERS - May 22, 1982

This includes all subscribers to "Indiana Waterways" on date of founding May 22, 1982.
Subscription was \$5 for a 1 year membership. Some memberships were not renewed after the first year.

Highlighted names are still active members of CSI, * Persons who attended the formation meeting on May 22, 1982

Absenschein, Gerald	Waterport	NY	Hobbs, T. Gibson	Lynchburg	VA
Allen Co. Library	Ft. Wayne	IN	Hometown Fed Sav & Loan	Indianapolis	IN
American Canal Society	Monaca	PA	Horton, Gail	Ft. Wayne	IN
Anness, Milford	Metamora	IN	Hudson, Clarence	Muncie	IN *
Anness, Marie	Metamora	IN	Hudson, Phama	Muncie	IN
Allen, Al	Lafayette	IN	Huntington Library	Huntington	IN
Allen, Faye	Lafayette	IN	Hyde, Ray	Ft. Wayne	IN
Anderson Public Library	Anderson	IN	Hyde, Frances	Ft. Wayne	IN
Baker Family	W. Lafayette	IN	Illinois Canal Association	Lockport	IL
Balsler, D.	Ft. Wayne	IN	Indiana Historical Society	Indianapolis	IN
Barger, H. D.	Ft. Wayne	IN	Indiana University Library	Bloomington	IN
Baudendistel, Paul	Metamora	IN	Indianapolis-Marion Co Lib	Indianapolis	IN
Biddle, Mrs. A.	Ft. Wayne	IN	Jackson, William	Kokomo	IN
Blair, Mr. & Mrs.	Lafayette	IN	Jackson Public Library	Seymour	IN
Blommel, Henry H.	Connersville	IN	Jentoft-Nilsen	Skaneateles	NY
Bunzendahl, Fred	Connersville	IN	Jerome Library	Bowling Green	OH
Bock, Eugene	Anderson	IN	Johnson, Mr & Mrs. Daniel	Crown Point	IN
Bock, Clara	Anderson	IN	Johnson, Walter	Metamora	IN
Boone, Charles	Delphi	IN *	Kennedy, Ashley 111	Evanston	IL
Boone, Mrs. Charles	Delphi	IN	Kleber, Carl	Ft. Wayne	IN
Brookbank, Robert	Delphi	IN	Kloppenstien, M.L.	Ft. Wayne	IN
Buchele, Don	Columbia St	OH	Koontz, Ralph	Auburn	IN
Burke, Fred	Ft. Wayne	IN	Kraft, Mike	Washington	DC
Carmona, Sarah Jane	Ft. Wayne	IN	Kutner, Brian	Millville	NJ
Clark, George	Louisville	KY	Lacy, Floyd	Hagerstown	IN *
Clark, Shirley	Louisville	KY	Lacy, Jane	Hagerstown	IN *
Clark, Mr & Mrs. Ralph	Ft. Wayne	IN *	Lieberum, Mr & Mrs Donald	Ft. Wayne	IN
Cobb, Warren	Naperville	IL	Lieberum, Don	Ft. Wayne	IN
Davis, Lloyd	Evansville	IN	McClure, Mrs. F.	Ft. Wayne	IN
Davis, June	Evansville	IN	McCain, Dan	Woodburn	IN *
Davis, Richard A.	Virginia Breach	VA	McCain, Thomas	Delphi	IN *
Delabar, Robert/Nona	Portsmouth	OH	McCain, Roseland	Delphi	IN *
Delphi Public Library	Delphi	IN	McCouch, Dennis	Delphi	IN *
Ditton, Mrs. H. A.	Yoder	IN	McDaniel, D. K.	Harrisburg	PA
Dobbins, L. C.	Seymour	IN	McEntee, Mary E.	Ft. Wayne	IN
Droege, John	Brownstown	IN	McGuire, Bill	Kokomo	IN *
Dunaway, Don	Brookville	IN	McNally, Edith	Cleveland	OH
Dustin, Jane	Huntertown	IN	Mahoney, Claude	Fairfax	VA
Eco-Log Systems	Lafayette	IN	May, Ralph	Connersville	IN
Erie Canal Museum	Syracuse	NY	Meek, Ben	Ft. Wayne	IN *
Flinn, Patrick	College St	TX	Meek, Peg	Ft. Wayne	IN *
Floyd, Thomas E.	Huron	OH *	Meek, Harriet	Amherst	MA
Frehse, R. F.	Kendalville	IN	Meek, Parke	Ocean City	CA
Frey, H. W.	Michigan City	IN	Meek, Thomas	Ft. Wayne	IN *
Fristoe, Dr. Macalynne	Lafayette	IN	Meek, Julia	Ft. Wayne	IN *
Freund, David	Ft. Wayne	IN *	Mills, D. Deloy	Ft. Wayne	IN
Freund, Linda	Ft. Wayne	IN *	Moore, Kathryn	Leo	IN *
Gagen, Robert C.	Albion	IN *	Morant, Bev. W.	Sierra Madre	CA
Garringer, William	Huntertown	IN	Morrison-Reeves Library	Richmond	IN
Geiger, Fred	Ligionier	IN	Mullin, L. N.	Delphi	IN
Golding, Barney L.	Columbus	IN	Murphy, Bill	Ft. Wayne	IN
Gray, Dr. Ralph D.	Indianapolis	IN	Nicholson, Howard L.	Kokomo	IN
Griffith, Larry	Hamilton	IN	Noble Co Public Library	Albion	IN
Grubb, James	Lafayette	IN	O'Brien, Charles "Ed"	Crown Point	IN *
Haas, Cecil	Ft. Wayne	IN *	Osmanson, M.	Morris	IL
Haas, Ardith	Ft. Wayne	IN *	Park, Fred	Bluffton	IN
Hall, Flave	Ft. Wayne	IN *	Parks, James	Ft. Wayne	IN
Hall, Betty	Ft. Wayne	IN	Parrish, Mr & Mrs Robert	Ft. Wayne	IN
Hanna, David L.	Delphi	IN	Peterka, Rev. Dale	Middletown	OH
Historic Landmarks	Indianapolis	IN	Peterson, Joe E.	Delphi	IN

