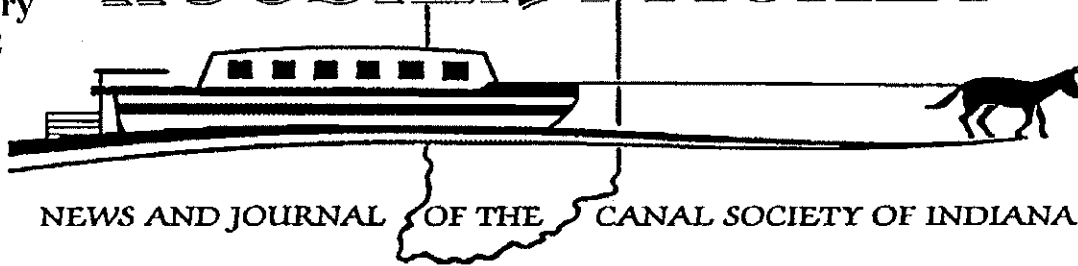


30th  
Anniversary  
1982-2012

THE  
**HOOSIER-PACKET**

ISSN 1545-421



VOL. 11 NO. 6

P.O. BOX 10808 FORT WAYNE, IN 46854

JUNE 2012

# PROTECTING SAVANNAH



Parapet with cannon atop Fort Pulaski

At Fort Pulaski near Savannah, Georgia this moat feeder canal carried water from the South Channel of the Savannah River in the background to fill the moat around the fort.  
Photo of historic photo by Bob Schmidt

## Features

1. Fort Pulaski's Moat Feeder Canal
4. Canawlers At Rest: Dana Columbia
9. Frog Trivia, Speakers Bureau In Ft. Wayne
10. From Times Past: Drowned In Canal, Mills & Canal In Fort Wayne, Open For Navigation, Break In Canal, New Canal Warehouse, Vessels Being Built, Flood In Cincinnati, Fire At Junction, Railroad Follows W&E Route, Damaged Canal Mail Bags
13. Seventeen
14. Governor Sees Towpath Trail, Huntington's Heritage Days, Speakers Bureau In Connersville
15. Golden Age Of Canals, Towpath Trail Links, Canals Were King, MECCA
16. Canal Scrip
17. CSO Spring Tour, Love/Hate The Nickel Plate
18. River Generated Electricity, CSI 30th Anniversary Tour April 13-15, 2012
30. News From Delphi: Volunteers Prepare Canal Park For Tourist Season, W&E To Lease Land To DNR, Stewardship Conference Highlights Carrollton Site
32. CSI Through The Past 30 Years

## FORT PULASKI'S MOAT FEEDER CANAL

By Carolyn I. Schmidt

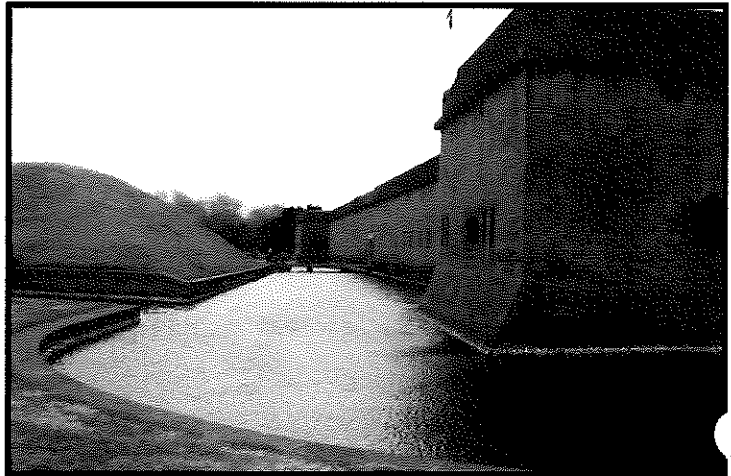
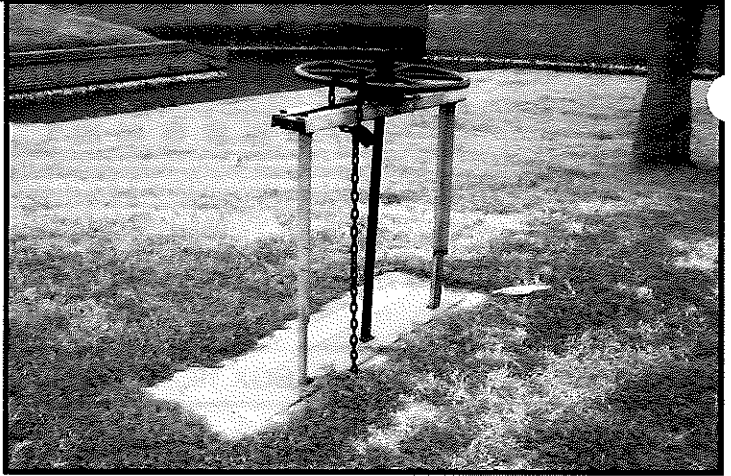
When Fort Pulaski, a massive five-sided structure, was built in the 1830s-40s it was thought to be indestructible because of its moat and extremely thick brick walls. But was it?

Named for Count Cashmir Pulaski, a Revolutionary War hero who led a charge of men against entrenched British regulars, was wounded and died two days later during the battle of Savannah, Fort Pulaski

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Top: Ft. Pulaski's Feeder Canal today with river in background.  
Bottom: The intake gate from the feeder canal into the fort's moat has a groove (not seen) where stop planks can be inserted to work on this structure.

Top: This wheel raises/lowers a guillotine gate underground that lets water into or out of the moat.  
Bottom: The moat around the fort protects it from approaching infantry.

Photos by Bob Schmidt

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was built on Cockspur Island at the mouth of the Savannah River to protect the city of Savannah, Georgia from naval attack following the War of 1812. Lieutenant Robert E. Lee, fresh out of West Point Naval Academy, began the groundwork for its construction in 1829. He chose the site and developed a system of dikes and drains to support the weight of the fort. In 1831 Lieutenant Joseph K. Mansfield oversaw the project for 14 years until its completion in 1847.

Fort Pulaski was a two-tiered masonry structure that was built of 25 million bricks. Bricks known as Savannah Gray were handmade and transported to the island a million at a time from a furnace at the Hermitage plantation outside of Savannah and other specially hardened bricks were made in Baltimore and used for supports, arches and gateways. One hundred forty six cannons could be mounted on the fort's parapet atop its 7.5-foot-wide walls or within casemates inside the walls.

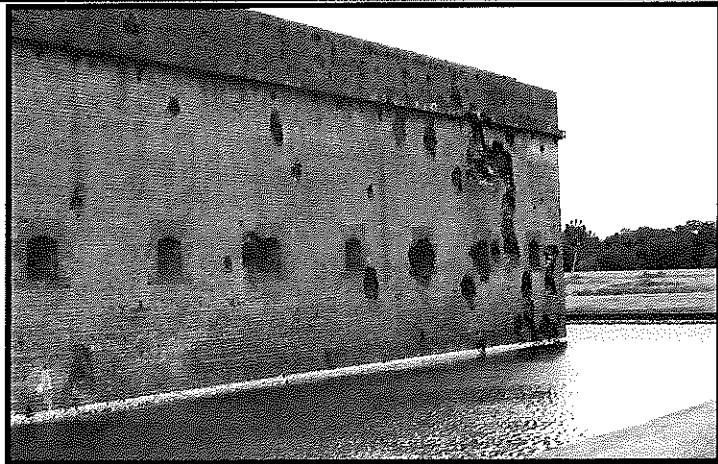
Its walls were surrounded by a moat that was kept filled with water via a feeder canal. The feeder canal featured stop-lock gates, which provided water control and access to small barges bringing supplies to the fort. When filled from that ditch, the moat formed an effective barrier to hinder the approach of infantry.

Also 1000 yards of swampland protected it from smooth bore artillery. It was well beyond the range of the mortars and standard siege artillery used at that time. It cost one million dollars to build.

At the time Fort Pulaski was completed, America was at war with Mexico so outfitting a fort on the coast was of little importance. Then, by the time of the Civil War, the fort's condition had deteriorated, the moat was filled with mud and not one cannon was mounted in place. In order to protect Savannah from Union forces the fort was put back in use. Five companies of men were helped by impressed slaves from nearby plantations to clear the moat and mount some guns. Its defenses had improved dramatically when Colonel Charles H. Olmsted took command of it in December 1861.

Olmsted's garrison consisted of 385 officers and men. Reportedly General Lee, who had been dispatched by Jefferson Davis to organize the coastal defenses, said to Olmsted, "They [the Union troops] will make it pretty warm for you here with shells, but they cannot breach your walls at that distance."

General William T. Sherman decided the Union forces would take the fort by siege in January 1862. He had defenses constructed on small islands nearby and ordered



Huge holes were made in the once thought impenetrable walls of Fort Pulaski after 36 hours of bombardment by rifled cannon that could keep firing repeatedly in one area with fairly good accuracy from Tybee Island nearly a mile away. Photo by Bob Schmidt

troops to Tybee Island. He placed Captain Quincy Gillmore in charge of constructing eleven artillery batteries along Tybee's north shore. The work was done by night and camouflaged so that the garrison at Fort Pulaski wouldn't discover their plans. When the batteries were finished the 17,000 pound artillery pieces were pulled through the marshy land into position by hand. After fourteen mortars and twenty cannons were in place, Gillmore demanded the surrender of Fort Pulaski on April 9, 1862. Olmstead, having been repeatedly assured of the fort's strength, said he was there to defend and not to surrender.

On April 10 at 8:15 a.m. Gillmore started bombarding the fort with their new secret weapons, rifle bored cannon. Rifled bores of cannons, mortars, and gun barrels cause the projectiles to follow straighter paths for longer distances and are more accurate. After being bombarded for thirty-six hours by the Union's new rifled cannon, two thirty-foot holes appeared in the fort's thick brick walls. Col. Olmstead feared the powder magazine would be hit so he surrendered the fort. Union troops occupied the fort until the end of the Civil War. They imprisoned Confederate troops at the fort and kept the South from shipping from Savannah.

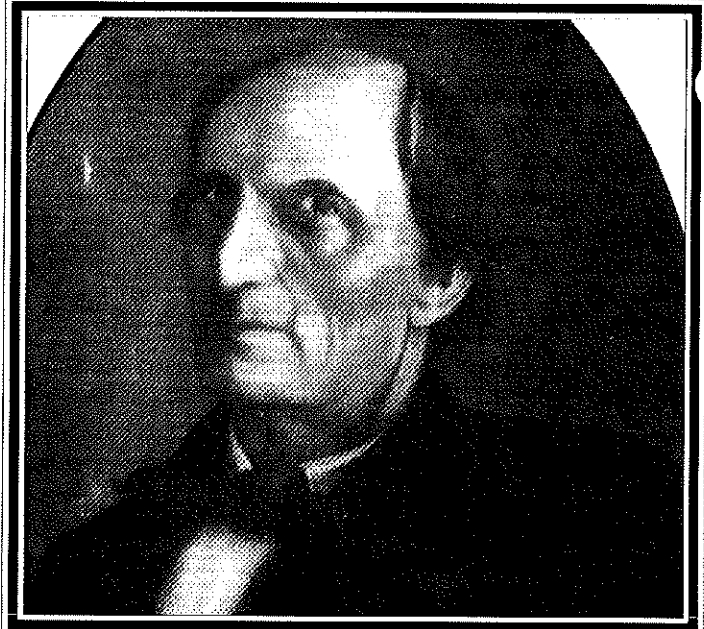
This siege of Fort Pulaski was a turning point in the history of military science and invention. It led to significant changes in how future forts were built and how they were attacked. Just like the new technology of the railroads replaced that of the canals, tiny spiral grooves placed inside gun barrels, cannon and mortars led to changes in defense. No longer were feeder canals needed to fill moats. In 1924 Fort Pulaski was designated a national monument. The National Park Service now maintains it and has outstanding docents.

# CANAWLERS AT REST

## DANA COLUMBIA

b. March 6, 1797  
d. December 23, 1865

By Bob & Carolyn Schmidt



DANA COLUMBIA

Courtesy of Allen County Fort Wayne Historical Society

Ask anyone what is the source of the name Columbia Street in Fort Wayne and most people will respond they don't know. Others will guess that it is named for the South American country or maybe the moniker for the United States. If the person is a canawler, he or she might correctly associate the name with Dana Columbia, the man who operated an inn on this street in Fort Wayne in the early 1840's and later moved to Junction, Ohio. They are correct, but there is a lot more to this "Canawler at Rest" that needs to be told.

The American Revolution 1775-83 was to have a profound influence on the lives of Dana's mother and father. Out of the chaos of this war emerged two persons from different worlds who were to become his parents.

Dana's mother was Margaret Moor Ransted, who was born in Boston on December 6, 1767, the youngest child of John and Elizabeth (Daulbille) Ransted. Her mother, Elizabeth died in 1767, probably as a result of childbirth or illness. Shortly thereafter her father John, took Margaret out into the countryside to live with a cousin of his deceased wife. John, who apparently was part of a local militia, then became ill and died also 1767.

For poor Margaret, things continued to go from bad to worse when the cousin she was living with also died. Margaret was passed on to another cousin who likewise died. Eventually she lived with strangers in nearby Dorchester. In 1775 when she was 8 years old, Boston was in the midst of chaos. British troops under General Gage and later General Howe occupied the city and the American patriots surrounded the town. Hostilities began at Lexington/Concord in April 1775, followed by Bunker/Breed's Hill in

early June of that year and the siege extended until March of 1776, when the British left Boston for Halifax. The revolution ended in 1783 with the Peace of Paris. Margaret remained with her foster parents in Dorchester until she was 18 (1785).

Margaret's fortunes began to turn when, after much travel and searching, Chessman Ransted, her older step-brother, found her and took her back to Boston to live with their half sister. It was there where she made the acquaintance of a Frenchman, Captain Louis De La Colombe, who had been the aid-de-camp of both General Marquis De Lafayette and also Johann "Baron" De Kalb, but had remained in the U.S. when General Lafayette returned to France. Perhaps the political situation in France is what influenced Louis Colombe to remain in America for, following the French Revolution, U.S. relationships with France had deteriorated. The Federalists of New England were extremely anti-French.

Details of how Margaret & Louis Colombe met are not known, but 40-year-old Louis Colombe married the young 23-year-old Margaret Ransted of Boston on November 29, 1790. Initially they lived in Dorchester, Massachusetts near Boston, where their first two daughters, Elizabeth and Sally were born. In 1795 they briefly were in New York where son John was born on June 24, 1795. By March of 1797 they were back in Massachusetts where our subject Dana Columbe (Columbia) was born on March 6, 1797.

General Lafayette's son, George Washington Lafayette, age 15, arrived in Boston in August 1795, traveled

to New York and briefly stayed with Louis Colombe that October. President George Washington then got George Lafayette enrolled in Harvard. In April 1796 George went to Mt. Vernon for a visit with the Washingtons. In 1797 George Lafayette wanted to return to France to see General Lafayette, who had been captured by the Prussians in 1792, sent to Austria, and held in prison until 1797. President Washington corresponded with Colombe asking that he persuade George Lafayette to remain in America after he heard his father was released from prison and his whereabouts were unknown.

By the time of the census of 1800 Louis Colombe had changed his name to Columbia perhaps as result of the anti-French attitude in New England at the time. A daughter Margaret and son Lewis were born in the next few years. By 1815 the Columbias decided to move to the frontier near Athens, Ohio, where many others from Massachusetts were relocating at that time. They settled in Ames township on the creek above Owens settlement. After a few years, Louis moved on to Walkers Branch (creek) on the farm later owned by Mahlon Kasler. He erected a rude structure where he tanned the skins of wild animals until

his death at age 75 in 1825. A historical marker at the Athens courthouse lists Louis de la Colombe as one of the Revolutionary soldiers buried in the county. The death records of Athens county recorded the date 1825 but not the cemetery, which is unknown.

In 1815, Dana was eighteen years old. It is doubtful that he moved with his family to Ohio. The census of 1820 only shows Louis and Margaret. An older brother John Columbia married Lucy Brown Clark in Athens county in February 1819.

About 1820 Dana Columbia married Amanda Wild in Sullivan county, New York, so he may have lived in New York after 1815. Dana and Amanda remained in New York until the mid 1830s. Two daughters and one son were born there: Harriett A. Columbia born in 1822, Sarah H. Columbia born in 1827, and Oscar, date unknown.

