

30th
Anniversary
1982-2012

THE
HOOSIER PACKET



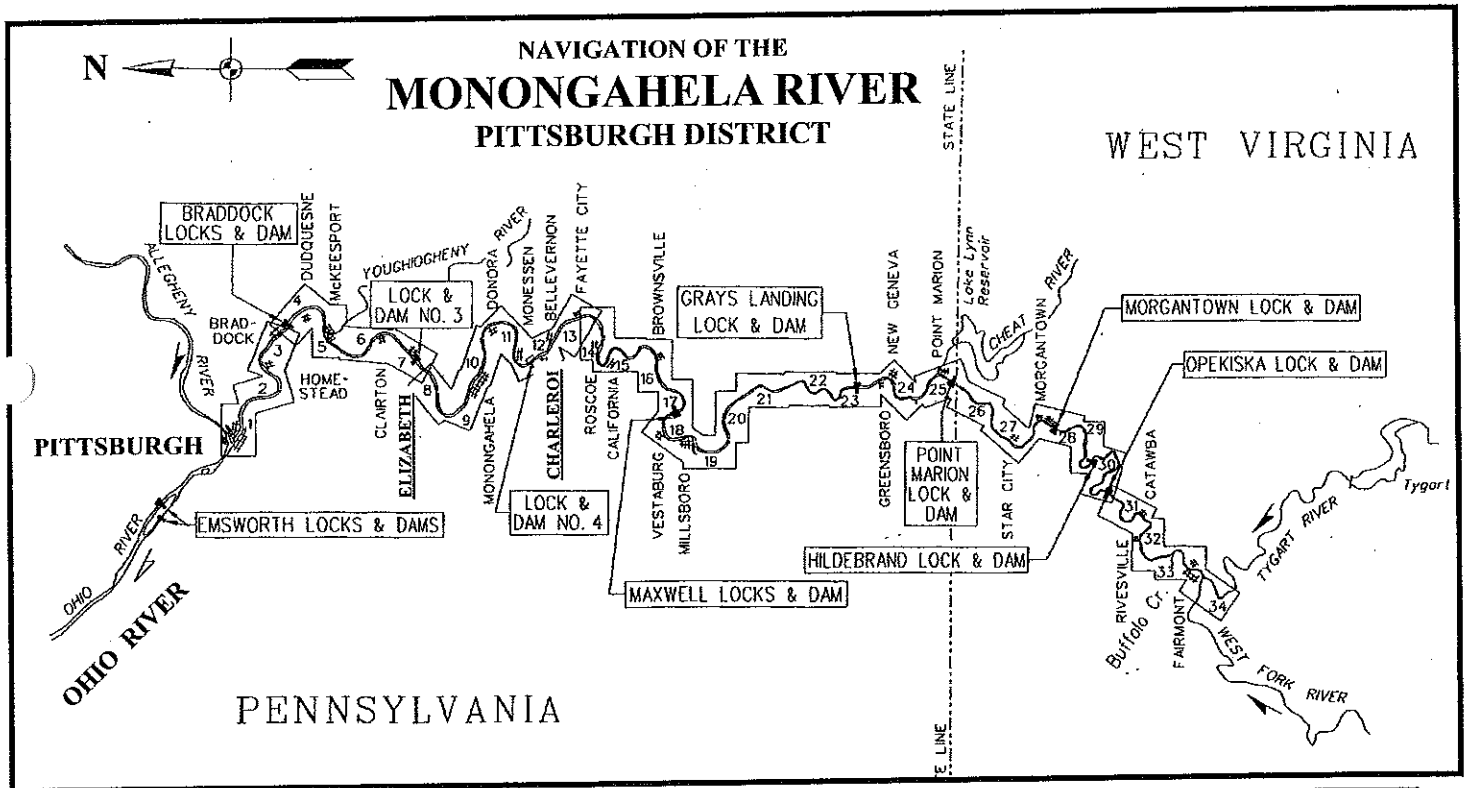
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

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JULY 2012

A DAM PROBLEM



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IT'S A DAM PROBLEM

By Bob Schmidt

Today the Ohio River system with its feeder rivers and their lock and dams functions very similarly to 19th century canals only on a much larger scale. Just like the canals, this 21st century system is currently plagued with how to fund maintenance problems. The U.S. Corps of Engineers warns that this vital waterway system especially in the Pittsburgh District is on the brink of failure. The district's 23 locks and dams located on the Alleghany, Monongahela and Ohio Rivers handle the movement of 33 million tons of coal, petroleum, grain and other bulk commodities affecting the local and U.S. economy.

Although Congress has authorized a total of \$8 billion for maintenance of the lock and dams on the entire Ohio River system, it has not fully funded the projects up front. Piecemeal funding generates significant cost overruns and construction delays of decades, not just months or years. The longer the funding delays, the more difficult and acute become the repairs. Congress continues to "kick the can down the road," a situation that both government and industry officials agree is a broken method of funding these vital repairs.

Some of the oldest structures of the Ohio system are located in the upper reaches of the Monongahela River, which flows north into the Ohio River at Pittsburgh. A failure might occur at Lock and Dam #3 completed in 1907 at Elizabeth, Pennsylvania on the river. The Army Corps of Engineers has said "there are significant structural, mechanical and hydraulic problems" with the locks at this site. The tunnel used to fill and lower the lock chambers previously had several occurrences where chunks of concrete fell into it blocking the water flow. Also the dam at Elizabeth is an old fixed height dam like the old feeder dams of the 19th century canals and cannot change river levels locally. From this point at Elizabeth, the Monongahela River system is still navigable by barge for another 100 miles upstream to Fairmont, West Virginia.

Just 18 miles up the Monongahela is Lock & Dam #4 at Charleroi, Pennsylvania. Here there is another critical situation. The dam was rebuilt in 1967 with gates allowing a flexible regulation of the river height, which provides some flood control, but the problem is the old lock. The

walls of this Depression-era lock sway back and forth each time the lock is filled and emptied. Water from the Elizabeth level pool inside this lock chamber is helping to support the lock walls.

In a scenario where the feeder type dam at Elizabeth failed and water levels in the river dropped, the lock at Charleroi, without the water pressure, could completely tumble into the river and close this portion of the Monongahela. Even if the lock at Charleroi didn't collapse, river traffic would still stop if the old dam at Elizabeth failed, because there would be a dramatic drop in the water pool making it un-navigable.

How much water is held back by the dams? Before some of the dams were in place water levels at times were only 12 inches deep in the summer months.

Failure on the Monongahela at Elizabeth would produce a prolonged outage that would have a profound economic impact. Water supplies could be impacted as the level of the river dropped. Ten million tons of coal and other commodities move through the Elizabeth locks each year. Electricity would become very expensive since coal, which is usually moved inexpensively by barges, would need to be trucked up river. This could even create traffic problems on the roads. The Corps has estimated that the impact on electricity alone could cost consumers about \$1 billion a year.

Corps officials say it would take 3 or more years to replace a failed lock and even more years if a dam had to be

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TRANSPORTING VIA THE RIVER

One barge holds about 1,500 tons.
 One barge = 15 railcars = 60 trucks
 Barges move coal \$14 a ton cheaper than rail or truck
 It would take about 1,000 truck loads to equal a 15 barge tow.
 Impact on the environment is also greatly tilted in favor of barge transportation.

Mississippi, this lock & dam, which replaces 2 upstream sets of locks and dams, will not be completed under the current funding rate until 2024. Originally begun in 1993 it was estimated to cost \$775 million. The locks at Olmsted were completed 3 years ago and sit idly by waiting on the dam. To date only 40% of the project is done. As it drags on a new estimate of \$3.1 billion was made in March 2012. Construction difficulties, fluctuating river levels, piecemeal funding by Congress have let this project become a money pit. "It is a dam(n) problem."

replaced. In the Ohio River system some dams are used to generate hydroelectric power and prevent flooding. The pools of water they create are required to be at least 9 feet deep for barge traffic.

The lock and dams on the Monongahela at Braddock, Elizabeth, and Charleroi are now the #2 priority of the Corps, but, with only limited funding, they are not scheduled to be completed and fully functional until 2024. The trust fund financed with the 20-cents-a-gallon diesel fuel charge to tow operators that peaked at \$412.6 million in 2002 by 2012 has shrunk to \$45.3 million.

Of the \$8 billion totally authorized by Congress, only \$170 million per year is actually funded for lock & dam repairs. Half of this money comes from a trust fund financed by a 20-cents-per-gallon tax barge operators pay on diesel fuel they use. The government matches that with \$85 million in taxpayer money. At this \$170 a million a year pace, it will take 22 years to generate the \$3.8 billion required to complete seven major projects already underway. By the 2030s work could then start on the \$4.3 billion in projects authorized but not funded by Congress.

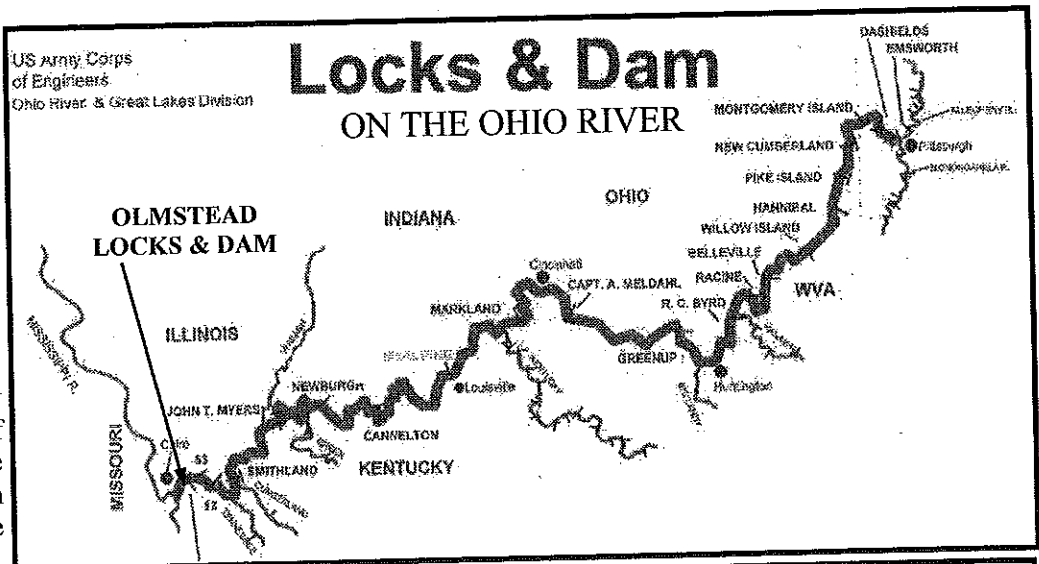
This entire situation is probably one of the best examples of high risk failure on our nation's inland waterways. With the current national debt crisis few solutions are in sight. The Corps has recommended increasing the funding of its annual allotment to \$370 million vs the current \$170 million. One option is to raise the diesel fuel tax to 26-29 cents per gallon or have more government general revenue support. It would take a 50-cent-a-gallon fuel tax fully matched by Congress to reach the \$370 million spending goal. The President's budget for 2012 proposed \$1.1 billion over 10 years for a charge imposed on each locking through. This would impose a heavier burden on local communities where there were many locks, such as in Pennsylvania. Of course that 2012 budget was dead on arrival in Congress. In the mean time infrastructure decays and no funding change is in sight.

Currently the Corps is on a "fix when fail" mode as the annual funding is completely inadequate. Congress is more focused on roads where voters ride every day. Since most taxpayers do not ride on rivers, they exert no pressure on lawmakers to do something about river infrastructures. Also the river transportation industry is dwarfed by rail and truck industries and has less clout in Congress

Bob Sears, CSI member, Toronto, Canada
 Most information from Pittsburgh's *Post Gazette*, 3-18-2012.

Locks and dams are falling apart faster than Congress is providing money to fix them. "This is a ticking time bomb" said Michael Hennessey, chairman of the National Waterways Foundation in an article that appeared in Pittsburgh's *Post-Gazette* on March 18, 2012. "It's not a matter of if but when there will be a catastrophic failure on our inland waterway system."

On the Ohio River system the Olmsted Locks and Dam near Paducah, Kentucky have #1 priority and are soaking up most of the annual funding of the Corps. Only 20 miles from the Ohio's junction with the



CANAWLERS AT REST

BENJAMIN ROSE EDMONSTON

b. March 8, 1807
d. August 16, 1855

FG Barker Farm Haysville

By Robert F. Schmidt



On July 31, 1847 Indiana's Governor James Whitcomb transferred the assets of the Wabash & Erie Canal to the bondholders. On page 6 is a summary of persons who served on the Board of Trustees of this canal until it was sold. Some of them may be familiar as they have been covered in other issues of *The Hoosier Packet*, but most are just names on paper. "Canawlers at Rest" is written to show you the individual lives of those who worked so hard in attempting to make the Wabash & Erie Canal an economic success. In this issue we will learn more about Benjamin Rose Edmonston, of Dubois county, who served as a canal trustee from January 18, 1854 until his death on August 16, 1855.

When the Wabash & Erie Canal was transferred from state ownership to a Trust with the headquarters located at Terre Haute, a Board of Trustees was established. It consisted of three persons. Two of the members were elected by the bond holders and the third one was appointed or elected by the State of Indiana. Charles Butler was elected President of the Board and served the whole period 1847 to 1876.

