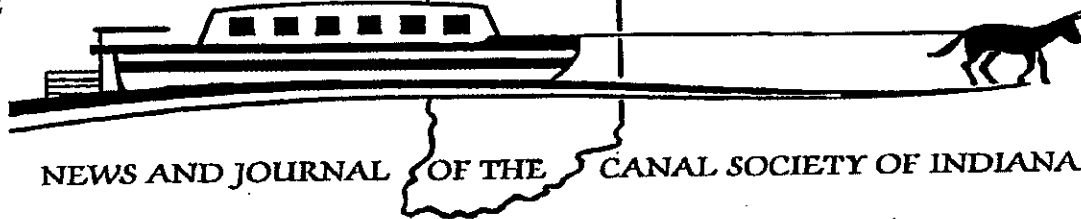


30th  
Anniversary  
1982-2012

THE  
**HOOSIER PACKET**



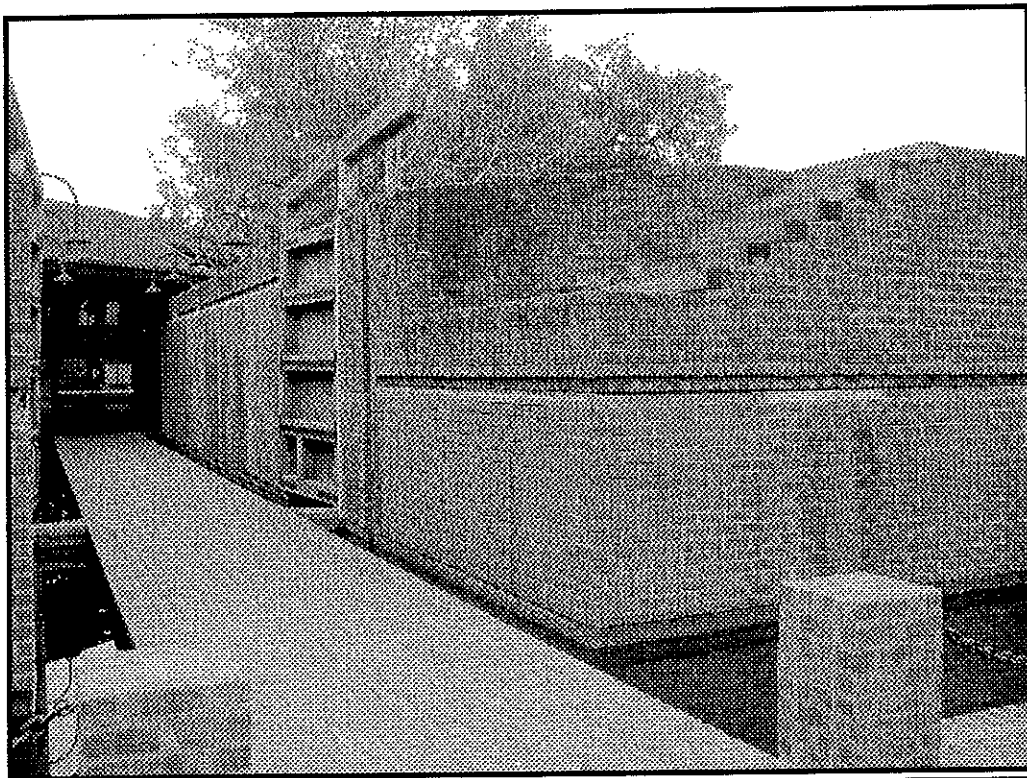
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 11 NO. 5

P.O. BOX 10808 FORT WAYNE, IN 46854

MAY 2012

# WHAT LIES BENEATH?



To enter the Santee Canal Visitors' Center and Museum you walk through a replica of an old brick lock. Photo by Bob Schmidt

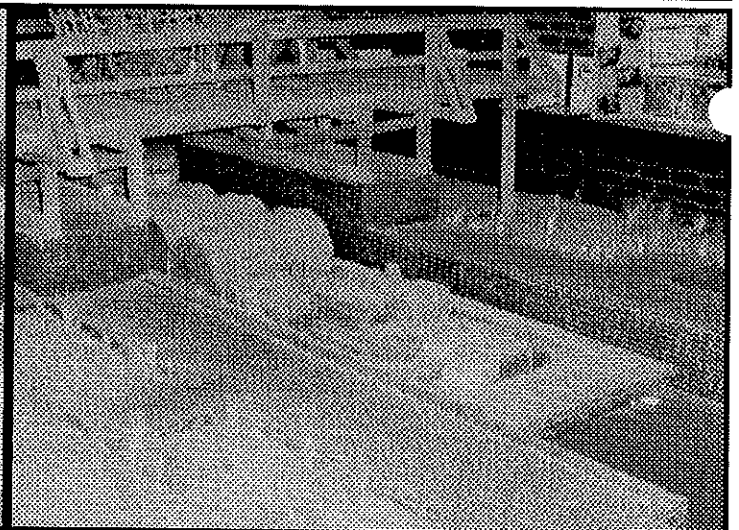
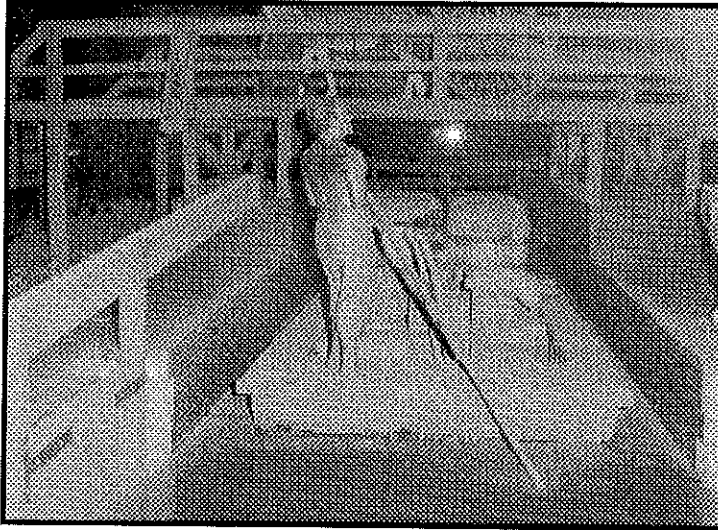
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## The Santee Canal

By Carolyn I. Schmidt

What lies beneath the Spanish moss covered leaves of huge live oak trees in South Carolina is the first summit canal built in the United States — the Santee Canal. Birds wade along its banks, dragonflies flit overhead, the voices of frogs fill the air along with the drone of bugs, turtles sun themselves on logs, and alligators lie beneath its surface. Its use as a transportation canal passed long ago but today it has recreational use for canoeists and fishermen. It is on the National Register of Historic Places and has an outstanding visitors' center and museum at Moncks



The huge lock model shows it being built with a boat passing through the watered lock chamber. It is difficult to take a clear picture of it for it is surrounded by Plexiglas. Photos by Bob Schmidt

Corner, South Carolina.

My husband, Bob, and I have visited the canal and museum many times but always enjoy returning to the picturesque setting; visiting with Mary Bell, the education coordinator; and viewing the exhibits, the most impressive of which is a replica of a brick lock.

Signs both outside and inside the museum explain how and why the canal was built in simple, concise words. I have used the wording on them as the foundation for this article and they appear within quotation marks.

**SANTEE CANAL**

(side one)

"This canal, twenty-two miles in length, connects the Santee and Cooper Rivers. It was chartered by act of March 22, 1786, with capital of £100,000 sterling. Construction began in 1793 and the canal was completed by 1800, under the direction of Col. John Christian Senf, a native of Sweden, as Chief Engineer. The canal was in operation until about 1850.

(side two)

"The Santee Canal was opened to traffic from the Santee River to the Cooper River in 1800. It was 27 miles long, 20 feet wide at the bottom and 35 feet wide at the surface. It was 5½ feet deep, carrying 4 feet of water, and was capable of carrying boats with loads of up to 22 tons. The canal ceased operations about 1850."

(continued on page 19)

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## CANAWLERS AT REST

### DAVID MAXWELL DUNN

b. November 18, 1818  
d. August 20, 1889

Find-A-Grave 54816201

By Carolyn I. Schmidt

David Maxwell Dunn was born on November 18, 1818 in Jefferson County, Indiana, to Williamson and Mariam (Wilson) Dunn. He was named for his uncle David Hervey Maxwell (1786-1854), who was elected the president of Indiana's Board of Internal Improvements in 1836. *Canawlers At Rest: Hoosier Packet 4-2010*

David's father, Williamson Dunn, a pioneer, was born in Crow's Station, Boyle County, near Danville, Kentucky on December 25, 1781 to Samuel and Eleanor Brewster Dunn. There he acquired a limited education.

Around 1809 Williamson moved to Jefferson County in Indiana Territory. He was made a Justice of the Peace and, in 1811, Judge of the Circuit Court of Common Pleas, receiving his appointment from Governor William Henry Harrison. In the War of 1812 he was commissioned by President James Monroe a captain of an organized band of rangers provided by Congress for the protection of the frontier settlers. He commanded this company for two years.

In 1814-1816 Williamson Dunn was appointed Associate Judge of the Circuit Court of Jefferson County by the governor of the Indiana Territory, Thomas Posey. In 1816 he represented his county in the first legislature of the state of Indiana and was twice re-elected Speaker of the House of Representatives in the 2nd and 3rd legislatures (1816-1820) and while so serving declined a seat in the U. S. Senate. While a representative, our subject, David, was born.

In 1823 Williamson was appointed Registrar of the Land Office of Indiana in Terre Haute by President Monroe. While holding this position he moved to the wilderness and laid out the town of Crawfordsville. He was

re-appointed in 1827, and in 1829 moved back to Hanover where he donated fifty acres of land to Hanover College as a farm for a manual school. He helped found this institution in 1832 and served as a trustee, 1832-1855. He also gave a tract of land to Wabash College. Apparently this land was sold to purchase the land on which the college was finally built. He was a member of its first board of trustees, 1832-1836.

He afterward returned to Jefferson County and filled an un-expired term in the Indiana State Senate (1837-1838), but was twice defeated as a candidate for re-election. He was elected to the bench of the Circuit Court as Probate Judge and held the office until the court was abolished (1846-1852).

Williamson was a prominent factor in the early settlement of Indiana and a promoter of the program of the Presbyterian church. He died in Hanover, Indiana on November 11, 1854 and was buried in Hanover Cemetery. He fathered three future State Representatives, Samuel Campbell Dunn, William McKee Dunn and David Maxwell Dunn.

It can be seen that David Maxwell Dunn, our subject, and his brothers had big shoes to fill in order to follow in their father's footsteps. David studied law at Hanover College and graduated with his law degree prior to 1845 when he is found listed as Attorney at Law in Cass County, Indiana. In 1846 he was the Prosecuting Attorney in Miami County, Indiana.

In 1846 war broke out between the United States and Mexico. A call was made for volunteers. Once the companies were formed they were to assemble at the rendezvous point as soon as possible, by the shortest route, and at their own expense for transportation and subsistence.

The *History of Cass County* has the following:

"The news of the declaration of war in the United States and of the Governor's proclamation reached Logansport without delay. Capt. Spier S. Tipton immediately commenced the enlistment of volunteers for the war. Military enthusiasm ran high, and there was little delay in making up the roll of one complete company. On the 8th of June following [David M. Dunn and] the company left for the seat of war under command of Captain Tipton. For several days previously it had been announced that the boys would leave on that day, and as a consequence the town was full of people from all parts of the county to witness their departure. They left by way of the Michigan Road, south to Indianapolis, thence to New Albany, the place of rendezvous for the Indiana soldiers prior to taking transportation to the seat of war."

Another source gave more detail about how they got to New Albany. It said that these men left Logansport in thirty-three wagons that had been provided by the citizens of Cass county and later ate dinner furnished by these citizens at Deer Creek. They were fortunate in that the town provided their transportation. After spending the next two nights in Burlington and Eagle Village, they arrived in Indianapolis on June 11 from which they marched to Franklin and then to the train at Edinburg. At that time there was but one railroad in Indiana running between Edinburg and Madison according to Perry's *Indiana in the Mexican War*. They took the train to Madison and on the 13th left there on the steamer "Adelaide" and arrived in Louisville, Kentucky that evening. They then were transferred to Camp Whitcomb in New Albany, Indiana

The *History of Cass County* says, "Upon reaching that point [New Albany] Captain Tipton having received an appointment as Lieutenant in the regular army, and accepting it, made a vacancy in the captaincy of the company, which however, was supplied by the election of Stanislaus Lasselle to that position. On the 19th or June the company was mustered into the service of the United States by Captain Churchill of the United States Army."

On June 19, 1846 David mustered into this 1st Regular Company G in New Albany, Indiana, one of three Indiana regiments to serve in the Mexican War. He was a second-lieutenant under Captain Stanislaus Lasselle. Company G contained ninety-three men at that time.

They remained in New Albany until July 5th. That day they boarded the steamer "Grace Darling" and arrived in New Orleans, Louisiana on July 11th. At New Orleans they boarded a three hundred and fifty ton barge "Sophia Walker" and were towed by a steamer to the mouth of the Mississippi River and let loose in a storm that continued until they landed at Brazos, Texas on July 19th. From there they marched to the mouth of the Rio Grande arriving on July 21st. The following day they marched 9 miles up river to Camp Belknap near Buerta where they remained until August 31st drilling, etc. There many of the men got sick. The history book said that the sick outnumbered the men on duty.

Late in January, 1847, when it was expected that a battle would occur at Saltillo, Company G was ordered to Monterey. The regiment marched nearly to Monterey, Mexico. However the battle was fought at Buena Vista while Company G cooled its heels near Monterey. They were then ordered back to the Rio Grande for guard duty. After their time had expired the men returned to the Rio Grande and Brazos. They were shipped to New Orleans and were mustered out of June 15, 1847. They had served a year.

