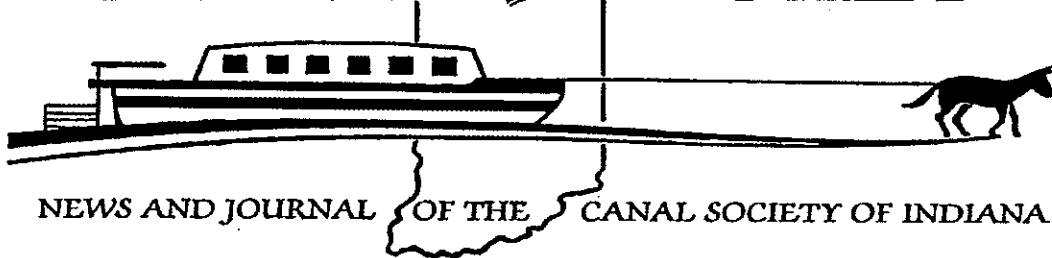


THE
HOOSIER-PACKET

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VOL. 14 NO. 1

P.O. BOX 10808 FORT WAYNE, IN 46854

JANUARY 2015

CSI DIRECTORS MET



CSI DIRECTORS AND *GUESTS

Photo by Anne Bodine

Back: Mike Morthorst, Ellsworth Smith, Frank Timmers, Brian Stirm, Dan McCain, *Mary Timmers
Middle: Chuck Whiting, Bob Schmidt, Jerry Lehman, Tom Castalci, Jerry Mattheis, Don Haack
Front: Terry Bodine, Carolyn Schmidt, Cynthia Powers, *Linda Castaldi, Phyllis Mattheis, *Betty Haack, Sue Simerman, *Anne Whiting

FEATURES

1. CSI Directors Meeting
3. Canawlers At Rest: Peter Myers
4. A Murder In Parke County And Its Wabash & Erie Canal Connection
5. The Wallhonding Canal
6. General Thomas Morris Home Moved
7. Map of W&E Lock #1
8. From Times Past: Niagara Canal, Praising Ft. Wayne, Dan Rice, Major Semans, Ft. Wayne Bridges, Canal Sickness, Stagnant Water, More Than Ever Cleared Toll, W&E Toledo To Evansville Completed, State Fair In Lafayette
10. CSO Hoocking Canal Tour
15. 30th I&M National Heritage Corridor Celebrated, WCBA Management Plan
16. Cameron Moore: A Touch of New York In Delphi
17. In Memorium: Billy J., Draper, James Lanier's Legacy
18. CSI End Of Year Report
24. News From Delphi: Harvest Festival, Visitors From Ottawa, Grant For Depot, Loom House Addition, CSI Pledges \$15,000, McCain Receive Charles Carroll Award
26. Overcoming Obstacles: My Mississippi River Trip
28. Savannah Harbor, C&O Canal Hike, Speakers Bureau: Ft. Wayne Civil War Roundtable

CSI DIRECTORS MEETING

Sixteen Canal Society of Indiana's Board of Directors and four guests met at 10 a.m. October 25, 2014 at the Old National Bank in Carmel, Indiana hosted by Frank and Mary Timmers. After everyone had picked up donuts, coffee and the agenda for the day, President Bob Schmidt called the meeting to order. He then played a CD of a new arrangement of "The Star-Spangled Banner" by Treasurer Cynthia Powers' son, Dan Powers, that was performed in "The Palladium" at the Center for Performing Arts in Carmel, Indiana, the venue they toured later that afternoon.

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THE HOOSIER PACKET - JANUARY 2015

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A moment of silence was held for CSI member's that departed in 2013-14: Dr. George P. Clark, Billy J. Draper, Richard Ford, Everett Gruber, Terry Myers, and Richard Small.

After a review of the past year's accomplishments (see page 18), and the approval of the secretary's and treasurer's reports, the board talked about upcoming tours:

April 10-12 Haubstadt, IN "Frühling Kanal Ausflug mit Freunden" Bob/Carolyn Schmidt
Fall tour O&E Canal, Newark, Ohio and Buckeye Lake boat ride Mike Morthorst

Reviewing requests for grants they voted to give the following to canal related organizations:

Carroll County Wabash & Erie Canal, Inc.

\$1,000 added to \$3000 already pledged for 2014 for a total of \$4,000 in 2014 and a pledge of \$4,000 for 2015 for the canal shanty exhibit in their Canal Interpretive Center. \$7,000 already given in 2013. Complete exhibit \$15,000

Western Wayne Heritage

\$3,000 for Vinton House display cases and toward website development for WHW and occasional help with CSI webpage

Whitewater Canal Scenic Byways

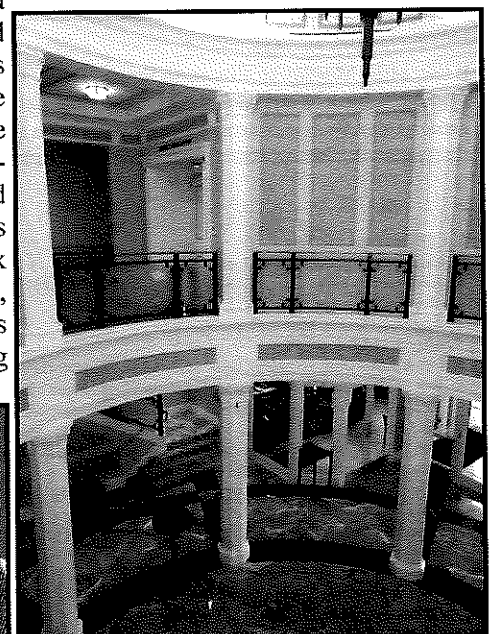
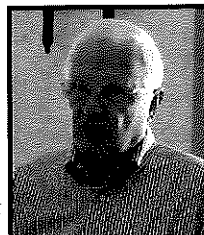
\$3,000 for equipment to make and play the first of a series of videos to be shown in their Visitor Pavilion in Metamora, Indiana

First: Canal workers lives when Canal Lock #25 was being built

Several committees were appointed to come up with recommendations on various projects and concerns. Chuck Whiting will set up the 2015 board meeting and Jerry Lehman the 2016 meeting. Each director gave a report on what was happening in their area along Indiana's canals. It was exciting to learn all that is going on throughout the state.

Lunch at "Matt the Miller's" in Carmel was delicious. It was followed by a tour of "The Palladium" led by docent Jim Burrell. He explained why and how the building was built after Palladio's Villa Capra, La Rotonda (1566). He talked about the use of the best materials such as plush carpet made from goat's hair, marble floors and an Indiana limestone façade. He showed them the west, main and east lobbies, explained the sound proofing and excellent acoustics due to moveable walls and a quiet heating/cooling system, took them by the boxes, galleries, gift shop, etc., and pointed out more theaters across the green and the memorial reflecting pool. They could not enter the main theater, which was in use.

Docent Jim Burrell and one of The Palladium's tall lobbies.
Photos by Bob Schmidt



CANAWLERS AT REST

PETER MYERS

Find-A-Grave 15309091

b. October 20, 1825
d. 18??

By Carolyn I. Schmidt

Peter Myers was born on October 20, 1825 in Cumberland county, Pennsylvania. He was one of David and Susan Myers' six children. Both of his parents were born in Pennsylvania.

Peter was reared along with his siblings in his parent's home until he was 15 years old. During his youth he attended school where he learned enough to be able to read, write, and solve ordinary arithmetic problems.

Where Peter lived or what he did to support himself for about the next 10 years we do not know. It is probable that he learned carpentry. He could not be found on the 1850 U.S. Federal Census.

In 1851, around the age of 25, Peter moved to Gibson county, Indiana where he was employed for a short time on the Wabash & Erie Canal. This was the last portion of the canal to be completed. It linked the 18 miles of the Central Canal that had been built out of Evansville to the Cross-Cut Canal at Worthington, Indiana. The Wabash & Erie Canal was opened to traffic from Toledo to Evansville in 1853. On July 29, 1853, the first boat, "Pennsylvania," with Captain Sharra arrived at Evansville.

Apparently canal work didn't agree with Peter for a few months later, in July of 1851, he was in Lynnville, Warrick county, Indiana helping build the Baptist Church. In 1852 he helped build the Rigney Mill on Lost River. Then up to July 1853 he was engaged as a house carpenter in Winslow, Pike county, Indiana. After working around

southern Indiana, he finally returned to Lynnville and settled down for about ten years.

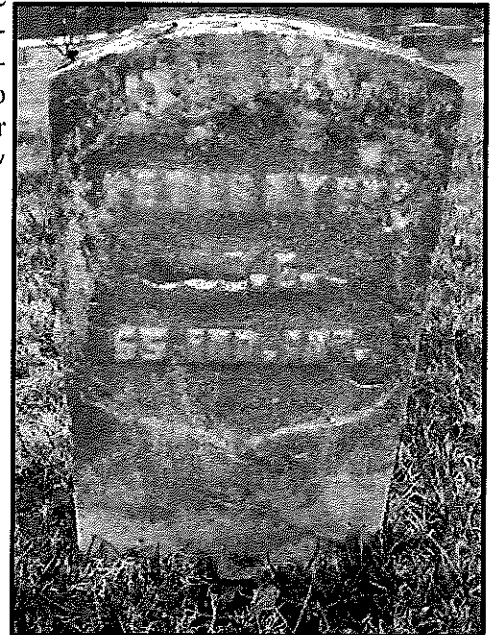
On August 10, 1862 Peter enlisted as a private in Company E. Sixty-fifth Regiment of Indiana Volunteers Infantry and was mustered in. During the Civil War he, along with his company, actively participated in the battles at Atlanta, Georgia in 1864; Nashville, Tennessee in 1864; and Wilmington, North Carolina on February 11-22, 1865. He was also in numerous lesser engagements. On June 22, 1865 Peter mustered out at Greensboro, North Carolina. He was honorably discharged.

Peter returned to Lynnville where he again used his carpentry skills. The 1880 U.S. Federal Census shows him living at Hart, Warrick county, Indiana. He is single and his occupation is listed as a carpenter. The 1885 history of Warrick county says he was engaged in undertaking and house carpentering and was "doing a creditable business."

Politically Peter was a Republican. He was in the G.A.R. at Lynnville and served as its Quartermaster.

Peter Myers died sometime after 1885 and was laid to rest in the Lynnville Cemetery. His tombstone gives no date of birth or death but simply reads:

PETER MYERS
CO. E
65 IND. INF.



Sources:

Fatout, Paul. *Indiana Canals*. West Lafayette, IN: Purdue University Press, 1972.

Find-A-Grave #15309091 Peter Myers

History of Warrick, Spencer and Perry Counties, Indiana.

Chicago, IL: Goodspeed Bros. & Co., Publishers, 1885.

United States Federal Census 1880

**A MURDER IN PARKE COUNTY
AND ITS WABASH & ERIE CANAL CONNECTIONS**
By Charles Davis

On page two of *The Republican* on February 7, 1856 there was this article about a murder in Liberty township, Parke county, Indiana under the heading "HOWARD, INDIANA, January 30." The article is quoted below in its entirety:

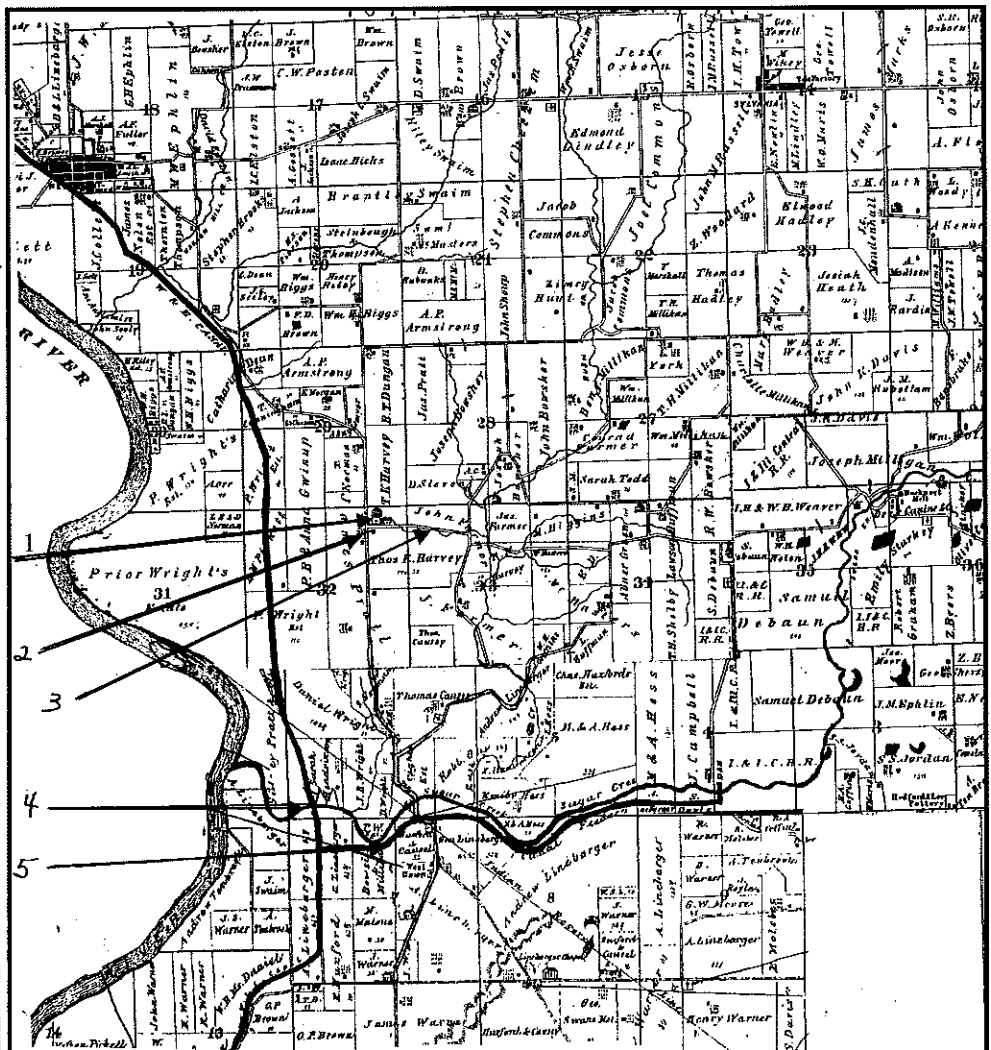
"The supposed murder happened on Thursday night the 17th inst., between the hours of nine and ten, on the road leading from Wrights Mill (Devils Den) and intersecting the main road near the residence of T. K. Harvey (Thomas K. Harvey), Esq. and about three miles from Howard. On said night there was a noise heard in the direction of the place where the shirt was found made by a person apparently in distress. The noise was heard by several persons living in the neighborhood, but they attributed it at the time to some boys who they suppose were in the woods hunting.