In the mid 1830s (1835-36) John and Dana both moved to Fort Wayne, Indiana. At about the same time Dana's wife, Amanda (Wild) Columbia, died. Again this may be a contributing reason for Dana moving to Fort

**PARENTS & SIBLINGS OF DANA COLUMBIA**

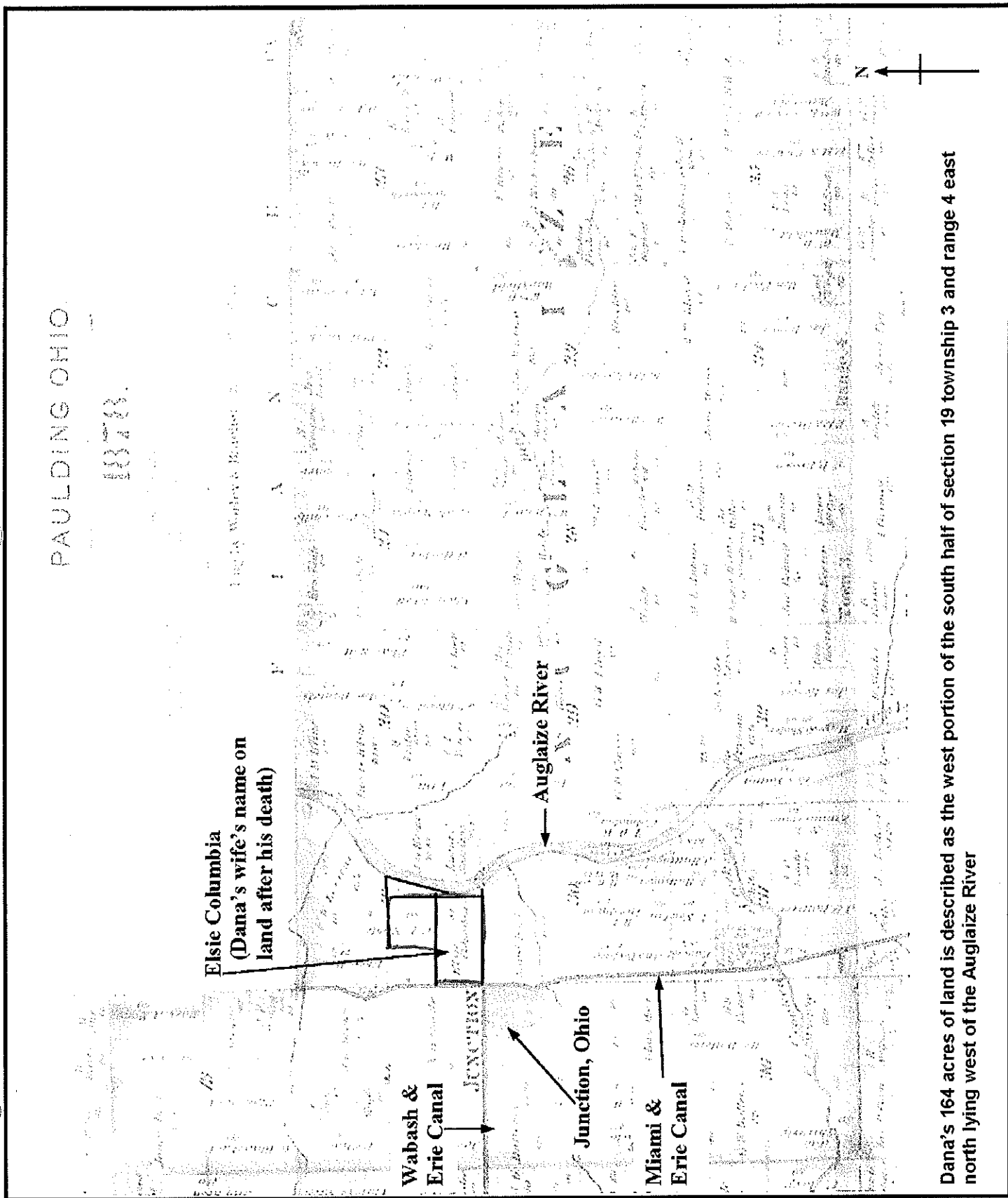
<u>NAME</u>	<u>BORN</u>	<u>PLACE</u>	<u>DIED</u>	<u>PLACE</u>	<u>BURIAL</u>
Phillipe Louis Saint Ange Morel C de la Colombe (Columbia)	6-13-1750	Rockford, France	8-05-1825	Athens Co., OH	
Margaret Moor Ransted Married November 29, 1790	12-06-1767	Boston, MA	2-27-1837	Fort Wayne, IN	
Elizabeth Brown Columbia	6-12-1791	Boston, MA			
Sally Columbia	3-01-1793	Dorchester, MA	7-15-1863	Walpole, MA	
John Columbia	6-24-1795	NY	6-24-1840	Fort Wayne, IN	
<b>Dana Columbia</b>	3-06-1797	Dedham, MA	12-23-1865	Junction, OH	Ft. Wayne, IN Lin.J-152
Margaret Columbia	1-22-1799	Dedham, MA			
Lewis Columbia	5-09-1808	Dedham, MA			

**WIVES & CHILDREN OF DANA COLUMBIA**

<b>Dana (Benton ?) Columbia</b>	3-6-1797	Massachusetts	12-23-1865	Junction, OH	Ft. Wayne, IN Lin.F-24
1. Amanda Wild Married ?		Sullivan, NY			
Harriett Amanda Columbia Married Snyder	@1822	New York	1932		
Oscar Columbia	@				
Sarah Henrietta Columbia Married David F Comparet	4-26-1827 3-06-1826	New York Ft. Wayne, IN	10-09-1909 10-11-1903	Ft. Wayne, IN Ft. Wayne, IN	Ft. Wayne, IN Lin. F-24 Ft. Wayne, IN Lin. F-24
2-23-1846 Ft. Wayne, IN					
2. Elsa Ward (Elsie, Elsie) Married 1837	2-03-1809	Poultney, VT	8-09-1893	Junction, Perry, OH	
Thomas H. B. Columbia Married Corilla Marcellus	11-10-1842 6-17-1848	Terre Haute, IN	12-18-1884 3-21-1922	Junction, OH Paulding Co., OH	
3-5-1865					
Gertrude Columbia	@1846-7	Auglaize, OH	1847	Paulding Co., OH	



# Dana Columbia's land at the junction of the Wabash & Erie and Miami & Erie Canals in Junction, Paulding County, Ohio.



Dana's 164 acres of land is described as the west portion of the south half of section 19 township 3 and range 4 east north lying west of the Auglaize River

tle on this street during the canal era.

By 1840 Indiana had completed the portion of the Wabash & Erie Canal from Fort Wayne to the state line and awaited Ohio to complete her part of the construction. In 1843 Ohio finally completed the portion from the Indiana state line to Defiance, Ohio. In May of 1843 the first boat the Albert S White made its way from Lafayette to Toledo. The grand dedication of the canal was held in Fort Wayne on July 4, 1843. By 1845 the Miami Extension canal from Dayton reached Junction, Ohio.

Dana Columbia, like others, felt that Junction was destined to become a great commercial city with the two canals bringing traffic from the west (Indiana) and the south (Ohio) through there on the way to Lake Erie. Dana's daughter Sarah, married David Comparet in February 1846. Sometime around this 1846-47 period Dana moved his activities from Fort Wayne to Junction. We know that his daughter, Gertrude, was born in Indiana in 1846 and that a Fort Wayne newspaper of January 13, 1848 places him in Junction. It said, "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 etc."

The 1850 Census shows Dana and his family in Auglaize County and Dana is operating an inn and a grocery store next to the toll collection office in the town of Junction. Paulding court records also show that a tavern license was granted to Dana Columbia on May 6, 1850 to keep a tavern in his house and was again renewed in December 1852.

At one time Junction, which was laid out and a post office established in 1842, had a population of around 300 people. It had five grocery stores, several well stocked dry goods stores, a saw mill, a flour mill, two blacksmith shops, a hoop shop, a distillery, a brewery, three hotels, three grain warehouses, and about six saloons. Daily packet boats by Doyle & Dickey and others passed by the town until about 1852.

In 1852 Dana took possession of the west portion of the south half of section 19 township 3 and range 4 east north lying west of the Auglaize River. This farm extends just east of Junction to the Auglaize River and half the distance (1/2 miles) to the Six Mile culvert, which CSI members have visited on canal tours. He owned this land until his death in 1865 and his wife and son, Thomas, lived there into the 1880s.

Although the Wabash and Erie Canal ceased to function in Ohio after the late 1870s and the Antwerp res-

ervoir was destroyed in 1887, the Miami and Erie Canal continued to be "open" past Junction until the flood of 1913. In reality there was little boat traffic in the 1890s and 1900s. The last boat passing through Paulding County to Defiance occurred in 1909.

Dana Columbia turned from the canal to farming in the late 1850s. His farm consisted of 165 acres at Junction. He initially cleared about 20 acres, planted an orchard, farmed the cleared lands, had some cattle, and employed workmen to assist in quarrying stone on the property. He continued to expand his cleared acreage and built a farm house, a barn, and a cistern. After his death in 1865, Thomas H. B. Columbia, his son, continued operating the farm until his death in 1884. Then Thomas's son, Frank Columbia, continued farming there into the early 1900s before he moved to Defiance and worked in a machine shop.

We learned a lot about the details of Dana's farm from a lawsuit that occurred in 1882. Disputed was how Dana Columbia had acquired the land on which his farm was located. He had bought it in 1852 from the state. The Ohio Supreme Court concluded regardless of the dispute the statute of limitations was 21 years and the claim was beyond this period. The case provided many details about the farm property. The case was The Trustees of Oxford Township vs Thomas H.B. Colombia et al. and is available on Google Book.

Dana Columbia died on December 23, 1865 in Paulding County, Ohio. His body was taken to Fort Wayne and laid to rest in Lindenwood Cemetery. Originally his plot was in Section J Lot 152, but cemetery records say that it appears to have been moved to Section F Lot 24 beside his daughter Sarah's grave and that of her husband, David Comparet. He has no stone.

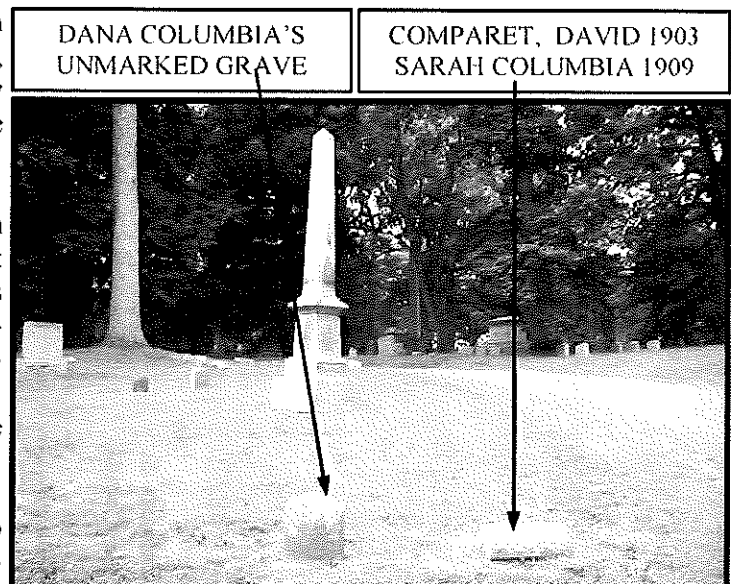
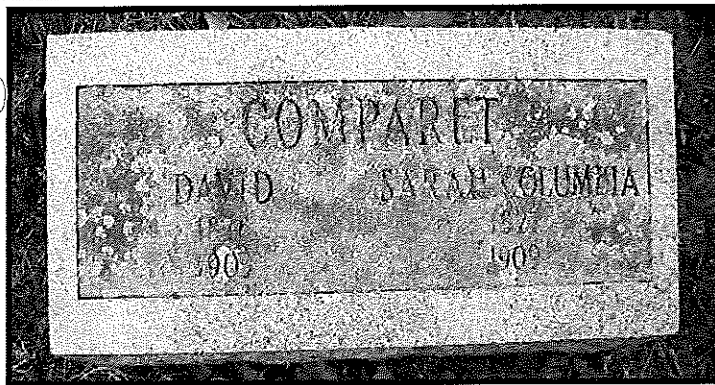


Photo by Bob Schmidt





Dana's daughter and son-in-law's grave marker.  
Photo by Bob Schmidt

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FROG TRIVIA



Did you know that Pomeroy, Ohio held Ohio's State Championship Frog Jumping Contest and Frog Derby on June 20, 1976? Jumping time was a 7 p.m. in Meigs Downs, the stadium at Meigs High School, with the first prize for the longest jump being \$300. It was won the previous year by a frog jumping over 16 feet.

The Frog Derby was held at 8:30 p.m. on a 35-foot-long oval track. It was supposed to be the only frog derby in the U.S. where the frogs had jockeys - owners with yardsticks guiding or should I say goading them on.

There was also a Mid-eastern Frog Jumping Contest, with frogs entered from several states. Participants could bring their own frog or rent one for 50 cents. There were 50 frogs available for rental.

Fred Crow, a Pomeroy attorney, was in charge of the event. The man known as the Grand Croaker was Earl

Ingels of Middleport, Ohio. Pomeroy had a "Bicentennial Frog" and its commissioners planned to fly a frog flag that day.

Perhaps a similar event can be held at canal festivals in the future. You'll have to find a frog supplier or have someone who is good at catching them in the wild.  
 Kay Sheldon, CSI member from N. Ridgeville, OH

SPEAKERS BUREAU

Fort Wayne, IN - April 3, 2012

CSI president, Bob Schmidt, presented a Power-Point program about Indiana's canals concentrating on the Wabash & Erie Canal in Fort Wayne to 15 members of CURIOS, an antique group, in the home of Phyllis Robb at 7 p.m. A question and answer time was followed by a drawing for a 3 month CSI trial membership that was won by Bernice Schlichtenmyer and drawings for past issues of "The Hoosier Packet." One of the ladies had played in the canal near the Vermilyea house.

## FROM TIMES PAST

*Fort Wayne Times and Peoples Press*  
March 16, 1846

Canal Break. — The Tippecanoe Journal of the 7th inst., says that some 70 yards of the canal embankment about three miles below Lafayette, gave way on Saturday morning last, emptying that portion of the canal without ceremony. We are not prepared to say what length of time will be required to repair this breach; but we fear that our friends below will not see boats from Lafayette to Covington much before the middle of summer.

*Fort Wayne Times and Peoples Press*  
March 26, 1846

WRETCHED. — On Friday we noticed a woman staggering about the streets. We learn that she was discovered again late in the evening, lying on the side walks, dead drunk! She had a good chunk of a bottle, with her, partly drained of its contents, rot gut. This woman could not have obtained a single glass of spirits at the bar room of any decent coffee house in this city. But she could go into a store, and for the price of a single glass, purchase enough to send her body and soul to destruction. It will be wise men who shall find a remedy for these tremendous evils. — *State Sentinel*

On Monday morning last, a man was pulled out of the canal in this town, drowned. — Upon the coroner's inquest it was proved that on Sunday night, between eight and nine o'clock, he was in a grocery, *drunk* — oh, no, intoxicated, is the polite phrase, that he drank twice more, the drinks were charged to his account, and he started for home. He afterwards tried to get into a livery stable near the canal to lie down, but was refused admission. That was the last that was heard of him until he was found in the morning.

This kind of murder is *licensed* by the laws of the land — the privilege is pair for, and the public pockets the avails. How long shall such thing be? Or is it right that "Some, since many *die*, should tire by rum!"

*Fort Wayne Times and Peoples Press*  
March 28, 1846

Fort Wayne. — Nothing gives us so much pleasure as to witness and note from time to time, the progress of improvement in Fort Wayne and the surrounding country. Last week we casually remarked upon the new Oil Mill and Woolen Factory of Messrs. Rudisill and Wolke, and alluded to the benefits an establishment of the kind was calculated to confer upon the place. With no less gratification we would call public attention to two additional flouring mills, in the immediate vicinity of the city. One of them, on the St. Jo. half a mile north of the city, is built and owned

by Johns and Rudisill. It is on the site of Johns' mill, so well known through this region of country, and is, we believe, nearly ready to go into operation. It is large and will contain several run of stones, but of its exact capacity, we are not informed.

The other is to be erected on the Maumee, near Wines' Mill, half a mile below town, by Judge Hanna and O. Bird. They have become the proprietors of Wines' Mill, and finding it entirely too small to answer their purpose, they have determined to build a new and extensive mill adjoining it. These mills will be a valuable acquisition to the place, and a source of great profit to their owners.

With the mills already in operation, Fort Wayne is far ahead of any other place of the Wabash and Erie canal, on in northern Indiana, in the manufacture of flour, and there is no doubt it will always retain its pre-eminence. Other manufactories will come in gradually, when the conviction prevails, (if ever that time shall come,) that the policy of the government has become settled in regard to the tariff, until the busy hub of machinery will be heard on every side. The water power is not as great as at some other points, but it is thought to be sufficient for all practical purposes, and is as yet but partially improved. There are many locations in the vicinity of the city, possessing more or less advantages, that will in due time be turned to profitable account. During two thirds of the year there is any amount of water power, and when it falls short, steam will be made to supply the deficiency. We are about entering upon a new era in regard to our local improvements — a new impulse is being given to enterprise and industry, and the results that will be produced by ingenuity and invention, combined with active perseverance and capital, will yet astonish those whose anticipations grasp the most extensive view of the future.

*Fort Wayne Times and Peoples Press*  
April 4, 1846

Navigation. — The Canal is again filled with water, and business is about commencing. Much anxiety exists to learn when the Lake will be open through to Buffalo. We have not certain information upon the subject. The latest we have seen is the following from the Maumee Times of the 21st ult. It says the Wolcott, Capt. STEBBINS, arrived at this port on Monday evening last, and departed next morning for Detroit. The W. has resumed her trips between this and Detroit. The Franklin was a Toledo on Tuesday, on her way from Cleveland to Detroit. Ere this the ice is out of the lake probably as low as Erie.