David M. Dunn mustered out with the rank of second lieutenant. By then Company G was down to fifty-seven men. W. B. Buchanan, Dyer Barrett and Caleb P. Hopkinson had died and were buried in Mexico. Thirty-one men had been discharged earlier due to ill health while they were in Mexico. What remained of the company then boarded the steamer "Cincinnati" and headed back to Logansport. Upon arrival in Logansport they were honored by the citizens with a reception.

**PARENTS & SIBLINGS OF DAVID MAXWELL DUNN**

<u>NAME</u>	<u>BORN</u>	<u>PLACE</u>	<u>DIED</u>	<u>PLACE</u>	<u>BURIAL</u>
Williamson Dunn	12-25-1781	Crows Station, KY	11-11-1854	Hanover, IN	Hanover Cemetery
Miriam Wilson m. 9-25-1806	2-04-1791	Jessamine Co., KY	10-20-1827 (36)	Crawfordsville, IN	Crawfordsville, IN
James Wilson Dunn	9-14-1807	Gerard Co., KY	4-03-1874		
Samuel Campbell Dunn	8-09-1809	Gerard Co., KY			
John H. Dunn	3-15-1811				
Mary Ellen Dunn	12-15-1812				
William McKee Dunn	12-12-1814	Hanover, IN Ter.	7-24-1887	Fairfax Co., VA	Oak Hill Cem. D.C.
William P. Dunn	12-16-1816				
<b>David Maxwell Dunn</b>	11-18-1818	Jefferson Co., IN	8-20-1889	Georgetown, DC	Oak Hill Cem. D.C.
Nancy Jane Dunn	11-22-1819		11-13-1846		
Thomas S. Dunn	9-05-1822		11-14-1895		
Mariam Wilson Dunn	1-20-1825		5-??-1841		
Sarah Amanda Dunn	9-26-1827				
Mary Fleming m. 11-13-1828	4-24-1790	Butler Co., OH	11-21-1862	Hanover, IN	Hanover Cemetery

**WIFE & CHILDREN OF DAVID MAXWELL DUNN**

David Maxwell Dunn	11-18-1818	Jefferson Co., IN	8-20-1889	Georgetown, DC	Oak Hill Cem. D.C.
Ellen M. Purviance m. 12-28-1848	11-12-1831	Pennsylvania Cass Co., IN	2-28-1890	Georgetown, DC	Oak Hill Cem. D.C.
Charles McClay Dunn	12-01-1849	Logansport, IN	12-23-1862	Logansport, IN	9th St. Cemetery
Mary Howard Dunn	2-12-1851	Logansport, IN	10-19-1925	Georgetown, DC	Oak Hill Cem. D.C.
James Williamson Dunn	2-22-1853	Logansport, IN	1-22-1892	Georgetown, DC	Oak Hill Cem. D.C.
Henrietta Purviance Dunn	4-05-1855	Logansport, IN	2-06-1911	Georgetown, DC	Oak Hill Cem. D.C.
Ellen McClay Dunn	10-29-1857	Logansport, IN	3-19-1922	Georgetown, DC	Oak Hill Cem. D.C.

The Mexican War ended on February 2, 1848. The Treaty of Guadalupe Hidalgo was signed establishing the Rio Grande as the border. That July 4th a very slow but successful trial trip was made by the railroad and a celebration with a picnic and speeches was held two miles east of Logansport near Taber's prairie. After building this first section they planned to construct the railroad line west and south along the Wabash River and did much grading. Unfortunately it was never completed. Later the Logansport & Crawfordsville railroad acquired it rights.

On December 28, 1848 David was married to Ellen M. Purviance, in Cass County, Indiana. They would eventually have five children all of whom were born in Logansport, Indiana between 1849-1858: Charles M. Dunn, Mary H. Dunn, James W. Dunn, Henrietta P. Dunn, and Ellen M. Dunn.

The 1850 Federal Census shows David as a lawyer. He had an estate of \$2,200.

Around 1849 the Wabash Valley Bank was organized in Logansport and had rooms on Third street, north of Market, but it had no authority to issue notes. Therefore in January 1850 about the same individuals organized the Logansport Life Insurance Company for the purpose of issuing notes which the Wabash valley Bank could then assume and loan. The company's office adjoined the Wabash & Erie Canal land office. David was one of its five directors and was elected its secretary. The next year it issued and loaned to the Wabash Valley Bank \$50,000 in checks and canal scrip. "Wild Cat," "Blue Pup" and "Red Dog" canal scrip was overrunning Cass county and even though the *Detector* was published to inform banks as to the value of these bills, it was not published often enough to be of much use by the banks.

The 1850s were busy years for David. During the early fifties the Hoosier Bank was organized and David served as cashier until its president Philip Pollard died on March 7, 1856 and its affairs were honorably settled without loss to its depositors. In 1851 David was elected councilman for the first ward in Logansport, Indiana. In 1854 he was elected to the Indiana House of Representatives from Logansport and re-elected in 1855. He was a director of the Logansport & Pacific Railroad and by 1860 David was listed as railroad president on the Federal Census with real estate valued at \$12,000 and a personal estate of \$500. His mother-in-law and her son were also living with his family.

The Wabash Valley Bank and the Logansport Life Insurance Company operated until April 28, 1857, when the directors of the insurance company met in the home of S. C. Taber and burned all the notes it had received back from the bank. The managers of the insurance company were "severely censured by the stockholders and holders of the scrip, upon which they could not realize, but were losers, and an indignation meeting was held but nothing came of it as the company's manager seemingly kept within the law" according to Dr. Jehu Z. Powell, in his *History of Cass County, Indiana*. Dealing with canal scrip was one of David's ties to Indiana's canals.

In 1861 the Civil War came along and changed his lifestyle during its duration. Records show him a Lieutenant Colonel on April 25 at Indianapolis. On August 27, 1861 he mustered in to Company E of the 29th Regiment.

In December 1850 David was involved in the incorporation of the Lake Michigan, Logansport, and Ohio River Railroad. Its capital stock was fixed at \$1,000,000, divided into shares of \$25 each. But the money didn't come in and nothing was done until a few years later when its name was changed to the New Castle & Richmond Railroad. The section of this road from Logansport to Kokomo was built first because of the conveniences for shipping material via the Wabash and Erie Canal. In fact in 1855 the first railroad engine arrived in Logansport by canal boat at Broadway (5th street), was placed on hewn timbers, and was dragged by three yoke of oxen led by Sam Berryman, down Broadway to Third and south on Third over the Wabash River's two wooden bridges to be placed on the track.

On April 7, 1862 David as Lieutenant Colonel commanded the 9th and 29th Cass County boys in the battle of Shiloh/Pittsburgh Landing where they performed their duty nobly. In October of 1862 they were in a skirmish at Lavergne, Tennessee. That December 31 they were in the battle at Murfreesboro/Stone River, Tennessee, where the regiment suffered severe losses. They were in skirmishes at Tribune, and Liberty Gap, Tennessee in June 1863. They sustained a heavy loss in the battle of Chickamauga in Georgia on September 19-20, 1863 before being stationed at Bridgeport, Alabama.

On January 1, 1864 the 29th Regiment re-enlisted as a veterans organization and shortly thereafter went home on a furlough. The *History of Cass County, Indiana* describes the reception given the veterans of the Twenty-ninth as follows:

"On Wednesday afternoon, January 13, 1864, word was received that Col. David M. Dunn of the Twenty-ninth with the Cass county boys who had re-enlisted were coming home on a veteran furlough and would reach here [Logansport] on the five o'clock Cincinnati train. Arrangements were at once made to give

them a royal welcome. Accordingly, on the approach of the train the soldiers were greeted with cheers from an immense crowd and the strains of 'Wachter's Band.' A procession was formed, the band leading, the soldiers, next, followed by the throng of citizens and proceeded to the Barnett House (corner Third and Market) where Major McFaddin, in a brief speech, extended a cordial welcome, in behalf of the city, to the gallant men who had displayed their heroism upon so many battlefields. At the request of Thos. H. Wilson, Major McFaddin announced to the soldiers that a bountiful supper had been prepared for them and that lodging and breakfast would be furnished them free of expense by the patriotic citizens of Logansport. After which Dr. J. M. Justice made a short talk, when Colonel Dunn was called for and thanked the citizens who honored his brave and tried soldiers with so cordial and enthusiastic a welcome. Three cheers were given for Colonel Dunn and his veterans, then the soldiers proceeded to the dining room of the Barnett House where a bountiful supper had been provided and partook of a sumptuous meal. Every one felt it not only a duty, but a pleasure, to honor the brave soldiers, who so nobly sustained the reputation of Cass county on many a hard fought battlefield."

After its furlough the Twenty-ninth Regiment went to Chattanooga, Tennessee; Decatur, Alabama; Dalton, Georgia; and the Marietta, Georgia where it remained until the end of the Civil War. On January 5, 1865 the Union Army promoted David Maxwell Dunn to Colonel, Company E, 29th Regiment.

Practically at the same time in January 1865 Indiana Senator Richmond nominated Colonel David M. Dunn of Cass County for Trustee of the Wabash & Erie Canal at the meeting of the General Assembly. Also nominated was William A. Langster of Fountain County. Colonel Dunn received a majority of all the votes cast (82 to Langster's 57) and was declared by the President of the Joint Convention a duly elected Trustee for the Wabash and Erie Canal for the term prescribed by law (1865-67).

As of 1859 the Wabash & Erie Canal had been leased out to three different groups, but the canal trustees continued to oversee it. The eastern division from Terre Haute to the Indiana/Ohio state line was operated by Alfred Edgerton, the middle division from Newberry to Terre Haute was operated by Chauncy Rose and others, and the southern division from Evansville to Newberry was operated by Goodlet Morgan. By 1865 only the eastern division was still functional so the Board of Trustees had little to do other than monitor what was happening in the northeastern part of the canal.

In 1869 General Ulysses Grant appointed Colonel David M. Dunn to the federal office of Consul to

Prince Edwards Island at Charlottetown. His salary was \$1,500 per annum. The government reports and other articles written by David during his time as consul are credited to the literature of Cass county by history books.

In 1883 David was appointed Consul to Valparaiso, Chili and was commissioned on June 6, 1883 with a salary of \$3,000 per annum. Later a case was brought to court against him for taking the higher salary before he was in Chili. Apparently he took the oath of office for Valparaiso while in Charlottetown but didn't leave Charlottetown until July 1, 1883 to go to Washington D.C. leaving there on July 9 to sail to Valparaiso. During this period he tried to get paid the higher salary for the quarter.

The court found that "No consul-general or consul shall be permitted to hold the office of consul-general or consul at any other consulate, or exercise the duties thereof." and that "Under this, the claimant, while holding the office of consul at Charlottetown could not also hold the office on consul at Valparaiso. He could not be entitled to the salary of the latter office, prior to the time when he could by law be invested with the title thereto." "No...consul, or commercial agent, mentioned...shall be entitled to compensation for his services, except from the time when he reaches his post and enters upon his official duties to the time when he ceases to hold such office, and for such time as is actually and necessarily occupied in receiving his instructions..."

We do not know the date of this trial or how long David served as consul to Valparaiso, Chile. At first I, Carolyn Schmidt, did not know how long he lived or where he died. I found his name on a large stone dedicated to early settlers who died and were buried in Ninth Street Cemetery in Logansport, Indiana.

The same cemetery also has a memorial plaque for him placed on the ground. I had a suspicion the plaque and stone were merely memorials since I found

Early settler monument in 9th Street Cemetery photo - Bob Schmidt



no record of his body being returned to Logansport. However, one of his sons was buried there.

I asked for help from Chuck Huppert, CSI's past vice-president who now lives in Maryland and is related

to the Dunn family. He contacted a member of the Dunn family and looked through his own personal Dunn file where he found that a relative of David Maxwell Dunn was buried in Oak Hill Cemetery in Georgetown, D.C. Checking with the cemetery he learned that David is also buried at Oak Hill in the Rock Creek section. He then sent the following information to CSI headquarters.

According to cemetery records David Maxwell Dunn was born on November 18, 1818 and died on August 20, 1889. He is buried in lot 452 East near a tree probably planted by the Dunn family. His marker is within 20 feet of the following co-ordinates:

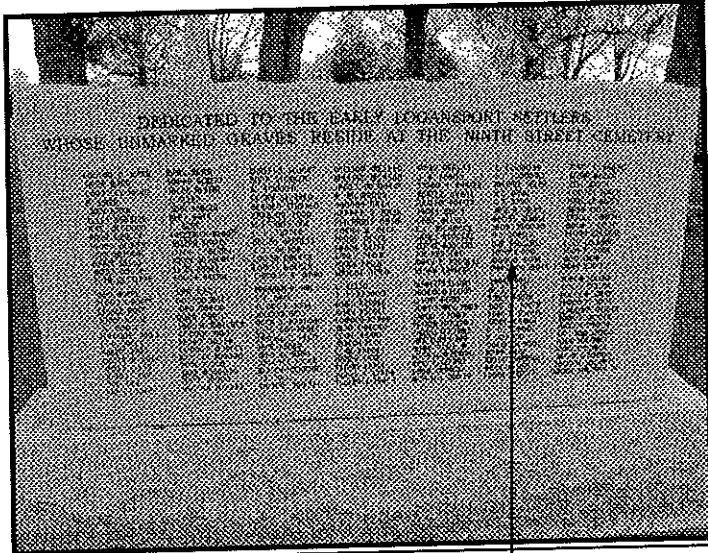
38 degrees 54 minutes 45.29 seconds North  
77 degrees 03 minutes 18.32 seconds East

Buried in David's lot and their names on his marker are:

Ellen Purviance Dunn 11-12-1831 to 2-28-1890  
James Williamson Dunn 2-22-1853 to 1-22-1892  
Henrietta Purviance Dunn 4-5-1855 to 2-6-1911  
Ellen McClay Dunn 10-29-1857 to 3-19-1922  
Mary Howard Dunn 2-12-1851 to 10-19-1925  
Marion Purviance 11-26-1898 69y6m8d (unmarked)

When Chuck and his wife, Lynda, went to the cemetery to take a picture of David's stone they found that it was covered with a plywood structure to protect it during the building of a columbarium nearby. They talked to the vice-president of the cemetery and found that he had taken a picture of the stone prior to its being covered by the box.