"The next morning the shirt was discovered by a small boy. It was concealed in the side of a hill, in a hole formed by a portion of the earth projecting over it. It so happened that a number of the neighbors were passing by at the time who examined the shirt attentively. It was very bloody from top to bottom, several gashes, evidently made with a knife, were on different parts of the shirt. One across the throat, severing the collar band from the body of the shirt; two on the right breast, about the width of an ordinary butcher knife and about the region of the heart,

some two or three inches long. There is no doubt, but these gashes were made with a knife, for they were as fresh when discovered as though they had just been made. It appears that the shirt was jerked off the man in a hasty manner, for some of the buttons were freshly torn off and the sewing in one of the sleeves, near the wristband torn loose. The shirt is now at Mr. Craft's house, near which it was found and can be seen by any one that will take the trouble to call.

"Close to the place where it was discovered, there were signs of a scuffle having taken place. There was considerable blood on the snow, some hair, and the print of a man, who was either thrown or knocked down. There were also the foot prints of three men in a fence corner close by, who it seems from their peculiar position being secreted behind a stump, and from the quantity of tobacco spit on the snow, were evidently waiting for something or somebody.

"The body, if such it was, was thrown upon a sleigh



1874 Map of Liberty & Reserve Townships, Parke County, Indiana

1. Harvey School and Cemetery
D.R. 4/424 June 6, 1831
2. Thomas K. Harvey Residence
3. Hollow — Site of Murder
4. Sugar Creek Aqueduct #11 —
Site where body was thrown into the water
5. Sugar Creek Feeder to the main line of Wabash & Erie Canal

and hauled off, for the sleigh was tracked, with occasional traces of blood from the spot where the encounter took place, to a house in the vicinity, and from thence to within two or three hundred yards of the Sugar Creek Aqueduct, as near as they could get with the sleigh. It is thought that the villains threw the body off the Aqueduct into the water below as there was blood discovered on the abutments.

"The bed of the creek has been pretty thoroughly searched, but as yet no traces of the body has been found. Some houses of suspected persons were also searched, but without success. It is hoped that time may bring the guilty persons to light and heap upon them the punishment they so

richly deserve. No arrest here yet been made. JUSTICE"

Searching several months of this paper revealed nothing more on this case. There was a band of Regulators operating around in the county at this time administering punishment to various persons they thought committed crimes as reported in this paper. One young man was caught by them at night and was beaten badly. The editor of the paper giving them the credit of the deed. The young man's crime is that he made "rude" remarks to a woman. It seems like this case and many others at this time in history, they were unsolved. In this time frame, within a year, there were four homicides in Parke county.

THE WALHONDING CANAL¹

From CANAL COMMENTS - 44

By Terry K. Woods

"Twenty Five Miles To Nowhere." So in a few disparaging words did one writer describe the Walhonding Canal. This characterization was accurate, but only because the planned extensions of this branch of the Ohio Canal were never executed - due to the poor economic climate that then prevailed throughout the nation.

This canal was one of the additional transportation routes authorized by a special Act of the Legislature in 1836. Its primary goal was to provide dependable transportation to some of those areas "missed" by the original Internal Improvement Act of 1825. The survey for this feeder canal into the rich wheat lands north and west of Roscoe was completed by Ohio Canal Resident Engineer William H. Price that same year - 1836. The estimated cost of what was to be the initial section of the Walhonding & Vernon and Walhonding & Mohican Canals was priced at \$387,467. Construction began in 1837 with 18 miles being placed under contract. The remaining 11 sections were let in the spring of 1838.

The Walhonding Canal began at a junction with the Ohio Canal at the western edge of the large basin just above the town of Roscoe below the double lock south of the Walhonding Aqueduct. It followed the right bank² of the Walhonding River for six miles to where it crossed to the left bank upon slackwater above a dam. The left river bank was then followed for 12 ½ miles through the town of Warsaw to the junction of the Walhonding River - formed by the Mohican and Vernon Rivers. The canal then followed the left bank of the Mohican for approximately five miles to where it entered that stream, a short distance within Knox

County, a little over a mile below the point where Flat Rock Run emptied into the Mohican.

All the construction experience gained from building the Ohio Canal was applied to the Walhonding. Minimum channel dimensions, as well as design and sizes of locks, were the same on both canals. The Board of Public Works had originally announced the completion of the Walhonding Canal by October 1839, however, construction was slowed continually by failure of the Canal Fund Commission to secure the necessary loans in that rough economic climate. Boats were finally able to navigate the entire length of the canal on June 1, 1842. By then, though, the cost of this waterway had increased to \$607,269!

Throughout much of the construction period, the Board of Public Works urged the Legislature to proceed with the extensions. Surveys, plans and cost estimates of the Vernon and Mohican extensions were submitted in 1838. The Vernon Canal, from the junction of the Vernon and Mohican Rivers to the town of Mount Vernon, would have been 21 miles and 64 chains long, used 17 locks to overcome 171 feet of elevation change and cost an estimated \$360,509. The Mohican Canal, from the termination of the Walhonding Canal to Loudinville, would have been 23 miles and 68 chains long, had 11 locks to overcome a rise in elevation of 94 feet with an estimated cost of \$416,736.

Both extensions were resurveyed in 1839 by Nathional Medberry, the Resident Canal Engineer from Roscoe, and application for funds to begin construction was made to the Canal Fund Commissioners. Bids for contractors were advertised in 1843, but the Commissioners advised there were "no funds available," so no bids were accepted. A final try to construct these canal extensions was attempted in 1844, with the same results. After that, all thoughts of extending the Walhonding Canal were abandoned.

Through navigation of the Walhonding Canal began in 1842. By then an additional, town lay along the line. Walhonding was platted during the summer of 1841. There never was a town at the northern termination of the Walhonding Canal, nor any established roads into that area. The village of Rochester lay about a mile and a half above the canal's Feeder Dam in Walhonding County. An unincorporated community, dubbed Cavaleo, was established in Knox County on the right bank of the Mohican, just below the point where Flat Run entered that river, a short mile above the feeder dam. Canal boats could be poled from the slackwater pool above the dam to each of these towns; apparently some were. A warehouse was established in Rochester and four were constructed in Cavaleo. A low-grade iron ore was discovered near the canal between Warsaw and Walhonding and some was shipped on the canal. For a short time there was a foundry in Walhonding that may have contributed a few boatloads to canal shipments.

For the most part, though, with no real commercial destination for the Walhonding Canal, and no big revenue producers along the waterway itself, there was relatively little activity on this fore-shortened canal. The Empire Mill north of Roscoe used Walhonding Canal waterpower, as did a mill in Warsaw and one in Walhonding. But with the extensions still-born, there was not much hope for commercial success of the Walhonding Canal. Ironically, the State of Ohio, under the direction of the short-lived "Plunder Law"³ subscribed \$60,000 to the private company constructing the Milan Canal north of the Walhonding valley. This ship canal, directly linked to Lake Erie, opened in 1839. It took most of the wheat trade from the Walhonding Valley that might have gone by canal.

Lack of commercial traffic and failure to extend the canal led to its sometimes neglect in state maintenance funding. Often it was impossible for boats to enter the Mohican river at canal's end due to extensive bars. Large expenditures were made on the maintenance of the Walhonding Canal, though, in 1852 and 1853. All the 13 lock gates were replaced and necessary repairs made to the locks themselves and to both feeder dams. Unfortunately, railroad lines reached all the upriver areas that the canal extensions were to have reached between 1852 and 1854. Canal business fell off nearly 30% from already dismal levels in 1852, 35% in 1853 and 80% in 1854. It is important to remember that in no year prior to the canals being leased in 1861 did the Walhonding Canal bring in as much as \$3,000 in tolls.

All through the years after the canals were returned to State operation in 1878, attempts were made to sell the Walhonding Canal to a railroad, but though many 'deals' were proposed, none came true. Then, in 1893, apparently

to the complete surprise of Ohio's Board of Public Works, they found a competing railroad, the Toledo, Walhonding Valley & Ohio, running, right alongside the Walhonding Canal from Roscoe through Walhonding and Rochester and extending up to Loundinville. The railroad was laid so closely to the canal along its berm bank that in some places it encroached on canal land and it came so close at Lock No 10 that a portion of one of the gate 'sweeps' had to be sawed off so passing railroad cars wouldn't hit it.

Once the State became aware of this encroachment, they threatened to take the case to court. On August 6, 1894 the Railroad settled "out of court" and paid \$5,000 to the Roscoe Toll Collector. But with a competing railroad running "cheek to jowl" with the canal, the State decided to abandon that portion of the Walhonding Canal above the Six Mile Feeder Dam. That abandonment became official on October 13, 1896.

The lower six miles of the Walhonding Canal acted as a feeder to the Ohio Canal into 1913 and as a hydraulic race for the Coshocton Power and Light Company until 1953, but that is another CANAL COMMENTS.

¹ This article is based upon the one used (original by Frank Trevorrow) in the 3rd issue of the 1975 TOWPATHS—the quarterly Historical Publication of the Canal Society of Ohio, with additional research I picked up when writing TWENTY FIVE MILES TO NOWHERE in 1991.

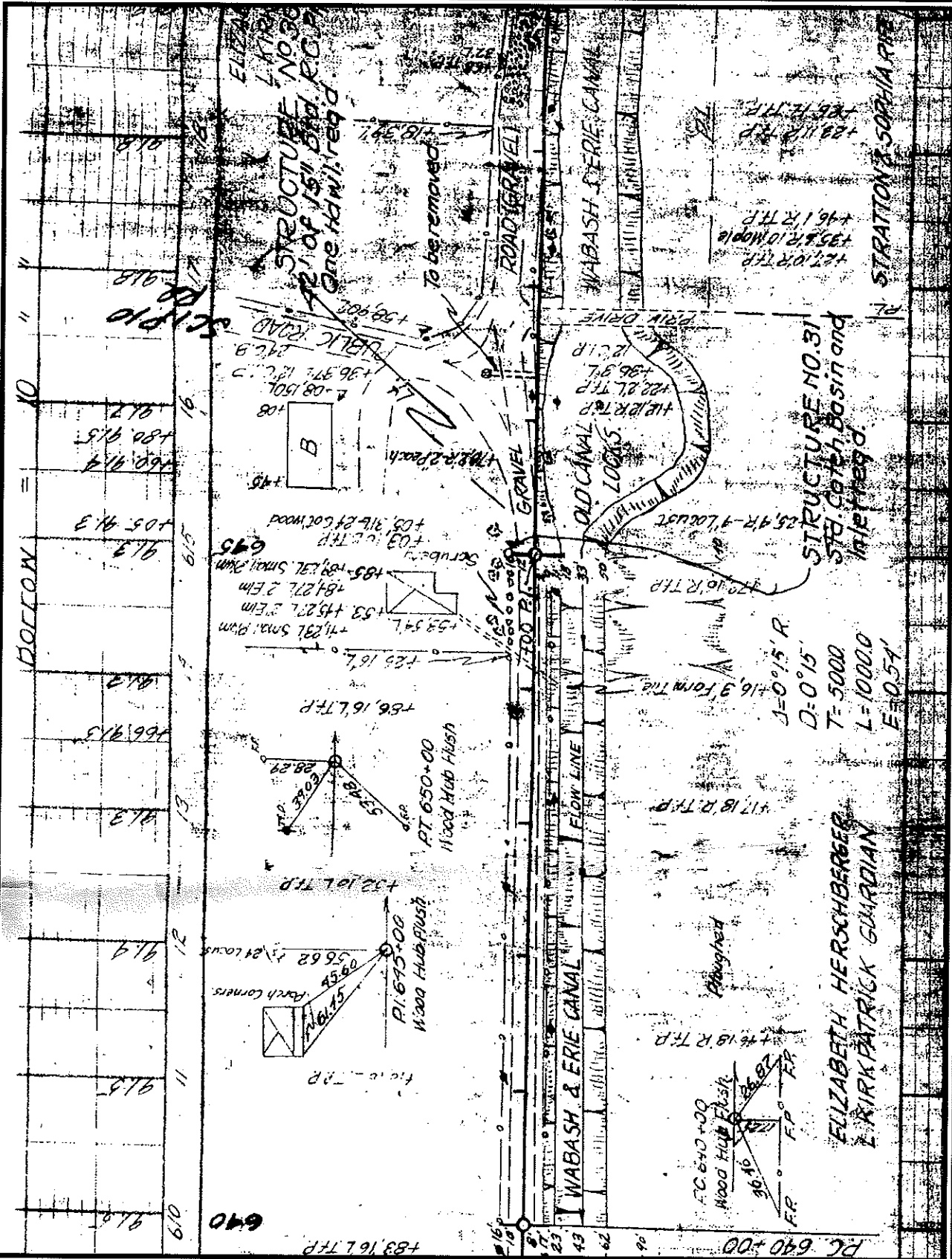
² Right and left river banks are considered from a point of view looking downstream from the center of a watercourse.