THE LAKES. — At the moment of going to press, we see it states in the Baltimore Patriot of the 26th ult., that the ice is out of both Lakes Erie and Ontario.

*Fort Wayne Times and Peoples Press*  
April 11, 1846

The Canal is in fine navigable order, and business has commenced with great activity. The boatmen will coin money this season. — Success to them.

*Fort Wayne Times and Peoples Press*  
April 18, 1846

The Logansport Pharos of the 15th inst., says that the break in the canal between that place and Lafayette is repaired.

*Fort Wayne Times and Peoples Press*  
October 9, 1847

P.P. BAILEY, Has just opened his new WARE HOUSE on the north side of the canal opposite his Hard Ware Store and adjoining Hamilton & Williams' Mill, where he is ready to pay Cash for Flour, Wheat, Pork and Corn, or take the same on storage.

Country Merchants and Farmers who wish to store for the winter instead of selling can do so at a low rate of storage and have the same insured against loss by fire. If the proprietor becomes the purchaser while the produce is in the store, in that case, no charge for storage. Cash advances made whenever desired on produce we store to go forward in spring.

REFERENCES

- MESSRS. HAMILTON & Williams Fort Wayne  
 Samuel Hanna Esq. "  
 Hugh McCulloch, Esq. "  
 cashier of Bank.
- MESSRS. PECKHAM & BRADBURY Toledo  
 COLLINS, BROWN & CO. "  
 BROWNLEE & BROWN "
- MS. G.S. HAZARD Buffalo  
 W.S. HAROLFT "
- COL. JAMES H. HOOKER, Buffalo, Troy, New York  
 and Boston

N.B. Hard Ware business continued as usual at the Old Stand, sign of the "Padlock,"  
 Fort Wayne, Ia., Dec. 9, 1847

*Fort Wayne Times and People's Press*  
December 16, 1847

Vessel Building in the Maumee Valley. This enterprise is on the increase here as elsewhere. Mr. B. F. HOLLISTER of Perrysburg, intends building a small Steamboat and another Schooner, to match the Robert Hollister, this winter. Mr. C. C. ROBY is also building a large Schooner at the same place. At Maumee City, MESSRS. SPENCER & MCOSS are building a Steamboat of 800 tons burthen. A great number of canal boats are building at the different boat yards on the river.

*Fort Wayne Times and People's Press*  
December 23, 1847

GREAT FLOOD IN CINNCINNATI. Correspondence of the Times & Press. CINCINNATI, Dec. 15th, 1847.

DEAR SIR — The Ohio River at this point is within less than two feet of the high-water mark of 1832, and it is yet rising. All the lower part of the city is under water, and the factories in that quarter have had to suspend operations, throwing great numbers of people out of employment. The Gas and Water-Works have both been stopped several days, and the city is enveloped in Egyptian darkness.

Hundreds of families have been driven from their habitations, and the Churches, Engine-houses, &c. in the higher parts of the city have been thrown open for their temporary accommodation. Through the exertions of the Mayor and Marshall, a meeting was held at which some measures were adopted for the relief of the sufferers. Committees were appointed for the purpose of raising funds, and providing places for those who have been flooded out. Several houses have been seen floating down the river. The White Water Canal, nearly in its head, is over flown, and makes, with the river, but one sheet of water. I saw a skiff today, in full head-way passing down Columbia street, the most populous part of the city. Wood is \$8 a cord, and coal 25 cents a bushel. Great quantities of coal have been over flown. Distressed families may be seen in all directions, rescuing their furniture, but have no shelter to cover them from the inclemency of the weather. The cold is intense — snow has been falling for two or three days, and continues to fall. When this great calamity will end Heaven only knows. D. W. T.

*Fort Wayne Times and People's 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 People's Press*  
January 20, 1848

RAIL ROADS. To the Editor of the *Merchant's Ledger [NY]*. I notice in an article in your paper of the 6th of March last, under the caption of "Railroad from Lake Michigan to the Mississippi River." I am glad to see the subject of railroads agitated particularly between the Atlantic and Mississippi, for the time is at hand when such a work should be completed. I take it that the vein of the writer of the article is to show the most practical way for a continuous and expeditious route from the eastern cities — say New York and Boston — to the Mississippi river, and at the same time the most profitable. It appears to me that the route the writer has laid down after passing Toledo, is entirely too far north, and too circuitous to effect the de-

sired object, for he would strike the Mississippi about the Upper Rapids on that river, particularly if he wished to get the New Orleans travel. The most feasible route I should say (and I believe every one will agree with me after looking at the map) after traversing the south shore of Lake Erie to Toledo, would be from thence along the course of the Wabash and Erie Canal, to Lafayette, Indiana; from thence by Decatur, Ill., and Springfield and Carlinville to Alton, on the Mississippi river, at the head of large steamboat navigation, and thence by boats to St. Louis. This route passes through the most fertile and level part of Illinois, and through that section where by far the largest amount of Beef, Pork, and Grain are raised — and it runs through the capitol of the State, (Springfield,) and strikes the Mississippi at Alton, a point below which are no rapids, and is seldom obstructed by ice or low water; whereas, above Quincy, Illinois, it is much obstructed by ice, and where it is also obstructed by two rapids, one near the mouth of the Des Moines river, and the other near Rock River, where, when not obstructed by ice for all but two or three months in the year, reshiment at the rapids is necessary.

But from Toledo via Chicago, and west to the great Eastern Bend of the Mississippi river is a circuitous route, extending much farther north than necessary, and about the same distance for railroad as it is to the Mississippi at Alton, and for St. Louis, the center of the Great West, or New Orleans of the South. — The northern route via Chicago strikes the river at least three days travel by boat above Alton. So that from New York or Boston to New Orleans or St. Louis would be three days less by the Springfield and Alton route than by the Chicago, and would pass through by far the most fertile and productive part of the west, and through Illinois over a route requiring much less grading than the Chicago and Mississippi route. The road is now chartered all the way from Buffalo to Alton, via Toledo, Lafayette, &c., with the exception of forty miles across a part of Pennsylvania, and the books are now open and the stock being taken for the road between Alton and Springfield, that being one section of the great scheme of the line of communication between the Atlantic cities and the Mississippi River, to take the great travel of the Great South and West. A road from Toledo to Chicago and thence to Galena, for the lead trade as well as other products of the country, would be well — and I should be glad to see it built, and no doubt but what it would be profitable; but for an expeditious route that would command the trade and travel of the South and West it could not be thought of; branches of this road would be built to Jacksonville, Quincy, mouth of the Michigan Canal, and other places South after the work is completed.

PRAIRIE STATE.” ALTON, June, 1847.

*Fort Wayne Times and People's Press*  
January 20, 1848

THE MAILS — The following letter will explain the cause of the damaged state of our mails for some time past:

PIQUA, Jan. 12, 1848. DEAR SIR: — I have just called upon the Post Master at this place, and found at his office, about a cart load of news papers destined for Fort Wayne and other points in Northern Indiana and Michigan, but detained here, for want of mail bags, to take them on. Under the new mail arrangement it became the duty, (as I am advised) of the Post Master at Toledo, to furnish bags for the transportation of the Mails, from this place to the Junction. The bags in use during the period of canal navigation, are not the kind to be carried on horseback, and to anticipate any difficulty that might arise at the close of navigation, the Post Master at this place, some three weeks before the Packets were taken off, wrote to the Post Master at Toledo, desiring that nine bags, for the transportation on horse back, of the Mails north, on the line of the canal, would be needed, and requesting him to further them without delay. This the latter promised, but up to this time, has failed to do.

Subsequently the Postmaster at this place wrote to the Postmaster General, upon the subject, and was advised, a few days since, that the Post Master at Louisville, Kentucky, had been instructed to furnish him with the necessary bags. As soon as they are received, the papers which have been accumulating here, for a month or two past, will be sent forward as rapidly as possible. Had the Postmaster at Toledo done his duty, there would have been no detention of papers at this point. He did, I understand, furnish one bag, about as large as a Lady's side pocket, which he doubtless thought capacious enough to contain the papers destined for any point west of Toledo, on the line of the canal. The Postmaster at St. Marys has, I understand, acted rather unkindly towards the good people of Fort Wayne. Since this new arrangement commenced, he has refused to send papers forwarded by the old route, notwithstanding he might have done so without making the mails too heavy, and when papers have been sent to him to be forwarded by the route, he has repeatedly returned them to this office. So from a want of proper Mail bags, and a proper spirit of accommodation on the part of the Postmaster at St. Mary's, the papers destined for Fort Wayne and other points at the north have accumulated here until the Post Office is literally filled with them.

The few papers that find their way from this place to Fort Wayne, are sent forward to the Junction, in the small bag, furnished by the Postmaster at Toledo, and the Packet Boat bags, two of which have been occasionally lashed together, and sent forward on horseback.

The Postmaster here complains as much of the accumulation of papers at this office, as the subscribers do for want of them, and seems disposed to do all in his power to remedy the difficulty. Yours &c. H. McCULLOCH



This old sign for Lock 17 was taken by Linn Loomis in 1991.

**SEVENTEEN ?**

Do you ever wonder how something happened? According to a newspaper article the people living in a small hamlet in Tuscarawas, Ohio once known as "Lock 17" wonder why all of a sudden its name changed on its road sign and on maps to simply "Seventeen."

The group of buildings that naturally grew up around Lock 17, the seventeenth lock of the Ohio and Erie Canal off of the south end of the summit level at Akron, once included a couple dozen houses, a couple of general stores, a filling station, a post office and a saloon. It became a place for farmers, lumbermen, and miners to load canal boats with their grain, lumber and coal and to receive supplies brought in by the boats.

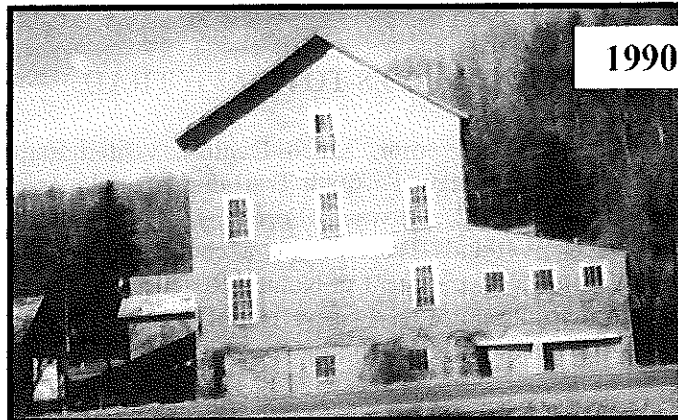
About 1887 a grain mill was built beside the lock that used the drop in the water to power its mill stones. The 1913 flood ended the canal and took out the mill's water wheel. However the mill found another power source and continued to operate.

In 1920 the town got local rail service. The railroad depot had large gold letters above it that said Lock Seventeen. Eventually there was a Lock Seventeen Elementary School, which later burned down. The road sign by the town said Lock Seventeen for years and years when suddenly a new sign that simply said Seventeen appeared. The citizens were puzzled by the change in its name. It would have made more sense just to call it "Lock" as they most commonly did. Although they grumbled a bit, nothing was ever done about the change on the sign or on maps. They figure some bureaucrat erroneously shortened the name and it stuck.

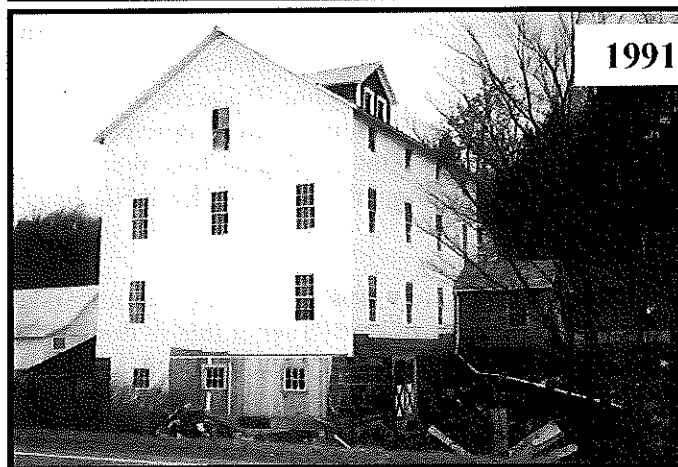
Linn Loomis, CSI member from Newcomerstown, Ohio has documented what the mill looked like over the years with the following pictures.



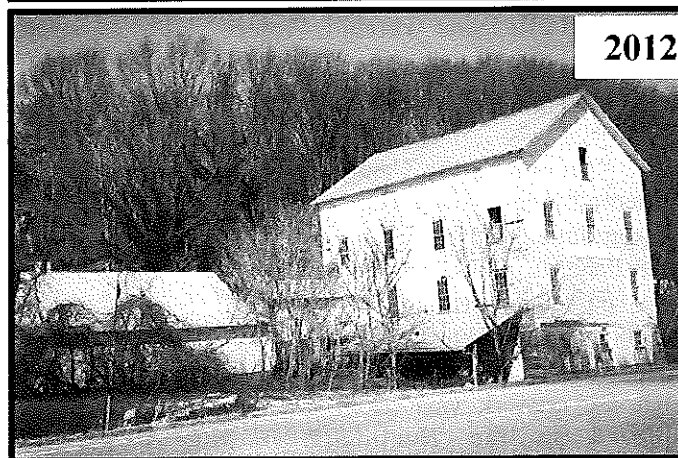
1965



1990



1991



2012

Although renovated in 1991 this mill is deteriorating.

Although little remains of the actual lock at Seventeen, the old Wilson Roller Mill continued operation for many years, then was somewhat restored in 1991 and used for a shop that sold handcrafted items and unusual things. By the early 2000s it was left to gradually decay.

CSI is thankful that Linn has taken photos of both the exterior and interior of the mill for our archives. Its future does not look promising.

A quick check on Google found that today on Google maps the town is once again shown as "Lock Seventeen."

### GOVERNOR SEES TOWPATH TRAIL

Indiana's governor, Mitch Daniels, visited Eagle Marsh and saw the new Towpath Trail that runs alongside it on March 23, 2012. He was in Fort Wayne to present the Little River Wetlands Project with a check for \$20,000 from the Indiana Department of Natural Resources Heritage Trust to help purchase an 11-acre island in the middle of the wetlands off of Engle Road.

The Wetland's Project began seven years ago with the group's wanting to own a flooded farm. The trust helped them with the purchase in 2006. The project expanded over the years and now has 716 acres of a thriving wetland ecosystem that surrounds the property that will now be purchased. This is the third grant from the trust and is money that comes from the sales of the DNR license plates.

Governor Daniels was shown the recently completed trail and the newly erected fence that is designed to keep the troublesome Asian Carp out of the marsh, which could potentially become a gateway for them to enter the Saint Marys River and eventually reach the Great Lakes. He praised the trail system and the local conservation efforts of the Little River Wetlands Project.

### HUNTINGTON'S HERITAGE DAYS

"Unlocking the Canal" is the theme for this year's Heritage Days on June 20-24 in Huntington, Indiana. A picture on the logo shows passengers riding atop a canal boat on the Wabash & Erie Canal. The actual painting from which the artwork was taken is displayed in the Huntington County Historical Museum. Participants in the annual parade are asked to base their float



on the canal in hopes that they will learn a little more about building the canal and the settlers it brought to the area.

The festival's main sponsor this year is Duke Energy, which is celebrating its 100th year of serving communities like Huntington. Its name is also on the logo.

### Schedule of Activities

Wednesday June 20

Ice Cream Social

Thursday June 21

Chief of the Flint Springs Tribe breakfast

Rotary Club strawberry feed at Hier's Park

Friday June 22

Car show in downtown Huntington

Fish fry at Masonic Lodge

Eagles food tent

Marketplace around courthouse square

Hot air balloon "Glow" at Huntington North High

Saturday June 23

Marketplace continues

Pancake breakfast

Heritage Day's parade

Fun zone for children downtown

YMCA strong man's competition

Bed races

Sand volleyball tournament

Eagles hog roast

ABATE motorcycle competition

Victory Noll open house 12-5

Forks of the Wabash open - learn about canal

Huntington County Historical Museum open

Sunday June 24

Jeff Fest 6-8:30 p.m. art show, entertainment, food

Wednesday-Sunday

Amusement rides on Warren Street

Weekend

Hot air balloons at Huntington North High

Lowell & Jerry Goar, CSI members from Cosa Mesa, CA

### SPEAKERS BUREAU

MARCH 14, 2012 - CONNERSVILLE, IN

Jerry Mattheis, CSI director from Cambridge City spoke to about 40 members of Historic Connersville, Inc. on Wednesday, March 14. His talk was entitled "My 400 year trip to Connersville." He started with his immigrant ancestor John Bishop, who was born in England in 1610 and came with the Puritans to the Massachusetts Bay Colony about 1640. The Bishops settled in Massachusetts, some moved later to Virginia and finally his great grandfather came to Shelby County, Indiana. Jerry showed pictures and discussed his grandfather's carvings and tools. Arthur

Bishop was a master woodcarver at the Connersville Furniture Manufacturing Company, which used water from the Whitewater Canal to power its equipment.

Parts of the structures that took the water from the canal into the factory can still be seen. The building is currently for sale.