The Oakhill Cemetery Company later sent copies of the pictures that had been taken to record the inscriptions. The Dunn memorial stands between the hickory tree and the circular pathway, which sat somewhat



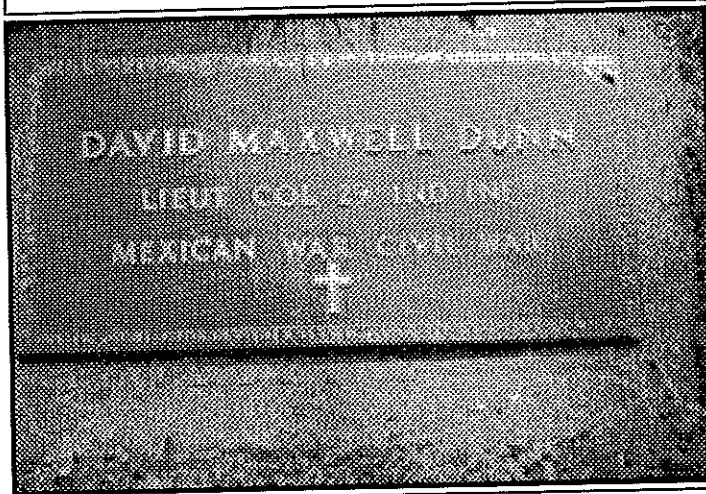
DAVID M. DUNN  
**Ninth Street Cemetery  
Logansport, Indiana**

Dedicated to the early Logansport settlers whose unmarked graves reside at the Ninth Street Cemetery.  
(This is only a memorial to David. He is not buried here.)

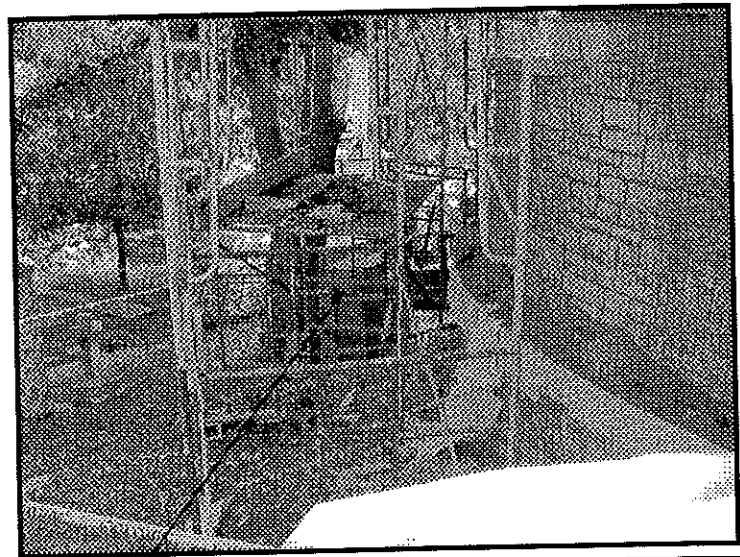
Due to so many broken stones and unmarked graves this new marker was erected.

Also buried here is Charles McClay Dunn, the son of David M and Ellen Dunn, b. 12-1-1849, d. 12-23-1862, age 13.

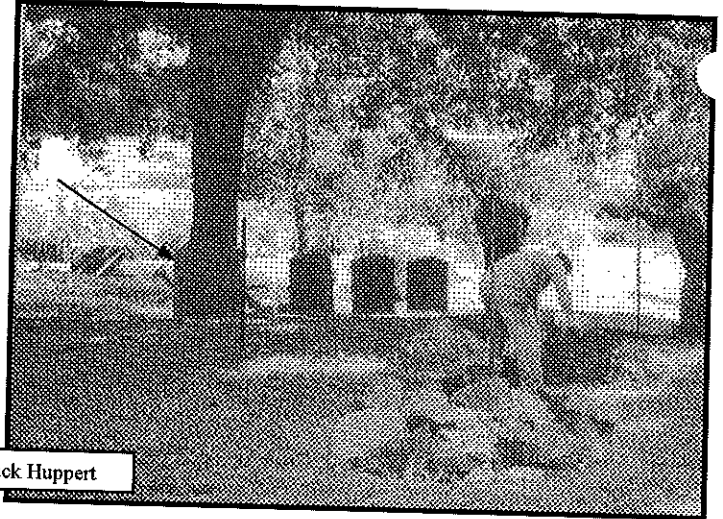
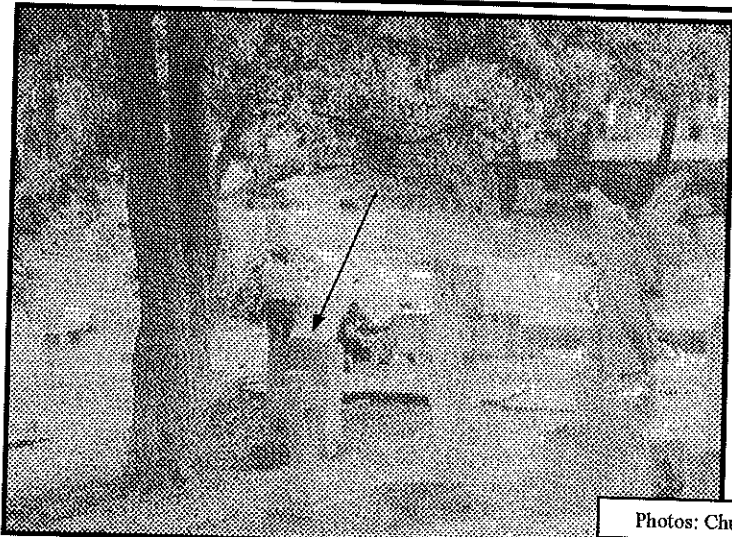
Photos by Bob Schmidt



This memorial is in Logansport's 9th St. Cemetery.  
David Maxwell Dunn  
Lieut Col 29 Ind Inf  
Mexican War Civil War



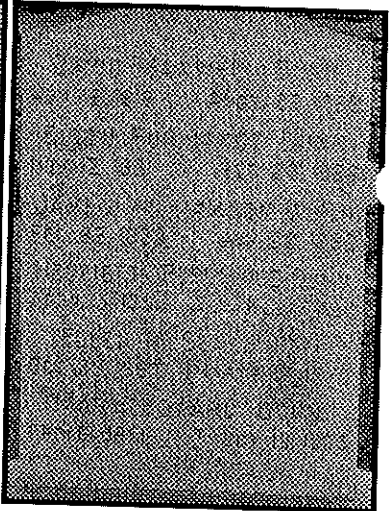
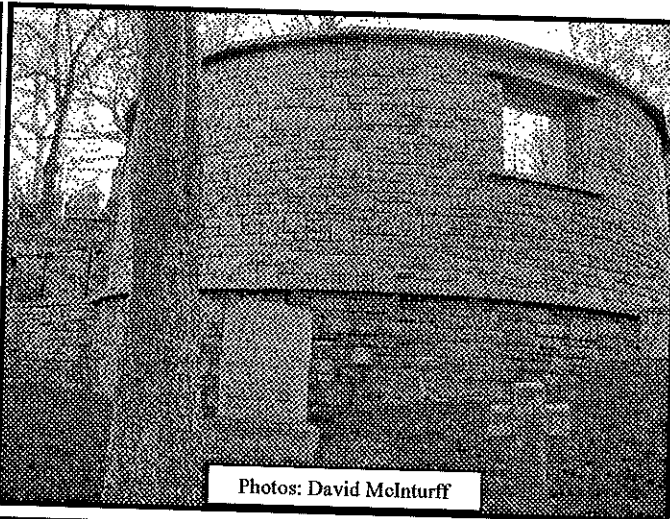
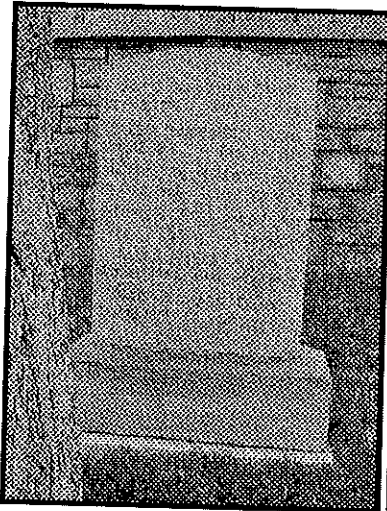
David's stone was under a protective plywood box in front of a tree near this columbarium construction. Photo-Chuck Huppert



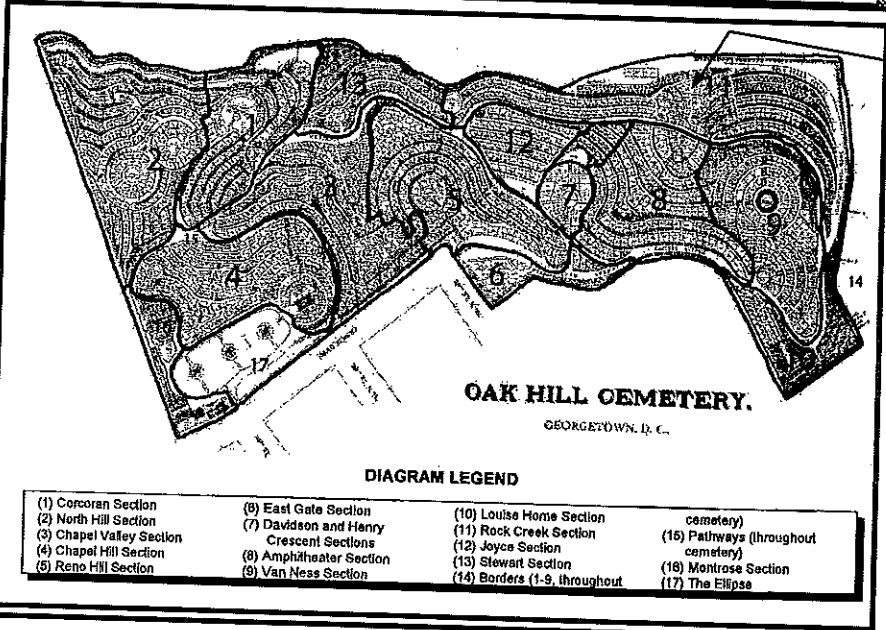
Photos: Chuck Huppert

closer to the stone than the columbarium now under construction. The names and dates relative to the Dunn family members buried in the lot face away from the construction work and may be read from the pathway just downhill from the tree.

The protective plywood box was removed in February. Photographs of the monument were taken on Feb. 17, 2012 by David McInturff of Virginia. He posted them on "Find-A-Grave." Chuck Huppert saw them and asked that CSI be given permission to print them.



Photos: David McInturff



**DAVID MAXWELL DUNN**  
11-18-1818 — 8-20-1889



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Special thanks to:  
**Charles (Chuck) Huppert** for his assistance in locating David's burial site, date of death and other genealogical information.  
**David McInturff** for granting permission to print his photos of David's grave stone.

**A GENEALOGIST'S TOOL**

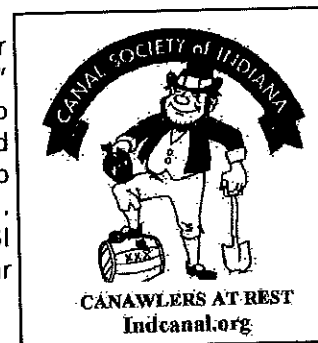
By Bob Schmidt

While reading "Canawlers At Rest" each month in *The Hoosier Packet*, you may have noticed a Find-A-Grave # under the title or picture. Find-A-Grave is a free on-line service that provides access to grave sites throughout the U.S. The memorials at this site allow for birth/death dates, pictures, and biographical data. Graves may be linked to parents and spouses. This is a great tool and it is free. There are people, who as a hobby or service, inventory graveyards and add thousands of tombstone inscriptions or cemetery records to this internet site. When we at CSI headquarters are doing canal research and encounter one of these graves we ask that the memorial (record) be transferred to CSI or at least that other data and pictures be added by the person who has the memorial on their site. We have been identifying canawlers featured in our articles with a special logo of an Irishman in the section called Flowers, which also references *The Hoosier Packet* and the date the article was published.

Find-A-Grave may be useful to find your lost relatives or you can add pictures that you might have of them or their tombstones. Access to the site is easy, just enter [findagrave.com](http://findagrave.com) on your internet search engine. From there, at the home page in the 2<sup>nd</sup> column go to "Search 75 million grave records." If you enter a specific name your chances of finding it are not as great as if you do a broad search: enter the last name, the state, and the county if you know them. This will produce a listing of all persons in that county with that last name. Examine the list to see if your person is listed. There is an icon to show if a tombstone is pictured, another icon if there is a picture or article, and a third icon for flowers.

You may add photos and flowers but you cannot access the basic data without having the memorial transferred to you. You may send messages by using the edit function and send changes to the person in charge or have them enter new data for you. When you choose flowers, there are a variety of them so select your favorite flower or symbol, leave a short message and add them to the memorial site.