³ In 1836, a law was passed that required the State of Ohio to subscribe for 1/3 of the stock in any transportation company in the state once a minimum amount of stock had been subscribed.

GEN. THOMAS MORRIS HOME MOVED

The 153-year-old farmhouse at the corner of 106th Street and Kindaid Drive in Fishers, Indiana, which was once owned by General Thomas Armstrong Morris, a key player in building Indiana's canal and railroad systems as well as the Indiana Capitol, was moved on October 4, 2014 to a 2-acre parcel on Navient's campus a half-mile down the road. The move was expected to take 3 hours and cost about \$115,000. Indiana Landmarks pledged \$2,500 for architectural work, Hamilton County Tourism agreed to match public donations up to \$30,000, and Thompson Thrift gave \$20,000. Fishers waived some of the moving fees.

Frank Timmers, CSI director, Carmel, Indiana



This recently found map shows Wabash & Erie Canal Lock #1. This 1929 plan shows the location of Lock #1, Saylor's Lock about 1/2 mile from the Indiana/Ohio state line at U. S. 24 and Scipio Road in Allen County, Indiana. This map was drawn before U.S. 24 was paved.

FROM TIMES PAST

Fort Wayne Times & People's Press
August 17, 1853

Niagara Ship Canal. The New York Legislature has authorized the construction of a ship canal between Lakes Erie and Ontario. The Canal will not exceed nine miles in length, extending from Schlosser, two and a half miles above the Falls, to Lewiston. It will pass through an entirely level country till it reaches the Mountain ridge of Lewiston, where a stupendous system of double locks will overcome an elevation of some three hundred feet. When this canal and the one now building across the Falls of St. Mary shall be completed, the navigation of the great chain of inland seas, from the head of Lake Superior to Ogdensburg will be uninterrupted.

Fort Wayne Times & People's Press
August 17, 1853

A correspondent of the *Warsaw Democrat* thus speaks of Fort Wayne:

Fort Wayne, July 16, 1853

Messrs. Editors: — Finding myself disengaged this morning, I know not how I can more pleasantly pass the time than by sending you a few pen etchings from the beautiful city of Fort Wayne. I must confess that upon my arrival here, I was agreeably disappointed. I had pictured in my mind a village containing 2,000 inhabitants; ordinary in its location and characterized by rural simplicity. How easy to be led by wayward fancy — the crowded marts of business, clanking of machinery, rumbling of drays and carts soon dispelled the illusion, and almost led me to believe that I was wending my way through the business streets of some Eastern city. Fort Wayne is truly the Queen City of Northern Indiana, its admirable location, architectural beauty, cleanliness and taste, render it a place well adapted for renovating the tired body and giving new energy to the faded mind. No lumbering buildings with bungled *danjoux* of folly; no vain and useless aspirations of the day; no monuments of sordid avarice or misguided judgment meet your gaze to detract beauty from the whole. All is characterized by mature judgment and disciplined taste.

In regard to business I suppose there is not another town in the State can compete with it, located on the Wabash & Erie Canal, commanding an Agricultural country miles in extent, supporting with a spirit worthy of emulation Manufacturers of all classes. It is destined we think ever to retain that supremacy which it now mysteriously holds. The citizens are courteous, benevolent, well informed and good looking — and we must confess that never in a place of its size have we ever beheld so many beautiful young

girls; when we touch upon this subject we are in a situation similar to that of an old gentleman of our acquaintance down in the Keystone State who by the way was one of the most inveterate and profane creatures that ever crowded over the face of this broad and beautiful world. We met him one bright summer morning carting stone for his new barn, in going to which, he had to ascend a long and steep hill, after an animated argument on the road and exhausting one or two sections of oaths, he succeeded in gaining the summit, when the pin of the cart slipped out, and down rolled the stones to the bottom of the hill. We stared back aghast, thunderstruck, expecting to hear a perfect blue streak of profanity, but what was our surprise upon his turning coolly around and in that agony of his soul exclaiming, "Well I can't do that justice." Thus it is with us in regard to the female beauty of Fort Wayne, we leave the subject for we can't do it justice. There is established here a Female Collage, the number of females in attendance at present is 100. The College stands upon rising ground on the banks of the St. Mary's in the Western part of the City, it is an imposing structure, well worthy of the town. We have met some few of these school girls and should judge from their appearance and conversation, that no pains is spared by the faculty, in securing to them a profound education. While listening some few evenings since to the spirited and sensible conversation of several, our mind recurred to the communication in your paper a short time since, entitled "Stalking Gracies of Awful Phrase," by some shallow brained splater deck of Deeds creek, if he is desirous of submitting to posterity the greatness of his giant intellect, we would advise him to attend some country school, under the kind care and supervision of some school Miss, who will teach that though now a fool he may become wise.

On last Sabbath we spent an hour among the dead. The Cemetery is situated south of the City, much care and attention has been bestowed upon this holy repository, it is marked with the characteristic taste of the citizens. — The thought occurred to us while there, how pleasant to die and be laid here amid nature's garniture to sleep, while the green tufted foliage sighs your requiem and the morning birds carol forth the varied songs. The south end is reserved for the Jewish and Catholic denominations.*

We have noticed but two things wanting in Fort Wayne, these are Court and market houses. This is immediately noticed by strangers, from the fact that when they visit so large a place they immediately ferret out the public buildings, naturally supposing them to be adorned with beauty, public monuments of a public spirit. — Immediately upon our arrival, we went in search of the Court House and public grounds but returned unsuccessful, and not until some few days since did we learn where the insig-

nificant hovel stood. I presume there is not a county in the State but what can boast of a better Court House than Allen Co. When we visit this city again we hope to find public buildings in accordance with the character, prominence and beauty of the place. If Christianity does not progress it will not be on account of not having sufficiency of buildings for public worship. The various denominations have their churches large, tasty and commodious buildings.

If Fort Wayne is beautiful the country surrounding it is more so, the land upon the opposite side of the river is low, level and produces bountifully. The corn could not possibly look better, while the harvest just gathered has been excellent. Land throughout the country ranges from \$12 to \$50 per acre, which taking into consideration this excellent market for all produce, the rapid growth of the city and advance of property, we do not at all consider it unreasonable.

We have spent much of our time upon these spots to memory dear, the former haunts of the savage, the camping ground of Mad Anthony, the beautiful but disastrous and melancholy field of Gen. Harmar — all are marked by neglect, not even a rude sepulcher is reared to commemorate the worthy deeds, or mark the spot where they fought, bled and died, our fathers and compatriots; not a vestige is left to tell the stranger than here stood the building from which peered the savage to bow the obsequious knee and surrender those flowery fields & hunting grounds now our inheritance. This is a burning shame; that fort should never have been demolished; it should have stood until it crumbled into the dust, a living monument of him who did so much for this goodly land. If the growth of the city demanded its removal, a spirit of honor, justice and pride should have immediately prompted the erection of a suitable monument upon the spot. We hope ere long this will be done.

There are a thousand other matters we might mention connected with this progressive city and surrounding country, but time and space will not permit. We know not when we may again visit Fort Wayne, it may be years, but of one thing we are assured, that those spots now teeming with beauty, sun-shine and gay songs, where we have passed so many pleasant and impressive moments, in a few years will have passed away; an where now bloom the wild flower and rose, the honeysuckle and vine, will be seen towering monuments of man's genius, and be heard the brisk hum of industrious thousands. More anon.

Au Revoir.

*The Catholic grave-yard is not there. *Times*.

Fort Wayne Times & People's Press
August 24, 1853

DAN RICE IS COMING! The original Dan, and no mistake, with a fleet of Canal Boats, containing his Hippodrome and Menagerie, an unequalled equestrian Troupe. A large stud of trained Horses. The performing Lalla Reekh — a splendid collection of wild animals, including a white Syrian Camel, the wild Boy of Ceylon, Chinese Family, &c. Will visit Fort Wayne soon.

Dan Rice himself, will positively appear at each exhibition. Due notice will be given of his arrival.

Fort Wayne Times & People's Press
August 31, 1853

Death of Major Semans. We regret to see announced in the *LaFayette Journal*, the death of Major John B. Semans, of that city, which took place on the 22d inst., in his 48th year.

Major Semans, was, during the greater part of his life, connected with the press. He was a printer by trade. After conducting a paper for some years at Wilmington, Ohio, he moved to LaFayette in 1829, and established the *Free Press*, the predecessor of the present *Journal*. In 1834, he disposed of the establishment, and, subsequently, removed to Defiance, Ohio, where he was admitted to the bar, and about 1838 established the *Defiance Banner*. In 1841 he returned to LaFayette re-purchased the *Free Press*, changed its title to *The Journal*, and conducted it until the campaign of 1848; when he declined to support Gen. Taylor, and again sold out. Since that time until his death, he held the place of Canal Collector.

The Journal is mistaken when it says the *Defiance Banner* was independent in politics, if it means thereby neutral. *The Banner* was a Whig paper, decidedly; but it only continued some eight or nine months. He afterwards commenced the publication of the *Barometer*, a neutral paper, which lasted but a short time, when, in June 1840, we purchased the establishment, which was the nucleus of the present *Times & Press* office.

Major Semans was a pleasant, companionable gentleman, as well as a man of talent and of the strictest integrity. His death is a loss to LaFayette, and an irreparable one to his family.

Fort Wayne Times & People's Press
September 14, 1853

Bridges. — A new bridge will soon span the St. Jo. River, just above the brow of Capt. Rudisill's mill-dam, and judging from the material to complete the frame-work, it will reflect credit on our people.

One also is in the same advanced state over the St. Mary's, at Edsall's mill, near the aqueduct.

The other bridges over the St. Mary's, as well as

that over the Maumee need immediate replacement.

They are "man traps" and may pass unnoticed by authorities until some great injury is done or life lost.

Fort Wayne Times & People's Press
September 28, 1853

WHAT IS THE CAUSE? There is more sickness, as we learn, among boatmen navigating the Wabash and Erie Canal this season, than has been for many years.

Fort Wayne Times & People's Press
September 28, 1853

A cubic inch of stagnant water is computed to contain eight hundred millions of living and organized beings.

Fort Wayne Times & People's Press
September 28, 1853

On the 19th inst. There was cleared at the collector's office of the Wabash and Erie Canal, in the city of Fort Wayne 10 tons of merchandise, besides a large quantity of other freight not cleared as merchandise. This is more than was ever cleared at this office in one day.

Fort Wayne Times & People's Press
October 12, 1853

Wabash and Erie Canal. - This stupendous work, commenced over twenty-one years ago, is completed, and forms a continuous line from Toledo, Ohio, on Lake Erie, to Evansville, Ind., on the Ohio River, a distance of 459 miles. [468 miles at this time the portion to Manhattan was no longer used] With how much indifference this news is received at this peculiar juncture of time.

The paper containing it is thrown hastily aside, and the event passes from the mind to make room for something

more important. - As this work reached from place to place the event was hailed with joy by the people of Northern and Western Indiana, and its completion was looked to as a transpiration of an event to be regarded as a most important epoch in the future history of Indiana.

The idea of a continuous artery bearing the waters of the St. Lawrence to commingle with those of the Mississippi was one of the grandest conceptions and the event it was thought would be hailed and celebrated by illuminations and bonfires. But how uncertain and unstable are human things, how mutable are human affairs; the powers of the mind that projected this great work will soon be the means of its own comparative destruction. New schemes have been devised by the developed powers of the human mind, new requisitions have been made on human energy, their wants have been made known, and their capacity has proved commensurate with and adequate to them.

The great web of railways completing and completed, has overshadowed this work, and absorbed all attention, and we may look forward to the day when our fathers will be regarded as imbeciles for expending so grant a sum of money in digging this ditch; but it was adequate to the wants then and formed the incentive to more gigantic enterprises. — All honor due them.