THE HOOSIER PACKET - APRIL 2012

Peterson, John	Delphi	IN	
Peterson, Mrs. John	Delphi	IN	
Polloni, Mark	New Haven	IN	*
Polloni, Norma	New Haven	IN	
Poiry, Richard	Ft. Wayne	IN	
Provo, James E.	Ft. Wayne	IN	*
Railer, Mr. & Mrs. Earle	Cutler	IN	
Richards, Clifford H.	Ft. Wayne	IN	*
Ringsbury, J. L.	Ft. Wayne	IN	
Robb, Dr. R.	Ft. Wayne	IN	
Rogers, Ross Jr	Sewickley	PA	
Runge, Charles	Frenchtown	NJ	
Sasser, Lowell	Connersville	IN	
Shank, William	York	PA	
Shaw, Ronald E.	Oxford	OH	
Shields, M.	Ft. Wayne	IN	
Shiple, Grant	Ft. Wayne	IN	
Shrock, Prof. Randall	Richmond	IN	
Smith, Ann Laurie	North Webster	IN	
Smith, Harry	Connersville	IN	
Sowards, Neil	Ft. Wayne	IN	
Sowards, Diana	Ft. Wayne	IN	
Starkey, Maurice	Attica	IN	
Steamship Hist Soc of Am	Staten Island	NY	
Stewart, Helen M.	Chardon	OH	
Stoll, C. W.	Louisville	KY	
Stuart, Thomas	Lowell	IN	
Tagmeyer, Nathan	Ft. Wayne	IN	*
Tagmeyer, Aleda	Ft. Wayne	IN	*
Taulbee, Price	Roanoke	IN	
Tippecanoe Hist. Society	Lafayette	IN	
Trevorrow, Frank W.	Oberlin	OH	
Trout, William E.	Richmond	VA	
Valarwold, W. C. & B. L.	Hoagland	IN	
Valley, Harry C.	Cleveland	OH	
each, Glen	Ft. Wayne	IN	
Vegeles, Robert Owen	Ft. Wayne	IN	
Verity, Herbert F.	Cincinnati	OH	
Vonnegut, R. C. Jr.	Indianapolis	IN	
Weber, Lloyd L.	Huntertown	IN	
Westrick, Rosemary	Ft. Wayne	IN	*
Wiggs, John	Delphi	IN	
Wiggs, Susan	Delphi	IN	
Winkler, Howard T.	Palestine	TX	
Wisconsin Hist. Society	Madison	WI	
Zook, Blain	Indianapolis	IN	
Zook, Jesse	Delphi	IN	