### “THE GOLDEN AGE OF CANALS”

CSI headquarters was recently alerted to an interesting video produced in England for a BBC program. It is entitled “The Golden Age of Canals” and tells the story of the tail-end of commercial carrying on England’s canals, how they fell into disrepair, and shows how individual citizens united to save them. It has some home movie footage and talking heads, but it’s quite well done and we recommend viewing it. Be sure you allow almost 2 hours to see the whole thing.

<http://www.thevideochannel.net/play.php?id=1305752171>

Since England was the forerunner to our industrial coal carrying canals there is some similarity. However, they used narrow boats. England has been so successful in restoring its canals that it is even building new ones. Bill Gerber, CSI member, N Chelmsford, Massachusetts

### TOWPATH TRAIL LINKS TO OTHER TRAILS

Fort Wayne’s “Towpath Trail” is 5.5 miles long, extends from the Lutheran Hospital campus to Rockhill Park, follows the Wabash & Erie Canal prism, weaves through southwest-side neighborhoods, and joins other trails that connect continuously across Allen County. It completes 50 connected miles of 66 total miles of Fort Wayne Trails. There are plans to extend Towpath Trail to the west towards Huntington.

Hikers, bikers, babies in strollers, wheelchairs, and people of all ages and walks of life use the trail. Since the towpath was fairly level, it is an easy walk or ride.

On Engle Road there is a two-acre area with a pavilion that features public art sculptures, interpretive signage, and an outdoor classroom for neighboring Eagle Marsh as well as a paved parking lot. One side of the sculpture has raised impressions showing different forms of area wildlife with Braille nameplates. The other side has people roller skating, running, bicycling and enjoying nature. Don Haack, CSI director, Fort Wayne, Indiana

### “CANALS WERE KING”

Canal Society of Ohio trustees Boone Triplett and Bill Oeters have put together a collection of old articles from their society’s journal. It is entitled “Towpaths: A Collection of Articles from the Quarterly Publication of the Canal Society of Ohio.” CSO members were each given a copy in celebration of the organization’s 50th anniversary. It is available on Amazon.com.

Shortly after the book was published the Cincinnati *Enquirer* ran an article about Ohio’s two longest canals, the Ohio & Erie, which extends from Portsmouth to Cleveland, and the Miami & Erie, which eventually stretched from Cincinnati to Toledo after taking over a portion of the Wabash & Erie Canal. The article went on to talk about the 1825 Canal Enabling Act, the original \$5 million price tag that escalated to \$16 million, how towns grew or new towns were created by the canals, the dimensions of the ditch, where ground was broken, what boats were like and what was shipped on them, how branches were built onto them, and how the railroads and floods led to their demise. Four historic photos accompanied the article along with a picture of the new book.

Chuck Whiting, CSI director, Lawrenceburg, Indiana

### MECCA

The Miami and Erie Canal Corridor Association held its second annual Canal Diggers Affair and raised nearly twice as much as the prior year to support its projects and operations. JoAn Smith, who received a National Community Service Award from H & R Block, divided her winnings of \$5000 among eleven organizations of which MECCA was one. The campsites at Vial’s Lock 21 in Paulding County and the camping shelter in Shelby County have been completed and are open for camping. The Towpath Trail was a popular place to Cross Country ski or snowshoe, view diverse wildlife, watch migrating birds, and geocaching this past winter. Sledding on steeper slopes beside the canal is always fun. With the leaves off the trees and bushes the canal and its structures are more easily seen.

The Miami & Erie Canal Towpath Trail extends approximately 60 miles from the Johnston Farm and Indian Agency at Piqua to Delphos. The Sidney Feeder extends 11 miles from Lockington to Port Jefferson. Twelve miles of the trail are completed in Auglaize and Allen counties with the uncompleted portions open for hiking. In Paulding and Henry counties Towpath Trail is being opened and completed. Eventually it is hoped the trail will be opened from Cincinnati to Toledo. The city of St. Marys has applied for a \$150,000 grant from the Ohio DNR to improve its portion of the trail to the north.

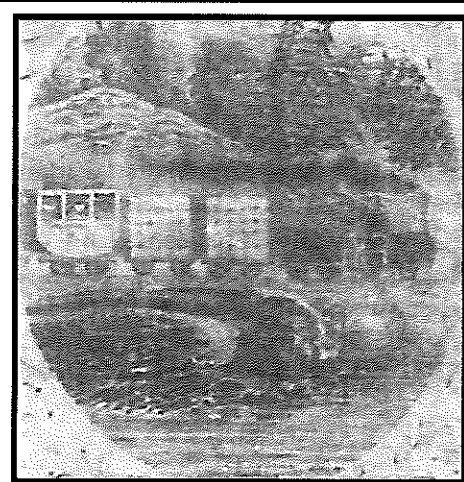
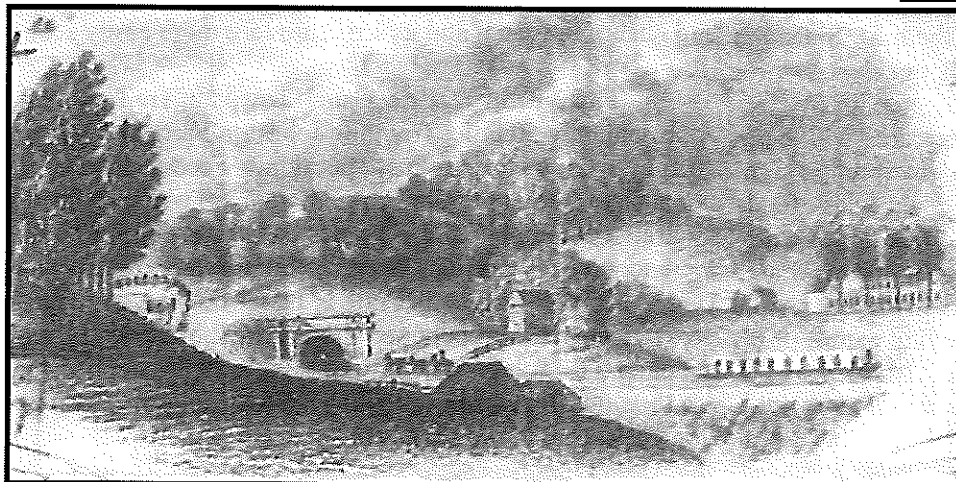
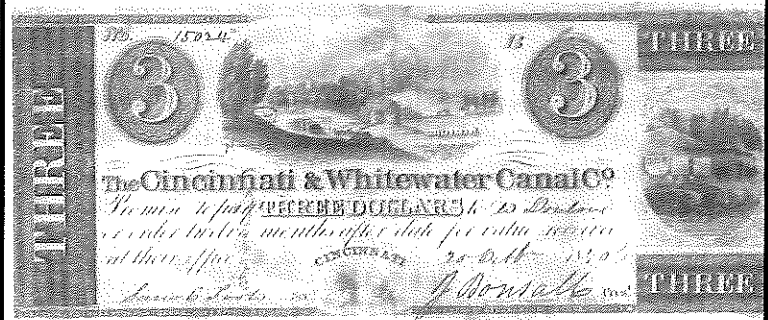
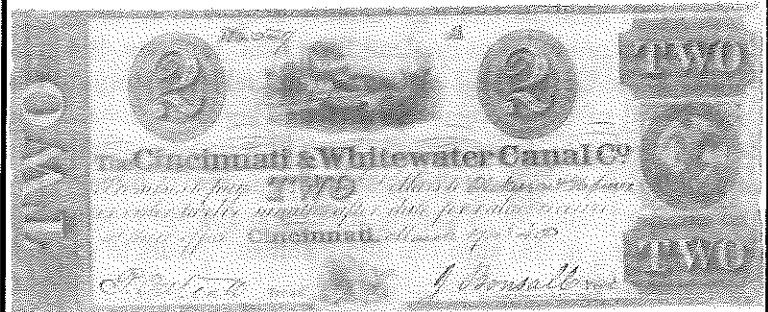
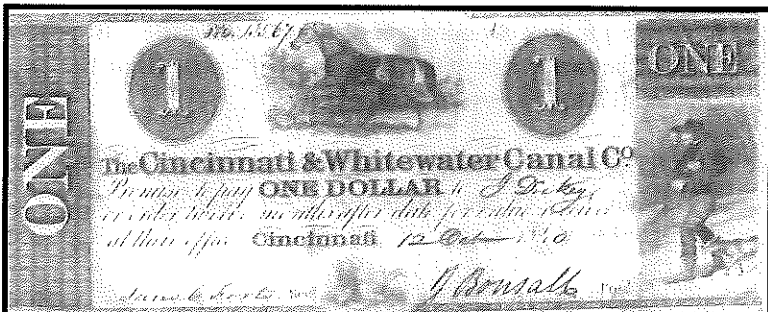
CANAL SCRIP

The three types of Cincinnati & Whitewater Canal scrip that have been donated to the Dearborn County Historical Society are shown on the right. They are finely engraved. The \$3 shows the canal on William Henry Harrison's farm with the North Bend tunnel. Other scenes depicted are boys fishing while a freight boat passes, an early railroad, a horse, an Indian, and a man smoking a pipe while walking his dog.

\$3 No. 15024 The Cincinnati & Whitewater Canal Co. promises to pay Three Dollars to D. Donlove on order twelve months after date for value received at their office.

Cincinnati 20 Octbr. 1840  
J. Bonsall Pres.  
Sam E. Foote Sec.

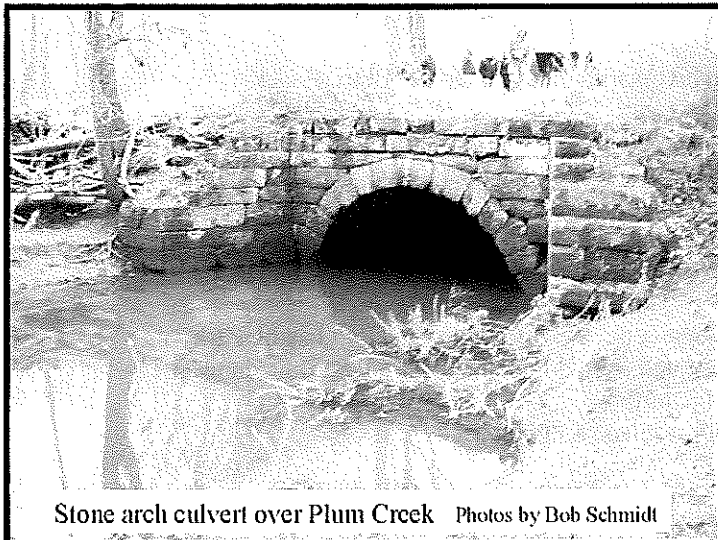
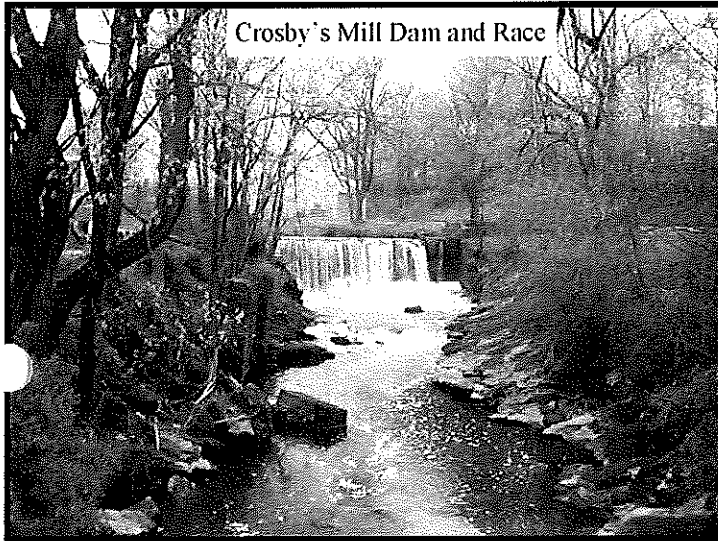
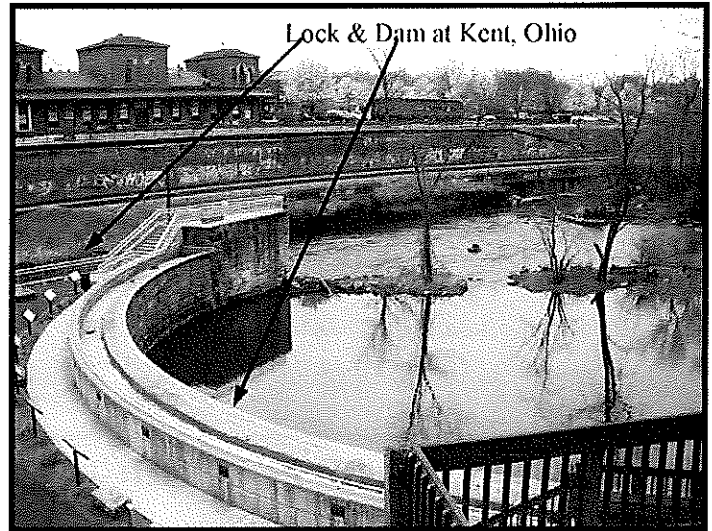
This canal scrip was issued by the Cincinnati & Whitewater Canal Company to pay debt. When the scrip was redeemed by the person owed the money, he endorsed it on the reverse side like we endorse checks today.





CSO TOUR

On March 30-April 1, 2012 the Canal Society of Ohio held its spring tour, "An Enigma Wrapped in a Riddle," on the Pennsylvania & Ohio Canal from Akron to Ravenna Summit. Canawlers braved the strong wind and cold weather to see a canal with few remaining structures and tried to understand its intricate feeder system. A Friday night slide presentation showed what would be seen on Saturday and how the P&O tied into the Ohio & Erie Canal at Akron. Saturday's highlights were a beautiful falls created by Crosby's Mill Dam, a huge stone culvert that carried the P&O over Plum Creek, and a stone dam and guard lock at Kent with great signage. Tour participants received an outstanding guide book with very helpful maps.



CSI members attending, many of whom had leadership roles, were: Tom & Diane Fledderjohann, Nancy Julick, John & Susan Hatton, Mike Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Bob Sears, Bruce & Kay Sheldon, Steve & Sue Simerman, Larry Turner, and Terry & Rosanne Woods.

LOVE/HATE NICKEL PLATE

The last steam railroad to come to Fort Wayne, Indiana was the famous "Nickel Plate" as the New York, Chicago and St. Louis Railroad was most commonly called. Although it laid its tracks atop the filled in prism of the old Wabash & Erie Canal and didn't destroy one single building when it was built in the 1880s, its relationship with Fort Wayne was a love/hate one until the 1950s.

The railroad promised to build its locomotive shops in the West Wayne Yards, which would bring many jobs with it. The shops were built in Stoney Island, Illinois instead, because railroad officials found there was not enough room between the St. Marys River and a crossing of another railroad's tracks. This did not set well with the city, but the high volume of trains eventually brought enough money to please city officials.

The railroad offered high speed service for freight trains as well as passenger trains making it highly successful. This increased volume of traffic became a real hindrance for the citizens of Fort Wayne. The canal and now the railroad ran from East to West thus halting auto and truck traffic at 12 downtown North-South rail crossings 51 times a day for every day in a year. This blocked the expansion of the city to the north and east. "Don't wait! Elevate the Nickel Plate!" demanded the outraged public.

In 1953 the elevation project began. It was completed and opened on October 4, 1955 and allowed the city to grow.

Over the years passenger rail service was dropped. Today the Northeast Indiana Passenger Rail Association is attempting to return passenger rail service to the city.



from the "Cambridge City 175th Anniversary Commemorative Book." we learn the Electric Light Plant was built on East Main Street, just across the river on land purchased from the Conklin family. Groundbreaking occurred in September 1911, with the plant's capacity expected to be 500 horsepower. Later, the building became the Municipal Waterworks and in 1948, was remodeled to include an apartment for the water superintendent.

Rang (Glen) Ingerman lived in the apartment and was Water Superintendent for many years. He said that the water once came from the Whitewater river into the basement to power the turbines for electricity. Today, the building is still part of the water utility and it houses the pump control boards for the water wells, with the remainder of the building serving as a town garage.

Post card courtesy of Rick Newton.