Fort Wayne Times & People's Press
October 12, 1853

State Fair. — A large number of our citizens left here by the packet on last Sunday bound for the State Fair at Lafayette.

We hope there will be a fair exhibition and that the fair will be the fairest part of the Fair and that they may have good fare, and happy and joyous farewell, but not forever.

CSO HOCKING CANAL TOUR

By Carolyn Schmidt, Photos by Bob Schmidt

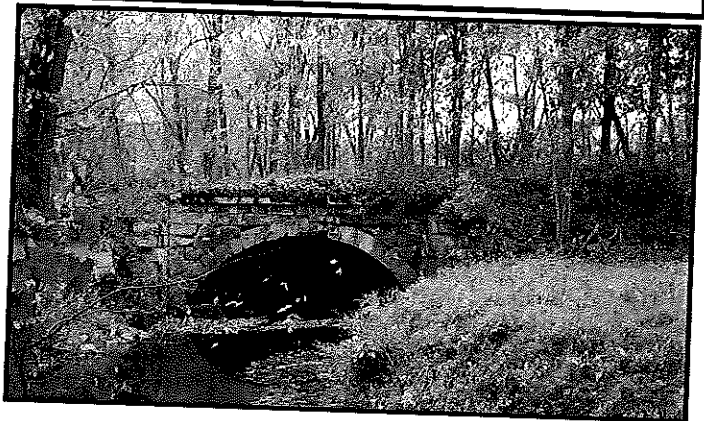
The Canal Society of Ohio headquartered its fall tour, "The Hocking Canal~Logan to Carroll" on October 17-19, 2014 at the Holiday Inn Express in Logan, Ohio. Friday night they gathered in the Hocking County Historical Society Museum for cookies and a PowerPoint presentation by Dave Neuhardt of canal sites to be seen on Saturday. CSI sold duplicate books from its collection and gave attendees a copy of *The Hoosier Packet*. CSI members attending the tour were: Mike Morthorst, Bob & Carolyn Schmidt, Bruce & Kay Sheldon, Dan Schuster, Frank & Mary Timmers and Larry Turner. Following the program canawlers explored several of the museum's buildings.

On Saturday morning they boarded a motor coach to begin the day exploring the canal remnants. Dave Neuhardt was the docent with help from Dave Meyer, who wrote the tour guidebook.

The Hocking Valley is rich in natural resources. The canal was originally built to transport manufactured salt that was distilled from brine in Salina, Chauncey and Athens, Ohio. Barrels of salt were shipped up the Hocking Canal to Carroll, then down the Ohio & Erie Canal to Portsmouth, transferred to flat boats or paddle wheelers on the Ohio River, and eventually arrived in Cincinnati, which was the center of the Midwestern packing industry in the 1800s. It also shipped Black Hand sandstone, coal, charcoal, fireclay, iron, pottery and farm crops.

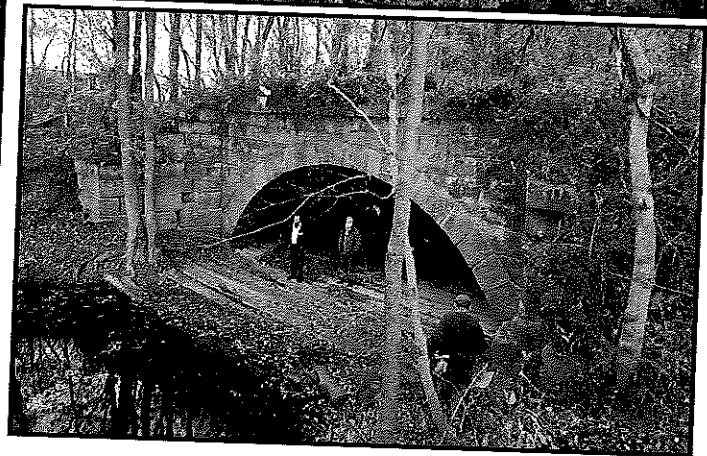
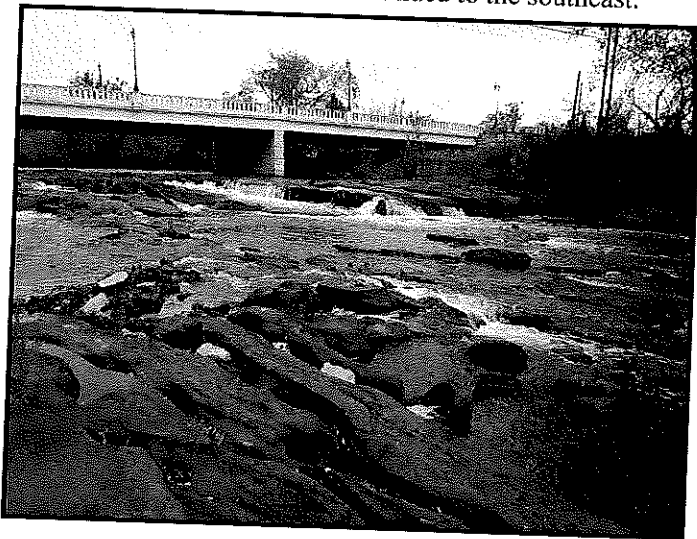
THE HOOSIER PACKET - JANUARY 2015

The Hocking Canal, a fifty-six mile long waterway, was completed in sections — first northern section in 1839, second in 1840, third to Monday Creek in 1841, fourth in 1842, fifth to Athens in 1843. It had thirty-one locks, eight dams, thirty-four culverts and one eighty-foot long aqueduct. It used the Hocking River creating slackwater pools for some of its levels. The northern section, which was plagued with silting, was widened and deepened from Carroll to Lancaster, Ohio in 1856. It was abandoned in reverse order of its opening mainly due to severe floods in the lower Hocking Valley in 1873 and 1875. In 1894 the Ohio Legislature abandoned the remaining canal from Carroll to Nelsonville.



Width of prism over culvert

The various sites seen on Saturday are shown below. The first stop was the Falls of the Hocking River, where the Worthington Grist Mill and the canal were once on the opposite side of the river. Dam #5 was built where the bridge now stands creating a slackwater pool above it. The canal left the slackwater pool to bypass the falls, proceeded into Logan and then continued to the southeast.



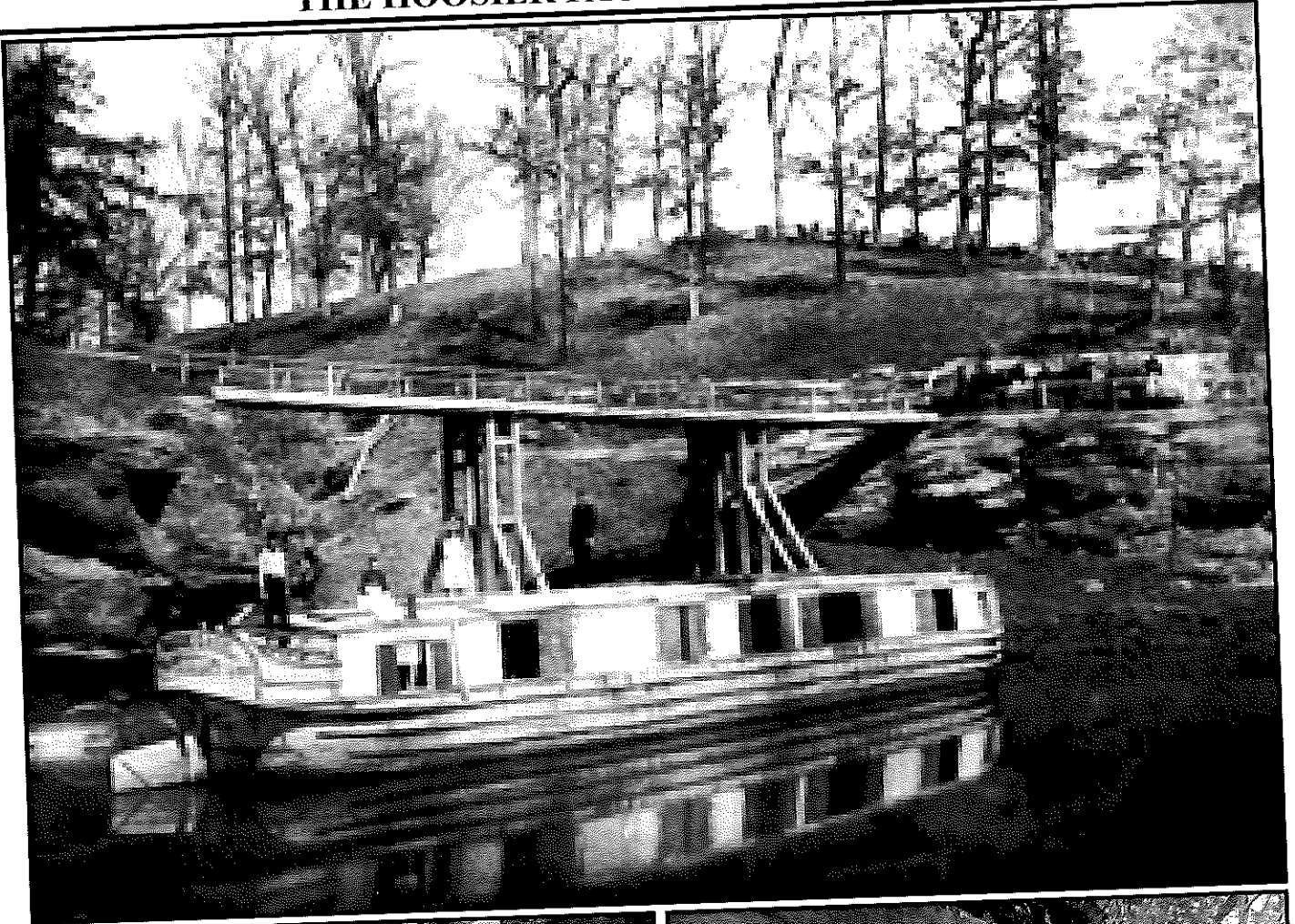
At one point along the Hocking Canal a towpath had to be cut into the steep rock ledge to take the towing animals across a bridge in a ravine area. There the towpath is 1200 feet in length for this crossing. This includes two ramps, the elevated towpath and the bridge area. Canawlers hiked up the eastern steep ramp and uncovered the post holes carved in the rock that supported the protective fence. Some of them wondered how the drivers ever managed to get their animals through this scary area. Also on the east ramp they saw carvings in the sandstone.

Old Town Creek Culvert was an exceptionally wide culvert. It is located in the town of Logan. A sign nearby calls it an aqueduct. It reads:

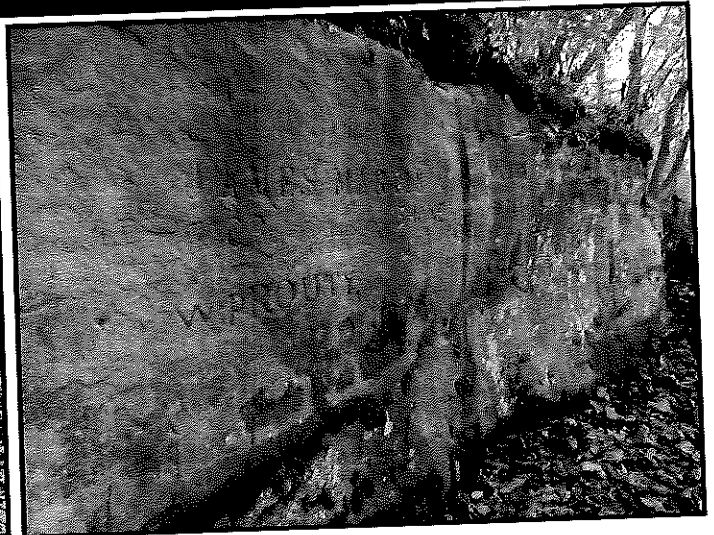
Aqueduct Park. The aqueduct was opened as a part of the Ohio Erie Canal in 1840. Supported by an archway of heavy sandstone blocks quarried nearby, the aqueduct carried the canal water and canal boats over Old Town Creek.

The north face of the culvert is not in as good a condition as the south face. The timber foundation needs to be kept wet or it will deteriorate and the culvert will collapse.

There is a famous picture of the "Maggie Case," a canal boat from Logan, in the canal with a driver and three mules crossing the bridge. This picture helped them better understand the crossing made by the towing animals.



POST HOLES FOR THE FENCE TO KEEP TOWING ANIMALS FROM FALLING OVER THE CLIFF



Lock #12 is said to have been named Sheep Pen Lock because a farmer penned up his sheep in it before it was watered for the canal. It was in very good condition. A double-sided Ohio Historical Marker located there read:

LOCK NO. 12, THE SHEEP PEN LOCK The twelfth lock on the Hocking Canal, the Sheep Pen lock, underscores Southeast Ohioans' efforts to open their region to the world during the mid-nineteenth century. Built as a guard lock, it was intended to permit slackwater navigation of the Hocking River by regulating water depths where river and canal met. Those plans were later abandoned and the mechanism was converted to a lift lock, which raised and lowered boats as required by changes in the canal's elevation.