Also attending but did not become Charter Members: Helen Wright, Barbara Hanna, John Tew, Larry & Mary Volz, Jody & Julie Steixner, Mildred Hartman, Clarence & Phyllis Sell, Jean Stiles

Official Charter Count was 155

California	2	New York	3
Indiana	120	Ohio	11
Illinois	4	Pennsylvania	3
Kentucky	3	Texas	2
Massachusetts	1	Virginia	3
New Jersey	2	Washington, DC	1
		Wisconsin	1

The Canal Society of Indiana was off to a good start under the leadership of Clarence Hudson, president; Dan McCain, vice-president, Ardith Haas, secretary, Frances Hyde, treasurer; and the advisory board of Lloyd & June Davis, David & Linda Freund, Robert Gagen, Ceceil Haas, Raymond Hyde, Jane Lacy, Thomas & Roseland McCain, Dennis McCouch, Tom & Julia

Meek, and Charles "Ed" O'Brien. By that fall a membership brochure and membership cards had been printed. The Canal Society of Ohio gave 1/2 its profit (\$157.50) from the 1981 joint fall tour to help the society get started. Other groups were contacted for bylaw suggestions.

In 1983 the Canal Society of Indiana was officially incorporated on August 31. Work was done to develop a marker program and indexing of canal sites. A tour was held in Evansville. By 1986 the society had a membership of 203. Making a slide presentation about Indiana's Canals was proposed and a working session held. "Indiana's Canal Heritage," the show, was viewed by 70 on October 2, 1987.

In 1988 Clarence Hudson asked to resign from his presidency at the upcoming election of officers in 1989 after learning he had cancer. No one had volunteered by that spring meeting. Clarence agreed to continue until the fall of 1989 so that a new president could be chosen. Bill McGuire then agreed to take over as interim president.

The following obituary for Clarence Hudson was in the *Muncie Star*:

Clarence F. Hudson a long-time teacher and administrator in the Muncie Community School system, died Friday May 11, 1990 Age 70 in Ball Memorial Hospital.

He was born in Muncie and moved to Redkey where he graduated from Redkey High School. He attend DePauw University and graduated from Ball State University.

During World War II he served 3 years in the Navy aboard the destroyed Gilmer, which was stationed in the South Pacific. He later was commander of the Naval Reserve training units in Muncie and Anderson for several years. After 27 years with the Naval Reserve, he retired with the rank of commander.

He was a teacher and administrator for 33 years in Muncie schools and worked at Longfellow, Eugene Field, North View and Garfield elementary schools and Franklin Middle School.

He was a member of Gethsemane United Methodist Church, as well as several civic and education organizations. At one time he was executive secretary of the Eastern Division of Indiana State Teachers Association and until recently, was state president of the Canal Society of Indiana.

Mr. Hudson was well known as a canoeist. He had traveled on the Wabash River from its source to where it joins the Ohio River, as well as on rivers and lakes in Minnesota and Colorado. He had several articles published in local and statewide newspapers and Outdoor Indiana magazine.

Surviving are his wife, Phama Ralston Hudson; a son, John Hudson, New Castle; two sisters, Mary F. Welmer, Indianapolis, and Lavada Brookman, St. Petersburg, Fla., And a grandson, Micah Hudson, New Castle.

Services will be at 3:00 p.m. Monday in Meeks Mortuary with Rev. Tom Schaffer and John Judson officiating. Burial will follow in Hillcrest Cemetery near Redkey.

The Carroll County Comet reported:

The Carroll County Wabash and Erie Canal Association lost a true friend and supporter with the death of Clarence Hudson of Muncie on May 11, 1990. Clarence served on the Board of Directors and was Vice-President of the Association at one time. At the time of his death he was an Honorary Lifetime Board Member.

As well as his work with the local Canal Association, he was president of the Canal Society of Indiana until last fall. Locally he was instrumental in giving the Canal Association its present forward momentum. He joined in work-day activities and was responsible for finding the formula for the whitewash used on the White House after the war of 1812 and for mixing and applying the identical whitewash to the ceiling of the Kuns Cabin.