To access a canawler listed in "The Hoosier Packet" just enter only the FG # into the field called Memorial # and that will take you directly to the memorial for that person. Be sure to look for the CSI Irishman under Flowers near the bottom of the page.



**WELCOME NEW MEMBERS**

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

- Jim Doud - Bloomington, IN
- Steve & Connie Doud - Wabash, IN
- Janet Burns Jones - Terre Haute, IN
- John Polles - West Lafayette, IN

*Welcome Aboard!*

FROM TIMES PAST

Fort Wayne Times and Peoples Press  
February 17, 1848

GLORY TOLEDO CAVE. WE have received by the morning mail, Cincinnati, Dayton, and Piqua Papers, between the dates of December 14th and 16th. The Post Office department is admirably administered. *Toledo Blade*

Such things with us, have become so common that they excise no remark —hardly any notice. Instead of given "Glory to Old Cave," we give it all to the Post Master at Toledo. We learn that, when the boats stopped running, the P. M. at Piqua was directed to call upon the P. M. at Toledo for horse bags sufficient to transport the mail from Piqua, to the Junction; and that he accordingly, required of the latter functionary, nine such bags. Instead of nine, however, he received the whole of one small bag. The consequence is, that he has, through the winter, been utterly unable to forward more than a portion of the mail matter belonging to the north, and that it has accumulated at his office "in cart-loads. Can the *Blade* tell why the bags were not sent?

Since the above was in type, we have received the *Blade* of the 11th, with the following paragraph upon the same subject:

We shall soon be in possession of our delinquent Cincinnati papers. We had an arrival yesterday morning, under date of December 1st. Only 40 days, reader, from the Queen City. Certainly CAVE JOHNSON deserves well at the hands of all lovers of late news.

We are now receiving, by every mail, installments of our Cincinnati papers for December. We begin to think the Toledo Post Master has sent on "them bags." We yesterday received Cincinnati papers, of the 1st and 3d of December. We did not estimate the time of transit at forty days, though.

Fort Wayne Times  
January 10, 1851

By a dispatch received from Mr. O. Bird dated Indianapolis, Jan. 14th inst., Mr. Nofsinger of Parke county was elected Canal Trustee, vice A.M. Puett.

Fort Wayne Times  
January 16, 1851

Excerpt from Governors Message 12-21-1850  
The work on the Wabash and Erie Canal, under the judicious management of the Trustees, has been prosecuted steadily towards completion according to their plan as submitted in their first report to the General Assembly. By the contracts which they have made, the canal will be finished to Evansville within the time, after making just allowance as provided for in the act, for the delays

which have been occasioned by providential causes not within the control of the Trustees.

Beginning the work at Coal Creek, where the State left it, they have finished and brought into use seventy-nine miles from that place, to Point Commerce.

The Newberry and Maysville division, extended from Point Commerce to Maysville, forty-nine miles, are nearly finished; and but for the interruptions by cholera among the laborers on the line during the last two seasons, would have been finished in time for the navigation of next spring.

By the report of the Trustees, it appears that one hundred and fifty of the laborers on the line died of cholera during the last summer.

The entire balance of the line from Maysville to Evansville is under contract, and the work in progress, to be completed by first day of November, 1852.

The length of line now under work from Point Commerce to Evansville, is one hundred and eleven and a half miles; upon which there was employed, during the past season, an efficient force of near two thousand men.

It is gratifying to find from the reports of the Trustees, that notwithstanding the great advance in the price of labor which has taken place since they commenced the work, the actual cost of the completion will not materially exceed the estimates which were made in 1843 prior to the transfer.

The cost, according to contract prices, from Coal Creek to Evansville, — one hundred and ninety and a half miles, (exclusive of damages for the right of way,) will not vary much from \$2,012,000. The actual sum cannot be known, until the contracts are closed and the work paid for.

The certain and speedy completion of this canal, the longest in the United States, through the territory of Indiana to the Ohio river, a work which has ever been regarded with such interest by our citizens, and the partial completion of which has already conferred such direct benefits upon so large a portion of those living along and near to it, and upon the whole State in the addition which it has been the means of making to its population and taxable property: — is a subject of sincere congratulation. And when we consider that this result has been attained; by the agency of the holders of our bonds, and by means advanced by them at a time of great embarrassment, it would seem to add to the obligation resting upon us, if anything can add to the sacredness of State faith and State honor, an additional reason for maintaining with scrupulous fidelity the arrangements with them and throwing around them every possible security, — as their only reliance for protection and indemnity rest upon it.

The revenues of the finished portion of the canal shows a gratifying increase in its traffic and usefulness.

The tolls received for the year ending November 1, 1850, are reported at \$157,158.38; being an in-

crease of \$22,499.35 over the tolls of the previous year.

The Trustees report the sale of 25,468 22/100 acres of land in the Vincennes district; and 33,986 22/100 acres in the Logansport office, during the year; exhibiting an increasing demand of canal lands for settlement.

It cannot be expected that a work of the magnitude of this, involving so many interests, can be prosecuted and completed without causes of complaint on the part of some of our citizens. — These complaints are made to the Executive department, frequently accompanied with the request that suits be brought.

It is suggested that you adopt some rules to be observed in all applications for relief by suits. — The views of many predecessors, on this subject, are worthy of your careful consideration.

On the twenty-eighth day of September, 1850, Congress passed a law granting to each State of a specified purpose, the swamp or overflowed lands within their several borders then belonging to the General Government. On receipt of the law, a correspondence was opened with the General Land Office at Washington. A reply was communicated to me on the 25th day of October and on the 30th day of the same month, a circular was passed to each of the County Surveyors throughout the State. Additional instructions having been received on the 29th day of November, they were embodied in another circular, and on the succeeding day were also passed as above. Under these instructions and circulars, the surveyors are at this time engaged in making the necessary examination of the tracts of land that we shall be entitled to under this law. A portion of them have discharged their duties, and made their reports; but it is probable that the entire work will not be completed before March or April, 1851. From the best information I have received, the State will obtain, under this act, about One Million acres of land, for the purposes named therein. It will be your province, at the present session to provide by law for the compensation of the surveyors and others engaged in selecting these lands, and to take such steps as will preserve them from waste, until such time as the patents shall be made to the State, and the Legislature shall have determined the manner in which they shall be disposed of. I have not sufficiently matured any system for bringing these lands into market, or otherwise disposing of them. This, with other matters relating thereto, may be made the subject of a special communication. It would accord with my views, after the objects, for which these lands were granted are accomplished, if the proceeds and residue were set apart to aid the Sinking Fund for the redemption of the State debt.

By the determination of the General Land Office, the sales, by the several Land Offices, of the swamp and overflowed lands thus granted to us, will not be stopped or interfered with, until they are ascertained

and marked off as "State Lands" upon their office plats. But that if any such lands shall have been, or shall hereafter be sold, by such Land officers, the money received therefor shall be held for, and be paid to the States. I have already received information of some such sales; and as there will doubtless be more, I suggest that you provide by law, the method of applying for and receiving the money arising therefrom.

The State is under many obligations to Hons. R. W. Thompson and John H. Bradley, for services rendered at Washington city in the adoption of the rules for the selection of these lands.

*Fort Wayne Times*  
April 10, 1851

Superintendent of Indian Affairs — The *Huntington Herald*, thus speaks in relation to the appointment of its fellow townsman, Capt. Murray, to the Superintendence of Indian Affairs:

WE have the pleasure of announcing to our readers that Capt. ELIAS MURRAY, of this place, has been appointed by President FILLMORE Superintendent of Indian Affairs for the Indian tribes east of the Rocky Mountains and north of New Mexico and Texas.

This act of the president will afford the numerous friends of Mr. Murray a peculiar gratification, for it will be hailed by them as an act of justice, justly merited by long and ardent service in the discharge of important duties imposed upon him by his fellow citizens. Mr. Murray is considerably advanced in years, and his long experience in public business — his natural sound, penetrating judgment, certainly go far in fitting him to the important responsibilities imposed upon him by the President. He has during his life been elevated to many exalted position, both in legislative and deliberative bodies, and in every situation he has judiciously, faithfully and honorably discharged the trusts that have been confided to him. Not in a single instance have we ever heard of an objection urged against him. He is naturally of a peculiarly and conciliating disposition. His conduct has always been such as to strongly endear him to all who enjoy the pleasure of his acquaintance with the strongest ties of friendship and esteem.

We repeat our gratification in learning that merit, deserved by long service and honesty, have been duly rewarded. Our only regret is that we shall necessarily be compelled to part with a good and estimable citizen, and we believe this regret will be universal with our citizens. His long residence in this community has endeared him to all, and they will regret to part with him.

*Fort Wayne Times*  
May 8, 1851

Good Officers. Complaints reach our ears from every point of the compass every spring as soon as navigation is opened, of breaks in the canals, impaired locks, bad towpaths, and other impediments to the navi-

gation of these important channels, which indicate culpable negligence on the part of the superintendents, lock tenders, and other officers having the same in charge. For instance, navigation on the Illinois Canal has been suspended for a month this spring, in consequence of breaks. Navigation on the Erie Canal is now impeded by two breaks, one at Brockport and another at Utica. Like trouble has been encountered upon the Pennsylvania Canal. It is a common complaint that every spring, the canals are out of order, and navigation is scarcely open before a break occurs or a lock is out of order, and business is suspended.

We are happy to bear testimony to the fact, that during the last two years, the Wabash and Erie Canal has not suffered from any such causes. Too much praise cannot be awarded to the officers, for the fidelity with which their duties are attended to. On the Indiana portion the officers are very faithful. The locks are in good repair — no breaks occur, and navigation is uninterrupted. We venture to say that, on no canal in the Union has business suffered fewer embarrassments or delays, by reason of the negligence of canal officers, that on the Wabash and Erie.

So says the *Toledo Blade*, and we can cheerfully bear testimony to its correctness, as far as the Indiana part of the canal is concerned. The officers who have charge of it are faithful and competent men, and no canal is managed in a more skillful and judicious manner. It is difficult for men who are acting in a public capacity, at all times to escape censure, but those who have charge of this canal deserve as little as any officers, and less than most.

*Fort Wayne Times*  
May 29, 1851

Indiana. MESSRS. Winslow, Lanier & Col, of New York, have issued a pamphlet relating to the financial condition of the State of Indiana and the present value of the various securities growing out of the compromise act of 1846-47, providing for the liquidation of her internal improvement debt. To understand perfectly the condition of the State finances, these gentlemen have entered into a brief and succinct history of its affairs up to the present time. In 1835-36, the State complemented her system of Internal Improvements by the passage of a law providing for its progress on an extensive scale. Bonds were issued to the amount of \$8,000,000 & were expended on various works, and the remainder was lost to the State, either by the improvidence of its agents or by the failure of the bankers, to whom they were sold on credit. The State, however, at all times recognized every description of bonds, without exception, as part of her debt, although during the gloomy period of '41, and succeeding years, the State was unable to meet her engagements. In the meantime, the uncompleted works languished, and the State was powerless, without means or credit. In 1846-47, under

a proposition from the bond-holders, a law was passed for the internal improvement debt on the basis of issuing new bonds for one half its amount, and surrendering the Wabash and Erie canal to the creditors in full payment for the remainder. — Congress aided the work by grants of land; and the State, from the increase of population, and the value of taxable property, is rapidly placing itself in a position where the regular payment of her annual interest will be no source of inconvenience. - *State Jour.*

*Fort Wayne Times*  
May 29, 1851

Breaks in the Canal. The late rains caused several breaks in the Canal and Feeder in this vicinity, which are getting repaired with all possible dispatch. Those in the Feeder are already mended and the water is again in the Canal through town. Navigation will not be opened, however, for some days yet.

*Fort Wayne Times*  
June 5, 1851

Sale of a Lot. We understand that a lot, 70 x 90 feet, at the east end of Columbia street, adjoining the canal, was sold a few days ago, for \$1200. Mr. Doyle was the purchaser, and he intends it for a State and Packet Office.

*Fort Wayne Times & Peoples Press*  
October 8, 1852

The Fountain (Ind.) circuit court failed to find an indictment against Hon. E. A. Hannegan for the murder of Capt. Duncan, so that he is now clear from all legal proceedings.

So say the papers, and it is the result which we predicted at the time of the "murder" - if it was murder that was perpetrated. No one ever supposed that Hannegan would suffer any penalty for the act.

We suppose then, the law is settled in Indiana that, in a drunken carouse, a man may rip open a brother-in-law, with a Bowie knife, & go "clear from all legal proceedings," - provided he is a popular favorite.

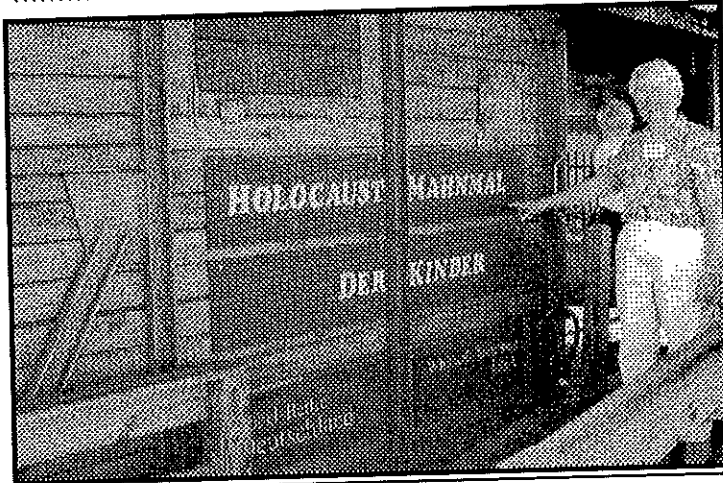
*Fort Wayne Times and Peoples Press*  
September 8, 1852

Fort Wayne. A correspondent of the *Toledo Republican*, under the title of "Wayside Sketches," thus speaks of Fort Wayne; and vicinity:

The country around Fort Wayne teems with wealth. Possessing besides many attractive scenes of natural beauty, it holds out inducements to settlers. A gentleman, who had been through the entire State, expressed to me the opinion, that Fort Wayne was the pleasantest town he had visited.