Stretching from Carroll to Athens, the Hocking Canal opened in 1843. The canal stimulated the growth of Lancaster, Logan, and Nelsonville, and opened the Hocking Valley to trade. Its major exports were salt, coal and iron. Imports included goods from the East, such as cloth, shoes, and dishes. The advent of the railroads in the 1850s meant the beginning of the end for canals. In 1894, the Hocking Canal was abandoned.



Stopping at Sugar Grove Locks #9 and #10 were seen. Does the following picture look like a lock? Go around the building and there it is.



Note the slanted stone interior walls of the guard lock that differ from the fine cut stone at the entrances to the lock. A tree is ruining this lock. A gate recess and holes in the stone used for lifting purposes are seen in the following photo.

THE HOOSIER PACKET - JANUARY 2015

Lock #10 was more easily seen across the street. Note that some of the lock's stones have been used to support a pipe. This view looks south into Rush Creek slackwater.



Lock #8 is currently known as Ream's Lock after the owner of a grist mill once located there. It has also been known as Clark's or Horn's Mill Lock. The Canal Society of Ohio is purchasing the lock to help save its stones from being sold to a landscaper. A large sycamore is moving the stones on one side of the lock upward and needs to be removed.



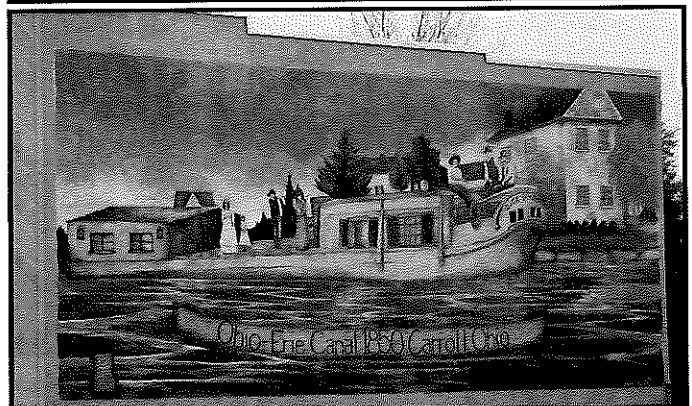
Proceeding to the Lancaster Lateral Canal the sites for locks #1-4 were pointed out. Then Long Lake, the last watered section of the Hocking Canal was seen.



At Carroll the Canal Basin is filled with playground equipment in a park. Nearby was an Ohio State Marker for the junction of the Ohio-Erie and Lancaster Lateral Canals that read:

JUNCTION OF THE OHIO ERIE AND LANCASTER LATERAL CANALS

Canals were an important means of transportation when Carroll was founded in 1829 by William Tong and his brother Oliver, who chose this site because it was where the proposed intersection of the Lancaster Lateral Canal and Ohio-Erie Canal would be constructed. This is the only site in Fairfield County where two canals met and came to be known simply as "the junction" by local residents. Canals became obsolete with the emergence of railroads and the last canal boat passed through Carroll in 1897.



Many canal structures were seen. Canawlers returned to Logan for the evening banquet at the Old Dutch Restaurant.

30TH ANNIVERSARY I&M NATIONAL HERITAGE CORRIDOR CELEBRATED

Following last month's article about the Ottawa Canal Association's open house celebration on August 4, was written by CSI member Gerald Hulslander. Since then headquarters has received more information from Stan Dziejdzic as follows:

"The Ottawa Canal Association wants to raise the public's awareness of the enormous influence the Illinois and Michigan Canal had on the development of Chicago, Ottawa, Northern Illinois, and the Midwest as a major economic engine," according OCA President Arnie Bandstra. "The Ottawa toll collector's house is the only remaining of four built in the 1840s, and is the last remaining relic of the times when the canal was a major developer of north central Illinois and the Midwest."

Featured in the celebration was the signing of the legislation creating the National Heritage Corridor. The I&M Canal National Heritage Corridor was the first of many so created by the act, signed by President Ronald Reagan in 1984. The commemoration ran in conjunction with a two-day weekend observance presented by the I&M Canal Corridor Association.

In Ottawa costumed docents guided visitors through the toll house, explaining the function of the toll collector and the tools he used. Country Music of the period was presented by two local groups, the Grand Ridge Five and Katie Belle and the Belle Rangers, their services donated by OCA members. Ron Bluemer, a canal historian and author, was present to sell and sign his book "Here Come the Boats" and share some stories connected to the canal.

The City of Ottawa was very cooperative in its support of the occasion. The Parks Dept. provided 15 picnic benches and brought in loads of limestone screenings on Saturday to cover the path and to freshen the walkway between the parking lot and the towpath. It provided an elevated stage for the musicians and erected a number of permanent signs posted in the immediate neighborhood, directing drivers to the toll house. The police department provided a movable traffic sign indicating the location of the toll house.

Local vendors pitched in for the event. The Cheese Shop provided all the food – bratwurst, hamburgers, and hot dogs, homemade chips, and soft drinks, with the sales proceeds donated to the canal association. Triple J, an ice cream shop across the street from the toll house, provided

50 coupons for free ice cream cones.

The Reddick Mansion, a popular nearby tourist attraction, lent about a dozen red, white, and blue bunting to dress up the barge and the toll house. Volunteers also supported the event with planning, publicity, name tags, posters, and set-up and tear down of the site.

MANAGEMENT PLAN FOR WHITEWATER CANAL CORRIDOR

According to Candy Yurchak, Whitewater Canal Byway Association (WCBA) president, a 75 page Corridor Management Plan has been created by Green3, LLC from Indianapolis with the help of a \$60,000 grant. The Whitewater Canal Byway Association was formed out of the Metamora Economic Development Commission's regional steering committee in November 2007 and by June 2008 it was officially recognized by the State of Indiana.

The WCBA was awarded a \$689,600 grant from the Indiana Department of Transportation in November 2008. They purchased the MacLynn Campground in Metamora to serve a headquarters and later named it Gateway Park.

A 2005 demographic study advised that a byway marked along the Whitewater Canal and the town of Metamora was not enough to attract visitors. So they changed focus to encompass the entire Whitewater Valley and created loop trails off the main route — a first for Indiana. These loops received official designation in October 2011.

Now the new management plan states, "The canal does not have a direct presence on the three loop routes. As such, the story of the valley's transportation history gets lost once the primary route it left...Helping fold these areas into the overall byway experience and transportation story will be one part of the planning effort."

The plan suggests adding a bike route in Wayne County, which is flatter than other counties in WCBA, and getting rid of billboards, utility clutter and industrial activity in Connersville, Fayette County. In Metamora, Franklin County it proposes addressing a blighted storage site, the unkempt area by Whitewater Canoe Rental, and the large riprap banks along State Road 52.

Connersville has agreed to act as the local government agency to serve as a pass through. The Corridor Management Plan is a step toward recognition as a National Heritage Area.

CAMERON MOORE:
A TOUCH OF NEW YORK IN DELPHI

By Mark A. Smith



The next in our subjects of unique homes and merchants in the City of Delphi and Front Street homes involves the dwelling of Cameron Moore at 220 W. Front Street. According to an entry in the Legacy Book, 2005, the Moore family was no stranger to Carroll County as the patriarch William entered the Carroll County scene in 1838, coming from Penn Yan, New York with his children Phebe, George, Henry, Charlotte, Isabelle, Cameron, and Gobrias. They purchased land due east of the Zion Cemetery. Father William was a Baptist pastor who preached at several churches in Carroll County. He founded the Sugar Creek Baptist Church, which was constructed on the adjoining farm of his son, George. The church is no longer in existence.

The builder of this Front Street home was Cameron, who was born on December 6 in Penn Yan, New York, and married Jennie Webber in 1861. Jennie was the daughter of Robert Webber, who in typical versatile pioneer fashion served as a newspaper publisher of *The Western Banner* with George Clymer.

Cameron and his brother George erected the Moore Block in 1863 at the corner of Main and Washington streets. It is still standing and carried that name into the early part of the twentieth century. Cameron was a pioneer dry-goods merchant in the city of Delphi. He periodically made his way back to the land of his birth on the Wabash-Erie Canal to purchase goods for his store, which was originally situated on the east side of the square. He was married in 1903 at Sterling, Illinois to Frances Hershey.

It should be mentioned here that Cameron's other sibling, Isabella, was married to Enoch Rinehart, whose residence was on the other end of Front Street. Isabella became Enoch's second wife at the death of his first, Elizabeth

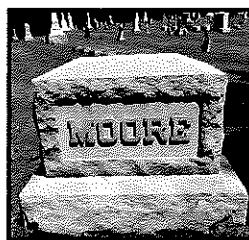
Parker.

Cameron's son was Jesse Cameron Moore. Jesse was born in Delphi in 1868. After his graduation from school at Ann Arbor Michigan he studied law at Harvard. He was an attorney who established a law practice in Indianapolis in 1894. He was made a trustee of the Indiana Baptist Home in 1899. He was married in 1903 at Sterling, Illinois to Frances Hershey. In 1940 he started the Columbia School and Supply Company and served as its secretary-treasurer. He was a 32nd degree Mason and a member of the Mystic Tie Lodge. He served as trustee of Franklin College for thirty years. His death was recorded in the Logansport Press of May 9, 1957. Jesse's progeny included a daughter, Grace (Paul) Hoffman, of Michigan, two grandsons, Peter and Paul and one great-grandchild. He was a cousin of the late E.W. Bowen of Delphi. Grace announced her engagement to Mr. Hoffman in 1929.

Later residents of the Moore home were Miss Anna Hardy and Julia Hardy Irelan. Anna's death was recorded on July 15, 1954. She was a retired school teacher, being graduated from Rockfield High School, St. John's Academy of Indianapolis and the Terre Haute Normal School. She taught in the schools of Carroll County for a number of years, was a member of the Delphi Presbyterian Church, and also of the Daughters of the American Revolution.

Julia Irelan was a widow of T.M. Irelan and daughter of David Hardy of Carroll County and Angeline Martin. At her passing on November 9, 1945 at 73 years, two months, and twenty-eight days she was laid to rest in the Woodville Cemetery in Liberty Township of Carroll County.

Current residents of the home are Lloyd and Nancy Cripe.

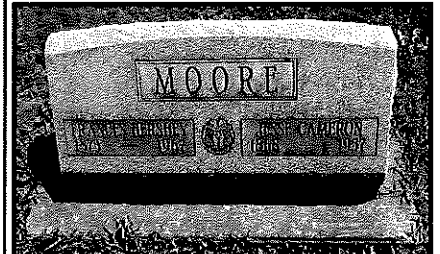


Masonic Cemetery
Delphi, Indiana

MOORE

Jenny Webber 1843-1902
Cameron 1824-1889

Frances Hershey 1873-1967
Jesse Cameron 1868-1957



IN MEMORIAM

BILLY J. DRAPER

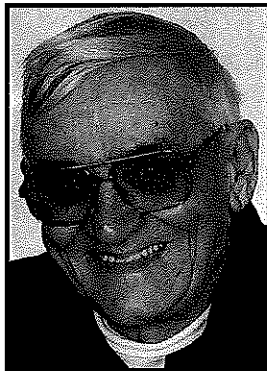
Bill Draper of Delphi, Indiana, died at 3:00 a.m. Wednesday, October 22, 2014 at his home. He was born to Donald & Myrtle Si-brary Draper on August 23, 1928 in Flora, Indiana. He was 86 years old.

Bill was graduated in 1947 from Delphi High School and served as a Corporal in the U.S. Army from 1950-1951. After being wounded in a Korean War battle he received a Purple Heart. He worked for the Delphi Lumber Company and then for 33 years at the Peters-Revington Furniture Factory in Delphi. He, along with his wife Pat, read meters for REMC in Delphi. For 15 years he did security for some offices at the Carroll County Courthouse.

Bill was a Tri Township Volunteer Fire Dept. fireman in Delphi for 22 years and was a Captain. He belonged to Delphi American Legion Post #75 for 22 years serving as post commander for 2 years and an honor guard for veterans' funerals for many years. He also helped them place flags on veterans' graves. He belonged to the Carroll County Civil Defense and was the local contact for the American Red Cross for 6 years. He donated over 9 gallons of blood during his life.

A board member of the Carroll County Wabash & Erie Canal Association, he enjoyed working with the Monday-Wednesday-Friday volunteer group building boats buildings and displays. He also made many things requested by his family.

Bill married Patricia D. Crone on December 12, 1953 in Flora, Indiana. They were married for 61 years. She survives as well as daughters Linda (Dick) Johnson of Tipton, Peggy Draper of Delphi, Carol (Dennis) Hennessy of Syracuse, NY, Janet Draper (sp. Adam Becker) of Arlington, VA; sons: Wm. Dean Draper & Barb Robertson of West Lafayette, Charles Dale Draper of Delphi; sisters Jean Ann (Don) Sommers of Idaville, Judy Mullin of Lynn; brothers Bob (Marge) Draper and Fred Draper of Delphi; 7 grandchildren, and 7 great-grandchildren. He was preceded in death by his parents, sisters Donna Simmons & Betty Jo Spitznagle and brothers Don & Wayne Draper.