Thomas Blake of Terre Haute, Indiana was also selected by the bondholders and served until he died from cholera in Cincinnati, Ohio on November 28, 1849. The bondholders quickly replaced Blake with Thomas Dowling, also of Terre Haute, who served from 1850 until the canal was auctioned off in 1876. Blake and Dowling were located in Terre Haute handling the day to day management of the canal while Charles Butler remained in New York to deal with the creditors during his term of service.

The third Trustee's job was to monitor the state's interest, which had largely been transferred to the private bondholders. This third member was described by Paul Fautout in his book *Indiana Canals* as "supernumerary rather than important." Nathan B. Palmer was appointed by Governor Whitcomb to fill this position. He served from July to December 1847. Palmer, a prominent politician, had previously been Indiana's State Treasurer from 1835-1841.

The next man to be elected a trustee was Austin Puett of Parke Co. who began a three year term in 1848. See March 2005 *The Hoosier Packet* "Puett" At that time hopes were high that the canal would at last be completed to Evansville and the position of Trustee was desired by several persons. In fact it took twenty-five ballots before Puett was finally selected by a Senate majority. His selection made sense since canal construction was proceeding through Parke County at the time. The canal had reached Lodi in 1847, but didn't reach Terre Haute until 1849.

Austin Puett was followed by another politician from Parke County, William R. Nofsinger. Nofsinger later became State Treasurer 1855-57 during Governor Joseph Wright's second term.

The fourth trustee to serve in the state selected position was our subject Benjamin Edmonston, another farmer/politician, who came from Dubois County rather than Parke County. Although Dubois County (Jasper/Huntingburg) was not even located on the canal it is in southern Indiana and should have pleased those living there. However, the people at the canal's terminus in Evansville still would have preferred to have selected

someone from their own Vanderburgh County.

Bazil Brooke Edmonston, his wife Hannah Rose, and some of their ten children moved from near Asheville, Buncombe County, North Carolina to Indiana in 1808. They settled near the White River three miles from Haysville in Dubois County. The town is located on the old buffalo trail (Buffalo Trace) that extended from Vincennes to Jeffersonville, Indiana. Bazil was a Democrat and soon became involved in local politics. In 1824 he was elected a county judge. He was also the first postmaster at Jasper. At the time of his death in 1841 he was probate judge for Dubois county. His sons were also very active in local affairs serving in such positions as county clerk, sheriff and in the Indiana state legislature. The entire Edmonston family was outstanding socially and politically for half a century.

The original settlers in Dubois county were Scotch/Irish and predominately Whigs. However, with the influx of German Catholics around 1839 the county became mostly Democratic and has remained so to this day.

Benjamin Rose Edmonston, our subject, was born in North Carolina on March 8, 1807, and was the youngest son of Bazil and Hannah. When an adult he stood six foot tall and had a large physical frame. He had red hair, a florid complexion and was usually seen in a red flannel shirt. His friends nicknamed him "Red Rover."

Benjamin had more than an average intellectual ability, even though he had had only the scant education the

public schools of that day afforded. He was a good mixer, a good story teller, a good "stump orator," and a very successful debater. His political speeches were spiced with his own solos, for he was a good singer and loved music.

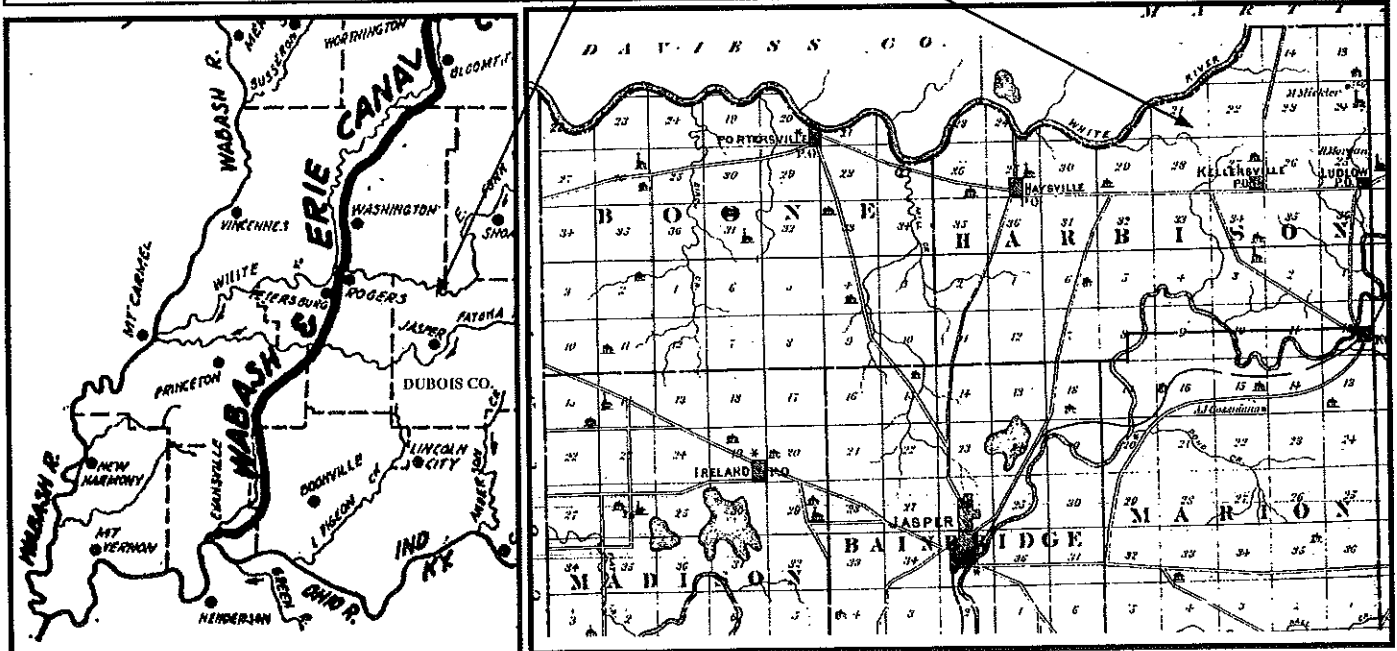
As a Democrat, Benjamin was a political opponent of Simon Morgan and George Proffit, both whom were Whigs. Both had mercantile interests in Portersville, the first county seat, which moved to Jasper in 1830. Benjamin Edmonston's first step into statewide politics came in 1835 when he was elected to the state legislature. The next term he was defeated by his political adversary, George Proffit.

George Proffit, after serving several sessions in the Indiana legislature, went on to become the congressman for the First U.S. Congressional district 1839-43. He lived in Petersburg and was an avid supporter for internal improvements.

Proffit's ally, Simon Morgan, was clerk of Dubois county from its original organization, but was dislodged by the Edmonston family. Simon was the father of Goodlet Morgan of Petersburg. Goodlet Morgan married George Proffit's daughter Emily in 1848. *The Hoosier Packet* Feb 2009

With George Proffit out of the Indiana legislature, Benjamin's fortunes began to rise. He was elected a state representative again in 1839 and served for several different terms. He was on the committee on canals and internal improvements in both the Indiana House of Representatives and Senate.

BENJAMIN ROSE EDMONSTON lived near Haysville, in Harbinson township, Dubois county, Indiana. He is buried on a sand hill about six miles east of Haysville on the northeast quarter of the southeast quarter of Section 21, Township 1-North, Range 4-West.



**Wabash & Erie Canal - Board of Trustees
After Jul 31, 1847**

The Board of Trustees consisted of a 3 person board. 2 members were selected by the bondholders & 1 person by the State of Indiana which was generally a 3 yr term that began on Jan 18th

Year Served	Name	County/Loc	Occupation	Misc Information	Hoosier Packet	Birth / Death
Selected by Bondholders						
1847-76	Charles Butler	New York	Lawyer			1802-1897
*1847-49	Thomas H. Blake	Vigo	Lawyer/Judge	Died 28 Nov 1849		1792-1849
1850-76	Thomas Dowling	Vigo	Newspaper Editor	Repl Blake Apr 1850		1810-1876
Selected by Governor or by Legislature						
1847	Nathan Palmer	Marion	State Treasurer	July - Dec 1847		1790-1875
1848-50	Austin M Puett	Parke	Farmer / Politician	1st Term	Mar 2005	1803-1879
1851-53	William R. Nofsinger	Parke	Politician	State Treasurer		1815?-1880?
*1854-55	Benjamin R Edmonston	Dubois	Farmer / Politician	Died Aug 1855		1807-1855
1855	Austin M. Puett	Parke	Farmer / Politician	Sep 1855- 1856	Mar 2005	1803-1879
1857-58	Gaylord G. Barton	Daviness	Physician	2 yr term	May 2010	1809-1884
1859-61	Richard Raleigh	Vanderburgh	Banker/ Business			1809-after 1869
*1862-64	Joseph S. Hanna	Tippecanoe	Banker/ Business	Died Aug 1864		1803-1864
1864	Lot S. Bayless	Allen	Farmer / Canal Contr	Dec 1864-Jan 18 1865	Oct 2006	1802-1880
1865-67	David M. Dunn	Cass	Banker/ Business		May 2012	1818-1884?
1868-70	Robert H. Milroy	Carroll	Lawyer	Civil War General		1816-1890
1871-72	James V. Mitchell	Morgan	Lawyer	2 yr term		1842-1915
1873-76	James S. Hinton	Marion	Legislator	Black/ Term began 1873		1834-1892

* Died during term in office

Employed by the Trustees

1847-76	Jesse L. Williams	Allen	Chief Engineer	W&E Canal	Apr 2004	1807-1886
1847-76	Jacob H. Hager	Vigo	Chief Clerk-Hdqs	Terre Haute Office	Oct 2011	1815-1876
1847-72	William J. Ball	Vigo	Resident Engineer	Southern Div	Aug 2004	1814-1874
1847-49	Chauncey Carter	Miami	Superintendent	Western Div	Aug 2006	1796-1864
1847-49	Stearns Fisher	Wabash	Superintendent	Eastern Div	Dec 2002	1804-1872

These positions were selected by the Board of Trustees and served thru the period indicated

Benjamin served in the Indiana House and Senate for a total of eight times from 1835-1848. He was a delegate to the Indiana State Constitutional Convention of 1850-51. There he proposed biennial sessions of the legislature instead of the annual session then held. This was adopted and is still in today's constitution.

Details of Benjamin's family are somewhat sketchy. His first wife was Caroline Inman Strother of North Carolina. This marriage was recorded in North Carolina on February 27, 1834, when Benjamin was almost 27. Her age is unknown.

Caroline's parents were John Strother, a prominent land surveyor and land agent in western North Carolina who died in August 1815, and Flora Inman. Her sister, May Ann Strother was married to Ninian Edmonston, Benjamin's older brother, who had remained in North Carolina.

Caroline Strother Edmonston died before 1840. Apparently she and Benjamin had no living children. Shortly thereafter, in about 1841, Benjamin married Catherine Guin Hayes, the widow of a William Hayes. She had a son William, who was born about 1835.

Benjamin and Catherine had a daughter, Rachel Hannah, who was born on August 30, 1842. In 1859 Rachel became the wife of Clement Doane, editor of the *Jasper Courier*. The Edmonston's also had a son, Bazil Benton, who was born in 1844. Catherine died four years later in February 1848.

In a third marriage on December 27, 1849, Benjamin wed Jane Polson, who was a relative of the prominent Dr John T. Polson of Jasper. She appears to have been married before as there were three children listed in Benjamin's household in the 1850 census with the last name of Polson — Susannah E., James T. and John. Other names on the census are William Hayes, Catherine's son, and Rachel & Bazil Edmonston.

With a new marriage and a mixed family it is no wonder that 1848 was the last time Benjamin sought a position in the legislature. He retired to farming and raising his family.

In January 1853 the legislature selected him to serve a term as trustee on the board of the Wabash & Erie Canal for the period January 18, 1854- January 17, 1857. The prior 2 terms had been served by Austin Puett and William Nofsinger both of Parke county. Joseph Wright, who was the Democratic governor at that time, probably preferred to have a good Democrat in this position. Since Edmonston, who had been retired from the legislature for sev-

eral years, had at one time served on the canal and transportation committee he appeared to be a qualified candidate. He served as a trustee of the Wabash & Erie Canal from 1854-1855.

During this period the canal was at its high water mark in business. Other than freshets and breaks in aqueducts and feeders most of the construction issues had been resolved earlier. Even so, there probably was some stress with the job. On August 16, 1855 Benjamin Rose Edmonston died, probably of a heart attack, in the middle of his term as canal trustee.

Benjamin was buried in a rural graveyard on a sandy hill of a farm. His gravesite was visited on July 11, 1924 by Mayor George P. Wagner, of Jasper, George Goller, owner of the farm at that time, and William Barker. They found his headstone broken down by a fallen tree that was partially burned and had brambles entwined in its unburned limbs. After learning the story of Senator Edmonston's life, Mr. Goller volunteered to restore the grave, cover it with concrete and set the broken tombstone flat on the concrete. The stone is four feet and three inches high, twenty inches wide, and two inches thick — a conventional marble slab of the 1850s with a weeping willow and the following words carved upon it:

"IN MEMORY OF BENJAMIN R. EDMONSTON
WHO DIED AUG. 16, 1855, AGE 48 YRS. 5 MO.
AND 8 DAYS.