The canal crosses the head-waters of the Maumee river, just after you leave town, and the appearance of the country is entirely changed. — Stretching on either side of us, are the far famed prairies of Indiana,

dotted with millions of lovely flowers; the rays of the noon-day sun reflected in brilliant colors from doubtless dew drops. — Bounded in the distance by heavy timbered land, with here and there a frame house to relieve the sight of plain and woodland, the view is really beautiful. It makes me think of the old song  
 "Come along, one and all, fear no alarm,  
 For Uncle Sam is rich enough to give us all a farm." to graze upon such vast plains — such immense tracts of rich land and know of the millions they would feed.



Phyllis Mattheis stands before the boxcar that has paper clips collected by Whitwell students to represent those killed in the Holocaust.  
 Photo by Jerry Mattheis

ment in the old location.

Actually, eleven million people were killed during Hitler's regime, and after a time the collection of clips reached that number. A couple from New York learned of the project and searched all over Europe for the wooden transport railway car that was finally located in a museum, purchased and shipped to America.

One end of the car has a clear compartment that is filled with the six million paper clips, and there are photos and letters and a suitcase, like a Jewish person would have taken to the concentration camp. It's a very sobering experience to listen to the recording while visiting this *Children's Holocaust Memorial*, which makes a life-long impression.

As we were leaving, a couple from South Africa came in. How in the world did they find Whitwell? We learned a book was written about the project and an award winning documentary film made. People from all around the world have signed the registration book. At home we asked at our local library to borrow the book and the librarian ordered the DVD for its own collection. You can do the same, and learn what just one class of middle school students can do. Ask for **PAPER CLIPS** and/or look it up online.

Another great learning experience, thanks to the Canal Society of Indiana's tour. We did return the key to the grocery store.

## CAN YOU PICTURE SIX MILLION?

By Phyllis Mattheis

The Canal Society of Indiana's 2011 fall tour of Chattanooga took us to Whitwell, TN for the evening Civil War dinner theatre. Jerry and I drove up early to enjoy the sunny countryside on Saturday afternoon. He asked a local person what there was to do in the little community of about 1,500. It was suggested we go to the Holocaust railway car behind the new school.

In little Whitwell?? We could pick up the key at the local grocery store and return it there after our visit. Well, okay. We'll do it.

Imagine our surprise to find a true wooden railway car from Germany sitting on rails under a metal canopy and enclosed in a fenced park area. We walked up the ramp and stepped into the car to listen to a recording about the millions of paperclips that were collected by the students of the middle school. This project started when one student asked what could be assembled that would show them what six million is!

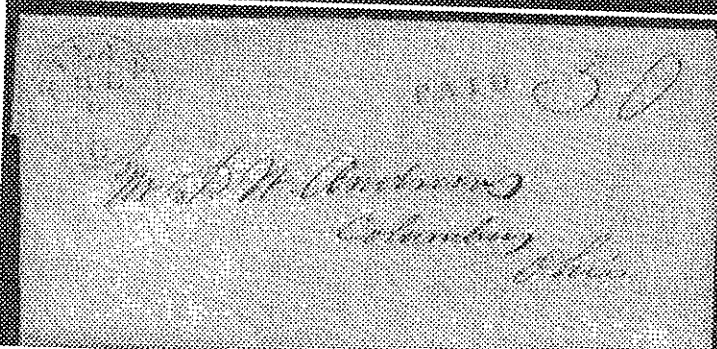
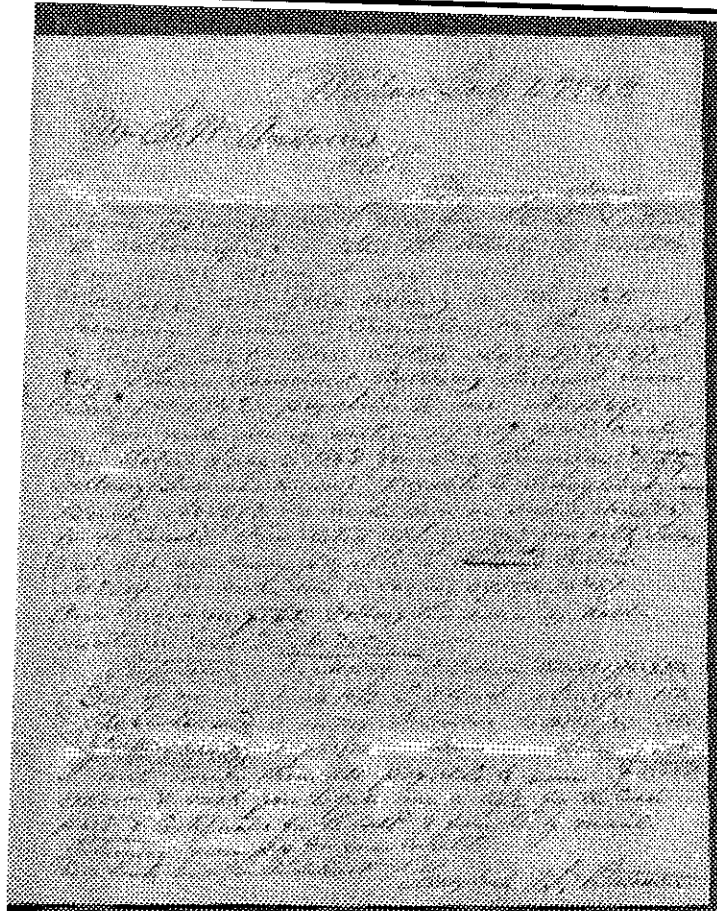
They had learned that six million Jews were killed during the Holocaust in Europe, but it was difficult to fathom that number. Paper clips were chosen and the collecting began and over time the project multiplied like rabbits. Clips of all sizes, colors and shapes came in, were counted and stored in boxes in the school's base-

## LETTER ON W&E WORK

Neil Sowards, CSI member from Fort Wayne, Indiana, found a letter on eBay detailing contractor work orders on the Wabash & Erie Canal. The one page stampless folded letter was written on July 4, 1843 by Thomas J. Butman in Milan, Ohio and sent to John W. Andrews, an attorney in Columbus, Ohio. Postmarked in a blue Milan, O. circular date stamp with a 50 cent double manuscript rate mark the envelope probably contained other pages at the time. The letter is as follows:

Milan, Ohio  
 July 4, 1843  
 Mr. J. W. Andrews,

Sir,



Repetition:

- 1. No 1049 T. J. Butman date Sept 17/42 \$300
  - 1. No 1673 S. N. Beech date Jany 2/43 \$150
  - 1. No 20191 I. Durbin date Apr 27/43 \$ 50
  - 1. No 2020 Do Do (ditto) \$ 50
- \$550.00

I will make them all payable to your order & wish you to get me a draft for the cash part & certificate for the balance & forward by mail, retaining your pay for the trouble. Please look out for the interest.

Yours truly, -- T. J. Butman

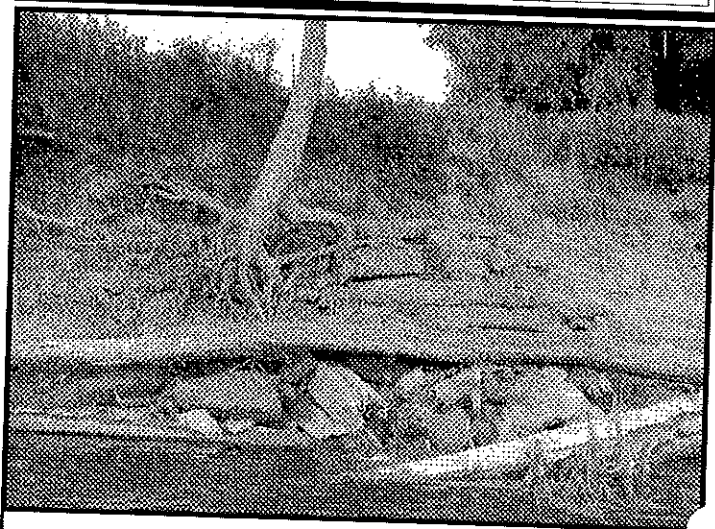
This letter was written by Thomas J. Butman (1818-18xx), son of Asa Butman (1802-18xx) and his wife Nancy. Thomas was married to Ellen Jane Reed.

The letter was mailed to John W. Andrews, an Attorney with an office at Third East Side between State and Broad Streets, Columbus, OH. Apparently John Andrews was an outspoken voice of the people of Columbus. A speech delivered by Andrews, representing a committee of nine citizens, was published in 1854 in which he denounces Congress's intent to repeal the Missouri Compromise by passing the hotly debated Nebraska Bill. Andrews was junior partner in a law firm with Joseph Rockwell Swan who campaigned and won election as a judge on the Ohio Supreme Court as an Anti-Nebraska candidate in 1854.

Having done some business with you for C. L Lattimer at Columbus, I take the liberty to trouble you with some of my own.

Enclosed are four orders on the State Treasury given to contractors on the Wabash & Erie Canal. One dated Sept 17<sup>th</sup> 1842 for three hundred dollars interest from July 1<sup>st</sup> 1842 payable to me, No. 1049, for work done on sections 1,7,8, & 9 W&E Canal. One dated Jany 2d 1843, for one hundred & fifty dollars (int. not known) payable to Schuyler N. Beech, No. 1673, for work done on sections No. 41 & 47 W&E Canal. One dated Apl 27, 1843 for fifty dollars (Amt Int not known) payable to Ismas Durbin, No. 2019, for work done on Sections 49,53,56, & 57. One more for fifty dollars the same as last mentioned, No 2020.

## Speakers Bureau



Wabash & Erie Canal Lock 59 Photo by Jeff Koehler

ELNORA, INDIANA - February 18, 2012

Jeff Koehler, CSI director from Clay City, Indiana, presented a PowerPoint canal program at the Daviess County Historical Society meeting held at Elnora, Indiana on Saturday afternoon February 18 in the firehouse community building. He spoke about the Wabash & Erie Canal and Lock 59 with emphasis on it in Greene and Daviess counties. He talked about the dam at Newberry, Indiana, which pooled water in the Wabash River to carry canal boats down the river a distance before re-entering the canal. He showed the remains of the dam today. He said that the fish in that area jump into boats on the river and are quite dangerous. The 25 members present had lots of questions that Jeff answered.

### CANALS ON JEOPARDY

While watching the quiz show "Jeopardy" on television on March 1, 2012, Chuck Huppert, CSI director and past vice-president, was surprised to see one of the categories was "Canals." He quickly pushed record and was able to get all the clues and questions. How well can you do?

A. During the 20th Century, many of the canals in this largest Dutch city were filled in to provide streets and parking spaces.

B. On its way south from Port Said, this canal passes through Lake Timsah, Great Bitter Lake and Little Bitter Lake.

C. In 1823 New York's Champlain Canal connected with this other canal still under construction.

D. Although very short, this Russian city's winter canal is spanned by 3 bridges, including The Hermitage Bridge.

E. The Sault Canals at the twin cities of Sault St. Marie in Michigan and Ontario allow ships to pass between these 2 great lakes.

How did you do?

- A. What is Amsterdam?
- B. What is the Suez Canal?
- C. What is the Erie Canal?
- D. What is St. Petersburg?
- E. What are Lakes Superior and Huron?

Chuck suggests that the 6th clue be:

F. This 468-mile-long canal is the second longest in the world.

F. What is the Wabash & Erie Canal?

### GIFTS TO CSI

The following members have contributed beyond the \$25 CSI single/family membership level.

\$30-49

Brian & Judy Stirm

\$50 Patron

Don Eyler

Western Wayne Heritage, Inc.

### CONTRIBUTIONS TO CSI ARCHIVES

The Canal Society of Indiana thanks Linn Loomis, CSI member from Newcomerstown, Ohio for contributing the following folios to its archives:

- A Potpourri of His Colorful Canal-Related Photos Concerning:
  - The Minthorn Lock O Components and the Recent Buckeye Lake Spillway
  - The Buckeye Lake Spillway and Its Poor Construction
  - The Destruction of the Dresden Mill at Dresden, Ohio Cleveland, Ohio: Its Major Sites with Emphasis on the Society National Bank (Key Bank) Construction

Newspaper Clippings from Cleveland, Ohio and Its History from 1985-95

Terminal Tower

B.P. Building

The Gateway Project

Society National Bank (Key Bank)

Ameritrust National Bank (the only one of these projects never carried out)

"History of Ashtabula County," *The Grand Valley - Pymatuning Valley News*. Gazette Newspapers, Inc. January, 2012.

Platt, Carolyn V, "Nightmare on the Mississippi: The New Madrid Earthquake," *Timeline: A publication of the Ohio Historical Society*. September-October 1993.

Fuller, Wayne E. "The Midwestern One Room School." *Everybody's Business*. pages 32-47.

Condon, George E. *Yesterday's Cleveland*. Miami, Fl: E. A. Seemann Publishing, Inc. 1976.

*Thanks to all for your contributions of money and information!*

## NEWS FROM DELPHI

### FILMING IN CANAL PARK

Two film crews were in Delphi's Wabash & Erie Canal Park in February. The first was from the Hoosier Rails To Trails Council for a documentary about the development of Canal Park and the trails that have been created in Delphi. The second crew filmed interviews with five of our locals about their experiences and the history of transportation in their lives. It will be played at a National Transportation Conference this fall in Indianapolis.