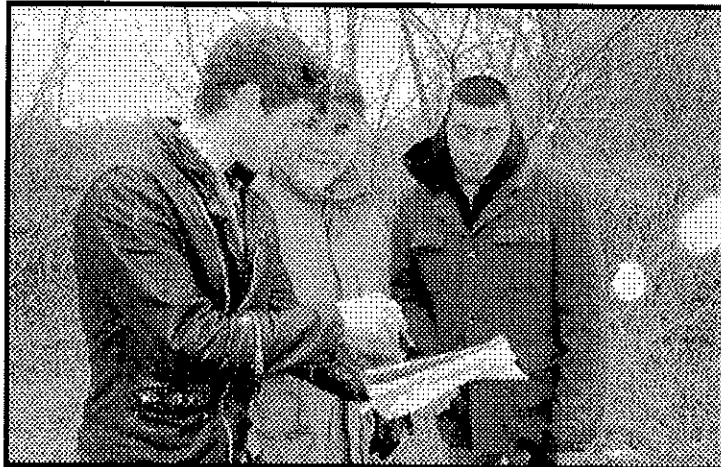
(to be continued in the next issue)

NEWS FROM DELPHI

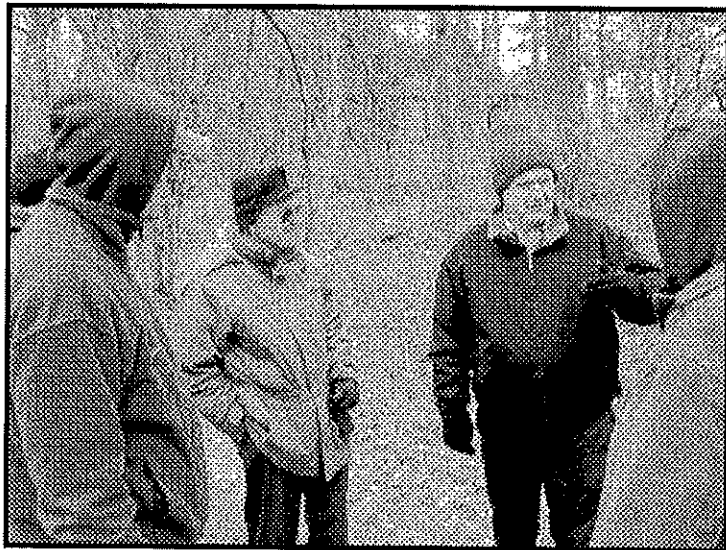
NEW FEATURES PLANNED FOR TWO EXISTING TRAILS

Photos and articles by Dan McCain
NEW IDEAS FOR MONON HIGH BRIDGE TRAIL

Our Carroll County Wabash & Erie Canal "Day After Christmas Hike" took canawlers down the Monon High Bridge Trail to see where the Hoosier Heartland Highway will bisect the trail and our volunteers will restore and relocate a bridge over the new highway. The bridge will add interest and new views for hikers. We are coming up with new ideas for the site.

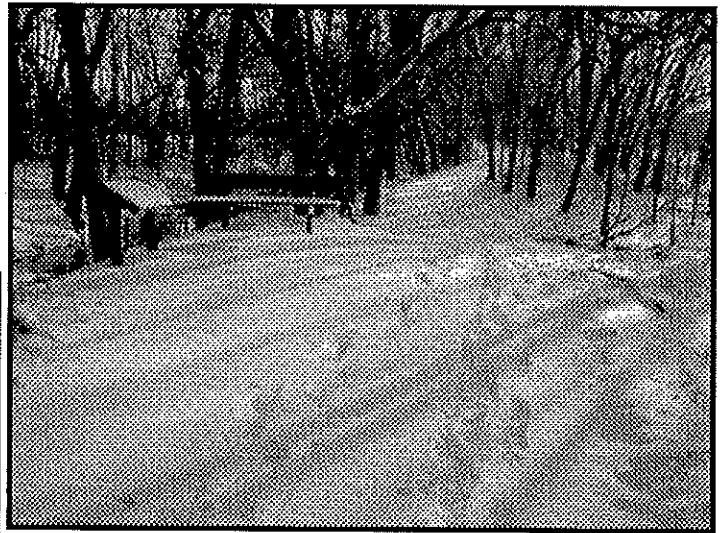


Purdue Professor Bernie Dahl (center), and two students from his landscape architecture class, came to Delphi to study development possibilities on the Monon High Bridge Trail. They will study potential trail extensions and development of a trailhead near the new four-lane highway to be constructed in 2012 and 2013.