Published March 14, 2012 *Western Wayne News* Vol 21 No 27

## RIVER GENERATED ELECTRICITY

This post card from the past features the "Electric Light Plant - Cambridge City, Ind." This post card was unused, so there is no further information on the back, but

## CSI 30th Anniversary Tour

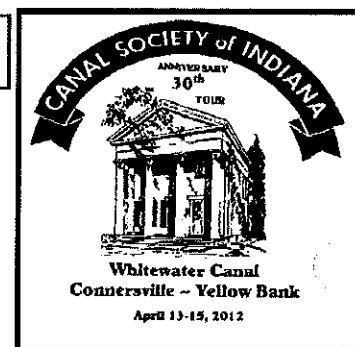
30th Anniversary Tour  
April 13-15, 2012

Tour planners: Gail Ginther, Jerry & Phyllis Mattheis, Mike Morthorst, Bob & Carolyn Schmidt, Sue Simerman

Hotel: Hampton Inn, 1030 SR 229N, Batesville, IN

Bus: Charter-R-Bus, One Sodrel Drive, Jeffersonville, IN 47129

Train: Whitewater Valley Railroad, 455 Market St., Connersville, IN arranged by John Hillman



Tour Slogan: "30th Anniversary Tour"

Tour Book: Carolyn Schmidt

Maps: Mike Morthorst, Bob & Carolyn Schmidt

Budget: Bob Schmidt

Name Tags, Car Ribbons, Thank You Notes: Carolyn Schmidt

Goodie Bags: Sue Simerman, Gail Ginther, Carolyn Schmidt CSI anniversary notepads: Don & Betty Haack

Centerpieces: Sue Simerman (donated)

Advertising: Phyllis Mattheis, Carolyn Schmidt

Book Sale: Gail Ginther, Carolyn Schmidt, Books (donated) by Susie Moffett, Lloyd Davis, Bob & Carolyn Schmidt

Raffle: Sandy Billing, Oil painting (donated) by Jack & Peggy Seigel

Refreshments: Darlington Farm Cookies - (donated) by Jim & Ruth Ellis, Bananas- Bob Schmidt, Cake -Carolyn Schmidt

Friday Tour: Whitewater Valley Scenic Byway's Gateway Park on Us 52 Metamora, arranged by Gail Ginther

Golf carts (donated) by byway for tour of property

Speaker: Candy Yurcak, "Establishing the Whitewater Valley Scenic Byway and Loops, Purchasing Park"

Friday Picnic: Meal catered by Candy Yurcak in old Train Station, Aqueduct and lock models by Paul Baudendistel

Program: Mike Morthorst slides of canal sites to be seen on Saturday

CSI Annual Meeting, election of board and officers, Delphi presented \$3,000 check from CSI

American Canal Society Meeting at Hampton Inn

Saturday tour route: Bob Schmidt, Mike Morthorst, John Hillman Docents: Mike Morthorst, Bob Schmidt

Whitewater Canal Headquarters docents from Historic Connersville, arranged by Phyllis Mattheis

Fried chicken lunch at Laurel Hotel

Yellow Bank Lock docents Terry Duffy, Tom Clooney from Whitewater Canal Trail presented \$3000 check from CSI

Saturday Banquet: Sherman House 35 S. Main, Batesville, IN

Speaker: Colonel Theodore Roosevelt first person presentation by Gib Young, Huntington, IN

Topic: Theodore Roosevelt's life up to 1915 and the part he played in the New York Barge Canal and Panama Canal

Sunday Tour Route: Bob Schmidt

Docents: Whitewater Valley Railroad volunteer at control tower, train station and yard, arranged by John Hillman

Jerry Mattheis at Connersville Furniture Factory, which used canal water for power, arranged by Phyllis Mattheis

Tour attendees 52: 2 CA, 35 IN, 4 IL, 1 MA, 9 OH, 1 Toronto, Canada

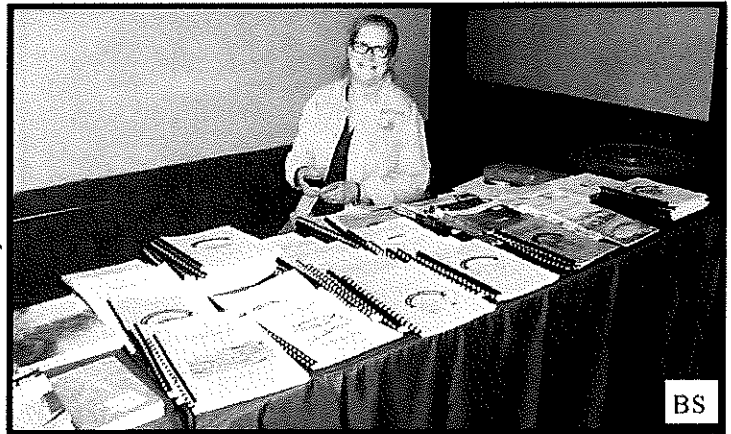
Ken Baker, Sally Bancroft, David Barber, Carl Bauer, Leon & Sandy King, Karl & Demi Black, Sue Burger, Tom & Linda Castaldi, Betty Easton, Jim & Ruth Ellis, Gail Ginther, Lowell & Jerry Goar, Tom & Mary Grimes, Jim & Barb Guest, Nancy Gulick, Web & Dot Hall, Gerry & Jean Hulstander, Jerry & Barb Lehman, Bette Lockhart, Jerry & Phyllis Mattheis, Mike & Tom Morthorst, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Dan Schuster, Bob Sears, Bruce & Kay Sheldon, Steve & Sue Simerman, Ellsworth Smith, Michael Thrall, Frank & Mary Timmers, Larry Turner, Chuck & Anne Whiting, Joanne Williams, Dick Winchell Friday only: Dan McCain

Photos: CB=Carl Bauer, LG=Lowell Goar, JL=Jerry Lehman, JM=Jerry Mattheis, BS=Bob Schmidt, SS=Sue Simerman, ES=Ellsworth Smith

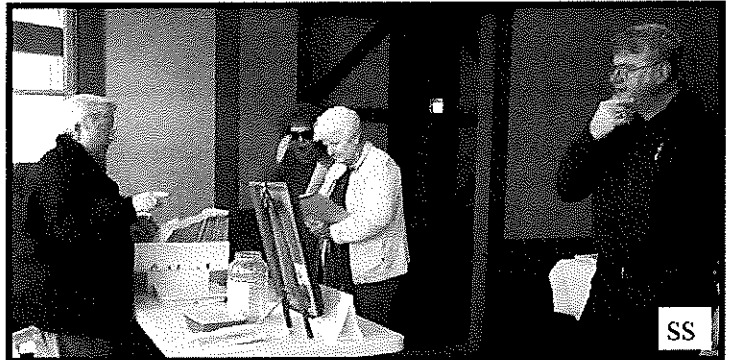
The Canal Society of Indiana had a great tour of the Whitewater Canal and its associated historical and recreational facilities on April 13-15, 2012. Fifty-four canawlters came from Indiana, California, Illinois, Ohio, Massachusetts, and Canada to learn the canal's history and see what structures remain. Even Saturday's rain did not curb their enthusiasm. They greatly participated in both the book sale and oil painting raffle, which helped fund tour expenses and future CSI projects.

The Whitewater Valley Scenic Byway Association hosted them on Friday at the old Brookville Train Depot now at Gateway Park in Metamora. Gail Ginther sold canal

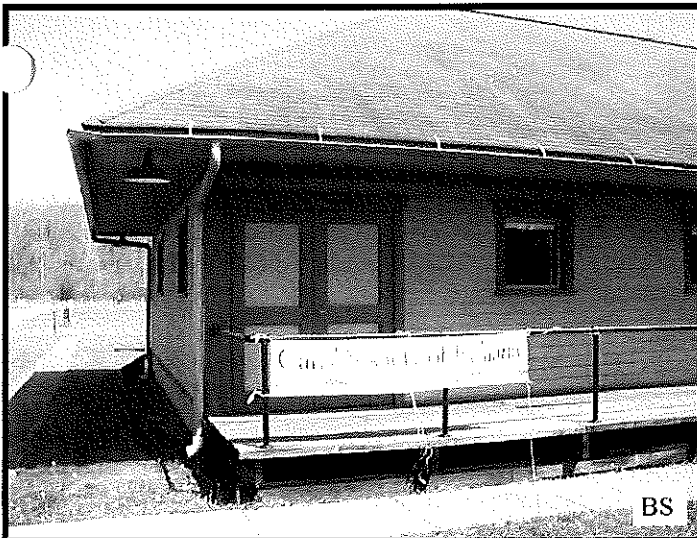
books during the afternoon while members registered for the tour and looked at models of an aqueduct and a composite lock built by Paul Baudendistel.



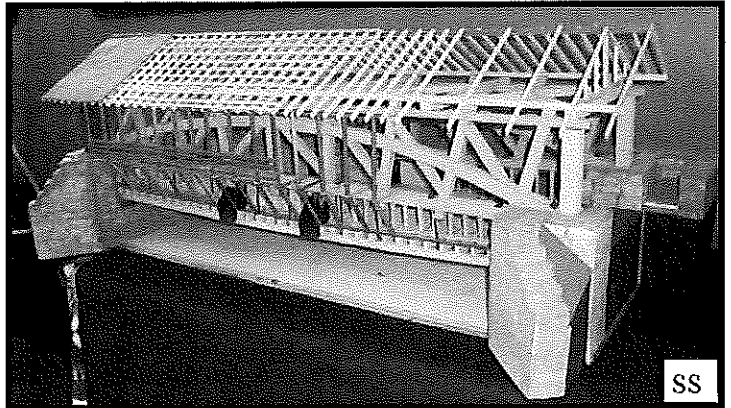
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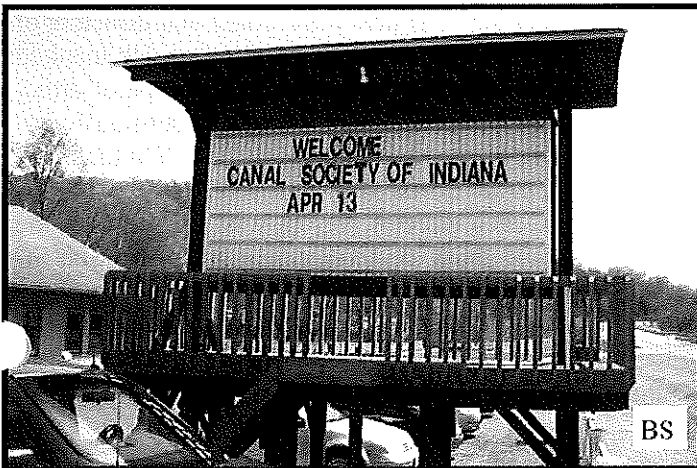
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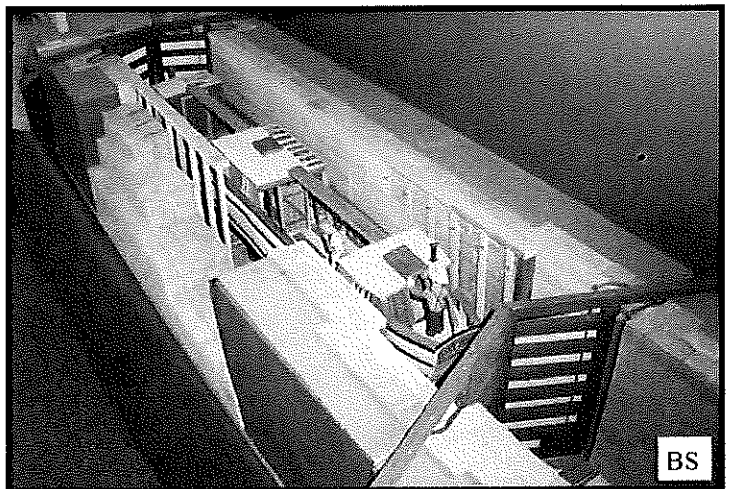
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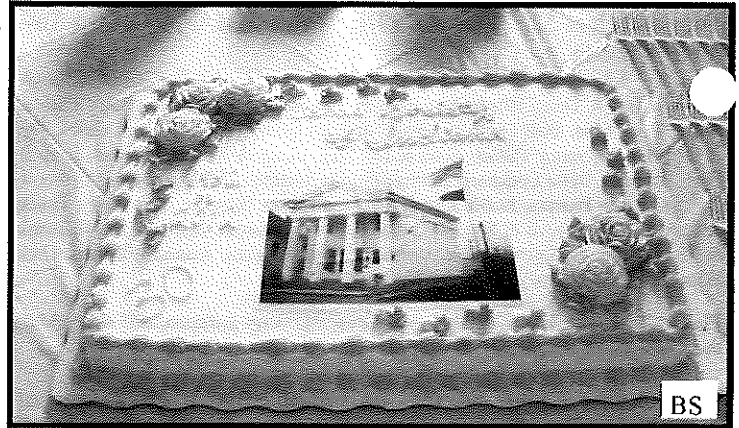


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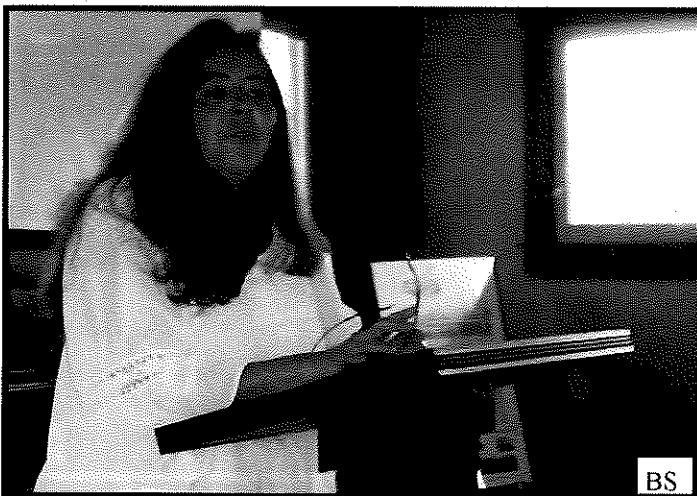


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Then the fun really began. Whitewater Canal Scenic Byways brought two golf carts to take everyone around their 30-acre property. And off to the races they went.

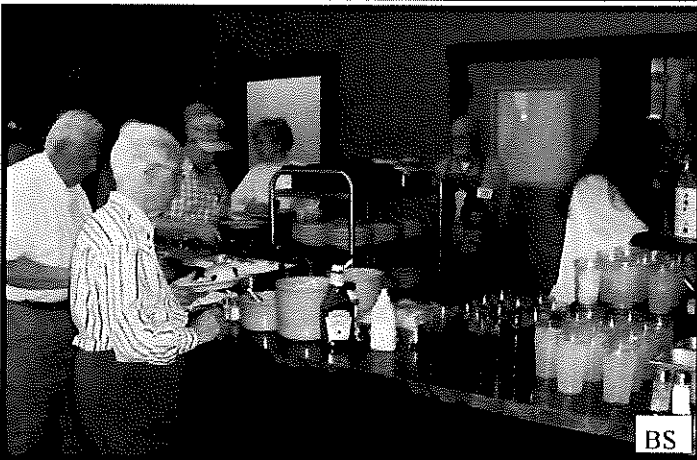


At 4:30 p.m. Candy Yurcak, president of the byways group, gave an interesting talk about how the group was formed, got its designation and purchased the park. She and her helper prepared and served a tasty picnic of hamburgers, pasta salad, baked beans, deviled eggs and drinks.



Since this was CSI's 30th anniversary a large cake decorated with a picture of the Whitewater Canal Headquarters was served for dessert. This was followed by a great slide show presented by Mike Morthorst showing the canal sites to be seen on Saturday.

Dan McCain, President of the Carroll County Wabash & Erie Canal, Inc., could only be present on Friday night. He talked about the progress being made in Canal Park at Delphi. He was then presented a check for \$3,000 to be used for signage on kiosks in the park.



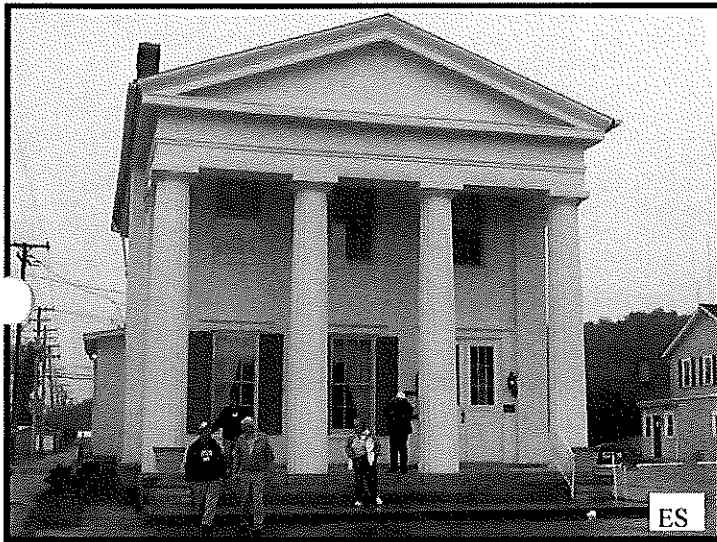
Bob Schmidt, CSI president, noted that directors of the American Canal Society were on the tour. He thanked CSI directors for their help this past year. A slate of directors was presented for re-election. It was unanimously approved. Those re-elected were Jim Ellis, Gail Ginther, Sue Simerman, and Brian Stirm. They will serve until 2014. After the election, each director present was given one of the beautiful rose and daisy centerpieces arranged by Sue Simerman. The meeting was adjourned. The CSI directors then met and re-elected the current officers: Bob Schmidt, president; Frank Timmers, vice-president; Sue Simerman, Secretary, Jim Ellis, treasurer, and Carolyn Schmidt, editor.