Almighty God, 'tis night, 'tis just
That earthly frames should turn to dust
But O! the sweet transporting truth
The soul shall bloom in endless youth."

At the foot of the grave is a marble footstone with the letters "B. R. E." Found nearby were two other markers showing the place was used as a burial ground before and after it was purchased from the Canal Company. This high, dry spot overlooking two counties was probably selected by Jasper's first postmaster, Judge Bazil B. Edmonston, Sr., who is also buried there but has no headstone.

The people of Evansville became furious when Governor Joseph Wright again appointed Puett, the governor's brother-in-law, to complete Benjamin's term. The *Rockville True Republican* said that since Governor Wright was completing his second term and could not be re-elected he probably "felt no compulsion to appoint a trustee from Evansville." The Puett appointment was short lived. In January 1857 Gaylord G. Barton May 2010 *The Hoosier Packet* "Barton" was appointed by Indiana's new governor, Ashbel P. Willard.

During Barton's two year term, the Wabash & Erie Canal, which had been completed to Evansville more than 10 years earlier, was now plagued with repairs, reservoir destruction and continual financial failure. During his time the Trustees were working on a plan to lease the canal to private investors in three sections: Ohio state line to Terre Haute, Terre Haute to Newberry, and Newberry to Evansville.

Barton served until January 18, 1859. When the legislature met in early January of that year, the struggle between the Evansville supporters and Parke County supporters erupted again. It took six ballots before Richard Raleigh, an Evansville businessman, was selected over the Parke County candidate, Dudley G. Coffin. Richard Raleigh of Vanderburgh County was elected by the Senate for a three year term 1859-61. The proposed plan for three separate leases of the canal was pursued and contracts were signed in early March - May 1859 by Thomas Dowling and Richard Raleigh. In 1861, also during Raleigh's term, the portion of the canal south of Terre Haute was closed.

A series of later trustees served during the final years of the canal. Of note was the last trustee James S. Hinton, a black Hoosier legislator from Marion County. He began his term one year early by asking James V. Mitchell to yield the last year of his term. See p. 6

Those who served on the Board of Trustees all did their best to support the completion and maintenance of the

canal. Despite their efforts tolls declined as the legislature authorized rail lines that competed side by side with the canal. Canal maintenance costs rose as timber dams, aqueducts and locks reached their normal life expectancy and required replacement. Breaking the whole canal into leased segments after 1859 was only a temporary fix. The canal was sold in segments by Circuit Court Judge Samuel B. Goodkins in the Vigo County (Terre Haute) courthouse on February 24, 1876.

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CANAL SOCIETY of INDIANA
 ANNIVERSARY
 30th
 TOUR

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

30TH TOUR GUIDES

If you were unable to attend the CSI Anniversary Tour this guide will tell you about the things that were seen and perhaps you can take the tour on your own in the future. This 80-page guide has the history of the canal, charts, diagrams, maps, old photographs, and name index.

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**MORRIS HUGHES
AND HIS WABASH & ERIE CANAL CONNECTIONS**
By Charles Davis

Morris Hughes was born May 8, 1814 at Port Penn, Delaware. His obituary states he came to Montezuma from Crawfordsville, Indiana "in 1841 and commenced business with a very small capital, but being very energetic he soon built up a large business and in a few years was doing the largest business of any merchant in the Wabash Valley." His first recorded deed was March 16, 1844 when he bought Lot 146 and Lot 151 for \$50 each. Next he purchased Lot 155 on September 30, 1845. On this lot he built his first home.

Francis Miller was a partner of Hughes in 1846 in the dry goods business. At one time Miller was in the drug business at Crawfordsville. When he died in 1847, his son David J. became engaged with Morris Hughes. They later operated a drug business from 1854 to 1856.

Anticipating the canal being built through Montezuma, he bought Lot 15 on May 11, 1847. Deed Record 10/328. This lot in length faced the canal on Water street.

Next Hughes bought Lot 156 on November 21, 1849. It adjoined his home lot. On August 12, 1850 he began buying land in the W½ of the SW¼ of section 36. Upon this land he built a pork packing slaughter house located along the canal that was known as Hughes and Company.

Hughes was very energetic. He frequently bought and sold lots and land in and around Montezuma. At the age of 33, Hughes wife, Julia Constantia, died on April 1, 1850 and was buried in the old Montezuma cemetery. Nothing is known about her.

On February 22, 1851 Hughes bought Lot 49 and others for \$300. D.R. 13/27 Lot 49 was one of his money makers. He sold parts of this lot to others for store locations but kept part of it for his own store.

On November 12, 1851 Morris Hughes married Elizabeth Weaver. She was 47 years old at the time and about 10 years older than Hughes.

Hughes' big break came when he sold 30.80 acres in section 36 to the Illinois Railroad Company for \$6,716 on November 3, 1854. D.R. 15/127 This land adjoined the slaughter house yard.

The Rockville and Montezuma Railroad Company was incorporated on January 19, 1846, while the Wabash &

Erie Canal was being built through the county. The capital stock was to be \$50,000, with shares of \$50 each. The incorporators were all substantial men of the county: Morris Hughes, Alexander McCune, Arthur Patterson, Gen. Alexander M. Houston, John Givin Davis, Austin M. Puett, George K. Steele, Robert B. McEwen, Isaac Jarvis Silliman, Matthew Noel, Persius E. Harris, Andrew Foote and James McCampbell. However, money never was subscribed, and no work was ever done on the road.

Hughes pork packing venture was a success as the *Parke County Whig* of February 14, 1856 states, "Morris Hughes and company produced 3,300 lbs. of pork this winter. Others as well - Benson and Davis, Rufus Harris, etc."

Back in March 2003, I (Charles Davis) found Probate Record Box #35 and it contained the July term records of Alexander McCune vs the Canal Boat "Harvey Clark." This was a law suit where McCune sued the boat "Harvey Clark" lying in the canal at Montezuma. On June 28, 1856, McCune had contracted with John Sibell of Attica, then past owner of the boat with a partner named John M. Williams of Autumwa [Ottumwa], Iowa. They owed McCune \$450 each and refused to pay. McCune demanded payment. A lien was put on the boat to get their money. Most papers are hard to decipher. March 14, 1857 states that Morris Hughes is the owner of the "Harvey Clark" by "Purchase" and Charley Pier (Peer) is the present "Master" of it. The Sheriff delivered the boat to Hughes. Morris Hughes and James B. Naylor paid \$1000 to Henry and Alexander McCune on April 20, 1857. Then in July of that year the "Jury" awarded McCune \$490 more.

Hughes owned another canal boat called the "Sugar Creek." It was registered on October 20, 1851 and was commanded by George Snyder.

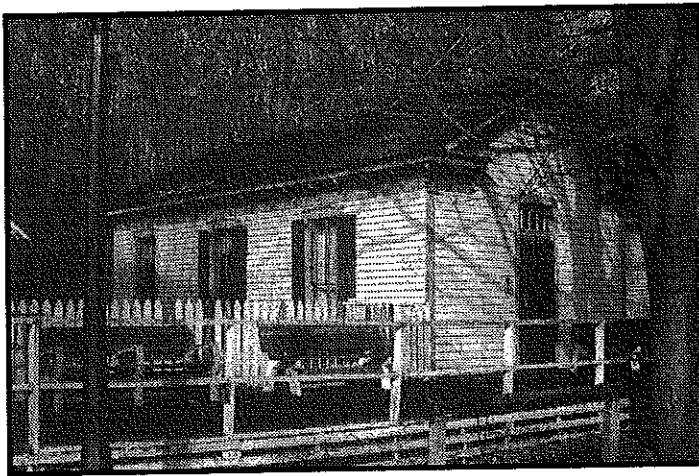
On November 15, 1858 Hughes' wife, Elizabeth, died. Her obituary says she was born in 1804 at Hartford, Connecticut and that after her marriage she moved to Montezuma in 1851. It also states that on May 5, 1854 she helped the Rev. John Hawks form and later build the Montezuma Presbyterian Church. She "left an interesting family to mourn her loss."

Through investigating probate records I found that Elizabeth was the widow of Dr. Wm. J. Weaver. It shows George E. Weaver, a minor child of theirs, living. At the time of Dr. Weaver's death in 1849, George A. Jones of Zanesville, Ohio became the child's guardian. Hughes was dissatisfied with Jones and filed for guardianship of George Weaver on October 10, 1859 and got it. Bk 20/209

In his will written on August 27, 1849 Dr. Weaver

left his estate to his wife Elizabeth and son George. In the Court term of 1852 Hughes was granted Administrator and was to dispose of Weaver's estate, house, lot and invest the money for Elizabeth and George. What is of importance here is that Dr. Weaver had his home/doctor's office on Lot 29 in Rockville, Indiana, which was sold for \$2000 by Hughes to Dr. Harrison J. Rice on July 8, 1853. D.R. 14-403 Dr. Rice used it for his doctor's office until he gave up the practice.

By searching through deeds I found Mr. Weaver had bought the above lot from John F. Norris, a Rockville businessman, on March 13, 1847 for \$2000 and set up practice. This coincides with historic records showing doctors' dates of practice, which show that Dr. Weaver was a doctor in Rockville "about 1848." The home office still exists. It now sits in Billy Creek Village and was built about 1840.



The office of Dr. Wm. J. Weaver stood on Lot 29 in Rockville before being moved to Billy Creek Village. Photo by Charles Davis

Hughes took the money made from the estate sale and invested it in land in trust for Elizabeth and George, each having a trust on December 1, 1857 and July 30, 1858. D.R. 17/456-457 On January 27, 1860 Hughes took the land in trust for George and deeded it to George for \$2000. D.R. 19/203 Then on December 22, 1863 George Weaver was married to Elizabeth S. Moshur. M.R. 3/514 Lastly George sold the above land to Oliver P. Brown for \$10,000 on September 28, 1864. D.R. 22/258 George and his wife evidently left Parke county after that for no census or other records can be found.

Elizabeth C. Weaver Hughes passed away on November 15, 1858. She was buried next to Dr. Weaver in the old Rockville Cemetery Section K Lot 39.

Morris Hughes built up a business on Lot 80. The former IGA store sits on this lot today. He sold part of this lot for \$1000 on December 31, 1858. Next he sold 1.8 acres

off the south end of section 36 to Lewis M. Ricketts (1800-1974) for \$300. D.R. 19/437 Ricketts established a saw mill there that was close to Hughes' slaughter house on the W&E Canal.

During the Civil War Hughes built a mansion on Lot 156 on the corner of Jefferson and Adams streets. A description of it says, "The house was built of native poplar timber. An Italian itinerant decorator, decorated the ceiling downstairs south "ballroom" with ornamental plaster of Paris frescoes. The house was designed for entertaining on a lavish scale, the entire south half of the house being divided into a ballroom with a master bedroom and two smaller bedrooms upstairs. A maids' room above the kitchen on the 'living' quarters north side is reached only by a stairway from the kitchen."

On January 12, 1861, Hughes sold another part of Lot 80. Mathias Albietz purchased it for \$800.

Morris Hughes was married for the third time on January 8, 1867. His bride was Frances A. McEwen. He was about 16 years older than she.

I found an unusual deed that shows Hughes sold his home lots to Dan A. Jones of Chicago, Illinois on January 1, 1859 for \$6000. The sale was recorded on November 14, 1868. D.R. 26/355 I do not know the relationship between Jones and Hughes, but they had several dealings together. Jones also had a big store at Howard, Indiana on the W&E Canal. Then Frances A. Hughes, Hughes' wife, bought the home lots back from Jones on November 23, 1868 for \$1.00 recorded April 8, 1876. D.R. 35/275

As a businessman it is said that "he was a very liberal man and was always in for public improvements, donating liberally toward building churches and school houses. To prove that he was a thorough business man and very liberal is shown by the fact that he never refused to purchase anything that was brought to him, whether it was marketable or not, he would take it rather than have them take it back home."

A Montezuma history says, "When fire destroyed the business section of Main Street in 1874 it was the greatest disaster that has ever occurred in Montezuma, from a business and financial view point, owing to the fact that there was little, and in a few cases, no insurance carried. The entire block was of wooden structures, with three steps the full length of each building leading up to the entrance. All buildings were one story high with the exception of Morris Hughes' and E. G. Wilson's, which were two. On the drug store corner was Noah Deer's general store, which was a rather pretentious and well stocked one. Then came

Sylvester Brothers, Wm. and Steve, that ran what was then known as the first fancy grocery store. Next was the Jedidiah F. Stacy Marble Yard, with 'Coon' Dennison, who was killed by being thrown from his horse a few years later, a master workman. Morris Hughes' grocery was next in line, and in his store was where the fire originated. He lost everything including his books, which made it doubly hard on him as at that time most of the business was done on the credit system. Then came Edward G. Wilson, whose large dry goods store was second to none in the county, and was the largest building in the block. Next was a vacant room formerly occupied by Frank Lowry as a harness shop. The last building was a general store conducted by Lewis R. Young, with the post office in connection."