It is always a pleasure to share how things have come together here. Most people are amazed that much of our development has been accomplished by volunteers. - Dan McCain

### NEW ADDITIONS ALL OVER CANAL PARK

Photos and article by Dan McCain

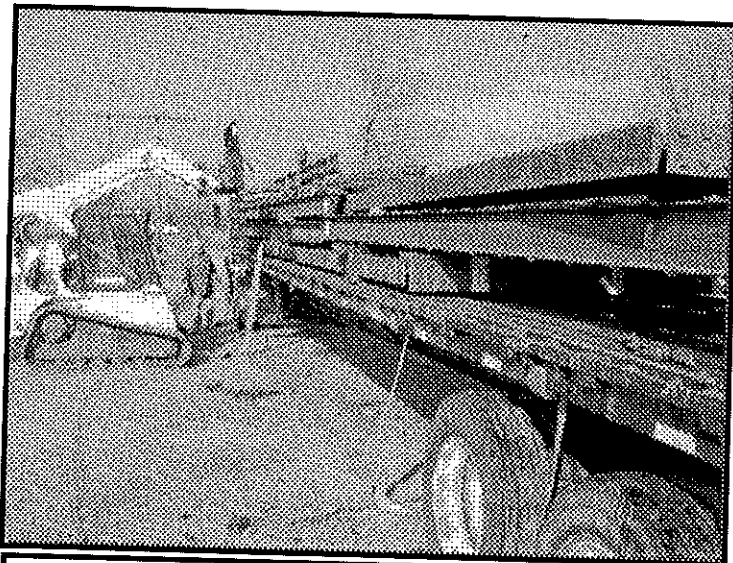
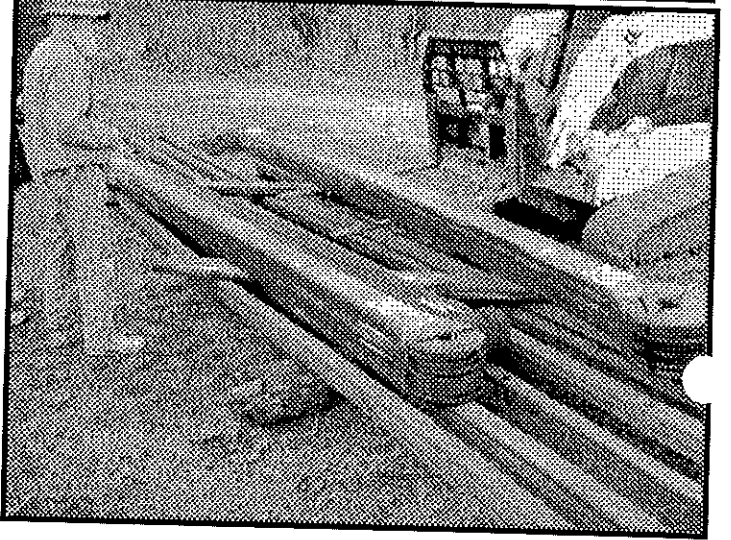
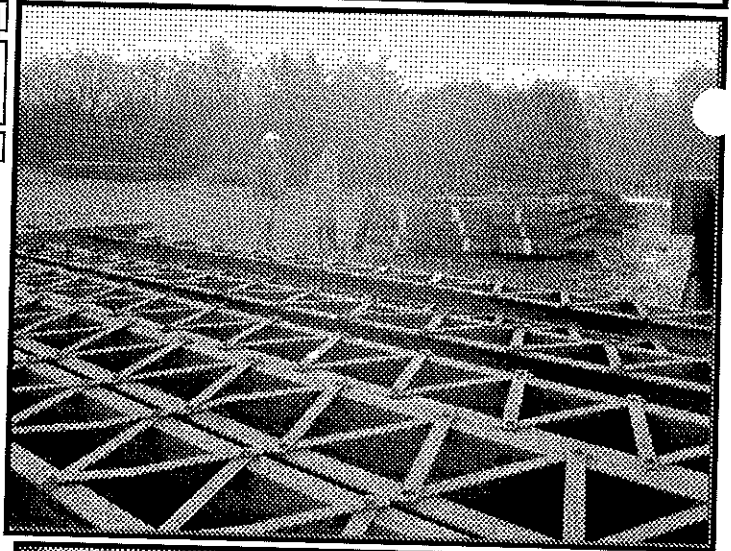
#### HOUCK ROAD BRIDGE

On Friday March 2, 2012, the contractor's crew from Greencastle brought the disassembled Houck Road iron bridge from Putnam County, Indiana to Canal Park. The bridge and its delivery came here at no cost to the Canal Association! Four semi truckloads were placed on the ground on blocking. The mountain of materials now serves our volunteer crew's challenge to clean, repair, paint and reassemble as a foot bridge over the canal. It will connect our section of the Wabash Heritage Corridor Trail beside the historic Wabash & Erie Canal (towpath) in our Park with the emerging site for the planned County Historical Museum.

Individual pieces were stacked for restoration. Our work will go on for perhaps a year before reassembly and placement of this bridge over the canal as a trail bridge. The span had been over Big Walnut Creek just northeast of Greencastle and was removed to make way for a new concrete bridge at the same Putnam County site.

Thanks to careful disassembly we noted a minimal number of cut rivets, bolts, etc. The pins are mostly undamaged and intact. During the time this bridge served Houck Road there were several accidents effecting the members. We see places where repair and replacement of metal will be needed. Now the restoration work for the MWF crew begins.

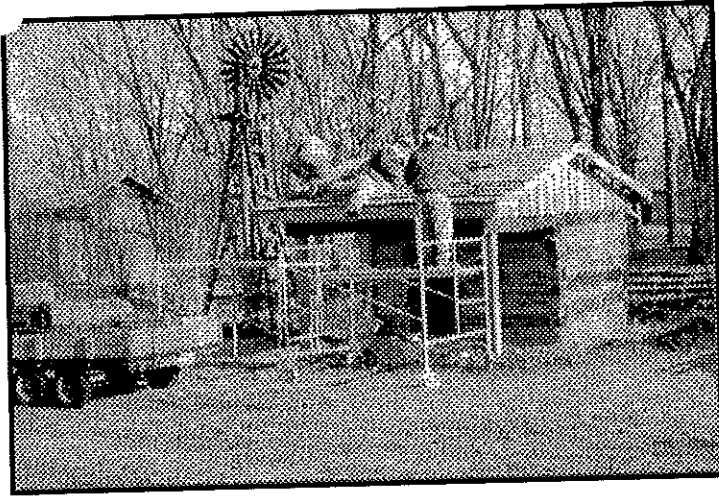
We are thankful that they brought the old wood decking as we believe we can reuse many of these planks as well as the floor stringers. A number of them must have been replaced by Putnam County within the last 20 years and remain in very good condition.



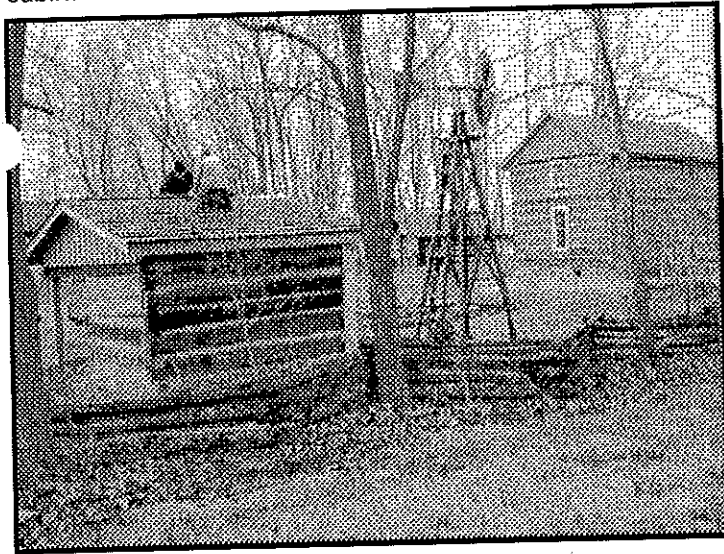


### OLD SMOKEHOUSE, NEW CRAFTER'S CABIN

Article and photos by Dan McCain



February was mild, and most all of the Mondays, Wednesdays and Fridays had perfect working conditions for our M-W-F crew. They made great progress on the little log smokehouse, which will now be our crafter's cabin.



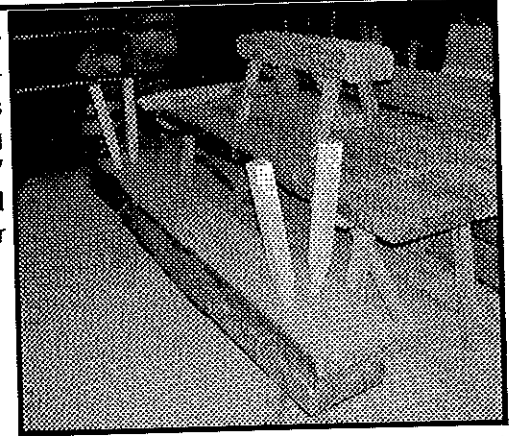
The new shake shingle roof completes the look on our crafter's cabin. We plan for someone to be here demonstrating a craft on weekends throughout the summer.

### FOUT'S HOME

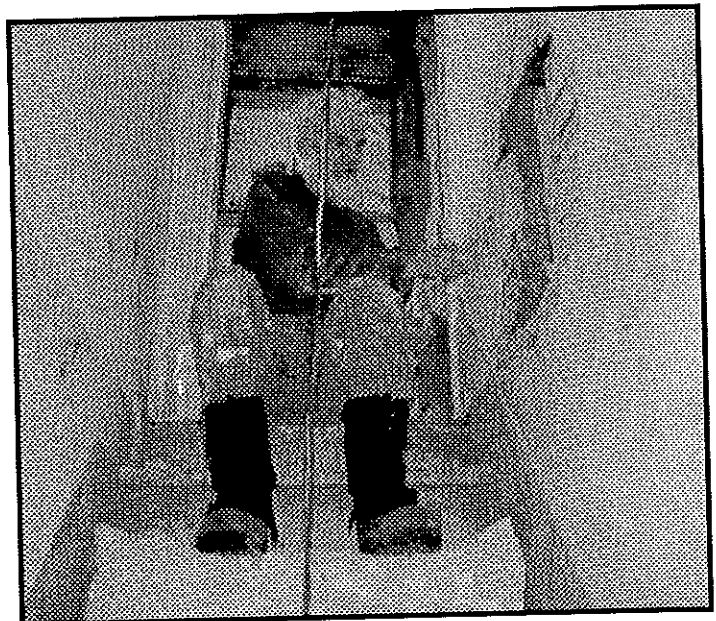
For the interior of the Fouts home, we made benches out of the surplus wood from the huge timbers we received last summer. The sawmill cut two inch planking off the timbers for the seats.

AL Auffart and Vern Cripe used old tools to make the legs for the benches. Later, the upper surface of these historic timbers will be "beat" clean with a ro-

tary nylon power tool before polyurethane sealer is applied, giving them an "old" look that can still be maintained for clean seating.

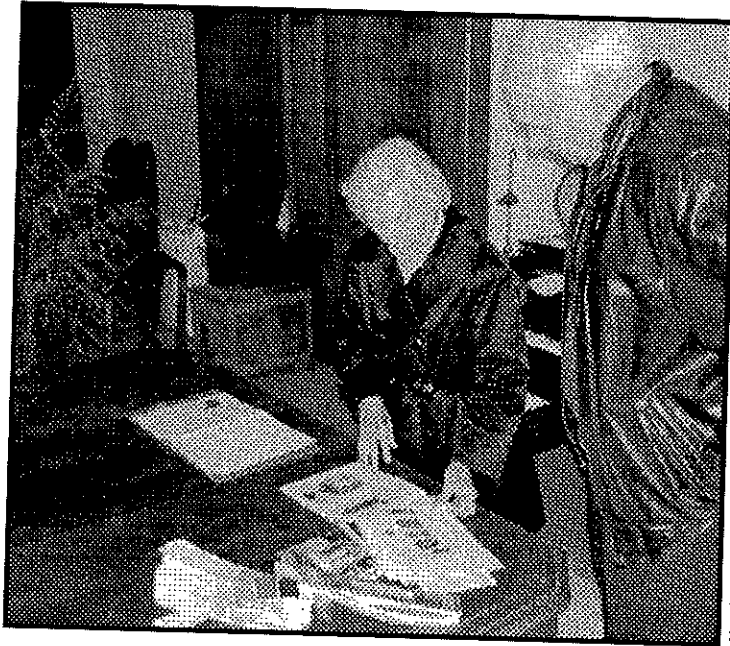


### REED CASE HOUSE



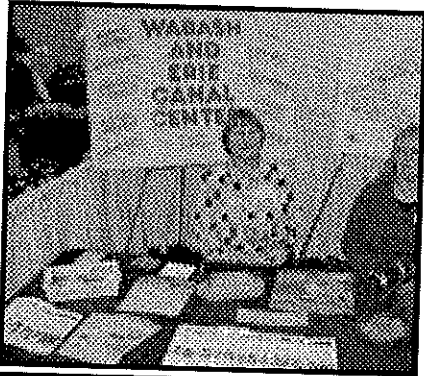
Jim Ebrite is preparing the back stairway of the Case House for repainting. For years, this stairway has been

hidden to the public. It will now aid in routing visitors through the upper bedrooms.



Annadell Lamb, coordinator of the Case House restoration, consults with Len Mysliwiec on historic lighting fixtures to further enhance the rich history of this house. Last summer, we began offering combination tours of the House, along with boat rides. Joint tours will begin again on opening day of our 2012 Boat Tour Season, May 12th.