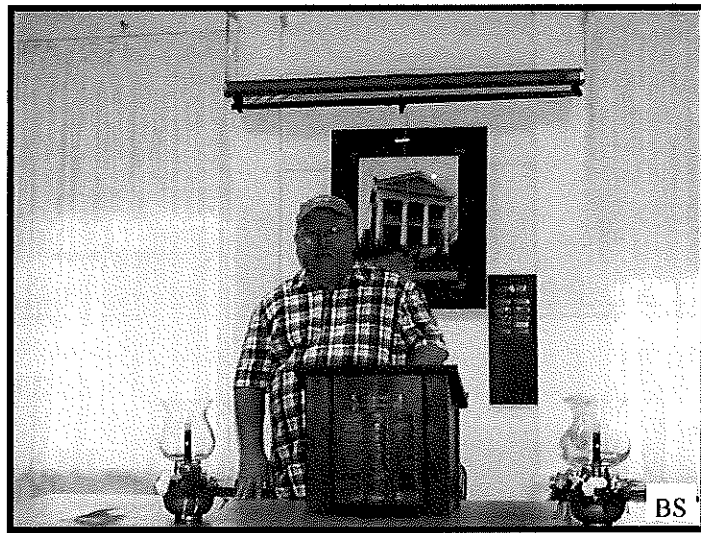
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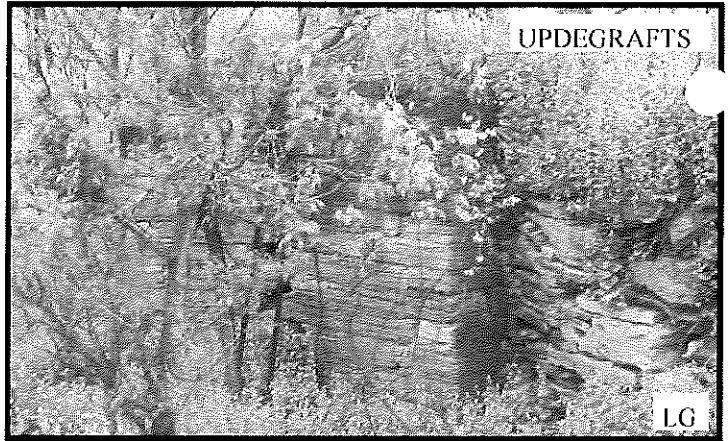
gave a guided tour. They saw the two bank vaults used by the Whitewater Valley Canal Company, the Egyptian style molding on the doors and windows used to create the illusion of height, and furniture from the Finley Gray family who had restored the building and lived in it. They learned the history of the building, how the kitchen had been added on and how the upstairs had originally been two or more rooms. Plans are to put two room upstairs.

At the Whitewater Valley Railroad Depot they looked in the gift shop and used the restrooms while tickets were being purchased before boarding the train for about a 15-mile-long trip along the Whitewater Canal. The Whitewater Valley Railroad stopped at most of the canal's thirteen locks between Connersville and Metamora so that they could easily view them from the train even with it raining. There was a drop in elevation of over 100 feet in these 15 miles requiring almost a lock per mile. They learned how devastating floods ravished the valley and how canal structures were often washed out.

On Saturday buses took canawlers from the headquarters hotel in Batesville to Connersville and the old Whitewater Canal Headquarters. Before entering the building a group picture was taken on its steps like the earlier CSI tour group had done 30 years ago. Then they were joined by a family of seven who wanted to go on the train to Metamora. Inside the structure Historic Connersville

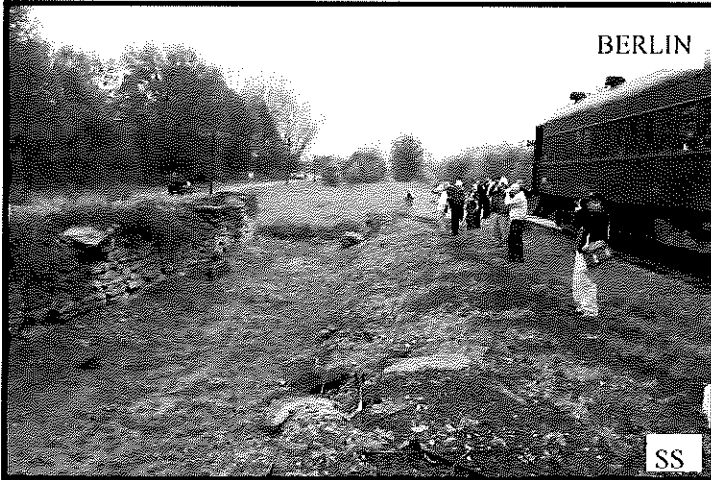


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UPDEGRAFTS

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BERLIN

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IRON HANGER HELD PLANKS IN BERLIN LOCK

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BERLIN

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CONNELLS



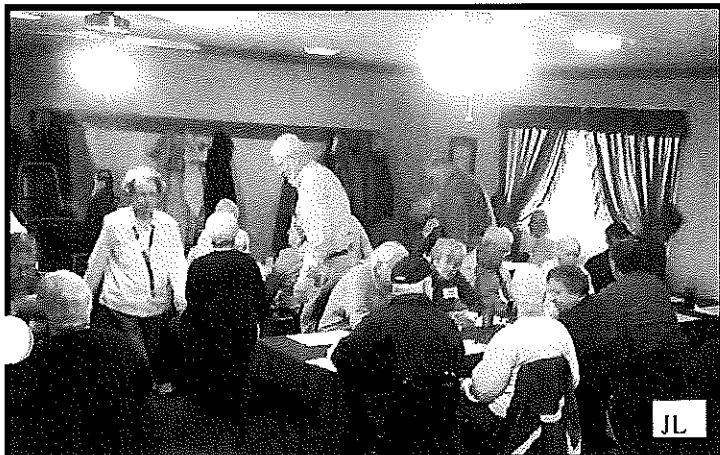
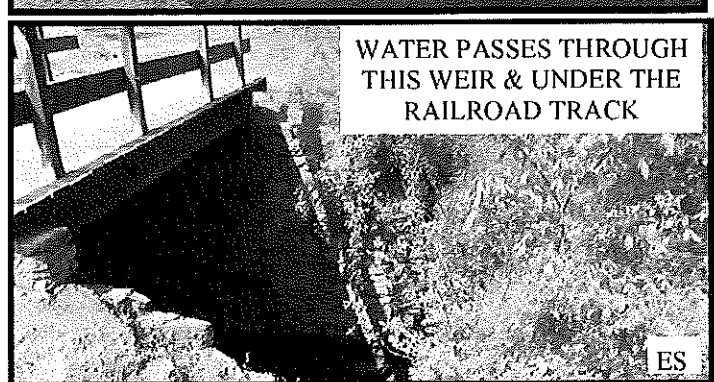
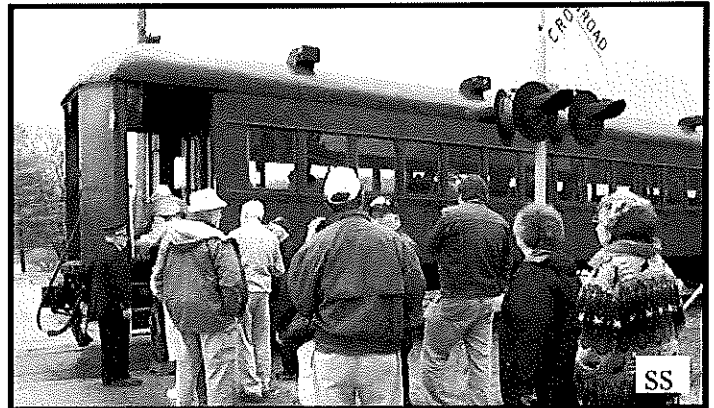
CONNELLS

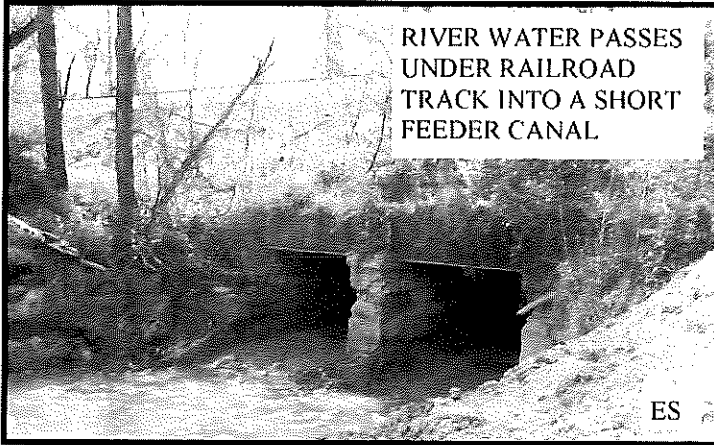
LG

The train stopped at Limpus Lock, Garrison's before entering the Whitewater Canal, and the dredging of Lock, the aqueduct abutments over Garrison's Creek, and this portion of the canal. They saw first hand how the canal had filled in with silt and better understood how a canal requires constant maintenance. Strick's Lock long enough for canawlers to get a good picture but they did not get off the train. It was raining too hard.

Four counties in and around the Whitewater Valley are famous for their fried chicken. Past CSI director Mick Wilz and three others have organized 30 restaurants into a program they call the "Chicken Trail." Participants try the fried chicken at any or all of the restaurants many of which are of historical significance to the towns or hamlets on the route. Those making it through twelve of the places qualify to be a judge at the next Chicken Fry-off held during Canoe-fest. This really stimulates tourism in the valley. CSI canawlers have now eaten at one of these places. They were treated to a delicious fried chicken lunch at the old historical Laurel Hotel adjacent the Whitewater Canal basin and the canal in Laurel, Indiana.

Following lunch canawlers re-boarded the train and prepared to cross the Whitewater River where the tracks had been placed atop the old Whitewater Canal aqueduct piers. They then passed another lock before stopping aside Jinks Lock and getting off the train to see the lock, the dam across the Whitewater River that pools water, the weir through which river water is fed into a short feeder canal

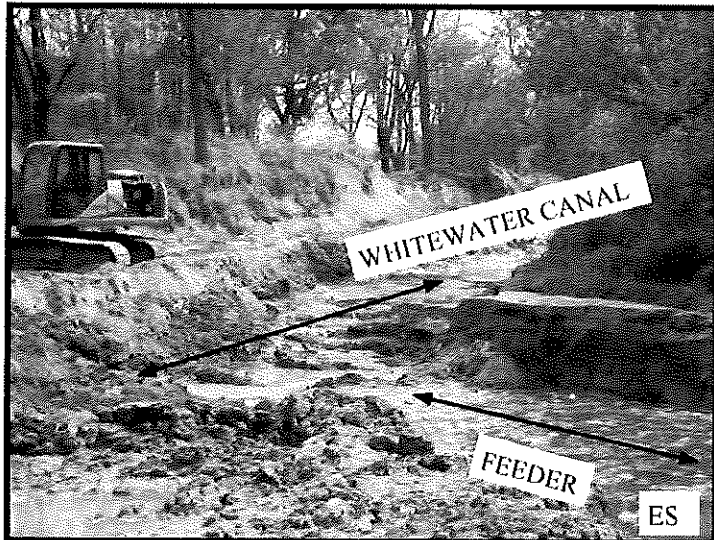




RIVER WATER PASSES UNDER RAILROAD TRACK INTO A SHORT FEEDER CANAL

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From Laurel Feeder Dam #4 they stopped at Simonton's Lock, had the location of Ferris' Lock in the tree line as the track left the canal pointed out to them, a stopped at Murray's Lock where they had permission to walk across the farmer's field to view this lock, which is in fairly good condition. Due to the rain canawlers opted to stay on the train. They learned that ice ponds were once near this site where ice was cut and shipped via the Whitewater Canal to the breweries in Cincinnati.

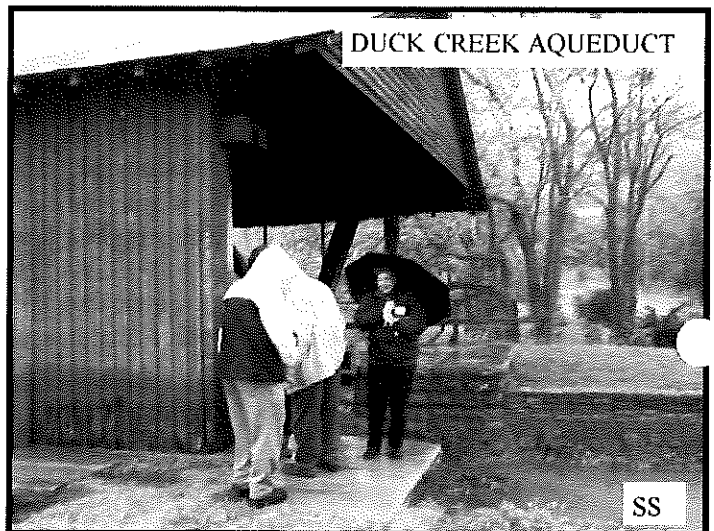


WHITEWATER CANAL

FEEDER

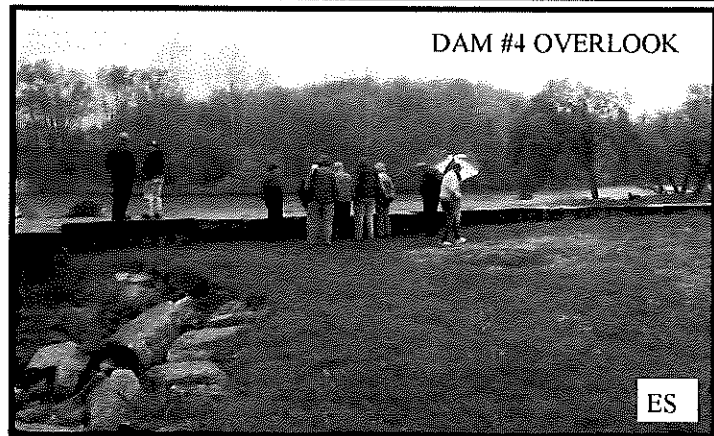
ES

The train then took them on to Metamora going straight through the old town to Duck Creek Aqueduct so that canawlers had only a short distance to walk in the rain. Since the canal was in the process of being dredged, the aqueduct was fairly dry and all the structure was easily visible.



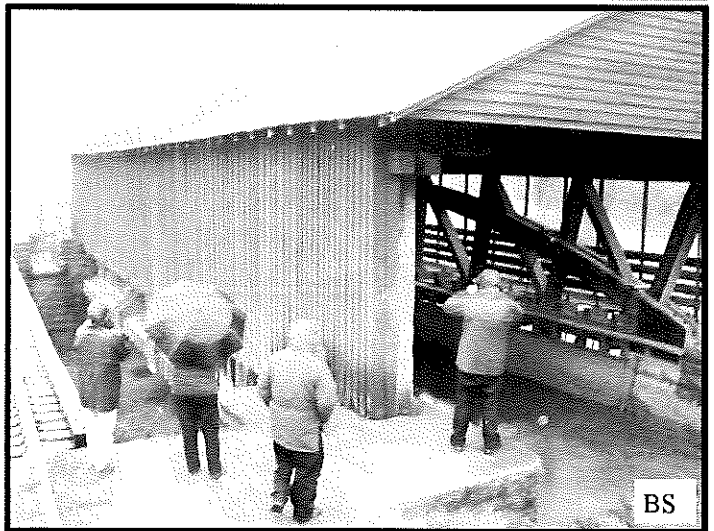
DUCK CREEK AQUEDUCT

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DAM #4 OVERLOOK

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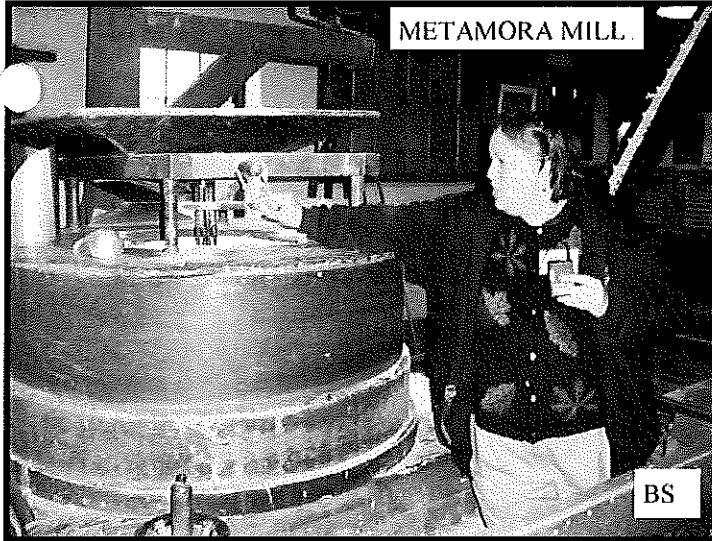


SIMONTON'S

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The train then backed up and dropped them off at the grist mill where Joanne Williams, Program Director for Whitewater Canal Historic Site, related the history of the various mills located at Metamora Lock. She then talked about how the mill was operated.