A celebration of Bill's life was held from 3-6 p.m. on October 24, 2014 at the Wabash & Erie Canal Interpretive Center in Delphi. It began with a time for sharing followed by veterans' honors preformed by the Carroll County Honor Guard. He was privately interred at a later date. Memorials were to the Canal Interpretive Center in Delphi.

JAMES LANIER'S LEGACY

If you've ever toured the National Historic Landmark - a Greek Revival mansion overlooking the Ohio River in Madison, Indiana - that is the legacy of James Lanier, you might ask, "Who was Lanier and what did he do?" Born in North Carolina in 1800, he moved to Madison, Indiana with his parents in 1817. The town was small and unagreeable at that time, but within a few years and Lanier's efforts it became quite attractive.

From 1824-27 Lanier, was the clerk who kept the journal of proceedings for the Indiana House of Representatives. He was a lawyer and would travel the three day long journey back and forth between Indianapolis and Madison. He earned \$3.50 a day and much more later on.

He helped run the State Bank of Indiana in 1833. It had 10 branches with the main office in Indianapolis. He was the president of the Madison branch. He held the most shares of anyone in the bank. During the Panic of 1837 this bank paid dividends of 12-14% while others collapsed.

In 1847, when Indiana was not able to pay interest on her debt of \$10 million due to the Internal Improvement Projects of canals, railroads and roads, Lanier traveled to London and negotiated the transfer of the Wabash & Erie Canal to the bondholders in exchange for reducing the bond value by 50%. He was able to get \$8 million of the out-standing bonds exchanged thus putting Indiana's credit on a firm basis.

He financed the Madison and Indianapolis railroad and was successful. Then in 1851 he moved to New York and set up a bank that specialized in railroad securities with Richard Winslow, his son-in-law, as his partner.

During the Civil War Oliver P Morton, Indiana's governor, promised Lincoln 10,000 troops but feared that if he called the Legislature into session the Democrats would revoke his right to control the militia. Lanier loaned the state \$1 million (it only had \$10,000 in its treasury at that time) to equip the troops and pay the state debt. By 1870 his loan was all paid off. David Kreig, CSI member, Ft. Wayne, IN

CSI 2014 Review ~ Year 33

TOURS

CAMARADERIE

June 2-6, 2014

Tour planners: Bob Sears, Bob & Carolyn Schmidt, Frank Timmers

Motel: Lockport Best Western

Tour Logo: Carolyn Schmidt

Tour Slogan: "Camaraderie"

Tour Handouts: Carolyn Schmidt

Maps: Bob & Carolyn Schmidt, Bob Sears

Budget: Bob Schmidt

Name Tags, Goodie Bags, Thank You Notes: Carolyn Schmidt, Bob Sears

Emita II three day cruise of the Erie Canal from Lockport to Baldwinsport, NY. Mid-Lakes Navigation

Two day car caravan to Niagara Falls, Niagara Power Vista, Old Fort Niagara, Buffalo Harbor and Silos, Buffalo History Museum and Black Rock Lock led by Bob Sears

Attendees: **42** 4 California, 2 Canada, 2 Illinois, **18** Indiana, 2 New Jersey, 1 New York, **12** Ohio

Bob & Linda Barth, Carl & Demi Black, Tom & Linda Castaldi, Allan & Linda Corwin, Tom & Diane Fledderjohann, Lowell & Jerry Goar, Nancy Gulick, Dwight & Pat Jordan, Dave & Bernie Krieg, Carl & Carol Langston, Jerry & Barbara Lehman, Brian & Laura Migliore, Mike Morthorst, Bob & Carolyn Schmidt, Glen Schultz, Dan Schuster, Bob Sears, Bruce & Kay Sheldon, Steve & Sue Simerman, Sherry Spark, Frank & Mary Timmers, Larry Turner, Chuck & Anne Whiting, Terry & Rosanne Woods

ALONG THE HERITAGE TRAIL: WABASH & ERIE CANAL IN ALLEN CO., INDIANA

September 12-13, 2014

Tour planners and docents: Tom Castaldi, Cynthia Powers, Bob & Carolyn Schmidt

Hotel: Best Western Luxbury Inn, 5501 Coventry Lane, Fort Wayne, IN

Tour Logo: Carolyn Schmidt

Tour Slogan: Along the Heritage Trail: Wabash & Erie Canal in Allen Co., Indiana

Tour Book, Registration/Confirmation, Name Tags, Book Sales: Carolyn Schmidt

Maps: Bob & Carolyn Schmidt

Budget, Hotel Arrangements: Bob Schmidt

Name Tags, Goodie Bags, Thank You Notes: Carolyn Schmidt

Getting Saturday Speaker, Contacting News-Sentinel: Tom Castaldi

Friday:

Tour of Genealogy Department and Lincoln Collection at the Allen County Public Library: John Beatty, Adrianna Maynard, Jane Gastineau

CSI Exhibits at Library: Cynthia Powers, Sue Simerman, Bob & Carolyn Schmidt

Program: Let Freedom Ring by Brian Migliore

Refreshments of cookies, candy and coffee: Bob & Carolyn Schmidt

Saturday:

Trolley from Fort Wayne Limo

Refreshments: Apples, water Schmidts

Trolley Route Planners & Docents: Tom Castaldi, Bob Schmidt

Eagle Marsh/Towpath Trail Docent: Cynthia Powers

Lunch: Great Wall Chinese Buffet, 3824 W. Jefferson Blvd., Ft. Wayne

Banquet: The Cottage in Roanoke, IN

Caterer: 1024 Catering Company, Huntington, IN

Centerpieces: Sue Simerman

Program: "Interurbans in Fort Wayne" Craig Berndt

Attendees: **31** 23 Indiana, 2 Illinois, **6** Ohio

Sally Bancroft, Carl & Barbara Bauer, Karl & Demi Black, Tom & Linda Castaldi, Mary Crary, Leland & Bonnie Gamson, Don Haack, Pauline Hurley, Don & Jean Mathias, Ron Meyer, Brian & Laura Migliore, Mike & Tom Morthorst, Cynthia Powers, Bob & Carolyn Schmidt, Dan Schuster, Bruce & Kay Sheldon, Steve & Sue Simerman, Michael Thrall, Frank & Mary Timmers, Larry Turner, and Dick Winchell

THE HOOSIER PACKET - JANUARY 2015

MAJOR CSI EVENTS/ ACTIONS

Assisted students, authors and genealogists in canal research
 Board meeting: October 25 Old National Bank, Carmel
 Host: Frank Timmers 16 Directors 4 Guests
 On-line: Canal Society of Indiana website: indcanal.org
 Canal Society of Indiana Facebook page
 Subscribed to Ancestry.com

BOARD OF DIRECTORS

Terry Bodine - Covington	Mike Morthorst - Cincinnati, OH, Vice-President
Tom Castaldi - Ft. Wayne	Cynthia Powers - Roanoke, Treasurer
Don Haack - Ft. Wayne	Bob Schmidt - Ft. Wayne, President
Charles Huppert - Burtonsville, MD	Carolyn Schmidt - Ft. Wayne, Editor
Jerry Lehman - Terre Haute	Sue Simerman - Ossian, Secretary
Jeff Koehler - Center Point	Ellsworth Smith - Leo
Dan McCain - Delphi	Brian Stirm - Delphi
Gerald Mattheis - Cambridge City	Frank Timmers - Carmel
Phyllis Mattheis - Cambridge City	Charles Whiting Jr. - Lawrenceburg

COUNTY HISTORIANS

These men receive and answer numerous phone, E-mail and posted messages from persons seeking information that may involve canal business or those who built Indiana's canals.

Allen Co. Thomas Castaldi	Clay Co. Jeffrey Koehler	Vanderburgh Co. Stan Schmitt
Carroll Co. Mark Smith	Miami Co. Kreig Adkins	Vigo Co. Mike McCormick

IN MEMORIUM

Dr. George P. Clark	Apr. 19, 2014	age 98	Louisville, KY	
Billy J. Draper	Oct. 22, 2014	age 86	Delphi, IN	
Richard Ford	Apr. 16, 2014	age 75	Wabash, IN	
Everett Gruber	May 9, 2014	age 94	Delphi, IN	
Terry Myers	Mar. 21, 2013	age 71	Frankfort, IN and Fort Myers, FL	CSI notified late
Richard Small	Nov. 20, 2013	age 88	Greenwood, IN	CSI notified late

NEW MEMBERSHIPS 2 couples 3 groups

Glenn & Linda Christian - Indianapolis, IN
 Tine Renee Griswold, Faith Home Educators - Dyer, IN
 Mary Walker, Wayne County Tourism Bureau - Richmond, IN
 Monroe County Public Library - Bloomington, IN
 Richard & Luann Woodward - North Manchester, IN

SPEAKERS BUREAU

Date	# People	Event	Presenters
2-20-2014	26	Whitewater Canal Byways Association	Bob Schmidt
5-07-2014	60	Western Wayne Elementary Students/Teachers	Jerry/Phyllis Mattheis
9-08-2014	96	North Manchester Historical Society	Bob Schmidt
9-26-2014	25	Ewing Family Reunion in Ft. Wayne	Bob Schmidt

BROADCASTS

Tom Castaldi:

"On the Heritage Trail" continues his 15-year plus weekly broadcasts on WBOI 89.3 fm Public Radio. During calendar year, to date in 2014 nine (9) episodes have featured or involved the Wabash Erie Canal.

WRFD 106.3 fm northeastern Indiana, WRRO 89.9 fm northwestern Ohio periodic short episodes often including stories of the Wabash Erie Canal.

THE HOOSIER PACKET - JANUARY 2015

"Hoosier History Live" Appeared as a guest three times. This is a one hour interview program on University of Indianapolis' public radio station 88.7 The Diamond. As a guest of Nelson Price, discussed early Indiana history events on January 4, 2014 and again on July 19, 2014. Also, served as a "Road Tripper Guest" on April 5, 2014.

Gerald Hulslander

Continues his monthly radio program in LaSalle county, Illinois about township histories, county railroads, Civil War regiments, shipyards and the I&M Canal

DOCENTS:

Tom Castaldi: provided a backgrounder bus tour talk for members of the IHS while moving between Kokomo, Ind., and Delphi, Ind., discussing the Wabash Erie Canal in preparation for Dan McCain's presentation at the Wabash Erie Canal Interpretative Center. Served as Trolley Tour guide of Fort Wayne's Heritage Trail for CSI Fall Tour.

Jerry & Phyllis Mattheis: spoke to 60 3rd graders and teachers from Western Wayne Elementary about the Overbeck House, and the Overbeck Art Pottery in the west yard and about the Whitewater Canal on the east porch.

Dan McCain: spoke to thousands of visitors at Canal Park in Delphi who see the Canal Interpretive Center and walk the trails. Besides promoting the park he attends meetings around the state and elsewhere. Other Carroll County Wabash & Erie Canal volunteers are docents in the canal museum and on the trails for thousands of visitors.

Cynthia Powers: CSI Fall Tour guide on Towpath Trail, Ft. Wayne

Bob Schmidt: served as Trolley Tour Guide for CSI Fall Tour

Brian Stirm: gave trolley tours along the Wabash & Erie Canal in the Delphi area.

CONTRIBUTIONS TO CSI AND CSI ARCHIVES

Lowell & Jerry Goar - DeLorme Street Atlas USA 2014 Plus

Susie Moffet - March 2014, 102 canal books from Paul Moffet's collection

Linn Loomis - Lock artifacts given to Whitewater Canal museums, canal bibliographies, preplanning maps, articles and pictures in 11 x 17 inch folios and a written description of his Sept. 21-27 trip on the canalized upper Mississippi River: 5 Folios of canal information, print-outs, google maps, and other materials, 1 Folio on Hastings, MN, and 3 Folios of pictures showing the locks, dams, signage

PUBLICATIONS

Tour Handouts "The Erie Canal" Carolyn Schmidt "The Road Show: Exploring Niagara & Erie Counties" Bob Sears

Tour Guide "Along The Heritage Trail: Wabash & Erie Canal in Allen County, Indiana" (68 pages) Carolyn Schmidt

The Hoosier Packet Vol. 13, No. 1-12 Carolyn I. Schmidt, Editor

ARTICLES

Canawlers At Rest Columns by Carolyn and/or Bob Schmidt

William R. Nofsinger	B. 1815	D. 3-00-1880	Elected Trustee of W&E Canal 8 yrs. from Parke Co., Indiana's Treasurer,
Horatio J. Harris	B. 2-04-1815	D. 9-25-1859	Asst. Engineer W&E Canal, State Rep., Senator, Auditor
David McRoberts	B. 12-05-1805	D. 4-06-1870	Miami & Erie Canal worker
George Dutch Davis	B. 1815	D. 1877	Canal boat captain, U.S. Revenue Toledo
Milton Stapp	B. 7-14-1792	D. 8-02-1869	Canal fund commissioner, Indiana senate, militia
John L. Shank	B. 8-01-1821	D. 7-21-1864	At 1823 meeting to build canal at Brookville, Whitewater Canal engineer
Thomas H. Wilson	B. 5-31-1818	D. 12-27-1877	Grain warehouse on W&E Canal, Pres. Logansport bank, Quaker
Jacob Wilhelm	B. 10-00-1813	D. 5-10-1887	Whitewater Canal worker
Soloman Holman	B. 9-06-1913	D. 8-16-1852	Founder of Miamisport on W&E Canal
Augustus Boden	B. 1810	D. 2-17-1878	Canal boat owner on Miami and Whitewater canals
Townsend Olin	B. 7-14-1822	D. 10-23-1888	Central Canal worker at Evansville
Michael Hogan	B. 5-05-1842	D. 4-00-1909	Worked on W&E Canal in Wabash Co., shipped goods for his store by canal