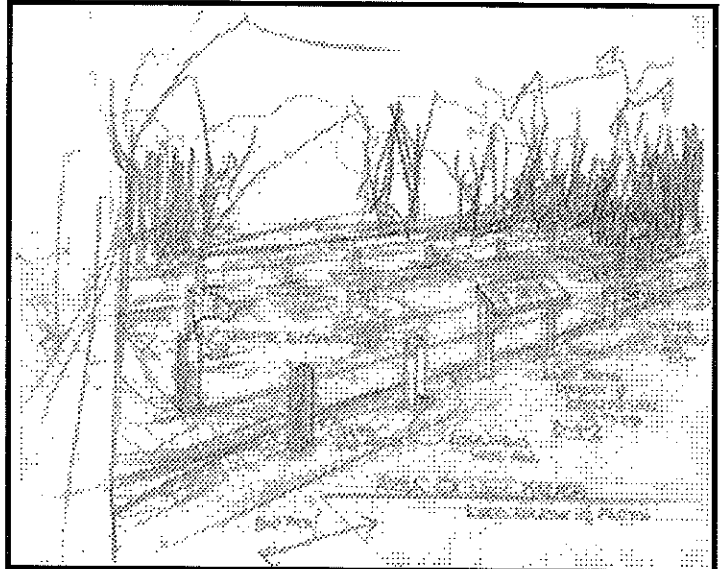


Several former area residents are helping with the study of the Monon Trail landscape where it extends east of Delphi. With their assistance, we are gathering trailside references about the Pioneers who settled here long ago. Here, the Pyle family reminiscence. Son Mike, father Ken and son Larry, who lived here 40 years ago, are on the trail behind their former home.

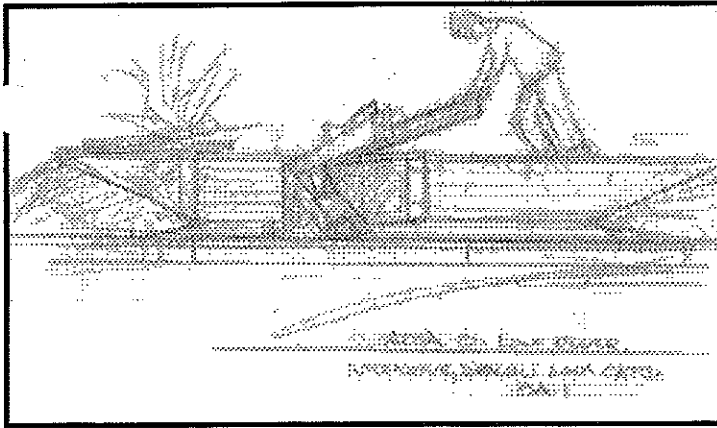
INTERACTIVE EXHIBIT SLATED FOR VANSKOY TOWPATH TRAIL



This site along the VanScoy Towpath Trail contains historic Lock #33. We have planned a trailside interactive exhibit here, which will allow hikers to experience what it is like to walk through a lock chamber and experiencing a four foot rise or fall, just as canal boats did when using the locks long ago.

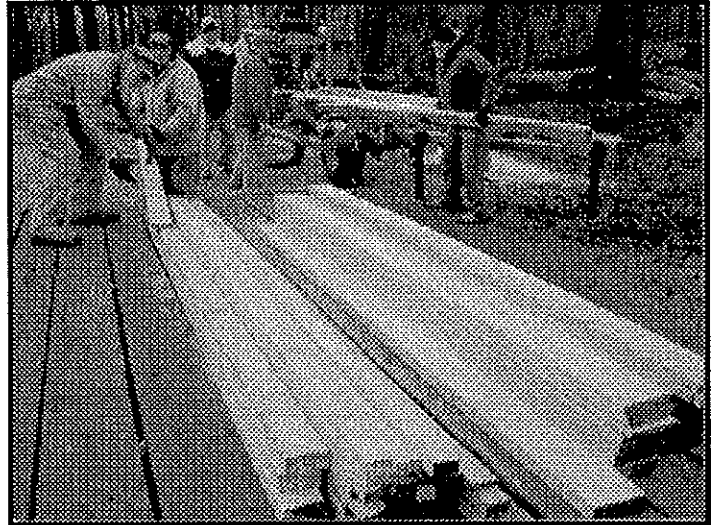


In the exhibit, the chamber beside the trail will be marked with posts to illustrate the size and position. Additionally, there will be an interpretive panel explaining how locks work.