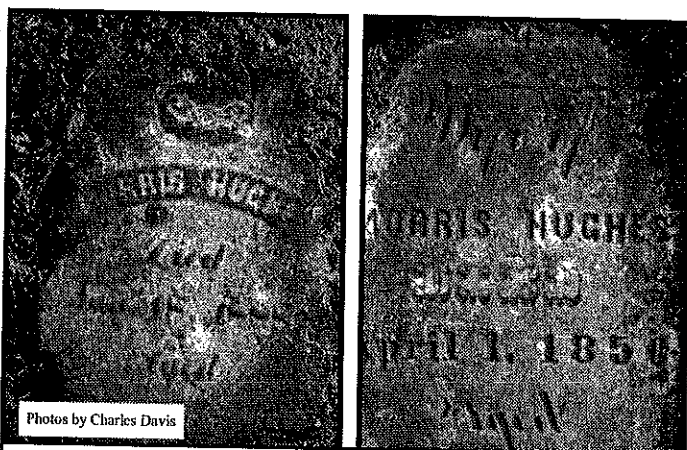
him home on Thursday the 12th and he was taken from there to the residence of his son-in-law Wm. S. Hill on Monday of this week where he died on Tuesday morning." His estate was probated on April 27, 1888. The court determined its value less than \$500. P.B. 12/487

Frances A. Hughes put her financial state in order as recorded September 12, 1907 and sold 80 acres to her nephew, Herbert S. Cornwell, for \$1. On the same date a quarter of an acre was sold to another nephew, Richard M. Cornwell, for \$1. Then on January 7, 1910 she sold her home to her nephew, Herbert S. Cornwell, for \$1. D.R. 81/348

On June 22, 1910 Frances A. Hughes died at Frankfort, Indiana. She was laid to rest beside her parents in the Oakland Cemetery in Montezuma.

From the description of the fire, it must have been a large financial loss for Hughes. Hughes and others rebuilt the stores in the business district that had burned. He sold part of Lot 50 to Wm. Sylvester for \$400 on October 20, 1882 and part of Lot 49 to businessman Frank S. Cumberland for \$550 on November 19, 1883. Another fire occurred in 1880 that destroyed the railroad work shops. This eliminated jobs that the railroad provided when it reached Montezuma in 1873.

On January 17, 1888 Morris Hughes passed away. His obituary states, "As we stated last week, Mr. Hughes lost his mind sometime since and has caused his family considerable trouble and as they could not keep him in the house, they thought it would be best to take him to the Infirmary where he would be properly cared for. They took



Photos by Charles Davis

MORRIS HUGHES
B. 5-8-1814 D. 1-17-1888
Old Montezuma Cemetery

JULIA CONSTANTIA HUGHES
B. 1817, D. 4-1-1850

MORRIS HUGHES GENEALOGY

By Charles Davis

	BORN	DIED	BURIED	MARRIED	Spouse/occupation
Morris Hughes	5-08-1814	1-17-1888	Old Montezuma Cem.		
<u>wives</u>					
Julia Constantia Hughes	1817	4-01-1850	Old Montezuma Cem.	?	
<u>children</u>					
Sarah C. Hughes	?	?	Old Montezuma Cem.		
Indiana Hughes	8-16-1843	3-15-1924	Oakland Cem.	10-10-1866	Wm. Seymour Hill
<u>children</u>					
Mary Julia Hill	1877	11-21-1950	Oakland Cem.		
Margaret Morris Hill	1869	8-05-1929	Oakland Cem. (died at West Park Nursing Home, Indianapolis)		
Julia Hughes	1846	?			School teacher
Elizabeth C. Weaver Hughes	1804	11-15-1858	Rockville Cem.	11-12-1851	
1st husband Wm. J. Weaver	1811	9-27-1849	Rockville Cem. (sec.K lot 39)		
<u>children</u>					
George E. Weaver	?	?		12-22-1863	Elizabeth S. Moshur
Frances A. McEwen Hughes	7-20-1808	6-22-1910	Oakland Cem.		
<u>parents</u>					
Richard McEwen	2-14-1797	7-14-1886	Oakland Cem.		
Martha Boal McEwen	7-20-1808	4-06-1903	Oakland Cem.		

FROM TIMES PAST

Fort Wayne Times & Press
January 27, 1848

State Trustee — On the 25 ballot, AUSTIN M. PUETT, an ultra locofoco of Parke county, was elected, on yesterday, a trustee on the part of the State under the provisions of the State debt bill of last winter. This result will surprise the Whigs throughout the State. They struggled hard at the last August election for the ascendancy, and succeeded in sending a majority to the Legislature. It is truly mortifying, and will have a tendency to dampen their ardor in future contests. They will ask themselves, why the necessity of electing Whigs to the Legislature, when they do not carry out our wished after being elected? Until men who thus betray the trust placed in their hands by their constituents are held up as unworthy of their future confidence, just such results as that of yesterday will frequently occur. —
State Journal

Fort Wayne Times & Press
January 27, 1848

From Indianapolis, Senate Chambers, January 13th, 1848

Dear Sir: I have nothing, perhaps, worthy of your notice; but as Major Edsall is about to leave us, I concluded to drop you a line, and speak of things that you may not fully learn from the papers. And first. The Whigs are defeated in the election of Canal Trustee.

This was caused by the members from the "Pocket" having pledged themselves to vote for nobody north of Terre Haute. Division, the usual cause of our defeats, have prevented us from succeeding, and unless our divisions can be in some measure healed, we shall always be beaten.

Our State Convention was tolerably harmonious. I watched its every movement with attention, and I deliberately assure you that as often as Mr. Clay's name was mentioned, the acclamations might be distinguished from those attending the mention of other names, as distinctly as the roaring of majestic thunder from a volley of musketry. All pledged themselves to abide the decision of a National Convention. How imprudent, my esteemed friend, to rely upon a candidate whose life is in the midst of danger, where the glittering steel and hissing bullet have no respect for persons.

We get Washington news early, but I presume you have it before we could send it to you. Mark me — Benton will not fight Gen. Kearney. Jackson chased him all about Nashville. Scott is in a hornet's nest. Worth and Duncan are justly popular, and Pillow is not without friends. I have not heard any public sentiment — the opinion is my own. The South wing of the Democracy has retreated, New York has faced about, and we can beat them

with any of the names we have presented, save Scott; he has enemies now, not only in the "rear," but all around. He is a tall man, but he has enough business on his hands.

I think our nominations for Electors, &C., pretty good.

Business is progressing in the Legislature, & I hope will be creditably brought to a close. The small pox (six cases, or more;) is here; but I think "a fire in the rear" will keep the members together.

I will have the pleasure to give you the news, if any occurs. No general measures of importance are before us. Adieu, my friend, E. M. (Elias Murray)

Fort Wayne Times & Press
February 3, 1848

White Water Valley Canal — Gov. Whitcomb's Veto — The "White Water Canal" appears to be an unfortunate work. It belonged to the mammoth system of 1836, and upwards of eleven hundred thousand dollars had been expended upon it at the time of the general suspension of the public works. — Subsequently under an act providing for the transfer of the unfinished works, to companies that would undertake their completion in a specified time, this canal was made over to a company, upon the condition that it was to be completed from the Ohio river to Cambridge City by the first of March last. The company, accordingly, prosecuted the work with vigor, and it was finished, or nearly so, when the great flood of January 1847 came, and nearly destroyed it — damaging it to the amount, if we recollect right, of about a hundred thousand dollars. Under the pressure of this misfortune the company applied to the Legislature at its last session for relief, and within the last day or two of its sitting, a bill passed both houses, authorizing the Treasurer of State to loan to said company, for the term of five years, the State revenues to be collected for the year 1848, in the counties of Wayne, Rush, Henry, Fayette and Franklin, some \$50,400, on condition that the company should give satisfactory security for the repayment, and six per cent interest. This bill failed to become a law for want of the Governor's sanction. Without this aid, however, the company raised the means and repaired the damage done to the canal by the flood of 1847; after which during the past fall, another great freshet occurred in the White Water Valley, and left the Canal in nearly as bad a condition as it was before the then late repairs had been effected. The canal has, then, been twice very seriously damaged within the year 1847. The public have lost confidence in the work, and, it is understood, the means at the command of the company are exhausted.

Upon the back of all these disasters, at the opening of the present session of the Legislature, Gov. Whitcomb sent in the House, the bill that had passed at the heel of the previous session, loaning to the company the State revenues of those five counties, for the year 1848, with his veto.

However, our feelings may be enlisted in favor of the company, on account of the energy they have manifested, and the misfortunes that have befallen them, we cannot but regard the reasoning of the Governor as a conclusive in the matter. In the first place, by their charter, the company was authorized to negotiate loans, and issue its bonds therefore, which were to be a valid lien upon the effects of the company in the order of their issue, and that the company had outstanding bonds against it, which would have had priority over this State claim, to the amount of \$112,000. Another reason assigned by the Governor for withholding his assent from the bill, and a very good one, too, is that an act had been passed and gone into effect, for the arrangement and final liquidation of the State debt, by which the State revenues were pre-pledged, — that the Agent of State was under the necessity of making a small temporary loan to meet the interest due last July, — that if this measure had taken effect he would have to have borrowed, in addition, the amount thus loaned to the company — that going into the money-market to borrow the first installment of interest to be paid under the new arrangement, would have had a bad appearance, and would have destroyed the confidence of the bond-holders, in its efficiency, and would have deterred many of them from surrendering their bonds; and finally, that it would have established a precedent, to be followed by other parts of the State, and large sums of money would thus be drawn from the State Treasury never to be returned, **“as experience has proven that public money, invested in whatever manner in private enterprise, is but too frequently surrendered, or otherwise ultimately lost.”**

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

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

Fort Wayne Times & Press
February 3, 1848

From the *Wabash Courier*
WABASH AND ERIE CANAL.

The Annual Report of the Wabash and Erie Canal has been laid before the Legislature. The Trustees say, that the number of bonds subscribed is eight thousand one hundred and forty-three, amounting to eight million one hundred and forty three thousand dollars, the five percent on which has been paid, amounting to four hundred and seven thousand, one hundred and fifty dollars, all subscribed and paid on or before the first of November, 1847. A copy of the Report has been sent us, from which we extract the following:

STATEMENT

Showing the amount of moneys received and the disbursements made by the Board of Trustees of the Wabash and Erie Canal, from the 10th day of May to the 1st day of December, 1847.

RECEIPTS.

	Amount
From what sources	
Tolls, etc. up to Dec. 1st	\$ 77,742 05
Lands east & west of Tippecanoe	5,115 00
Lands in Vincennes land district	23,176 25
Bondholders' sub., 5 per cent	407,960 63
Treasurer of State of Indiana	<u>7,000 00</u>
	\$520,993 96*
There has also been received for	
lands west of Tippecanoe	
in scrip	13,134 26
East of Tippecanoe, in scrip	
Principal	42,909 70
Interest	<u>7,250 98</u>
	<u>50,159 68</u>
	\$ 63,293 93

DISBURSEMENTS

	Amount
On what account	
General expenses, including office expenses and salaries of trustees and clerks	\$ 5,449 67
Ordinary repairs of Canal	10,653 17
Extraordinary do do (ditto)	6,166 78
Expense of superintendence	1,337 79
Expense of surveys and engineering	1, 631 85
Construction of canal between Covington and Coal creek	4,154 89
Construction of Canal between Coal creek and Terre Haute	5,382 00
Salaries and office expenses of Collectors	924 84
Expense of land office east and west of Tippecanoe	1,201 36
Expense of land office in Vincennes District	<u>508 60</u>
Total disbursement up to the 1st December, 1847	37,382 46
<u>Total Receipts</u>	<u>520,993 96*</u>
Leaving a balance on hand on 1st December, 1847	\$483,511 50

Fort Wayne Times & Press
February 3, 1848

DIED. At her residence at Aboite, on Saturday last, Mrs. Maria Vermilyea, relict of the late Jesse Vermilyea, deceased, aged about 36 years.

Fort Wayne Times & Press
February 3, 1848

The weather is exceedingly mild and pleasant for the season. The canal [Wabash & Erie] is free from ice, and the wood boats are running. We saw a few days ago a large pirogue from Lagro, as we understood, that had been to the Junction for goods which had been frozen in, last fall. From present appearances the ice-houses will be empty in the spring. There is but little doing in produce; wheat sold yesterday at 37½ — corn 23 — and oats at old rates.

Fort Wayne Times & Press
February 3, 1848

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

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

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

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

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

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

undertook the task, and the result is apparent already.

Fort Wayne Times & Press
February 17, 1848

GLORY TO OLD CAVE — We have received the morning's 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 excite no remark — hardly any notice. Instead of giving "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 10 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 3rd of December. We did not estimate the time of transit at forty days, though.