THE HOOSIER PACKET - JANUARY 2015

Wabash & Erie Canal Connections Columns by Charles Davis

Daniel A. Jones	B. 6-29-1907	D. 9-03-1855		
Kyle & Dole	B. 9-01-1809	D. 10-04-1877	& B. 12-03-1811	D. 9-30-1889
Oliver Perry Davis	B. 11-07-1814	D. 9-25-1892		
Persius E. Harris	B. 11-30-1801	D. 10-03-1867		
Jane L. Wilson	B. 1803	D. 4-26-1864		
John Henry Watkins	B. 9-18-1818	D. 4-05-1893		
John TenBrook Campbell	B. 5-21-1833	D. 4-30-1911		
Caleb M. Richards	B. 11-11-1819	D. 2-13-1887		
William Linder McIntyre	B. 1-08-1830	D. 6-18-1918		
West Union				
The Annapolis Pottery				

Canal Comments by Terry K. Woods

Winter on the Canal #15
Twenty-five Miles to Nowhere #40
What-cha-ma-call-its #39
The Nimishillen & Sandy Canal #42
Canal Ghosts: Ohio & Erie Variety #48
Canal Fulton 200! #52
Business on the Canal #44

Articles by or from:

Dawn Bakken: Milligan Articles Feature W&E Canal
Karl Black: New I&M Canal Book, Songo Lock Revisited
Terry Bodine: Canal Signage Seen by Covington Council, Lock Timber Hit at Steam Show, Lock 36 Signage
Neal Brady: Lady Comes Home
Tom Castaldi: Michael Shanahan Update, Aboite Aqueduct Stones, Aging Aqueducts on the W&E Canal. Along The Heritage Trail Driving Guide
Charles Davis: Machledts' Sell Store
Bill Gerber: Middlesex Canal
John Geyer: Howe Virtually Welcomes Visitors to His Home, Protecting the Great Lakes from Asian Carp, Packet Landing, Mendahl Hydraulic Plant, Miami & Erie Canal Dig
Lowell & Jerry Goar: CSI Receives DeLorme Street Atlas
Nancy Gulick: Ohio Canal Books Published
Don Haack: Panama Canal, Panama Canal Centennial Celebration
Randy Harter: St. Joe Feeder Canal
John Hillman: New Signage for Whitewater Canal, Whitewater Canal Signage Being Erected, Marker Erection Almost Done
Gerald Hulslander: Celebrating the I&M Canal, Watering Ottawa's Canal, Ottawa's I&M Recognition
Chuck Huppert: Nicaragua Canal, C&O Canal Hike
Pete Jones: The Wabash Hydraulic Company
Joan Keefer: Delvin's Letter to Family
Jill King: 1847 Flood in Whitewater Valley
Jeff Koehler: Snow Plow Hits Marker
Sam & Jo Liggett: Letter written after Terre Haute purchased 822 acres
Dan McCain: Hosts National Trust Field Session, Outstanding Historical Organization, Old Fashioned Christmas, Burrows House, Canal Museum 10th Anniversary, Sprucing Up Museum Exhibits, Historic Bridge Tour Events Available, Volunteer Call Out, Volunteers Spring into Action, Cray Receives Bison Award, Freedom Bridge Plaza Takes Shape, Canal Park Home to Historic Iron Bridges, Smith New County Historian, Kids Day at Canal Park, Project Loom House, Gray Bridge, Baggage Cart, Canal Days Festival, Loom House Update, International Students Visit, The Delphi, Blue Freedom Bridge, Can You See the Signs, Big Things Are Happening in Delphi, New Artwork Donation, Apple Dumplings, Harvest Festival
Phyllis Mattheis: Restoration of Vinton House Continues, Western Wayne Pet Clinic, Vinton House, Vinton House Renovations Continues Supported by CSI, Mattheis Honor Flight
Cynthia Powers: Westervelt Hall, Erie Lock 25
Bob Schmidt: Panama Canal Dispute, The Pathway Taken: Garfield & Quantrill, Panama Celebrates 100 Years
Carolyn Schmidt: Blue Cast Springs Dedicated Nature Park, Letter From Alfred Kelley, HIS Acquires Canal Collection, Stuart's Canal and Harriet Tubman, Deadlocked, The Floating Towpath, Digging Clinton's Ditch, Index to Canawlers At Rest Articles, The Laws of Private Corporations of the State of Indiana Canal Companies, Index to Canal Connections, Charles Davis Biography, Whitewater Canal Byway Annual Meeting, Fort to Port Canoe Trip, Panama Canal Deal, Completing the Trail in Summit County Tour, Camaraderie, CSI Exhibit at Ft. Wayne Library, Revitalization of Miamis' Native Language, Wabash & Erie Canal Personnel, St. Helena II Gets Face Lift, CSI Tour After Erie Cruise, New York's Flight of Five Locks
Gary Schlueter: Restoration of Metamora's Martindale Hotel. Metamora Landmark Receives Rare National Designation

Glenn Schulz: Erie Canal Cruising Guide

Sue Simerman: Songo Lock State Historic Site

Mark Smith: The James B. Dugan Home

Neil Sowards: Ebay Letter Mentions Canal Travel, 1842 Estimate St. Marys Reservoir, Historic Lock Photos, Proposed Lake Erie and Ohio River Canal, Electric Mule

Frank Timmers: Wabash River Threatened, Car Pulled from Central Canal, Huge Engine for Container Ships

Chuck Whiting: Timothy Guard's Quarry

Whitewater Canal Scenic Byways: Metamora Featured on Television Program

Whitewater Canal Trails: Whitewater Canal Receives Grants, WCT Sponsors Events, Proposed Trail Metamora to Laurel Feeder Dam, Opens Parcours Fitness Trails, Plans Short Section of Trail in Brookville. Whitewater Valley Walkers, 10th Anniversary Celebration, Access Trail Opened for Metamora to Laurel Feeder Dam Trail

Other Activities of CSI Directors

Terry Bodine Wabash & Erie Canal, Covington, Indiana

- Tom Swanson, President of the Illiana Antique Power Assoc. and I picked up the Gronauer Lock timber from Dan McCain at Delphi. I made the stand for the timber to sit on under a sign designed by Terry Lacy and Tom Castaldi. This exhibit was displayed at the Illiana Antique Power Show in July. It was also one of the "stations" at the Fall History Day - Sept. 26th (400 - 4th graders attended from Fountain, Warren, Benton and Vermillion Counties) at the show grounds. Canal Society brochures were passed at both events.
- Another sign for the Covington kiosk was also designed by Terry Lacy, Tom Castaldi and Carol Freese. The stand I built displays the Covington Lock sign (facing Highway 136), Lacy's sign and the Covington's Park sign. The cost was shared by CSI and the Covington Business Assoc. Total cost - approx. \$2,800.00.
- Copies of the Warren Co. and Fountain Co. maps and the 1874 Wabash (Attica Covington) Railroad have been reprinted

Tom Castaldi Wabash & Erie Canal, Ft. Wayne, Indiana

- Aboite Aqueduct No. 2: A call was received from the County Surveyor's Office asking assistance in identifying the stone wall failure in Aboite River in southwestern Allen County. The surveyor was advised that the stones were likely those that once supported Aqueduct No. 2 on the Wabash Erie Canal. It was assumed that the stones were a collapse of a portion of the east abutment of the aqueduct, however, when compared to the Meek dimensional drawing of the aqueduct it may have been a mid-stream pier which has collapsed. Curiously, a similar abutment failure occurred with Aqueduct No. 10 on the north bank of the Eel River at Logansport shortly before the one was discovered on the "river Aboite."
- Gronauer Lock Marker east of New Haven was re-installed in the vicinity of the original lock. A request was made to the Indiana Historical Bureau to consider direction signs to aid "marker seekers" to find the marker once departing the newly installed limited access highway known as "Fort to Port" which when constructed caused the marker location to be changed.
- Covington Markers: worked with Terry Bodine
- Riverfront Fort Wayne is a new initiative for the joint efforts of local environmental, utility, architecture, recreation, development and planning experts to join with SWA consulting firm using their expertise and vision of global consulting to serve as the leaders through the effort. How the area's heritage will be worked into the final plans is not yet been revealed.
- "Along the Heritage Trail" regular feature in *Fort Wayne Monthly* magazine has included stories relating to the Wabash Erie Canal specifically an August article titled, "Valerius Armitage Canal Contractor."
- "Our Stories" Allen County Fort Wayne Historical Society's blogsite which posts each of the past "Along the Heritage Trail" monthly articles each Thursday.
- Indiana Historical Society (IHS): Arranged meetings with local historical organizations with Indiana Historical Society's Becky Scholoman representing the IHS and Indiana Humanities offering local teachers a free one-day workshop in preparation for the 2016 State Bicentennial with resources and content to assist with Indiana history existing curricula.
- Assisting Bill Wepler with a Digitizing Project including the Wabash Erie Canal line, structures and other related materials for eventual use in museums as well as schoolrooms.
- Wabash Erie Canal Interpretative Center Archives Committee. Continue to serve as chair for a committee evaluating donations for accessioning into the Center's collection.
- Fort Wayne Journal Gazette "Letters to the Editor" August 3, 2014. Wrote a friendly editorial rebuttal in response to a July 20, 2014 letter submitted by a St. Louis visitor claiming Allen County community does little to historically mark its history. The rebuttal pointed to school children tours with transportation paid for by a Heritage Education Fund, radio programs, magazine articles, free Heritage Trail self-guided tour maps, inexpensive but exhaustive Heritage Trail Guidebook and an invitation to the St. Louis visitor to return and "enjoy the full experience of the proud legacy that is the Three Rivers Region."
- E-mails: A regular flow of email/telephone messages requesting information about historical features many including canal queries.

Chuck Huppert Central Canal

- Chuck continues, while living in Maryland, as CSI's "watch frog" of the Central Canal. The canal has been declared to be eligible for the National Register of Historic Places. Chuck has written a letter stating CSI position as to the placing of a flood wall along the canal's towpath and a gate across its prism.

Jerry & Phyllis Mattheis/Western Wayne Heritage Whitewater Canal Cambridge City, Indiana

- WW Heritage became a dues paying member of the Whitewater Canal Byway Association in Feb. The Byway's annual dinner was held at the Gateway Depot in Metamora on Feb. 20, with Bob Schmidt as the featured speaker.
- WW Heritage purchased the 140 page Whitewater Canal Scenic Byway Driving Guide (\$25) for the Cambridge City public library. The printing of the guide was made possible by a generous gift from the Canal Society. The guides are available for purchase at the Gateway Park Pavilion and the Cambridge City library. The Pavilion was open to the public during the summer, but volunteers are needed.

THE HOOSIER PACKET - JANUARY 2015

- Very unfortunately, two of the new Scenic Byway signs were taken from the intersection of SR 1 and Boyd Road between Cambridge City and Milton this fall.
 - Phyllis delivered a Connersville bicentennial picture book to Centerville and Cambridge City libraries for donor Peggy Hollingsworth.
 - A father-son team that enjoys metal detecting turned up some unusual pieces on the Overbeck property. What appeared at first to be a thin coin turned out to be a metal button minus its shank from a Virginia military uniform. The slogan on the button SEMPER TYRANNIS VIRGINIA ("thus always to tyrants") was used on the seal and flag of Virginia. John Wilkes Booth shouted this during his assassination of President Lincoln. The button was made made by Young Smith & Co. in New York about 1830.
 - On June 5 Jerry and Phyllis toured the Lincoln Museum in Springfield, Illinois, and recalled that Lincoln's funeral train stopped briefly at General Solomon Meredith's personal station behind the Overbeck House here in Cambridge City, before crossing the Whitewater River and the Whitewater Canal on its way to Springfield.
 - The sixth Indiana Historical Marker in western Wayne Co. was unveiled here on Sunday, September 14 to honor Virginia Claypool Meredith, who was married to Henry, Solomon's youngest son. You can read her biography titled *Queen of American Agriculture* by Dr. Fred Whitford of Purdue University Extension. Over 100 persons toured the refurbished Meredith House following the unveiling on East Main Street.
 - As a representative of CSI Phyllis attended the Byway board meeting on September 17 and helped with collecting parking money at Canal Days on Oct. 3. We delivered extra Hoosier Packets to the Byway board and also to WW Heritage meetings. Canal Days in Cambridge City in September had perfect weather.
 - The middle and south rooms of the third floor of the Vinton House were renovated at a cost of just over \$8,300. WW Heritage is grateful for the \$2,000 grant from CSI to help with the cost. Some minor electrical work needs to be completed. The exhibits can be expanded into the completed rooms. Display cases are needed.
 - A sub group of WW Heritage is forming to restore the 1836 Capitol Hill Cemetery, wich can be seen from SR 1.
 - WW Heritage is supportive of the effort to form Main Street Cambridge City.
 - Linn Loomis of Ohio brought some canal artifacts to Cambridge City and Metamora in November.
- Dan McCain** Wabash & Erie Canal, Delphi, Indiana
- Our biggest "ever" weekend was in the fall last year when the Bicentennial train came to Delphi. IHS has been good to us as we then won the "best volunteer historical organization" in Indiana last December. A busload came from HIS to show off our site to them.
 - Received the Charles Carroll award from the Carroll County Chamber of Commerce
- Cynthia Powers** Wabash & Erie Canal, Roanoke, Indiana
- During the last tour in Fort Wayne, I was docent for the short walk on the Towpath Trail at Eagle Marsh. We walked on the board walk from Eagle Road as far as an interpretive sign about Monarch butterflies (Little Rive Wetlands was just ending their Monarch Festival). We went to see the "Lost Birds of Canal Days" interpretive sign, also along the Towpath Trail, which had been financed by CSI. It was installed last fall. Most of the CSI members thought it was time to send the "state boat" down the canal prism, as it was full of weeds.
- Sue Simerman** Wabash & Erie Canal, Ossian, Indiana
- CSI Ft. Wayne Library Exhibit
 - Found relative adopted by canal worker's family in Ege
 - CSI Ft. Wayne Library Exhibit
- Bob & Carolyn Schmidt** All of Indiana's canals
- Met with Arnie Bandstra to work on Ottawa Canal Association's plan to water the I&M in their area
- Brian Stirm** Wabash & Erie Canal, Delphi, Indiana
- The Trolley driven by Brian won the Carroll County Herritage award
- Chuck Whiting** Whitewater Canal, Lawrenceburg, Indiana
- The New Event Center is now open. The attached Double Tree Hotel is to open in November. It is located on High Street down river from canal basin site in Lawrenceburg, Indiana.