### BRIDAL SHOWCASE



A Bridal Showcase was held on February 25 at the Canal Park Conference Center and Museum on February 25 by the Carroll County Chamber of Commerce. To advertise our facility Mary Crary and Judy Stirm hosted a booth.

At the Bridal Showcase, attendees tasted delicious samples made from numerous caterers. Many booths featured everything from photography and announcements to flowers and all that is needed for a wedding.



Our facilities are available to rent for weddings, reunions, meetings and other special events. We can also help you coordinate the addition of extras like boat tour or carriage ride! Call Mary at 765.564.2870 for more information.

### EARTH DAY / PROJECT W.E.E.D

On Saturday, April 21, at 9 a.m. volunteers both old and young met in Canal Park to pitch in on Earth Day 2012. They tidied up around the Canal and received a free lunch at noon provided by the local Psi Lota Xi sorority in the Canal Park shelter.

While some volunteers worked in Canal Park others went to two other nearby locations. One was on land just across IN-25 north of Deer Creek at the Schoenstatt Wayside Shrine along the canal trail nearer west Delphi, where they removed trash, brush and debris. The big jobs involved pruning, raking, bagging and chain saw work by adults to make both sites more presentable to the public.

The Carroll County Wabash & Erie Canal Association sponsored the event with support from the USDA/NRCS "Earth Team" and Schoenstatt of Indiana organizers, a group working to develop their land next to the Canal Towpath Trail. Help came from 4-H club scout troops, church groups, and individuals of all ages with children working with their parents or teachers.

Workers were encouraged to bring their own tools marked with their name and to be dressed appropriately in work clothes such as long pants, work shoes, gloves and other protective wear. They were led by team captains wearing white Earth Team hats.

### HERITAGE TRANSPORTATION FESTIVAL

Saturday, May 19 Canal Park

Live entertainment! Lots to see and do!

- Horse-drawn carriage rides
- Battle Ground Saddle Club
- Race car and driver
- Artisans and crafters
- Music by Rita Chezem and Junior Fultz and the Ledbetters
- Special guest, Nanette Meeks, granddaughter of Melvon Marquette
- Fish Fry Fundraiser, sponsored by the Carroll County Historical Society 4 pm

**Santee Canal Statistics**

Also called Santee and Cooper Canal because it connected the two rivers  
 Built as direct water route between Charleston and Columbia, South Carolina

Survey proposed: 1770  
 Surveyed: 1773 by Henry Mouson, Jr.  
 Delayed by: (Civil) War Revolutionary  
 Charter granted to Santee Canal Company: 1786  
 Prominent shareholder: South Carolina Governor and former General William Moultrie.  
 Construction began: 1793  
 Completed: 1800  
 First boat to traverse canal: June 1800  
 Closed by severe drought: 1816-1817  
 Busiest year: 1830  
     720 boats or barges  
     70,000 bales of cotton  
 Lost state charter: 1853  
 Not used after: 1865  
 Most flooded by construction and under Lake Moultrie  
 National Register of Historic Places: May 5, 1982

Architect: Col John Christian Senf  
 Cost: \$800,000  
 Type: Summit Canal  
 Length: 22 miles (35 km)  
 Width: 35 feet (10.7 m) at water's surface  
     20 feet (6.1 m) at the bottom  
 Depth: 4 to 5½ feet (1.2m)  
 Number of Locks: 10  
     2 double locks  
     8 single locks  
 Built of brick and stone  
 Lock dimension: 60 x 10 feet except for larger guard lock  
 Rise: 34 feet through 3 lifting locks  
 Fall: 69 feet through 7 lifting locks  
 Net difference between rivers: 35 feet  
 Number of aqueducts: 8  
 Towpath: 10 feet wide on both sides of prism  
 One sandy section of prism lined with heavy planks  
 Ancillary buildings/structures along route: warehouses, lock keepers' houses, turning basins, lock bridges  
 Tolls: \$21 per boat loaded or unloaded  
     Boats could be loaded atop each other to save one toll when returning unloaded

(continued from page 2)  
 Building America's First Canal

"The Industrial Revolution in America may well have started on this very spot —when the first soil was turned to build the Santee Canal. With its ten locks and one wooden tide lock, vessels were lifted up from the Santee River and back down to the Cooper River. This was the first true summit canal in North America.

"The War for Independence had devastated South Carolina's plantation based economy. The grand age of canals was at its height in England. A group of entrepreneurs decided a canal was needed to provide a fast, safe route to the port of Charleston for the goods and produce that would soon spring from the new state's soil. Idled plantation slaves were put to work in 1793 under the direction of the State Engineer, Col. Christian Senf, a Swedish Colonel who was hired by stockholders in the Santee Canal Company to build the canal."

**The Route to Charleston**

"The rivers were South Carolina's highways throughout its early history. Most upstate plantations shipped tobacco, cotton, and rice down the many tortuous miles of the Santee River, and then along a dangerous ocean voyage south to Charleston.

"The need for speed and safety prompted plans for a canal from which Santee River craft could reach

the Cooper River. Several routes were considered as early as 1786. By 1793 Colonel Christian Senf, deciding upon his own route, began work on the 22 mile project, which was the greatest industrial undertaking of the times."

Colonel Christian Senf...  
 Builder of the  
 Santee Canal

"South Carolina's State Engineer, a Swedish Colonel named Christian Senf, built the Santee Canal between 1793 and 1800. He overcame tremendous difficulties to complete the task — the greatest industrial project the new nation had ever

seen. Lack of skilled men, inflated labor costs and deaths from accident and disease all contributed to huge cost overruns. While the canal was a dismal failure for its investors, it was a boon to planters and merchants, and greatly contributed to the development of Charleston and the upcountry.

"Senf, apparently using technology developed a few years earlier in England, built the canal to connect the Santee River at White Oak with the Cooper River at Biggin Creek. At the height of activity a thousand slaves



Photo by Bob Schmidt

toiled to each move 54 barrow loads of rock and earth a day along the 22 mile route. Local craftsmen, many of them also slaves, fired brick, fabricated gates, built boats, and forged ironwork for the massive project.

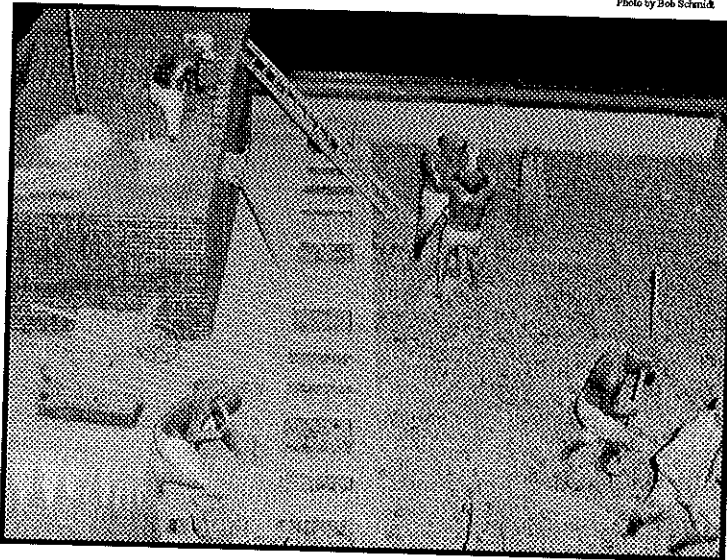
"The canal operated from 1800 to the 1850's and was the forerunner of inland navigation projects throughout the nation. During the latter years, competition from railroads and steamboats drew business away from the canal. Only small portions of the canal now survive. Archaeological investigations have recently begun to reveal the scope and importance of Senf's genius and the vision of the South Carolinians who employed him to build this monument to America's spirit of enterprise."

### Colonel Senf's Plan

"Senf's final report to the canal company in 1800 included a map of the canal. His location of the tide lock at Biggin Creek was amazingly accurate. The canal avoided natural waterways — sediments would have quickly clogged the locks. Instead, natural waterways fed huge reservoirs. Here sediments settled out and clear water was supplied to the canal.

"Senf's General Plan was accompanied by 38 other drawings detailing areas of the canal. The '38 particulars,' as Senf called them, are believed to be in private collections in South Carolina."

Photo by Bob Schmidt



The Work Force

"When work began on the canal in 1793, Senf employed 10 laborers and by year's end the number had increased to 1000. Among these were slaves contracted from neighboring landowners at the rate of \$75-\$80 per year. By 1800 the rates for male slaves had increased to \$120 and females to \$100. Black and white skilled tradesmen who were carpenters, masons, blacksmiths,

wagon drivers, cooks, and overseers were also working on the project. On the average there were 800 men and women working at any given time."

### The Santee Canal Opens for Business

"A cargo of salt traveling from Charleston to Granby just below Columbia was one of the first shipments to pass through the Santee Canal in July of 1800. Two-way traffic quickly followed. In the year 1814 one thousand vessels traveled through the canal, 720 vessels brought 70,000 bales of cotton into Charleston.

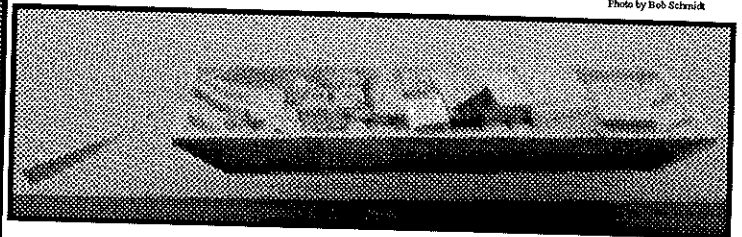
"Narrow barges, mountain boats, and 'cotton boxes' — an entirely new type of craft — were used to bring raw goods from upland areas into Charleston. Some cargoes came from as far away as North Carolina. Many of these vessels traveled down the Cooper River. Others unloaded their cargoes into coasting schooners that entered the lower end of the canal through the tide lock, which was built wide enough to accommodate them."

### The Built-up Dugout

"Plantation Boats or 'Pirogues' were developed from dugouts. A dugout hull was expanded by building up the sides with planks. These were the first true locally built sailing vessels.

"Pirogues were used to carry rice and produce downriver from newly developed plantations. They were probably introduced by the Spanish. They were built more easily than conventional ships and were able to navigate rivers and coastal waters.

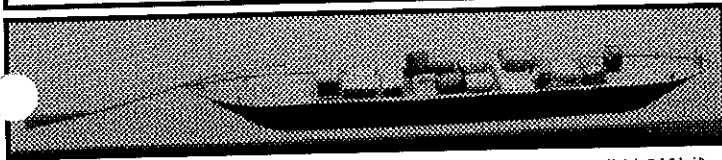
Photo by Bob Schmidt



Early Flats

"Flat-bottomed barges were also introduced early in the Colony's history — probably as ferries. They were made of solid cypress logs with pine planking and were most widely used in rice plantation canals.

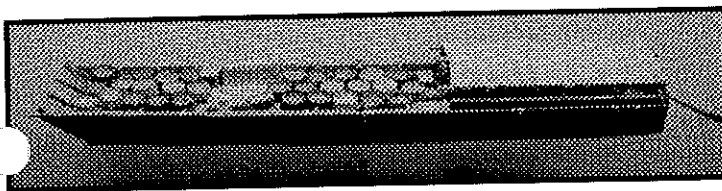
"Expanded log barges were made by splitting a cypress tree and carving it out. Heavy pine planking was laid from side to side and fastened with wooden 'treenails.' This type of barge was a common design, most likely derived from the dugout."



The Mountain Boats

"As the Frontier moved ever westward there came a need for a new type of craft. Boatmen had to safely navigate the shallow, fast running rivers of the upper Piedmont and mountain regions. The mountain boats were built long and narrow. A huge steering oar guided the craft through narrow 'sluices' as the crew fended off rock outcrops with iron tipped poles.

"Carrying cotton or tobacco, the mountain boats raced downstream to rendezvous with coasting schooners and transfer their cargoes. The free lifestyle of the men that 'ran the rivers' became the source of romantic lore and legend. In fact, it was grueling, dangerous work. This was especially so during upstream journeys when the boats were 'walked' against the current by the crew using their poles."



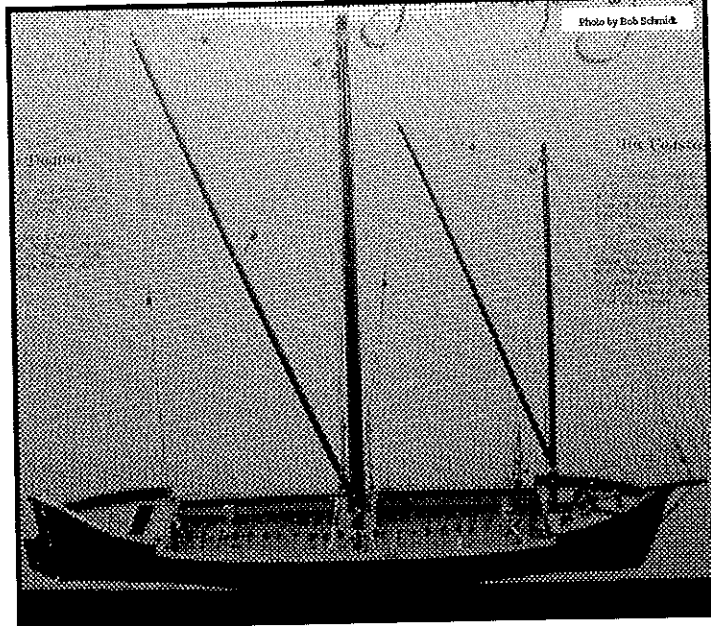
The Santee Canal Boat

"South Carolina began to develop a canal system soon after the English — late in the eighteenth century. The canal joining the Santee River to the headwaters of the Cooper River, here at Biggin Creek, saw the greatest fleet of canal craft. Mountain boats were the only existing craft to navigate the canal. Specially built craft included narrow barges, 'Cotton Boxes,' 'Narrow Boats' — the true canal boat design now regarded as traditional and the Santee Canal Boat.