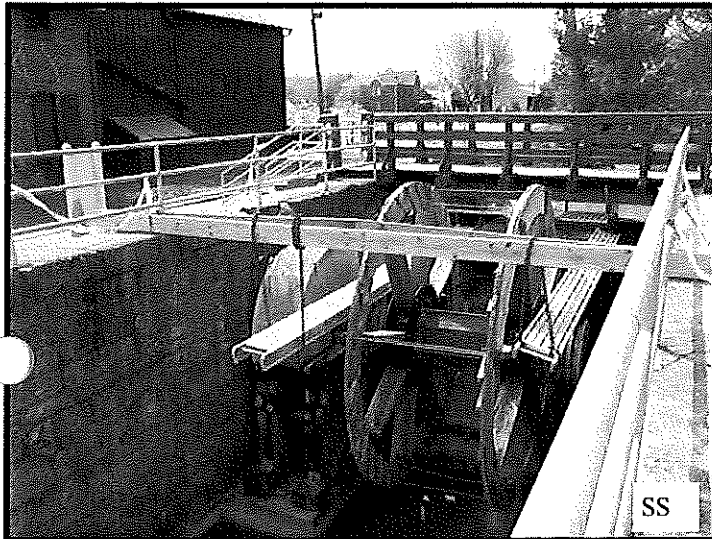
METAMORA MILL

BS

tourists and the harder hulls that remain are used to feed local animals. The overshot wheel is under repair while the canal is being dredged. Plans were to have it and the canal up and running by May 1, 2012.

With water out of Metamora Lock, it was easy to see its construction. It was a cut stone lock, rather than the composite locks they'd seen earlier. It appears that they used the dressier cut stone locks in or near the towns and the composite (rough stone locks lined with timber) in the countryside.

This was the last stop for the train. They thanked John Hillman, CSI member from Harrison, Ohio who had set up the excursion for CSI, as well as the engineer and the crew for their journey along the canal. Although wet, they had seen a lot of canal structures that cannot be reached easily by roads.

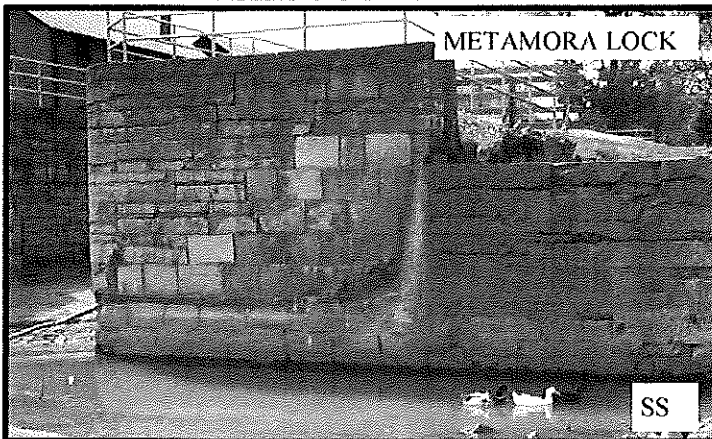


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METAMORA LOCK

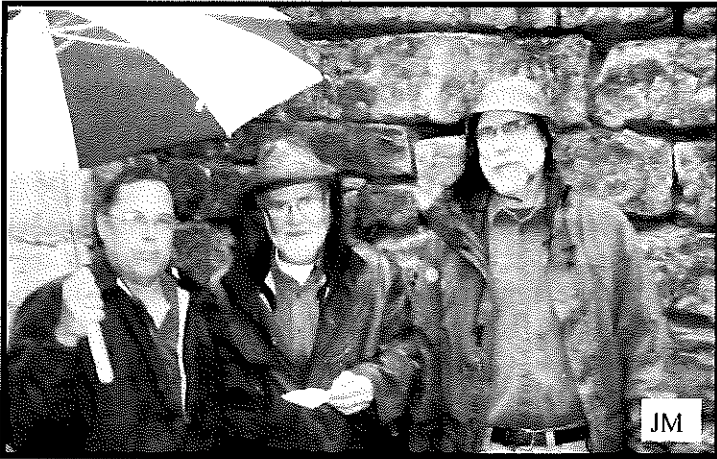
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They boarded the buses and went to see the Ben Franklin III canal boat in the Millville Lock where it is stored for the winter. They passed a field where the Metamora Corn Maze is located each year to raise funds for the Whitewater Canal Trail project. Then almost everyone got off the buses at the latest trail project at Yellow Bank creek.

Once the Whitewater Canal ceased operation as a transportation canal, an overshot wheel was built inside Metamora Lock. As canal water poured over the wheel it turned the grindstones within. Milling takes skill. If the grindstones touch they can spark and cause a fire. Several of the earlier mills at this site burned down. The Indiana Department of Natural Resources specially trains the miller for site demonstrations. The ground corn meal is sold to



LG



Prepared with umbrellas canawlers stood in the drizzle while Whitewater Canal Trails officials were presented a \$3,000 check from CSI. It is designated to fund the second stage of the Yellow Bank project.

CSI helped fund the first stage with a \$3,000 grant in 2011 and everyone was very impressed with what they had accomplished. Not only had they built the trail to the Yellow Bank Lock, they had also built a kiosk at the trail's entrance, stone steps down to the bottom of the lock, and wooden steps through the tumble to an overlook. It is a beautiful site and an outdoor classroom.

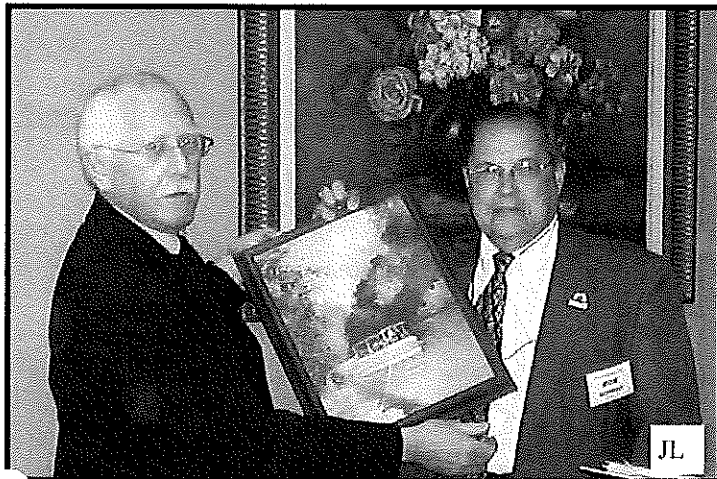


On the way back to the motel in Batesville they stopped at the old Whitewater Canal basin in Brookville. Canawlers were told that ice was cut from the basin during the winter for the inns in Brookville. The old ice house between the west branch of the Whitewater River and the basin was pointed out as well as the old gas station that is now Brookville's drive-through visitor information center.

After returning to the motel canawlers had time to rest and get ready for the evening banquet and program held at the Sherman House. It was built in 1865 and named for General Sherman who was famous for his "march to the sea." Noted for its German food canawlers were served fried cinnamon biscuits with applebutter, tossed salad, pork loin with rosemary sauce, redskin potatoes, corn, and apple strudel.

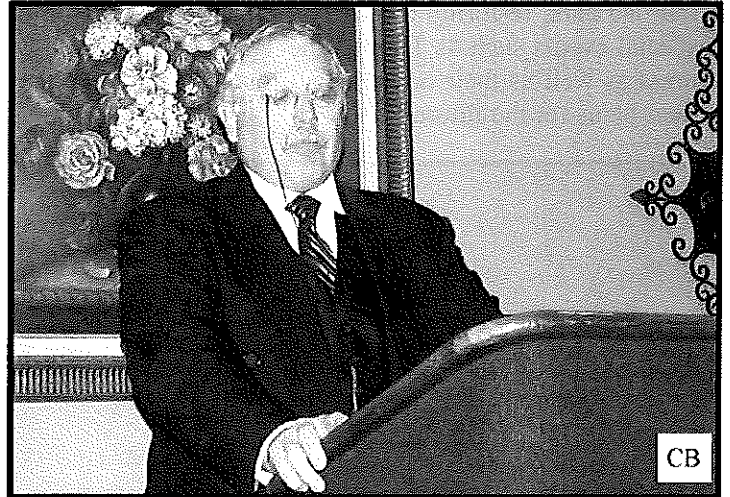


After some announcements about Sunday's activities, Bob Sears drew the raffle ticket for the winner of the beautiful "Excursion on the C&O Canal" oil painting of a canal boat painted by Ruth Seigel and donated by CSI members Jack and Peggy Seigel of Fort Wayne. The Schmidt's held the winning ticket. The painting will be proudly displayed at CSI headquarters.

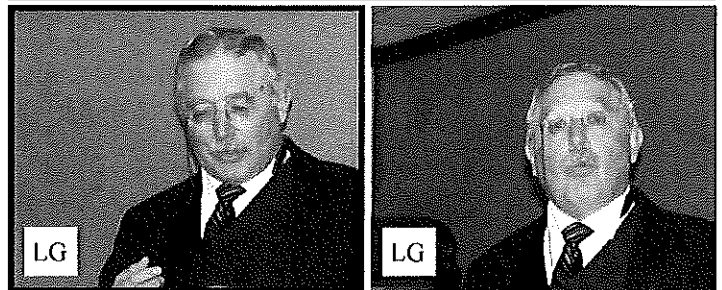


Canawlers then settled back for an evening with Teddy Roosevelt. Colonel Theodore Roosevelt, as he

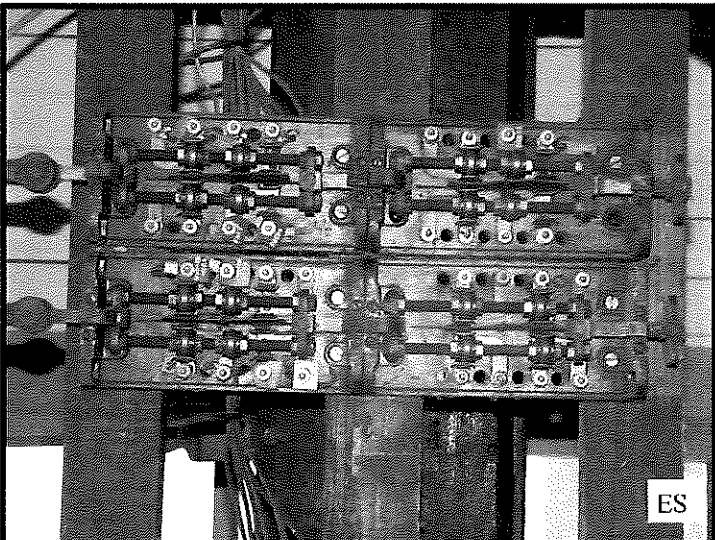
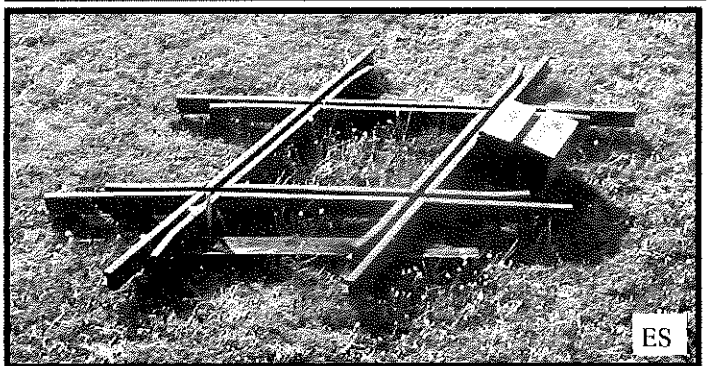
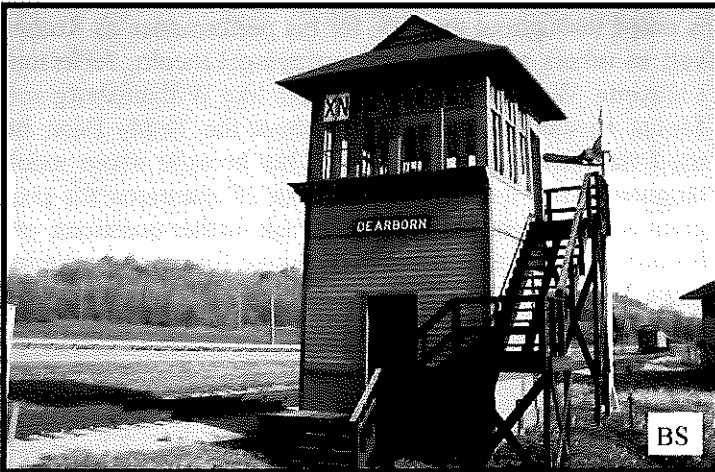
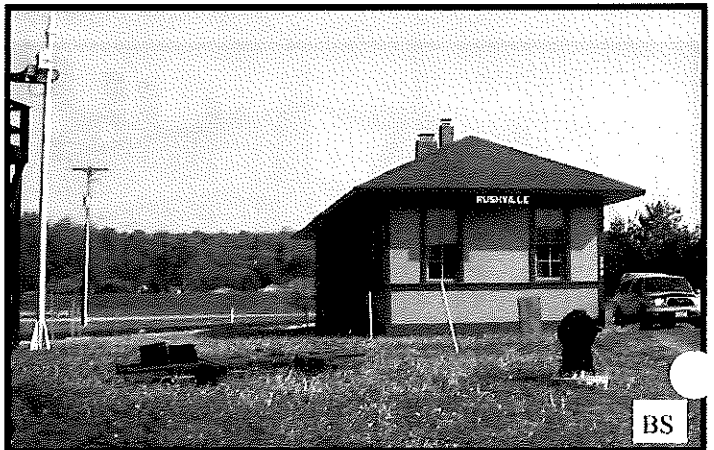
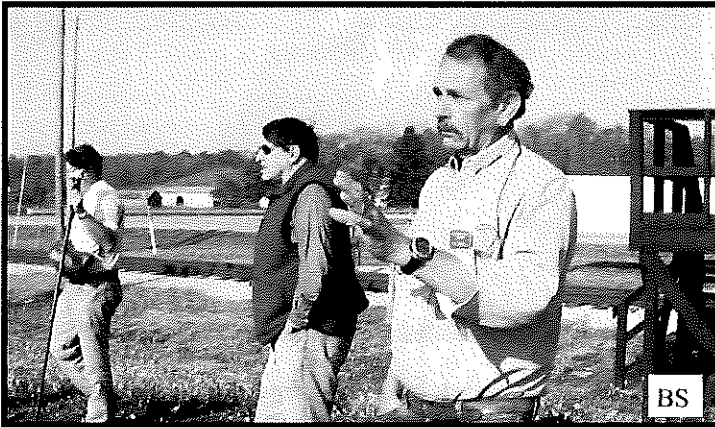
wished to be called once he'd left the presidency, entered the room complete with top hat and brief satchel to talk about his life up to 1915, the "Rough Riders", how he got things done "his way", and the role he played in the development of New York's Erie Barge Canal and the Panama Canal. The room got very still while everyone listened with rapt attention to his excellent portrayal.



After about an hour, he came out of character and answered questions from the audience as Gib Young, who is noted throughout the U.S. for his performance as Roosevelt as others are noted for portraying Lincoln, Jefferson, Lafayette, Washington, etc. at places like Williamsburg and Mount Rushmore. When asked about the Teddy Bear, he used Bob Schmidt as the bear. This brought about much laughter. After another half an hour of questions the program ended. Those who wished to ask further questions, get his autograph or take pictures remained for several minutes more.