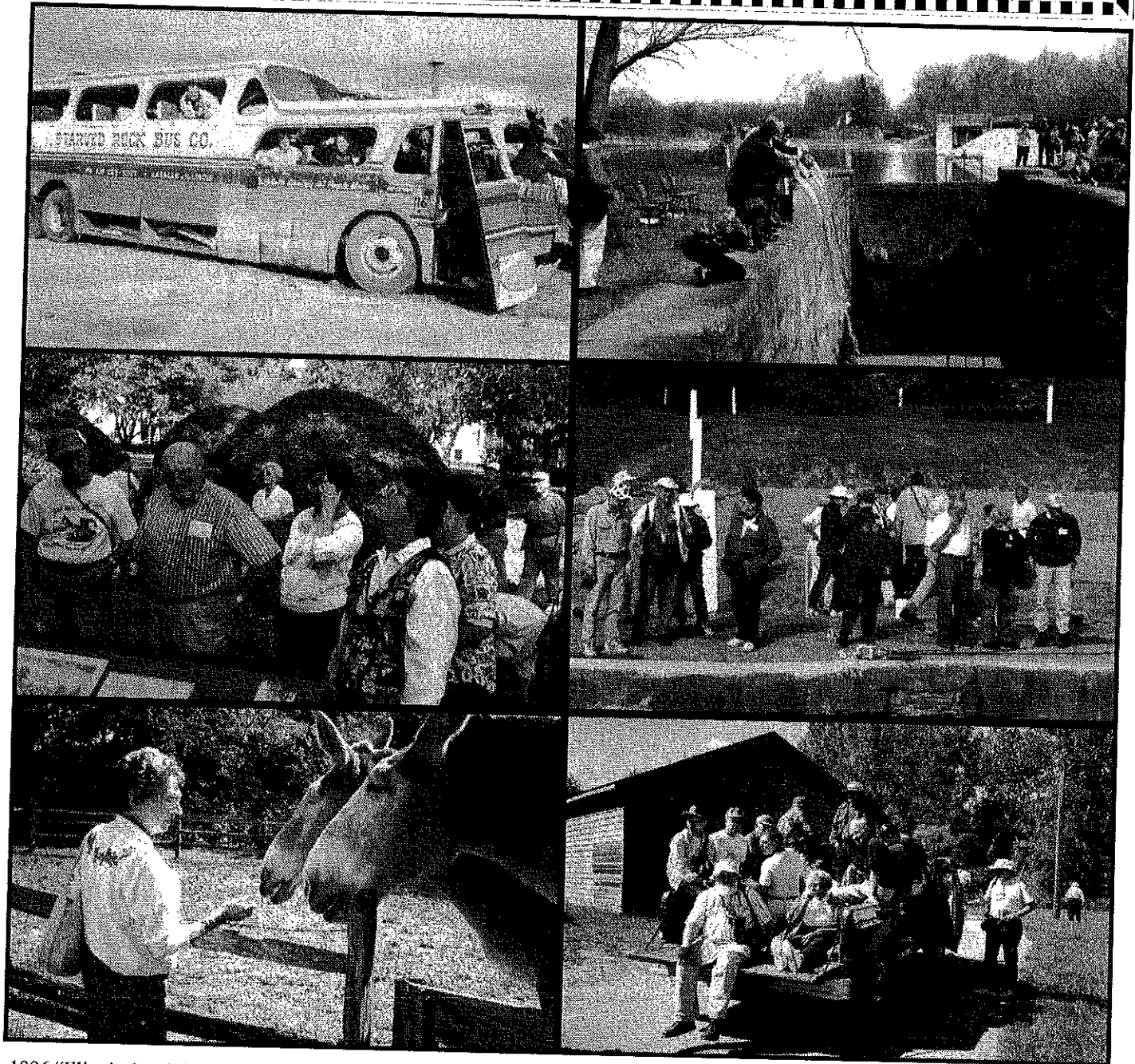
Fort Wayne Times & Press
March 23, 1848

The Canal. Mr. O. P. Morgan has been re-appointed Collector of Tolls on the Canal for this City, Mr. T. DeKay, Inspector and Mr. B. H. Tower Superintendent of Repairs. We are informed by the Superintendent of Repairs that the work necessary to be done on the Aqueduct across the St. Marys, will not be completed until Saturday, next, at which time the water will probably be let in, and navigation be opened to the Lake [Erie].

Fort Wayne Times & Press
March 30, 1848

The Canal. A breach was made in the Feeder near the Aqueduct at this city, a few days ago, which has caused a temporary suspension of navigation on the Canal. But a short time, we understand, will be required to make the necessary repairs.

CSI THROUGH THE PAST 30 YEARS



1996 "Illinois & Michigan Canal" Oct. Brian Migliore

1998 "Madison: Kentucky Canal Era" Oct. Brian Migliore

1997 "South of the Summit" Sept. M & E Canal Bob Schmidt

1996 "Illinois & Michigan Canal" Oct. Lock 7 Brian Migliore

1998 "Madison: Kentucky Canal Era" Oct. Brian Migliore

1997 "South of the Summit" Sept. M & E Canal Bob Schmidt

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

A U-shaped bar holding coping stones together is not called a? A. Cramp, B. Goon, C. Staple, D. Clamp

Which of the following is not a type of barrel shipped by canal boat? A. Flagon, B. Hogshead, C. Chime, D. Cask

What was the name of the first canal boat to reach Wabash? A. Indiana, B. Albert Smith, C. Jolly Roger, D. Prairie Hen, E. Aeolus

Boats were not tied up to a? A. Mooring post, B. Milepost, C. Bollard, D. Snubbing Post

The person not in charge of the care or operation of a lock was? A. Lock fitter, B. Lock tender, C. Lock keeper, D. Lock watcher

CSI TOURS OVER THE PAST 30 YEARS

How many have you attended? _____

S=Spring tour F= Fall tour
 C=Central Canal
 CWW=Cincinnati & Whitewater Canal
 E=Erie Canal (New York)
 H=Hennepin Canal
 I&M=Illinois & Michigan Canal
 KRN=Kentucky River Navigation
 M&E=Miami & Erie Canal

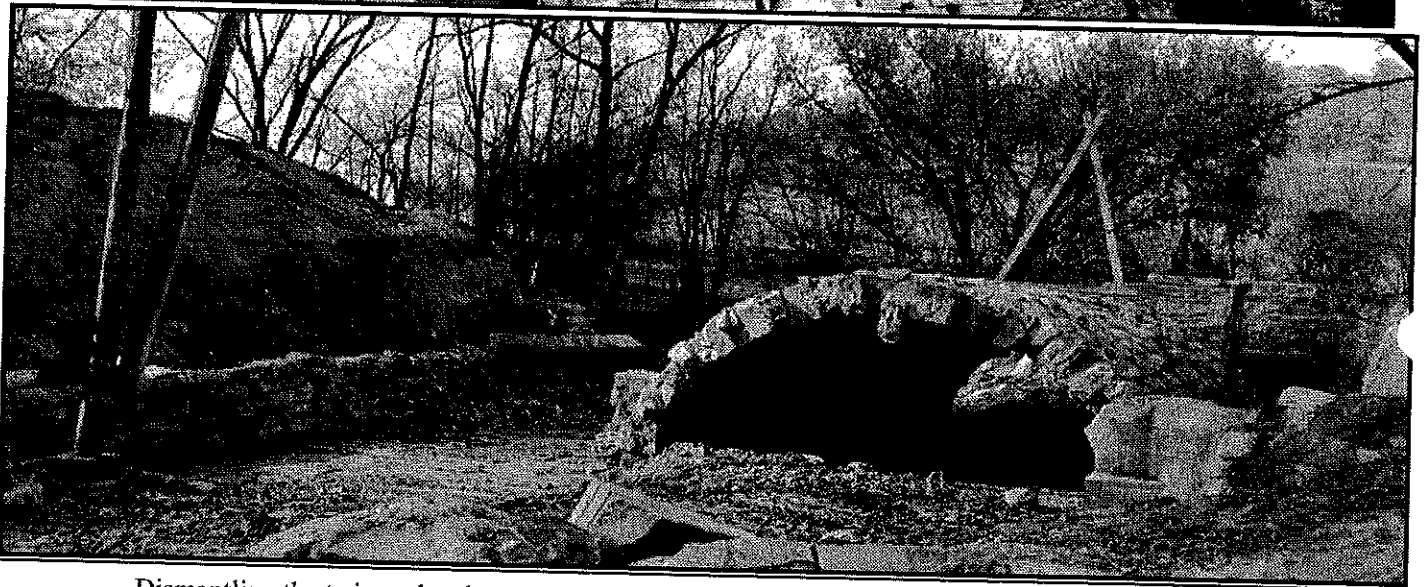
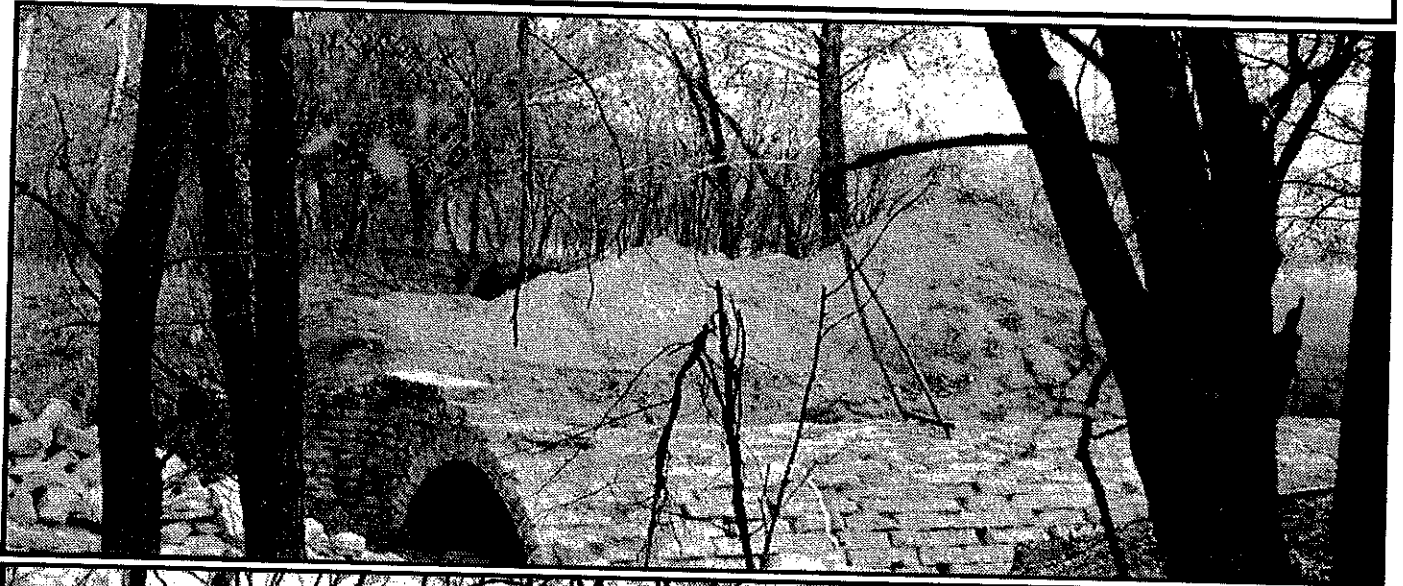
MW&E=Miami, Wabash & Erie Canal
 O&E=Ohio & Erie Canal
 R=River
 W&E=Wabash & Erie Canal
 WW=Whitewater Canal
 WW&H=Whitewater and Hagerstown Canal

Date	Title or Place	Canal	Counties				
F1981	Connersville	WW	Fayette, Franklin	F2003	A Trip on the Erie	E	Syracuse-Buffalo
S1982	May 22, formal organization	W&E	Allen/Aboite Creek	S2004	Canal Connections	W&E	Parke, Vigo
F1982	Connersville	WW	Fayette, Franklin	F2004	Overcoming Obstacles	Falls OH	Clarke, Jefferson
S1983	Ft. Wayne Historical Soc.	W&E	Allen	S2005	Towpaths to Trails	C	Marion
F1983	Evansville	W&E	Vanderburgh	F2005	A Little to Late	H	Feeder/Eastern portion
S1984	Ft. Wayne	W&E	Allen	S2006	Gateway to the East	M&E	Wood, Lucas
F1984	Indianapolis	C	Marion	F2006	Canal Passages	WW,CWW	Dearborn, Wayne, Hamilton
S1985	Ft. Wayne	W&E	Allen	S2007	Celebrating Good Times	W&E	Carroll, Tippecanoe
F1985	Metamora	WW	Franklin	F2007	expERIENCE	E	Syracuse to Albany
S1986	Ft. Wayne	W&E	Allen	S2008	Flumes, Frescoes, Furnaces	O&E	Pike, Scioto, Lawrence
F1986	Delphi Canal Park	W&E	Carroll	F2008	Across the Cross-Cut	W&E	Vigo, Clay, Greene
S1987	Ft. Wayne Museum of Art	W&E	Allen	S2009	Wait Til You Get to Wabash	W&E	Wabash
F1987	Terre Haute	W&E	Vigo	2009	Twilight Cruise	R	LeClaire to Debuque, Mississippi River
S1988	Ft. Wayne Historical Soc.	W&E	Allen	F2009	Pilgrimage to MECCA	M&E	St. Marys, New Bremen, Piqua
F1988	Defiance, OH	M&E	Defiance	S2010	Hoosiers on the Move	WW	Richmond, Wayne
S1989	Ft. Wayne Historical Soc.	W&E	Allen, Huntington	F2010	Rappites, Riverboats, Pirates	W&E	Southern Illinois, Paducah, Kentucky
F1989	Delphi	W&E	Carroll, Cass				Vanderburgh, Warrick
S1990	Metamora (reorganization)	WW	Franklin	S2011	Taming the Swamp	M&E	Paulding
F1990	Evansville	W&E	Vanderburgh, Warrick	F2011	Once Aboard the Blue Moon	R	Chattanooga, Tennessee River
S1991	Terre Haute	W&E	Vigo, Clay	S2012	30th Anniversary	WW	Fayette, Franklin
F1991	Delphi	W&E	Carroll, Cass	F2012	America's 1st Concrete Canal	H	Feeder to Mississippi, Western portion
S1992	10th Anniversary Ft. Wayne	W&E	Allen Paulding, Defiance				
F1992	Logansport	W&E	Cass				
S1993	Indianapolis	C	Marion				
F1993	Whitewater/Hagerstown	WW&H	Wayne				
S1994	Terre Haute	W&E	Vigo				
F1994	Napoleon	MW&E	Henry, Lucas				
S1995	Canal Water & Whiskey	WW	Dearborn, Franklin, Fayette				
F1995	Attica, Covington	W&E	Fountain, Parke, Warren				
S1996	Forks to Paradise	W&E	Huntington, Wabash				
F1996	Chicago to LaSalle	I&M	Will, DuPage, Grundy, LaSalle				
S1997	The Beginnings	W&E	Allen, Paulding, Defiance				
F1997	South of the Summit	M&E	Miami, Shelby				
S1998	The Final Link	W&E	Gibson, Pike, Daviess, Greene				
F1998	Kentucky River Navigation	KRN	Franklin, Woodford				
S1999	Celebrating Canal Communities	W&E	Carroll, Tippecanoe, Fountain				
F1999	Tracking the Central	C	Delaware, Hamilton, Madison, Marion				
S2000	Passage Thru Peru	W&E	Miami, Wabash, Cass				
F2000	Stepping into the Past	O&E	Coshocton, Hanover, Licking				
S2001	Great Expectations	W&E	Warrick, Vanderburgh				
F2001	Towpath Tracks	WW,CWW	Hamilton, Whitewater, Dearborn, Wayne, Fayette, Franklin				
S2002	Canalabration	W&E	Allen, Paulding, Defiance, Henry				
F2002	Pigs, Paper & Pilsner	M&E	Hamilton, Butler				
S2003	Crossing Waters	W&E	Cass, Carroll				