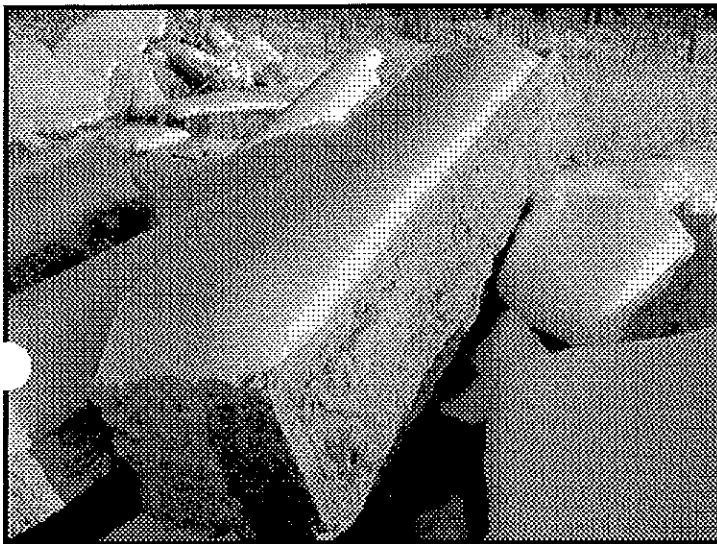


Our M-W-F volunteers have taken advantage of the unusually mild winter to work outside in Canal Park's Pioneer Village. Here is the latest re-build of an old cabin we used to call the Smokehouse. With the enlarged roof and new location, we will likely use this as a crafter's cabin, especially in the summer. Al, Vern and Roy are "chinking" the logs in preparation for daubing with mortar when the weather warms up in the spring.

It will feature a moveable lock gate at the end of the four foot descent in the pathway, which will create a truly unique and interesting experience for visitors.



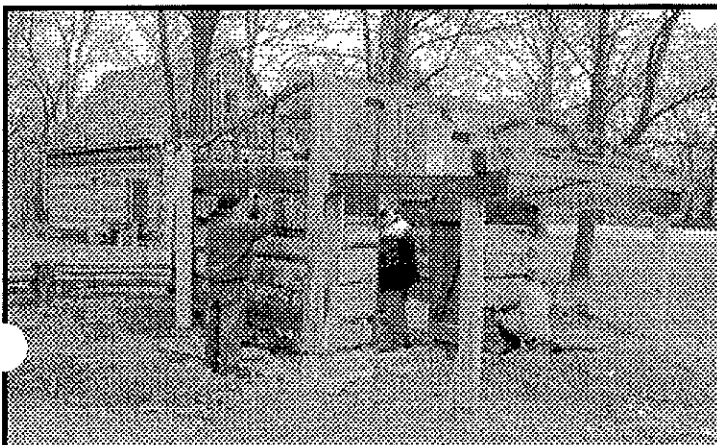
Another mild day gave our M-W-F crew the opportunity to cut lumber on Rollin Graybill's portable sawmill. This clean and bright stack of freshly cut boards will be used to complete the roof of the little log craft shop.



These massive cut stones from the Clear Creek flood gate of the Wabash & Erie Canal at Huntington, Indiana will become the lock wall on one side of the trail in the exhibit.

OUR SMOKEHOUSE BECOMES A CRAFTERS CABIN

Photos and article by Dan McCain



CASTALDI TO WRITE PROGRAMS

(Continued from page 2)

when it stood while the machinery was operated by Wabash and Erie Canal waterpower.

The mill was built by Samuel Edsall in 1843. Milford Smith was an early partner and later the business passed on to Orff, Armstrong & Lacy, but John Orff afterward became the sole proprietor. Later his sons John Jr., C.E. and Montgomery Orff took control of the operation. In its final years the mill was powered by steam. It stood on east bank of the Saint Mary's river near the "Let's Go Swimming" statue.