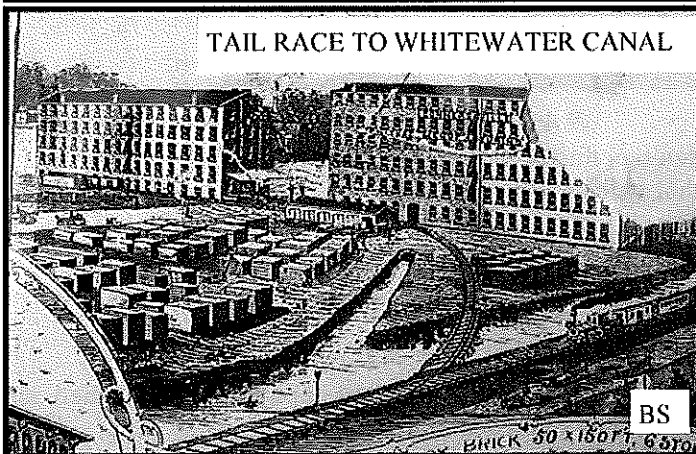
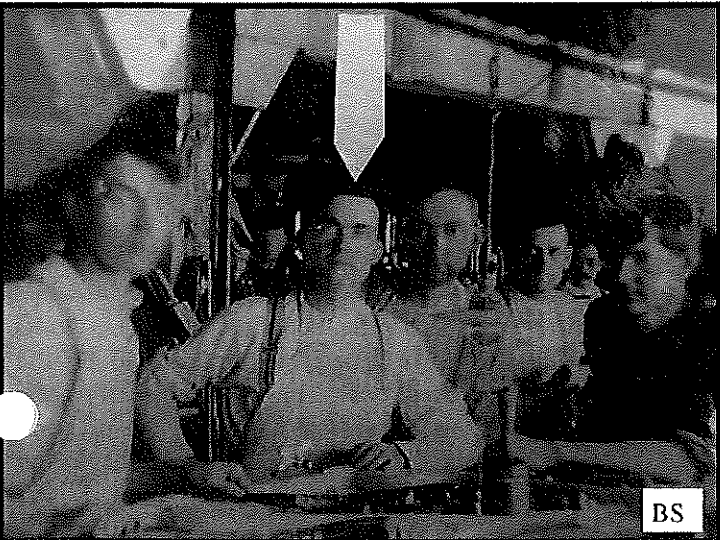
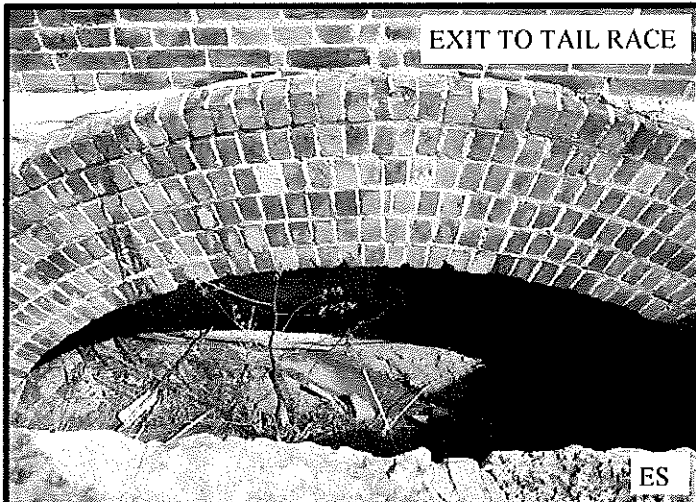
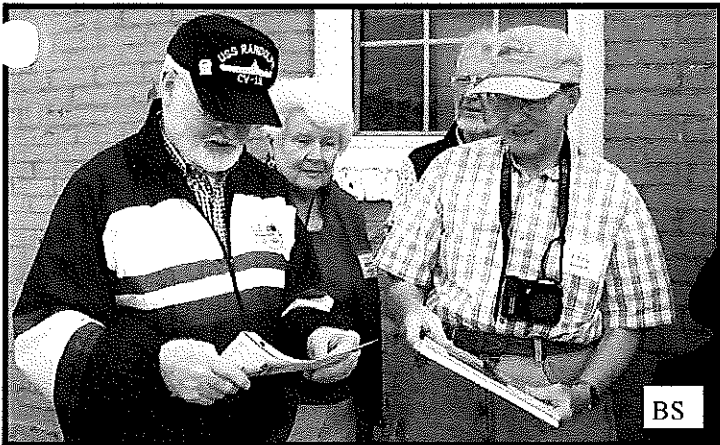
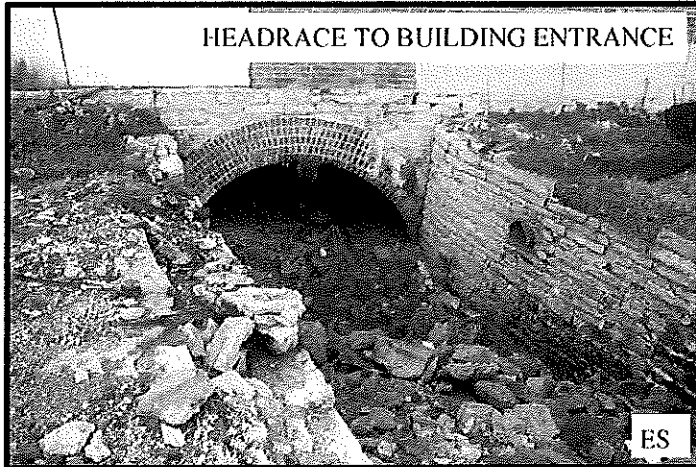
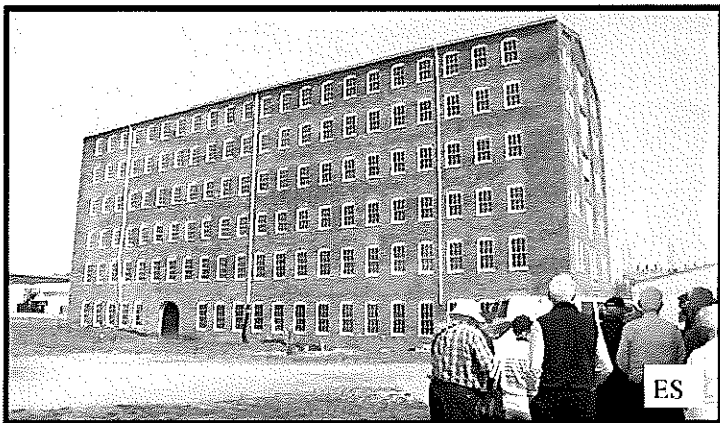
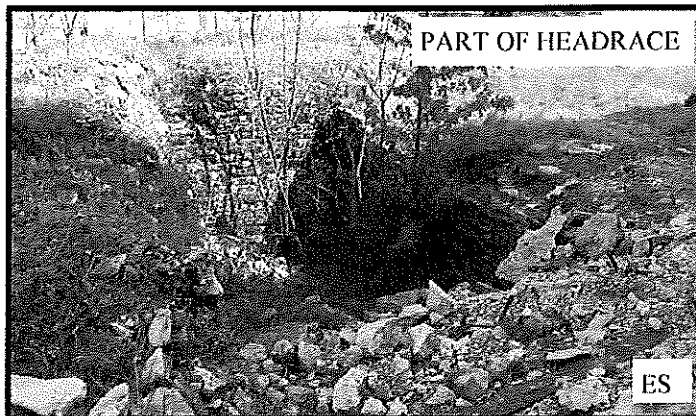
The Whitewater Valley Railroad hosted the group again on Sunday with a tour of its control tower, which was moved from Lawrenceburg to Connersville, its switches and electrical system. Also seen was the Rushville train depot, a diamond switch, and the railroad's rolling stock. Jim Knox spent an hour and a half describing all that had been done by the 200 volunteers in laying track, refurbishing railroad cars, restoring the control tower, telling about the special events such as Thomas the Train and the Polar Express as well as their normal train tours, and talking about their plans for the future.



At the Connersville Furniture Factory they saw the head and tail race to the Whitewater Canal and learned how canal water turned the mill's machinery. Jerry Mattheis told how his grandfather had worked at the factory and pointed out the window on the third floor where his station had been.

This concluded the planned part of the tour. Some canawlers went to a nearby Chinese buffet for lunch before going their separate ways.

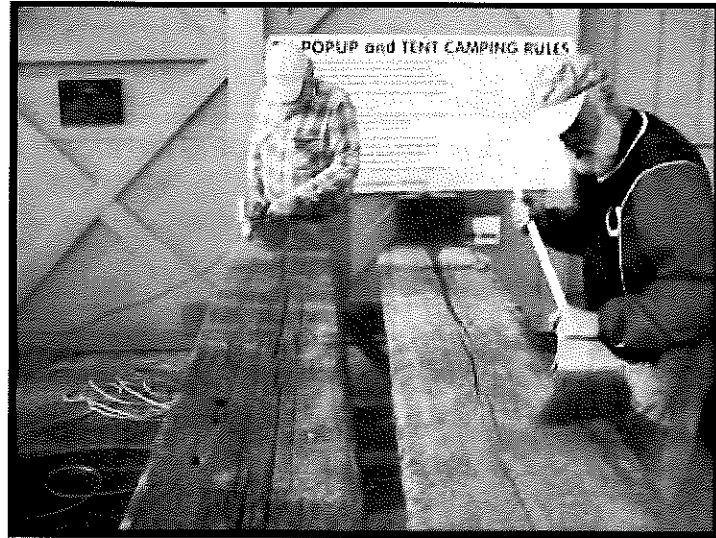
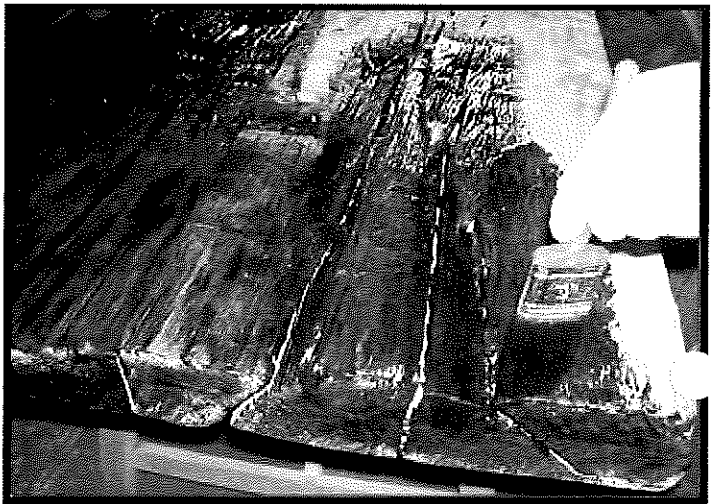
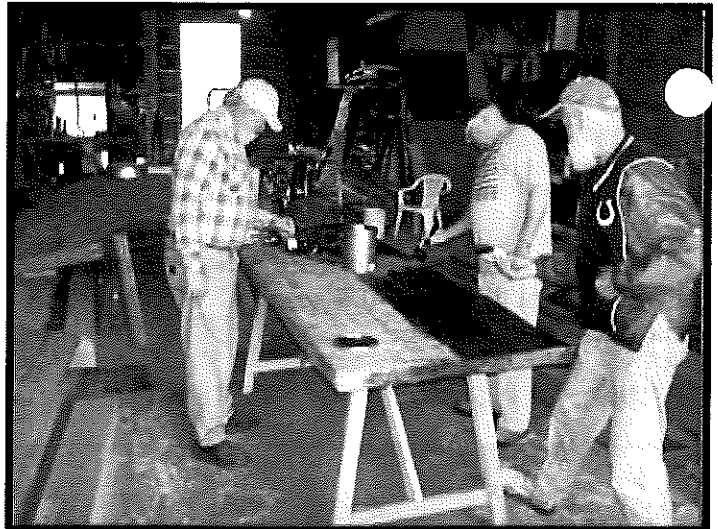
THANKS TO EVERYONE WHO MADE THIS TRIP A HIT!



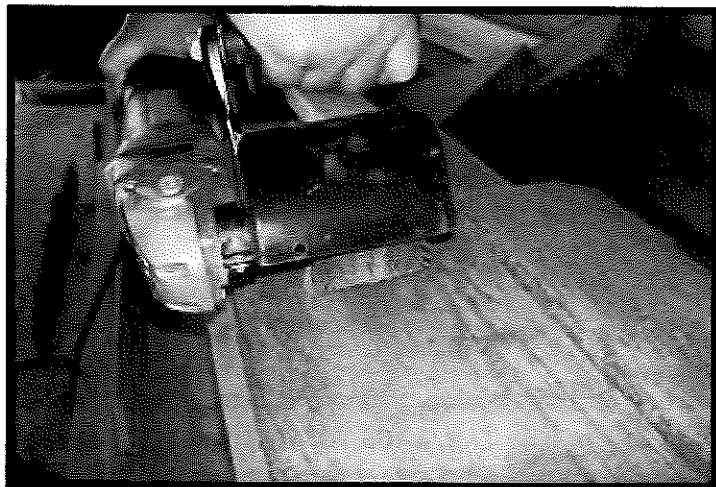
## NEWS FROM DELPHI

### VOLUNTEERS PREPARE CANAL PARK FOR UPCOMING TOURIST SEASON

Article and photos by Dan McCain



Al Auffart prepares the surface of this old plank for use as a bench or table top as Jim Ebrite sweeps off surplus dirt.



Working with a special "beater" tool that cleans the surface, this plank has become a table top (see above right) that will go into the Fouts Log House. This old wood was cut with a band saw into two inch thick panels from the massive 1838 lock timbers we received last summer. They were part of the Gronauer Lock on the Wabash & Erie Canal.

Polyurethane is being applied to the cleaned surface of the old wood in this table top.

The beautiful grain shows through, and with several more coats the surface will become smooth and easily washable.



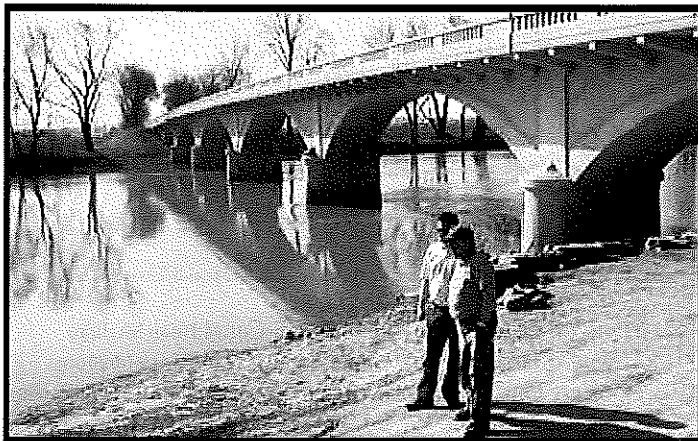
Another dedicated volunteer, Curt Williams, works with wood putty to make repairs to the rub-rail on the "Delphi", our replica canal boat. The Delphi recently got a thorough cleaning from bow to stern, part of the preparations being made for our 2012 boat season, which begins on May 12th.



Last November's flooding caused damage to the paddleboat dock and ramp. Here the M-W-F crew brings back the "floating" dock from a quarter mile away to tie up the panel for later anchoring.



Later, our crew was able to reposition the dock and ramp and then tie it down more permanently. Floodwater should not have been a problem in this area of Canal Park as it should be protected by the levee system. However, a failure in the flood gates now has to be corrected. Fortunately it will be done within the next 15 months through a grant that the City received.

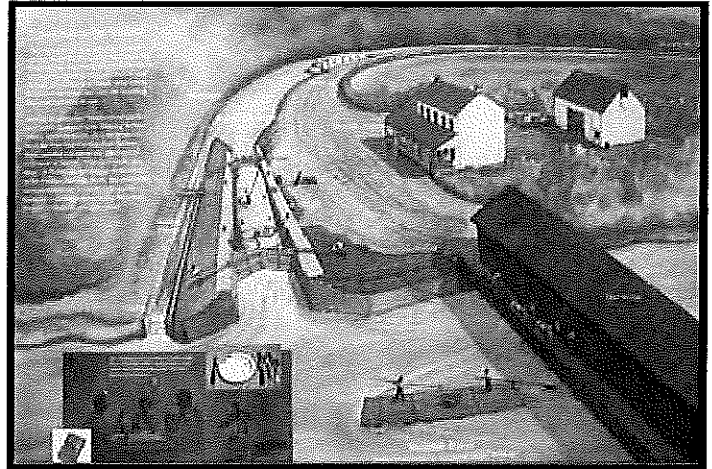


**W & E WILL LEASE LAND TO DNR**

The Department of Natural Resources' Watercraft facilities staff look over the site at Carrollton, where a boat

ramp will be installed. This land is owned by the Wabash & Erie Canal Association and will be leased to the DNR. This site on the Wabash River will then be accessible for launching as well as for travelers stopping by to observe this historic 1840s crossing point for canal boats.

**STEWARDSHIP CONFERENCE HIGHLIGHTS CARROLLTON SITE**

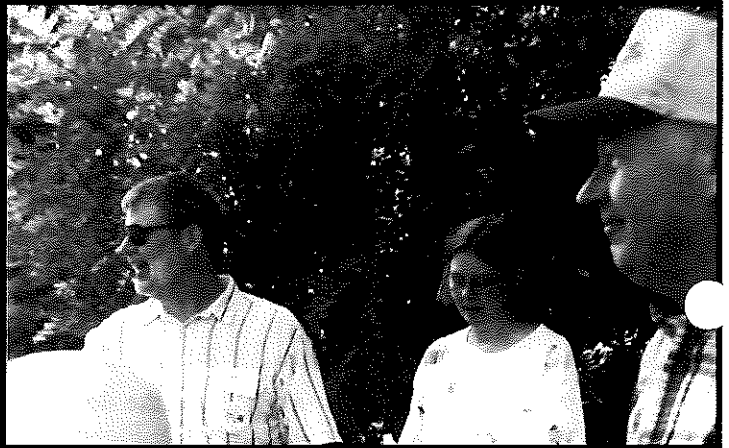


The Stewardship Conference, held in the Canal Center on March 28th, drew people from five counties and focused on how to develop and care for historic sites like this canal scene from the 1850s at Carrollton (in Carroll County). The Canal Association owns this site five miles north of Delphi and has developed a fascinating historic loop trail that allows intimate contact with canal history for the visitor. Although only vague remnants of the old lock are left, former sites are noted, such as the Mentzer Tavern. There are also illustrations of former bridges at the site.



Stewardship Conference panel members were from far left: Al Auffart, Adams Mill President; Charlie Skoog with Kokomo Bikers; Sarah Hannaway, Monroe Township Trustee; and Don Franzmeier, Wildcat Creek Foundation Site Steward.

CSI THROUGH THE PAST 30 YEARS



1997 "South of the Summit" Sept. M & E Canal Brian Migliore  
2001 "Towpath Tracks" Sept. Whitewater Canal Jim Ellis  
2010 "Hoosiers On The Move" Apr. Whitewater Canal Bob Schmidt

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

W & E tolls were not collected at: A. Lagro, B. Terre Haute, C. Fort Wayne, D. Logansport, E. Peru, F. Lafayette  
Excess canal water did not go around a lock and drop into the canal via: A. Tumble, B. Bypass, C. Quoin  
The small gate used to pass water through a lock gate was not called a? A. Butterfly, B. Paddle gate, C. Wicket gate, D. Whirler  
A canal wharf was carved in stone near? A. Laurel, B. Wabash, C. Covington, D. Riley, E. Portsmouth Arch  
A Canal war was not fought at/in? A. Attica, B. Lagro, C. Antwerp, D. Clay county, E. Gibson county, F. Toledo