THE HENNEPIN:
AMERICA'S FIRST CONCRETE CANAL
Canal Society of Indiana



September 14-16, 2012



Dismantling the twin arch culvert at Yellow Bank southeast of Metamora on the Whitewater Canal.
Courtesy Terry Duffy, Whitewater Canal Trail

YELLOW BANK CULVERT

By Carolyn Schmidt

CSI canawlers went to the site of Yellow Bank Lock #21 on the recent 30th Anniversary tour to see the new trail, steps, overlook, etc. recently built by Whitewater Canal Trail volunteers. Due to the rain many did not go to the north-western end of the lock where rubble from the Yellow Bank double stone arch culvert had been piled when it was demolished nor did they walk on further to see Yellow Bank Creek. They did have pictures of the old culvert in their tour guide book that are shown on the next page of this article. However, since the book was published Terry Duffy, one of the Whitewater Canal Trail volunteers, has found the above two pictures of dismantling this impressive structure.

An article entitled "Twin Arch, When Restored, Will Be Another Sample Of Canal Engineering" by Luther M. Feeger appeared in Richmond, Indiana's *The Palladium-Item* on May 7, 1853. In it he tells of plans to rebuild the culvert after it was dismantled saying:

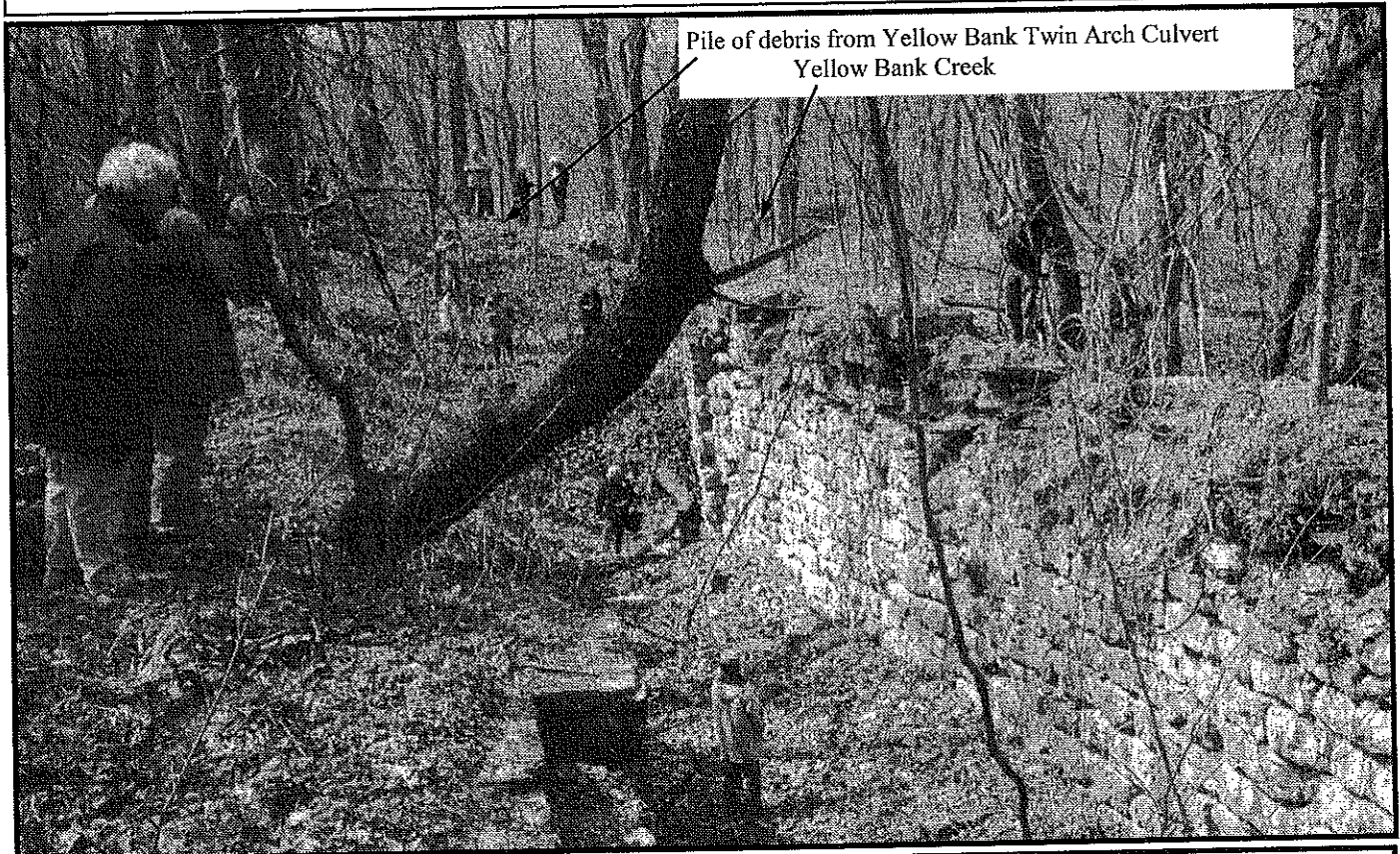
"One of the projects that remains to be carried out is the rebuilding of the twin arch over Yellow Bank creek which carried the [Whitewater] canal across this stream.... The arch was razed several years ago when the State department of Conservation planned to rebuild the arch, but to date nothing has been done. The picture shows the arch before it was torn down."

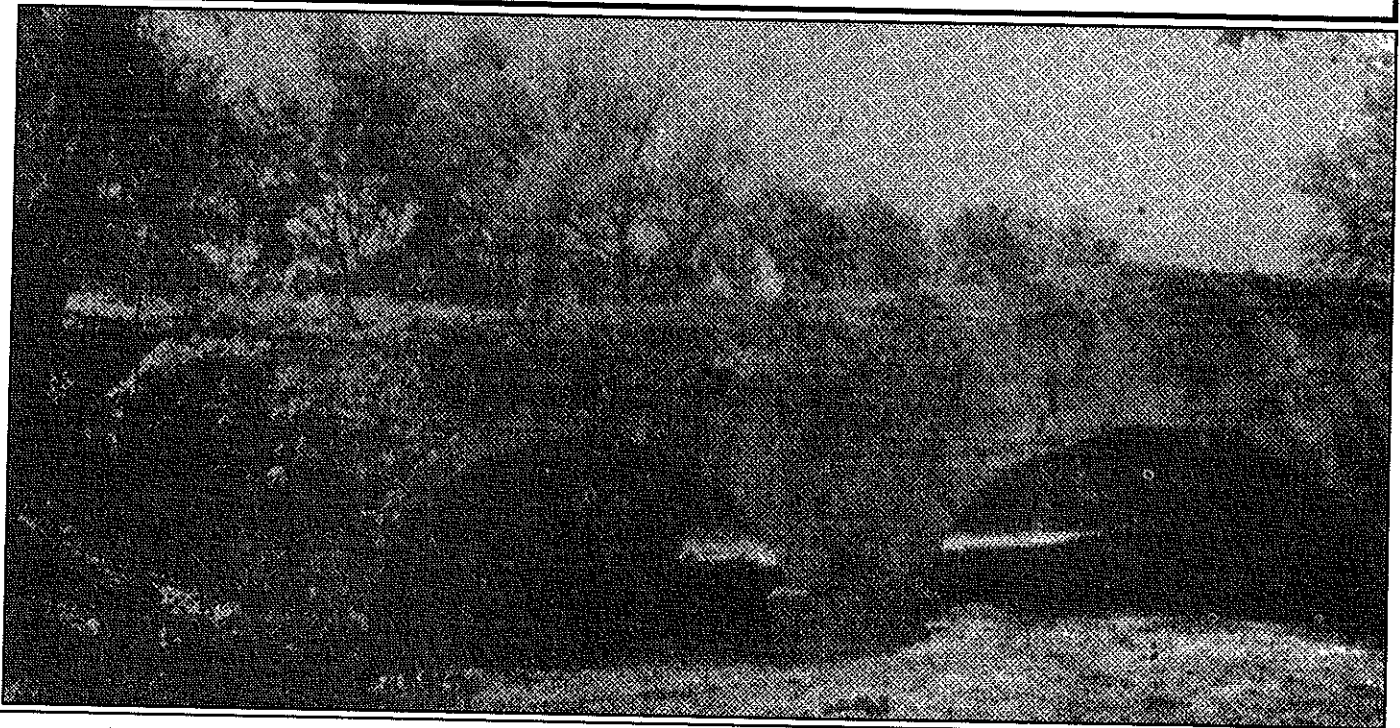
The picture mentioned is included on page 19 of this publication. Note how the arch is sagging that led to its being dismantled and the loss of a piece of canal history.



Above: This double arch stone culvert once carried canal boats on the Whitewater Canal across Yellow Bank Creek. Over the years this structure fell into disrepair and the state demolished it for safety reasons. They piled much of its rubble at the end of Yellow Bank Lock # 21. Historic Photo

Below: Debris from this demolition was placed just outside Yellow Bank Lock #21. Canal boats would have crossed Yellow Bank Creek via the culvert and then entered the north-western end of Lock #21 on the downstream end of the culvert.





Yellow Bank Double Arch Stone Culvert carried canal boats over Yellow Bank Creek, which passed beneath its arches.
Courtesy of *The Palladium-Item* May 7, 1953

EVANSVILLE'S CANAL BANK

An article in Fort Wayne's *The News-Sentinel* on April 26, 2012 was entitled "Bank's History in Evansville Exhibit." The article was about a display of artifacts at the Willard Library in Evansville that had been found by the Old National Bank after it assumed all deposits of Integra Bank, National Association, Evansville, Indiana, the second largest banking failure in the nation in 2011. Old National has donated the artifacts to the library. The article went on to say that Integra had its beginning as the Canal Bank.

Some of the materials displayed:

Photographs of the various buildings used by the bank over the years as well as photographs of employees
Stock certificates more than 100 years old
Evansville Courier cartoonist Karl K. Knecht's original cartoons from 1906-1960
1963 newspaper insert with headlines "Computer Does Astounding Job"

Searching the internet for more information about the Canal Bank, a great paper about it was found under the title "National City Bank of Evansville," but the paper had no author's name, date, if it had been published or where, etc. It is not our intent to infringe on any copyright, but none could be found. It follows with some changes by your editor to either clarify, correct, or add information.

CANAL BANK TO INTEGRA BANK

1850-2011

Locations:

Water Street (1850-66)

First and Main Street, Evansville (1866-1914)

Third and Main Street (1914-22)

227 Main Street (1922-2011)

In 1836 the Mammoth Internal Improvement Act provided the impetus for the creation of the Canal Bank. The Indiana law provided that all parts of the state should be linked by either a railroad or canal. The next year brought news that Congress had designated Evansville the southern terminus for the Wabash-Erie-Central Canal.

About 20 miles of the Central Canal had been built out of Evansville to the east into Warrick County by 1839. Due to financial collapse of the state of Indiana the Central Canal wasn't completed.

After years of delay, it finally became apparent in the late 1840s that the canal would be completed. Evansville leaders were desirous for increased trade and prosperity and were so optimistic about the business the canal would bring to their city that on July 4, 1850 they established **Canal Bank**. This bank was created under the charter of the Evansville Insurance Company, the entire capital of the bank and the insurance company was \$250,000 of which one half of this capital was allotted to Canal Bank.