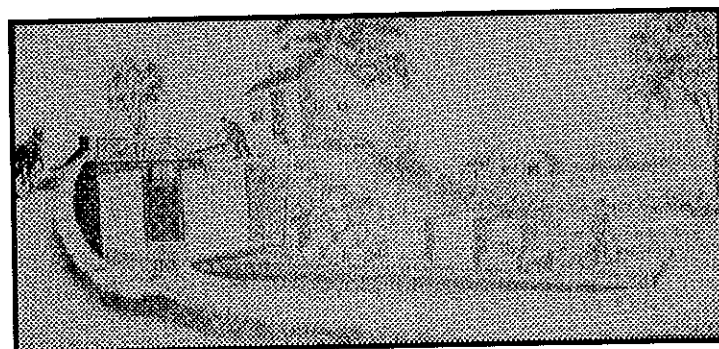
"The Santee Canal Boat, unlike traditional canal barges, was built for one way voyages through the canal. They were constructed out of many wood planks that could be torn down and re-used. Upon reaching their destination, the wood was sold as raw lumber."

The Coasting Schooners

"Traditionally designed and built ships plied local rivers early in the eighteenth century. English shipwrights adapted them to local rivers, building wide beamed, flat bottomed craft. Carrying as much as 15 tons of cargo, they were the "'freight trucks' of the colonial era.



"Coasting schooners traveled far up rivers such as the Santee, the Pee Dee, and the Waccamaw to load cotton, tobacco, and naval stores from upland plantations. After navigating the tortuous rivers, the ships still faced a hazardous ocean journey along the coast to Charleston. Many cargoes were lost on these sea journeys."



Operations and Events of the Canal

"It is known that most of the crews of canal vessels and mountain boats were slaves. Many of the captains, or 'patroons,' of the vessels were black. Carpenters, brick masons, and blacksmiths were part of the permanent staff of the canal. Constant maintenance was needed to keep the canal in operating condition. A lock tender and his family lived beside each lock. It was their task to operate the main lock gates, sluices, and swing bridges as each vessel passed through.

"Not all passages through the canal were uneventful. In May of 1824 a canal boat exploded when the 'patroon's' lantern ignited ether fumes and gunpowder. The explosion occurred in the lower end on the canal on the Ravenel Plantation."

The Last Years of the Canal

"The early petitions to close the canal met with opposition from the populace around Biggin Creek. Evidently, while upland planters now had alternative routes for their cargoes, plantations bordering the southern end of the canal still wished to use it. Counter petitions were made to the legislature to force the canal company to continue operations.

"The canal company finally sold its holdings some time during the 1850's. It is believed that the lower reaches of the canal continued to operate until the cotton trade collapsed during the Civil War."

The End of an Era

"Steamboats began to ply South Carolina's rivers in the 1820's. Soon large shallow draft paddle steamers, loaded with 600 bales of cotton and pushing 400 more in barges, made trips from Columbia to Charleston via the Santee River. The boats and their huge cargoes were serious competition for the canal. At about the same time, American's first railroad began to run from Hamburg, S. C. to Charleston. By mid-century, railroads crossed the state.

"Periods of drought plagued canal operations. Attempts to use steam pumps for a reliable water supply failed. These difficulties served to aid the development of the steamboat and railroad industries. During the 1850's the canal company petitioned the state legislature for permission to close the canal."

Photo by Bob Schmidt

Unraveling the Story of the Santee Canal

"The waters of Biggin Creek and the Santee Canal have been shown to contain much more than abundant wildlife. When archaeologists investigated the small remaining section of the canal and Biggin Creek, they found a rich trove of artifacts which paint intimate pictures of the daily lives of the men and women who built, ran, and used the canal."



The Canal Builders

"The tide lock, a large masonry lock which al-

lowed coasting schooners and other large craft into the lower end of the canal, was found buried in the mud in the north end of the park. It provided new information about how stone masons, brick masons, blacksmiths, and carpenters built the locks and the canal.

"Bricks imbedded in hydraulic mortar were recovered from the floor of the tide lock."

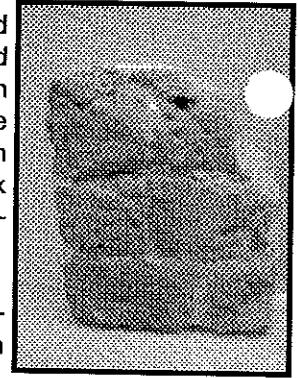


Photo by Bob Schmidt

Doctor Drayton's Observations

"Many unknown details about the construction of the canal were revealed when the diary of Dr. Charles Drayton came to light. Dr. Drayton was a diarist who owned a plantation in Charleston and took great interest in the construction of the canal. Studying the progression of the canal and speaking with Senf, he kept meticulous notes and made exquisite pencil sketches showing how bricks were made, the type of wheel barrow used by laborers, and how piling were rammed into the soft earth to support the masonry lock structures."

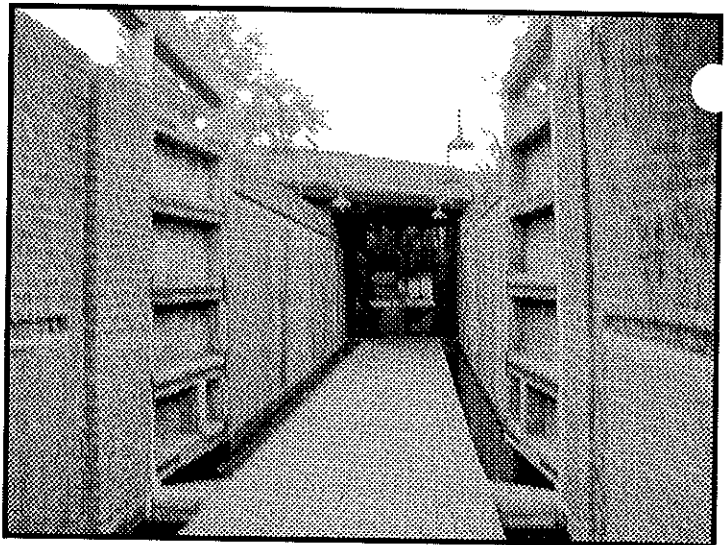


Photo by Bob Schmidt

Lock Gates and Hollow Quoin Stones

"The two miter gates are reconstructions of the original gates made by master carpenters and blacksmiths for the 10 locks on the Santee Canal. The original gates were made of cypress cut in local swamps and were fastened with wrought iron straps called dogs and stirrups forged at Big Camp where canal construction began.

"The quoin stones, into which the gates fit, are the originals and were probably carved by stonemasons who traveled the country doing this specialized work. It is believed that these stones came from the northern

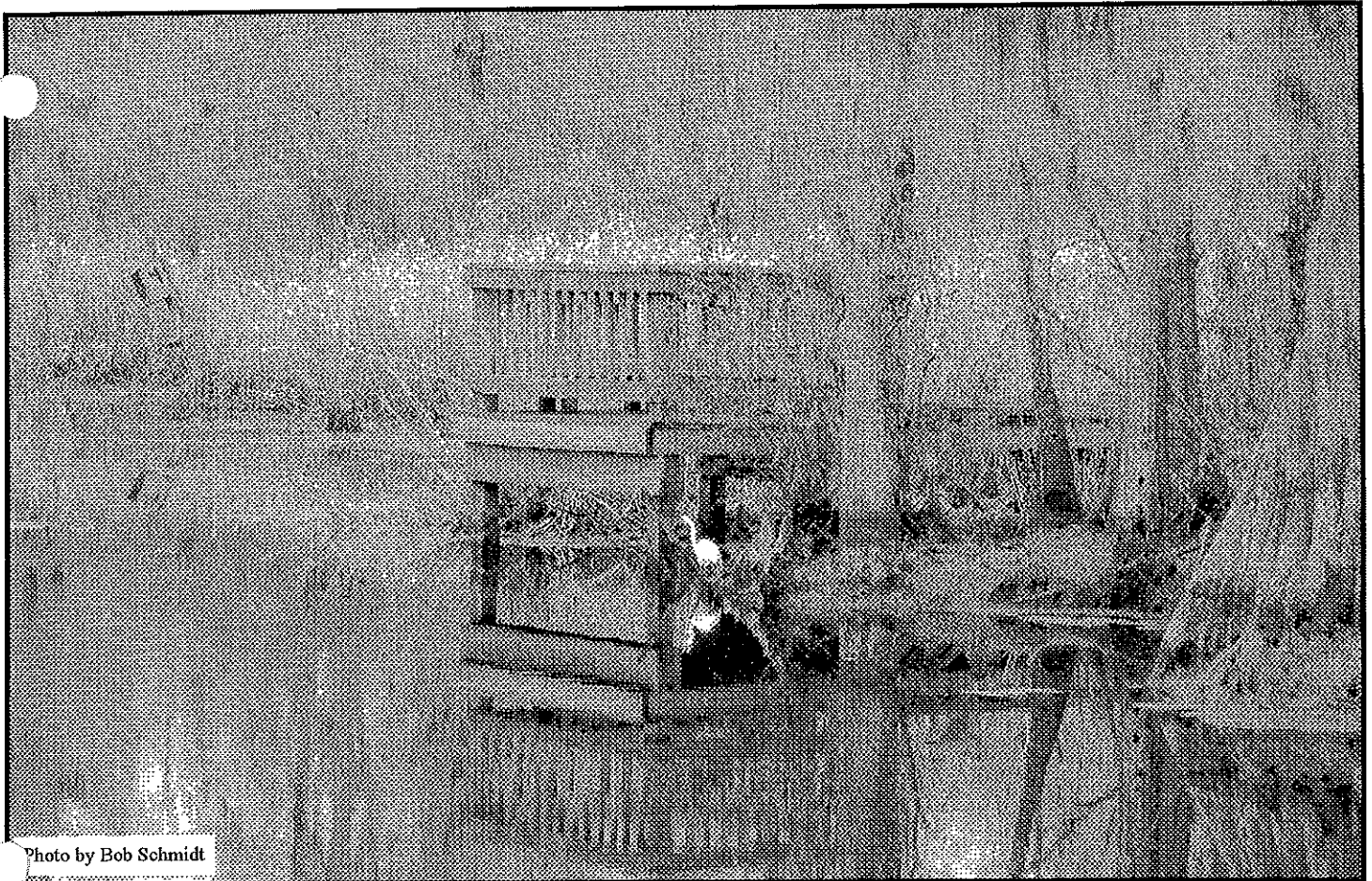


Photo by Bob Schmidt

locks of the Santee Canal. Two of the stones were found and donated by Mr. and Mrs. Thomas M. Martin of the old village of Eadytown, Berkeley County, South Carolina."

#### Old Santee Canal Park

Today a 195-acre park, constructed by Santee Cooper in 1989, is located in Moncks Corner in an area bordering the Cooper River and Tailrace Canal off U. S. 52 By-pass at 900 Stony Landing Road. It has a 13,000-square foot interpretive center and more than 3 miles of boardwalks and paths through a section of Biggin Swamp and along the last one-mile section of the nation's first "true canal" connecting the Santee River system to the Cooper River system. Also, the history of the CSS David, a semi-submersible torpedo boat, is displayed. The David was constructed during the Civil War on the park grounds when the area was known as Stony Landing. The Confederate torpedo-ram David made history on the night of Oct. 5, 1863 when it made the first ever torpedo attack on the Union sub New Ironsides.

### GREENING THE CENTRAL CANAL

Downtown Indianapolis went green for St. Patrick's day. The Hoosier Lottery and Indianapolis Mayor Ballard met at 6 a.m. on Friday, March 16 at Ohio and West streets to dye the canal green. A St. Patrick's Day Parade was held at 11:30 a.m. There was a free Parade Tent party on Vermont Street between Meridian and Pennsylvania streets from 10 a.m. to 3 p.m.

On Saturday, March 17 one of Indy's oldest Irish traditions began at 10 a.m. — the IAC Shamrock Run and Walk. The four-mile course started and finished on Monument Circle. Following the run a free "ShamRockin' the Circle" party was held with food, a beer garden and music. Other St. Patty's Day offerings were visiting the Indianapolis City Market, the Claddagh Irish Pub or the Rathskeller.



CSI THROUGH THE PAST 30 YEARS



2000 "Passage Thru Peru" Apr. W&E Canal Bob Schmidt  
 1996 "Illinois & Michigan Canal" Oct. Lock 14 Bob Schmidt  
 1998 "Madison: Kentucky Canal Era" Oct. Bob Schmidt

2000 "Passage Thru Peru" Apr. W&E Canal Bob Schmidt  
 1996 "I & M Canal" Oct. Fox River Aqueduct Bob Schmidt  
 1998 "Madison: Kentucky Canal Era" Oct. Bob Schmidt

Last issue's answers: 1. D, 2. B, 3. Packet boats, Boats going up stream, Freight boats, Log rafts, 4. (A), 5. (C)

Canals were not open? A. Year round, B. During the summer, C. During the spring, D. During the fall E. During the winter  
 A freshet is? A. Newly painted boat, B. Heavy rain or snow causing the canal to overflow, C. A small stream, D. A nest of eggs  
 A standard canal lock chamber in Indiana was? A. 16' x 120', B. 28' x 180', C. 10' x 75', D. 15' x 90'  
 Indiana's 1st lottery was created to fund this canal? A. Whitewater, B. Falls of the Ohio, C. Wabash & Erie, D. Central, E. Cross Cut  
 Who first proposed canals in Indiana? A. George Washington, B. John Tipton, C. Jonathon Gapin, D. DeWitt Clinton