The aqueduct that the Club celebrated was designed by chief engineer Jesse Lynch Williams and was built by Henry Lotz - the only mayor of Fort Wayne ever to have been deposed of by City Council because he seldom appeared to act the part of the mayor in 1843. Saint Mary's River Aqueduct No. 1 was built in 1835 and rebuilt in 1871. It carried the Wabash & Erie Canal across the Saint Mary's until 1882. The wooden flume was two spans, each eighty feet in length, seventeen feet wide, four and one-half feet deep and was sup-

ported on three great stone pillars. The water of the canal was specified to be at least four feet deep and moved about five miles an hour through the aqueduct, at a weight of more than 450 tons.

A roof was built over the channel, giving it the appearance of a covered bridge. At the west end, just past the aqueduct, a large basin was created so that the canal boats could turn around or wait for another one to pass. It was here in the basin and in the aqueduct itself that the boys often played.

In 1881, the Nickel Plate Railroad purchased the canal right-of-way, including the aqueduct and erected the steel bridge for the trains that still stands today just north of the aqueduct's location. The aqueduct soon collapsed into the river and was removed in 1883.

You can still see portions of the old structure from the Rivergreenway which is accessible from the west end of the Main Street Bridge. The curved stone-wall on the west side of the river is all that is normally visible of the aqueduct. At extreme low water the foundation of the original central pier can sometimes be glimpsed. Nothing is visible on the east bank.

You can discover sights like this and more for yourself, Along the Heritage Trail.

Another site to which Tom contributes articles is a blogspot for "The History Center," the Fort Wayne/Allen County museum found on the internet at:
historycenterfw.blogspot.com

Previous articles in *The Hoosier Packet* have talked about tierces of pork, chimes that are the extended rims at each end of a barrel or cask, kegs of whiskey and various items shipped by canal boat. To help canawlers better understand these early packaging terms we requested permission from Tom and The History Center to print his article "Tierces, Kits, Firkins, Kegs, Barrels and Hogsheads," which he posted on this blogspot Monday, August 15, 2011.

"Tierces, Kits, Firkins, Kegs, Barrels and Hogsheads"

Historians write about the days before automobiles and of early grocery stores that received edibles in barrels, cloth bags or wooden boxes. Today, we as consumers understand those "packaging" terms, but there were names for shipping containers that we no longer use nor would we understand. With a few small tools to loosen and remove the nails that fastened the wooden box lids, a pine box top was removed and the bulk contents were ready for display. The same was true with barrel heads that could be removed and the contents opened for easy viewing. When a customer

made a selection the product was weighted out usually by the pound and placed in a paper bag for the customer to take home.

Many products were stored and shipped in barrels such as smoked pork or pork packed in brine. Some held apples and flour in the days before refrigeration. Iced compartments were not thought to be practical until railroad cars were fitted out to provide the service. Wood barrels churned out by local cooper shops made both "tight" and "slack" types. Tight barrels were made for holding liquids such as vinegar or cider requiring hardwoods such as white oak with strength enough to endure rough handling during the days of the mid-nineteenth century. Slack barrels made of softer woods such as elm, basswood or linden were fine for sugar, fruit, flour, or salt. Then there were different grades of slack barrels since flour required a tighter fit than say one for apples.

Next a grocer had to know the several sizes and capacities of barrel design. Smallest of them was a tight barrel called a "kit" which held one or two gallons used often for salt-mackerel in brine. "Kegs" came in various sizes as did half-barrels used to contain linseed oil that were made of oak and some times reinforced with iron hoops. Depending on the product a slack keg was ideal for durables such as nails. A "firkin" normally held about one quarter of a barrel and typically was a tight barrel used for consumables such as butter or lard. Standard sized barrels were supposed to hold 31-1/2 gallons. A larger size called a "tierce" had a nominal capacity of 42 gallons and was the type most often produced. Another was the "hogshead" which was larger ranging up to 140 gallons.

As a suggestion, the next time you go grocery shopping please don't confuse that hard working clerk with a line like, "Oh, I don't know, how about giving me a tierce worth, but I will have to have help getting it to my car."

This article on the blogspot is from Tom's in-process manuscript with the working title, *The Merchants of Vittles* that he is writing in connection with an early grocery store exhibit he is setting up for the Cass County Historical Society Museum in Logansport, Indiana. His great-grandfather, grandfather, uncle and father owned and operated grocery stores, two of which sat alongside the Wabash & Erie Canal in Logansport after the canal ceased operation. Tom will be displaying many items from those stores that have been kept by his family. The museum is located at 1004 E. Market Street in Logansport.