This is a one dollar bank note from the Canal Bank in Evansville, Indiana

As the fourteenth bank founded in the state, it operated under the liberal Indiana General Banking Acts. and prosperity, was abandoned.

John M. Stockwell, a trusted businessman, served as Canal Bank's first president. Several prominent men served on its first board of directors, including Benjamin Bosse, who helped fund Evansville College, and John S. Hopkins, a mayor of Evansville, state legislator, and business leader. The first bank building faced the Ohio River on Water Street, now Riverside. It was a simple three-story brick structure. Two New York natives, Charles Viele and John S. Hopkins, administered the bank after Stockwell stepped down.

The Evansville portion of the canal was finally connected with the main Wabash & Erie Canal in 1853. On July 29 the canal boat "Pennsylvania" commanded by Captain Sharra was the first boat to make the trip down the entire length of this 468-mile-long canal from Toledo, Ohio to Evansville. At the same time the Evansville and Crawfordsville Railroad was built to Vincennes.

Charles Viele was named president of the bank in 1853. He resigned the position two years later.

John S. Hopkins served as president for the next five years. In 1860 he left to run for the state legislature.

By the late-1850s the canal had been damaged by heavy rains and vandals. It was no longer competitive with the railroad. Evansville's place as a rail terminal for north-south trade brought in shipping lost from the demise of the canal. After the Civil War the canal from Evansville to Terre Haute, Indiana, once considered a necessity for trade

The fourth Canal Bank president was Horatio Q. Wheeler, who presided over the bank during the war. He was from Maine and a graduate of Bowdoin College. As Evansville's school superintendent, he had encouraged the city to open a free high school, twenty-one years before a federal legal decision allowed for tax-based support of high schools.

In 1863 Congress passed the National Bank Law in an attempt to finance the Civil War and the Canal Bank directors applied for national bank status. To disassociate itself from the failed canal and to reflect its new status the bank changed its name to **First National Bank** in 1863, capitalized at \$250,000. By 1865 Wheeler had raised First National's capital stock to \$500,000. In 1866 he moved the financial institution from Water Street to First and Main Streets to be closer to the business community. He stepped down and moved to Portland, Oregon.

John Hopkins again assumed control of the institution. Besides serving on the city council for several terms and the state legislature for one, he helped organize a meeting to distribute aid to soldiers' families during the Civil War, directed two railroads, and operated an Ohio River shipping company. He remained an active participant in his community throughout his thirteen-year second term as executive officer of the **First National Bank**. He was instrumental in creating Evansville's Businessmen's Association in 1887, a forerunner of the Evansville Chamber of Commerce. His steady hand guided the bank's investments during the panic of the 1870s, returning dividends every year. He stepped down as president to again run for the Indiana

General Assembly.

Charles Viele became president again in 1879. While serving a second term he changed the name of the bank to the **First National Bank of Evansville** (1882-1902) and helped the bank to re-qualify for an additional twenty-year term under the federal banking law of 1863. He retired from the presidency in 1893.

Francis J. Reitz, the son of John A. Reitz a leader in the lumber industry of the 1880s, then became the bank's president in 1893. He had inherited a sizable fortune from his father's lumber mills. Money from the mills helped finance a new commercial dock, two railroads, an iron foundry, and a furniture business. He remained president of the bank for thirty-one years. He also served as president of the Evansville Gas & Electric Company.

Reitz changed the name of the bank to **City National Bank** in 1902. By 1913 the bank's surplus exceeded its capital stock. He presided over the last two moves the bank made. In 1914, just prior to the start of World War I, he directed the institution's move two blocks north to Third and Main Streets. In 1922 he moved it to its present location at 227 Main Street and changed its name to **National City Bank of Evansville**. The new bank building was designed by Mundie & Jensen of Chicago. It was built in the Italian Renaissance style with marble floors and marble exterior. Other banks used it as a model for their future construction.

Near the end of his life Reitz donated huge sums to charity. He gave \$900,000 to Catholic schools to endow the system in 1922 and to build Reitz Memorial High School on the east side of town. He also gave money for Reitz High School, the public high school located on the west side of the town. Other contributions included \$700,000 to an orphanage, money for Evansville College and funds for Little Sisters of the Poor. Reitz retired in 1924 and died on December 11, 1930.

Charles B. Enlow succeeded Reitz as bank president. He came to Evansville in 1909 at age thirty. He was a civic leader, receiving the Rotary Club's Civic Award in 1943. He was a director for the State Chamber of Commerce, and was associated with the *Evansville Courier*, and other concerns. During the Great Depression the bank never closed during normal business hours and never missed a dividend. In 1950, under Charles's administration, deposits equaled \$35 million. The building was enlarged in the 1950s to deal with increased business. Charles remained president for sixteen years before handing the business to his son, Robert.

Robert C. Enlow, took over control of the business in 1961. He graduated from Ohio State University and held many directorships, including a seat on the board of the Southern Indiana Gas & Electric Company. Robert was president for less than a decade. Before he left Robert presided over the expansion of the Main Street branch to include a drive-through and a walk-up window.

William R. Needler, a native of Canada, succeeded Enlow. He had gained experience in the banking business in Canada before opening a business in Danville, Illinois. He left Danville to move to Evansville. By the end of Needler's term total assets at the bank were \$123,464,950.

In the late 1970s C. Wayne Worthington, an Evansville native, took over the chief executive's position. He had worked for the bank since 1941 after graduating from the University of Wisconsin. Worthington held the title of chief executive officer until the early 1990s.

John D. Lippert became president of the bank in 1994. In 1998 Michael F. Elliott presided over the institution. In 1999 Mike Veal became the new president. He was filled with enthusiasm and had lofty ideas. In 2000 Veal brought together 66 banking centers creating **Integra Bank** headquartered in Evansville.

The bank's earnings varied for several years and were at their peak in 2007, but in 2008 the bank began losing money. Veal was replaced by Mike Alley in 2009 and by 2010 the bank had lost \$430.1 million over a three-year period. Federal banking regulators directed the bank to raise additional capital of approximately \$119 million, which it did not do.

To protect the depositors, The FDIC entered into a purchase and assumption agreement with Old National Bank, Evansville, Indiana, to assume all of the deposits of Integra Bank, National Association and to purchase essentially all of the assets. **Integra Bank** went into FDIC receivership and was closed on July 29, 2011.

Integra was the 61st FDIC*-insured institution in the nation to fail in 2011 and the first in Indiana. The 52 branches of Integra Bank reopened the following day and conducted business as depositors of **Old National Bank**. Thus Old National Bank acquired the artifacts that they donated to Willard Library.

*The FDIC (Federal Deposit Insurance Corporation) was created by Congress in 1933 to restore public confidence in the nation's banking system. It receives no tax dollars and is funded by the insured financial institutions.

FT. WAYNE WATERWORKS HISTORY

Mayor William J. Hosey related the history of Ft. Wayne's Waterworks in an article in the *News-Sentinel* of September 16, 1932 saying, "The agitation for a public waterworks grew out of and had its origin in the state's determination to abandon the old Wabash & Erie Canal in the 1870s. The railroad corporations were hostile to the canal on the theory that it was poorly managed and didn't pay; that a publicly-owned and maintained business was hurting their business. Men were elected to the Legislature who were 'anti-canal' and it was not long until a bill was introduced and passed in the Legislature providing for the sale or disposal of the canal.

"The commissioner in charge of the canal was empowered to sell it. The canal was divided into sections and offered for sale. The section through Fort Wayne together with the old feeder canal and the feeder dam on the St. Joseph River was bought by a group of men in Fort Wayne as a speculation. They had in mind using the feeder as a source of water supply and also as a source of water power, intending to sell water rights to mills and plants along the canal. The main route of the canal through the city was sold to the construction company engaged in building the Nickel Plate Railroad. That left the speculators holding the feeder canal and dam.

"About that time, the agitation for a public water supply had reached its height and was enlivened by the fact that the filling up of the old canal had left the city without its principal water supply for use in fighting fires. Left without fire-protection the citizens found themselves in the midst of a bitter controversy into which politics was injected. The canal crowd, as the speculators came to be known, were endeavoring to create public sentiment for the formation of a waterworks company, which would derive its water supply from the feeder canal. The controversy lasted several years and culminated in the city getting a bill through the Legislature empowering the city to build and operate a waterworks. The bill was passed in 1879. The canal crowd then tried to sell the canal and feeder dam to the city and also tried to show that this was the only source of water on which the city could depend.

"The canal crowd became merged, in a sense, with the interests promoting the light company which was formed to generate electric power and sell it for lighting purposes. This enterprise went into operation about 1881 or 1882 and established a power house on Spy Run Avenue, intending to use the feeder canal water for power to turn its generators. The hydro-electric system was successful for a time, but eventually the company had to use steam boilers to generate power for the generators.

"The city built its waterworks in 1880 and then the question of whence would come its water supply broke out anew. In an attempt to sew up all possible sources of water supply from the St. Joseph River, the canal crowd, already in possession of the feeder canal and feeder dam, set about acquiring other dam sites on the river, including the old Rudisill Mill site, the Paper Mill site and others. The canal crowd claimed they controlled the water rights of St. Joseph River, that the city had no supply after building its plant, and that the city would have to buy water from them.

"Finally the waterworks trustees turned to Spy Run Creek as a supply. A basin was dug out near the site of the City Light and Power Company plant, which was then in rural territory. A dam was built across the creek. In addition a well was dug in the gravel and a pipe line laid from the new pumping plant on the site of the later city light plant. An intake directly in the basin was also installed.

"The controversy between the canal crowd and the proponents of other sources for water supply continued down to 1890. The demand for water had increased and the supply was not any larger. It was decided to put down driven wells. A very large supply of water was discovered. Between 20 and 30 driven wells with an 8-inch casing and with bronze screens on the bottoms were driven. The canal crowd tried to stop the wells from being driven, saying that the waterworks trustees had to have the authority of the common council to put down the wells. The battle raged in the council for at time.

"The waterworks trustees caused a pipe line to be laid from the pumping station along what is now Elizabeth Street and open commons to a well which was sunk in Spy Run Avenue. The trustees believed that they would obtain additional water by this means. The canal crowd promptly enjoined the city from using the well, claiming that any water which might flow into it was seepage from their pool formed by the Rudisill Dam.

"In 1890 the city bought a big pump in order to utilize to the full degree the driven-well water supply. In addition to the wells put down at the pumping stations, wells were later driven at Pape Avenue (in 1898) and a pumping station built there. A station known as the Ross Street pumping station was also built near the old McCulloch homestead on Superior Street and a number of wells driven there. Consumers increased rapidly as the waterworks continued to develop despite the opposition of the canal crowd. A pure, cold and palatable water supply had been uncovered in the driven wells and people were quick to abandon their own private dug wells in order to enjoy the city water following the improvement of the service in 1890.

"The growth of the city and the increase in consumption overtaxed the supply. The bronze screens in the wells gradually clogged with iron deposits and other corrosive matter. The supply began to fail also.

"Wells were then drilled through the limestone deep into the under lying rock and again a very much greater water supply source was found. It was determined to put the wells into the rock and it became the practice for a number of years. But every few years the city had a water shortage. The supply fell as the demand increased. Wells were drilled on the north side along Spy Run Creek, near the Pape Avenue station and, in 1908, a well on the south side of Broadway brought joy to the hearts of the waterworks trustees because a great quantity of water was found, which overflowed the top of the casing far above the level of the river. They thought they had the water supply solved for a time.

"From that time on, it has been a question of getting more water. Sites on the east and west were tried and the city went far north to Franke Park and far south beyond Foster Park to put down wells. But always the trustees found that the old fields were supplying less water and that it stood lower and lower in the wells making it increasingly harder to pump the supply.

"The city never took any water from the feeder canal directly, although a line was laid to the canal basin where the Indiana Service Corporation yards were on Spy Run Avenue to the old Spy Run Creek basin. It was closed until in the early 1900s when during an emergency the waterworks trustees opened the valves to permit water from the canal basin to flow into the Spy Run Creek basin. A great outcry arose over this 'pollution' of the city water supply and the battle raged again in the newspapers and in public places.

"In general, the decade from 1880 to 1890 was one in which the city derived its water supply from Spy Run Creek; in the years between 1890 and 1906 this water came from driven wells; and from 1906 to the time this article was written, deep rock wells have supplied our water. But their day is passing and soon we will be able to offer a pure, filtered and more-than-adequate supply from St. Joseph River to the consumers."

In the late 1920s Ft. Wayne had suffered an extended drought and during his fourth term Mayor Hosey undertook the construction of the Three River Filtration and Pumping Station. As one can see from the mayor's letter, its citizens were looking forward to the time when the new river filtration plant would supply the city with all the pure, filtered and softened water the consumers could use.

CSI NEEDS YOU!

The Canal Society of Indiana is fortunate to have members who contribute money to fund various canal projects across the state of Indiana. Your contributions are greatly appreciated.

The society also needs volunteers to give of their time in the following ways:

Website manager: We are looking for someone to volunteer to oversee our website. Pam Zepp, the lady who originally designed and maintained our site, has retired. The site needs to be given a more updated look as well as updating our mailing address. It is a large site and has the capacity of having a virtual tour put onto it. indcanal.org

Facebook contributors: We are looking for volunteers to place their tour pictures on CSI's facebook page. This can help us attract new members and will be enjoyed by those who were unable to attend the tour.

Writers: We need volunteers to write articles for *The Hoosier Packet*. You don't have to be a great writer. Your articles will be edited. We need both current or historical articles about canal happenings in Indiana or throughout the world, about those who worked on them, about canals that you have visited, about types of canal boats or what was shipped on them, about animals related to the canals such as mules, horses, oxen, ducks, frogs, etc., about canalized rivers, about bridges, aqueducts, culverts, etc. Old newspaper clippings are great sources. Search old books on Google Book Search for ideas. Rewrite articles you see in current magazines or newspapers and include source and date. Any and all help with this will be appreciated

Artists: We need artists to draw illustrations for *The Hoosier Packet*, our tour guide books and our tour announcements. Nate Tagmeyer faithfully contributed his artwork for this purpose up until his death. These illustrations call attention to articles and make them more interesting.

Speakers: We need volunteers to speak to historical groups, school children, etc. about Indiana's canals. Currently our speakers are located in Fort Wayne, Delphi, Cambridge City, Center Point, Lawrenceburg, and Evansville in Indiana and in Marseilles, IL. We need others throughout Indiana to help cover these and other areas.

Tour Planning: Do you have an idea for a CSI tour? Would you volunteer to help plan one?

Contact CSI Headquarters if you are interested in volunteering for any of these: 260-432-0279 or indcanal@aol.com

NEWS FROM DELPHI

CANAL PARK IS READY FOR MORE VISITORS!

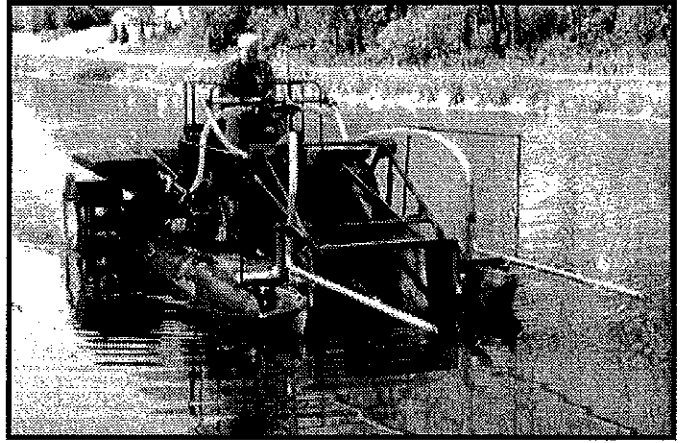
Volunteers Finish Work On Boat And Park
Grounds For May 12 Launch
News and photos from Dan McCain



Once our replica canal boat, the Delphi, was docked last fall, our volunteers kept busy all over Canal Park throughout winter and spring to make improvements for this tourist season. Our boat crew has taken several test runs and completed work to make sure she is in tip-top shape and ready for service!



Most recently, the Delphi got a thorough cleaning, an exterior paint touch up, and some maintenance work. These batteries propel the boat with extra quiet electric motors.



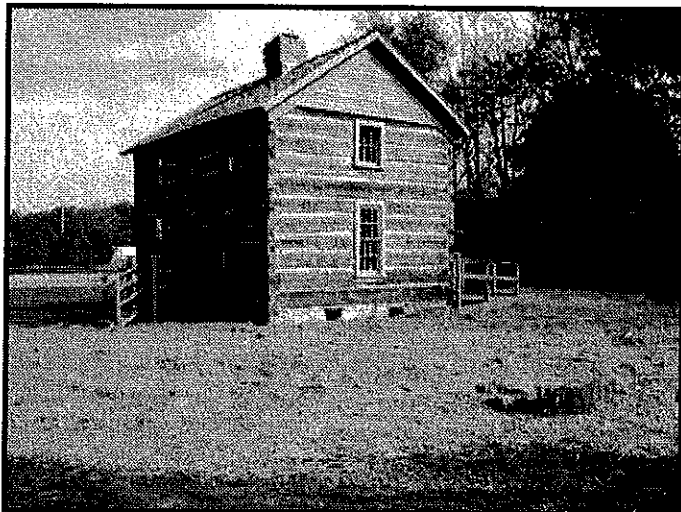
Don Goyer, another volunteer with the M-W-F crew, has rigged a power (pressure) sweeper to move floating material into the aquatic weed harvester owned by the Canal Association. Don has become our mechanic and has reworked several pieces of equipment through the winter and spring months.



April saw the completion of the Fouts House in Canal Park. This 1838 story log structure called the Noah Fouts House was moved from France Park in Cass County last summer and need a good deal of repairs. The M-W-F volunteer crew changed out numerous lower logs, built new plank doors, installed new windows and built a massive fireplace. Note the shingle work around the protruding new stone chimney. A grant for most of these items was secured from Tippecanoe Arts Federation.

When all was cleaned up around the Fouts Home (pictured), we spread and leveled the soil before seeding the area with grass seed. Mulch was then added to protect the young grass when many visitors come this summer. Other Park improvements included burying electrical wire to run to the Fouts Home and Crafter's Cabin, and improvements to the Case House. Besides interior work, we

replaced a doorway to put the 1844 home back in vogue with what it had looked like when Canal Superintendent Reed Case built the home for his young family.



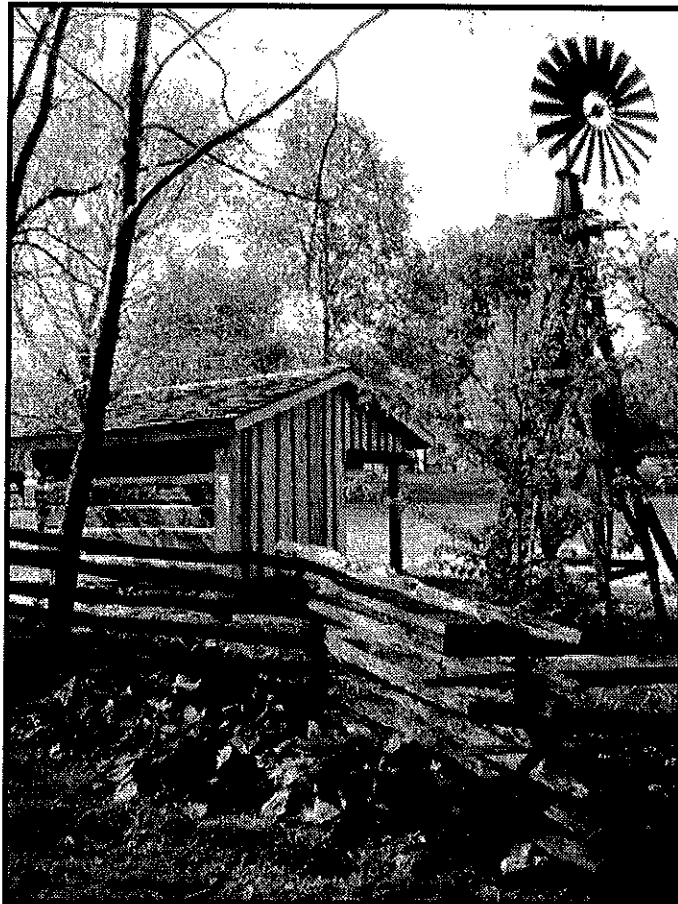
BRING FRIENDS, COME OUT, AND SEE ALL THAT IS NEW AT CANAL PARK!

MANY PITCH IN AT CANAL PARK FOR EARTH DAY 2012



Our annual Earth Day work day in Canal Park has been a regular springtime venture for scouts, 4-H groups and community volunteers. Here, a flower bed was established using some donated Rhododendron plants.

This flower bed planting adds just the right touch to the base of a split rail fence near the center of the Pioneer Village. The volunteers will also add an old fashioned style fence to allow children to experience crossing a fence without touching it.



Over 40 people came out to Canal Park for Project W.E.E.D. (Wabash & Erie Earth Day.) Young "helper" Scouts are busy cleaning up the grounds in Pioneer Village at Canal Park.



Some volunteers worked at a site across the canal to plant a windbreak screen of spruce. Tom Van Sickle and his wife, Pam, directed the Scouts and others to plant and mulch 35 nice trees.



Every year, the Psi Ote Sorority in Delphi treats our volunteer workers to a free lunch at noon.

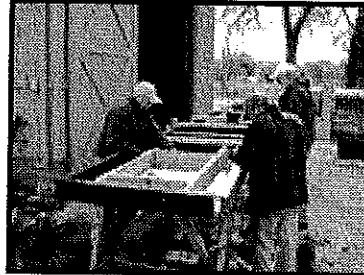
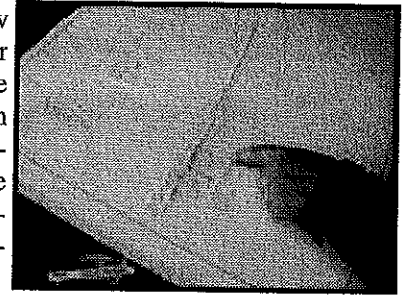


These Boy Scouts enjoyed lunch after working way out on the trails near Trailhead Park.



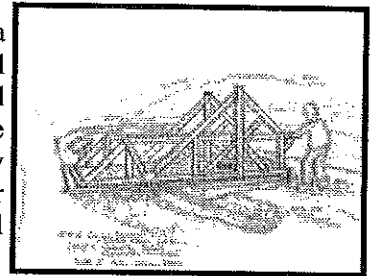
PLANS UNDERWAY FOR NEW PIVOT BRIDGE

We have new plans for a pivot or "swing" bridge like would have been used in the Canal days. The M-W-F crew started the construction of this conceptual "kid" sized interactive exhibit.



M-F crew members are beginning the frame for the deck of this pivot bridge. Metal used was surplus from the restoration of the Blue Bridge several years ago.

The function of a pivot or "swing" bridge will intrigue our younger crowd when completed. It will be placed over a narrow (shallow) slip of water near the Boat House in Red Bridge Settlement.



HERITAGE TRANSPORTATION FESTIVAL

On Saturday, May 19, 2012 Delphi's Canal Park hosted the annual Heritage Transportation Festival. There was live entertainment and lots to see and do. Activities included:

- 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

ANNOUNCING

Canal Society of Indiana's Fall Tour

THE HENNEPIN: AMERICA'S FIRST CONCRETE CANAL *Canal Society of Indiana*



September 14-16, 2012

THE HENNEPIN: AMERICA'S FIRST CONCRETE CANAL

Moline to Sheffield, Illinois

September 14-16, 2012

HEADQUARTERS HOTEL:

Comfort Inn 1-309-762-7000
2600 52nd Avenue Room rate \$79 + tax
Moline, IL 61265 Hot breakfast
(Rooms released 8-14-2012) (mention Bob Schmidt / CSI when booking)

Book your room now

CSI Tour Registration form will be mailed with the next issue of *The Hoosier Packet*

Tour fee includes Visitors Center, bus tour, golf carts, tour guide book, lunch, and play "The Locktenders."

Estimated cost: \$65-\$70 per CSI member, \$75-\$80 per non member

Friday September 14 (optional)

4:00-5:00 p.m. Tour registration at Comfort Inn

6:30-9:00 p.m. Dinner cruise aboard the "Celebration Belle" on the Mississippi River (optional)

\$47.95 per person Make reservations on-line at www.celebrationbelle.com or call (800) 297-0034

Tour participants make their own reservations in advance, not included in tour price

Boat dock located at 2501 River Drive, Moline, IL 61265

Saturday September 15

8:00 a.m. Executive bus tour of western end of the Hennepin Canal

Dave Hahne, Site Superintendent for the Hennepin Canal, will be our docent for the day

See Hennepin Canal Visitors Center, summit pool for the canal, lift bridge at Lock 22, Lock 24

Noon Lunch at the Victorian Manor

Golf carts to an aqueduct

See locks in the Colona/Milan area, lock where canal enters Rock River, last lock before the Mississippi River, see canal bypass a dam in the Rock River

Dinner on your own (suggested)

The Cellar Restaurant in Geneseo, 137 South State Street

8:00 p.m. See play "The Locktenders" presented by the Geneseo Players

Sunday September 16 Suggested things to do on your own, directions will be sent with confirmation letter

West Branch, Iowa - Herbert Hoover Presidential Library-Museum

New exhibit with three sections: Creating the Legacy, Dining with the President, and the Ideas of Lincoln and Hoover (Fee varies) 319-643-5301

Ottawa, Illinois - I&M Canal aqueduct over Fox River, toll house, canal boat replica, Lincoln-Douglas Debate statue and mural, canal mural, Scouting Museum

Utica, Illinois - LaSalle County Historical Museum in 1848 canal stone warehouse on I&M Canal

Princeton, Illinois - Covered bridge at exist 56, 1-80

Bishop Hill, Illinois - Swedish Communal Society

Quad Cities - Deere & Co. administrative center designed by Eero Saarinen, Rock Island Arsenal with two cemeteries and the Browning museum, Lock and Dam Visitors Center, Davenport House

Fulton, Illinois - Working Dutch Windmill

Tour Committee; Gerald Hulslander, Frank Timmers, Bob & Carolyn Schmidt