Canals Visited In Indiana & Elsewhere

Central Canal: Bob & Carolyn Schmidt

Wabash & Erie Canal, Allen Co., IN: Sally Bancroft, Carl & Barbara Bauer, Karl & Demi Black, Tom & Linda Castaldi, Mary Crary, Leland & Bonnie Gamson, Don Haack, Pauline Hurley, Don & Jean Mathias, Ron Meyer, Brian & Laura Migliore, Mike & Tom Morthorst, Cynthia Powers, Bob & Carolyn Schmidt, Dan Schuster, Bruce & Kay Sheldon, Steve & Sue Simerman, Michael Thrall, Frank & Mary Timmers, Larry Turner, and Dick Winchell

Wabash & Erie Canal, Gibson Co., IN: Bob & Carolyn Schmidt

Whitewater Canal: Bob & Carolyn Schmidt

Erie Canal, NY: On tour - Bob & Linda Barth, Carl & Demi Black, Tom & Linda Castaldi, Allan & Linda Corwin, Tom & Diane Fledderjohann, Lowell & Jerry Goar, Nancy Gulick, Dwight & Pat Jordan, Dave & Bernie Krieg, Carl & Carol Langston, Jerry & Barbara Lehman, Brian & Laura Migliore, Mike Morthorst, Bob & Carolyn Schmidt, Glen Schultz, Dan Schuster, Bob Sears, Bruce & Kay Sheldon, Steve & Sue Simerman, Sherry Spark, Frank & Mary Timmers, Larry Turner, Chuck & Anne Whiting, Terry & Rosanne Woods

On own - Ed & Cynthia Powers

Dutch Gap Canal, VA: Dave & Bernie Krieg, Bob & Carolyn Schmidt

Hocking Canal, OH: Mike Morthorst, Bob & Carolyn Schmidt, Bruce & Kay Sheldon, Dan Schuster, Frank & Mary Timmers, Larry Turner

James River & Kanawha Canal: Dave & Bernie Krieg, Bob & Carolyn Schmidt

Miami & Erie Canal, Indian Lake: Bob & Carolyn Schmidt

Canalized Mississippi River: Linn Loomis, Jerry & Phyllis Mattheis, Bob & Carolyn Schmidt

NEWS FROM DELPHI

Articles & Photos from Dan McCain

HARVEST FESTIVAL

The Wabash & Erie Canal Park held its annual Harvest Festival and end-of-season canal boat ride on October 18, 2014. A special highlight at this year's festival was a presentation by Carroll County Historian Mark Smith on area grain warehouses and packing houses

Back in the mid-1800s the canal was still king of transportation and, when the harvest came in, canal boats carried grain and produce to markets throughout Indiana and elsewhere. During the 1850s the canal was in its prime and the railroad didn't enter the scene in Delphi until 1853 in the form of the Toledo, Wabash, and Western Railroad. Before the railroads, grains and other produce from harvest time were stored in the warehouses and then loaded into canal boats for transport to distant markets. Mark Smith presented *Side slips, Grist Mills, and Grain Elevators: Harvest Time in Carroll County, Indiana* stressing the role of the Spears, Case and Dugan grain warehouse and packing house at 2 p.m. during the festival.

Harvest celebrations in one form or another have been around in Carroll County for a good number of years. "I just happened to look in the Rural Organization book by John and Doris Peterson, which states that the first County Agricultural Fair was held in Bowen's Grove north of Delphi on Saturday, October 15, 1852," Smith said. "Premiums were given for the best cultivated farm, the best five acres of wheat, the best swine and sheep, and the best farm wagon. Awards were also given for the best bed quilt and the best five yards of rag carpet."

Although times have changed since those days, the Harvest Festival in Delphi gave visitors a chance to glimpse another era at Canal Park, and envision past harvests along the canal as the canal boat *Delphi* passed along the reclaimed section of the old canal.

Festival organizer, Marlita Joseph, said visitors saw samples of the craftsmanship of that era at the craft booths throughout Pioneer Village. There were craft demonstrations from the Leather Guild, Blacksmiths, Broom Makers, Basket Weavers, Spinners, Tatters, Wood Workers, and the Cooper (barrel maker). There was also a visit by the alpacas from Our Heritage Farm, a pie judging contest and pie auction, and a Chili and soup supper from 4 - 7 p.m. to round out the afternoon of the festival. The canal boat *Del-*

phi operated throughout the day with the last ride of the year at 3:30 p.m..

VISITORS FROM OTTAWA ILLINOIS

Several board members from a new canal organization along the Illinois & Michigan Canal at Ottawa, Illinois came to Delphi to see progress being made by the Canal Association in our park. They also braved a cold rainy day and visited the Freedom Bridge just east of Delphi that will convey hikers over the new Heartland Highway and become part of the Canal Association's Monon Rail Trail.



GRANT FOR DEPOT

In October North Central Services granted the Canal Association \$17,200 for a large part of the restoration costs associated with the depot project. The grant is administered by Tippecanoe Arts Federation and includes period railroad windows and a new roof along with lumber supplies needed to recreate the original look of the 1884 depot.

Dick Bradshaw operated the high lift equipment offered for free use by his cousin Bill Branshaw. After the panels of the old depot were placed the rafters were lifted and joined to the panels making the building firm. Much new siding and internal wallboards will replace the old materials holding together the wall posts and studs.



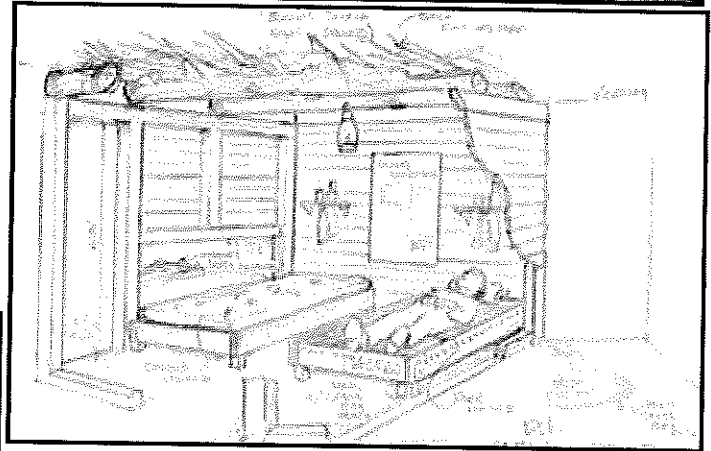
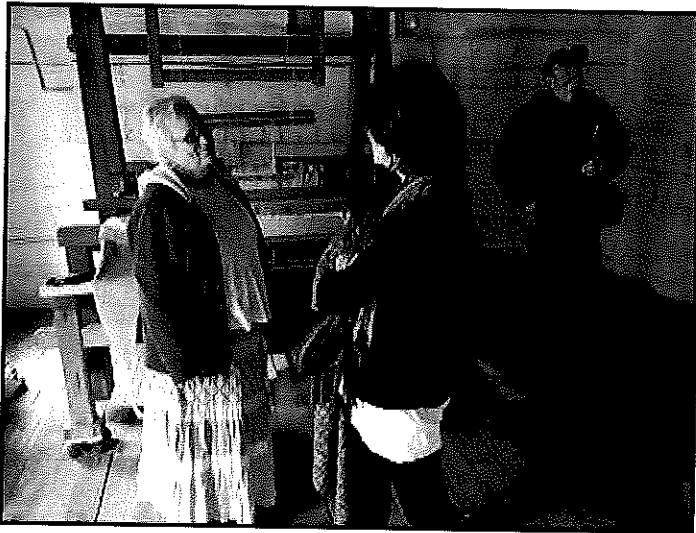
Canal vice-president Al Auffart (left on next page) explained where windows and doors were being framed into the walls of the railroad depot. He talked to Arnie Bandstra, president of the Ottawa Canal Society, during their visit to

Canal Park. Lots of volunteer hours are needed to get this 1884 building under cover before hard winter sets in.



LOOM HOUSE ADDITION

A recent addition to Canal Park's loom house is the large loom that was donated by Conner Prairie and had been in the Interpretive Center. It will be better utilized by weaver Ellen Germann (left) as she prepares to make the new building an active craft area. She visited with a couple from Kouts, Indiana that represent the Kankakee Valley Historical Society.



CSI PLEDGES \$15,000

At the Canal Society of Indiana board meeting in Carmel, Indiana, a presentation was made seeking monetary support to complete the Irish workers' gallery, which features a shanty and cooking pot exhibit, in the Interpretive Center. Over the years this statewide organization has annually granted our Canal Association much needed support with educational displays and facility improvements. The pledge for this gallery is \$15,000 over a three year period.

McCAIN RECEIVES CHARLES CARROLL AWARD

Dan McCain received the 2014 Charles Carroll award from the Carroll County Chamber of Commerce this past fall.



HIP HIP HOORAY!

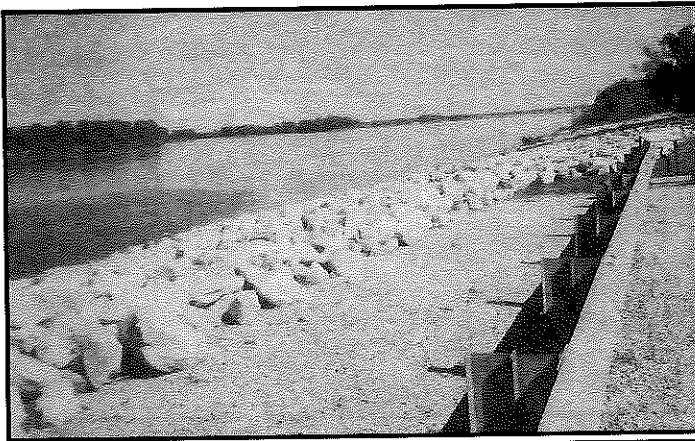
When retired pastor Arthur Hadley read about the completion of the loom house in an article in the Fort Wayne *Journal Gazette*, it made him think of the large early 19th century loom he owned and had operated earlier in his life. It had been disassembled and stored since his move to La-Grange county. He decided to donate it for use in Pioneer Village. It will be re-erected inside the log loom house and Ellen will bring it back to life.



**OVERCOMING OBSTACLES:
MY MISSISSIPPI RIVER TRIP**

By Linn Loomis

September 21, 2014 began what may well be my last canal-related travel. It was my most extensive trip ever, covering nearly 2,400 miles round trip from Newcomers-town, OH. It took 600 miles just to get to the 8.4-mile-long Chain of Rocks Canal northeast of St. Louis, MO. where the canal allows boats to bypass a dangerous stretch of rock ledges in the Mississippi River.



Although the Upper Mississippi has been canalized by building a series of locks and dams, an actual canal had to be constructed around the Chain-of-Rocks area. Photo by Linn Loomis

By 1940, locks and dams on the Upper Mississippi River created a safe navigation channel from Alton, Illinois north to Minnesota with the exception of the Chain of Rocks. In 1953 Locks 27 and the Chain of Rocks Canal was completed by the US Army Corps of Engineers. A sign along the canal showed the various types of barges needed to carry grain, scrap iron, coal, petroleum products, fertilizer, cement, sulfur, sugar, etc. However, I missed seeing Locks and Dam #27 due to factories and shopping malls hiding it.

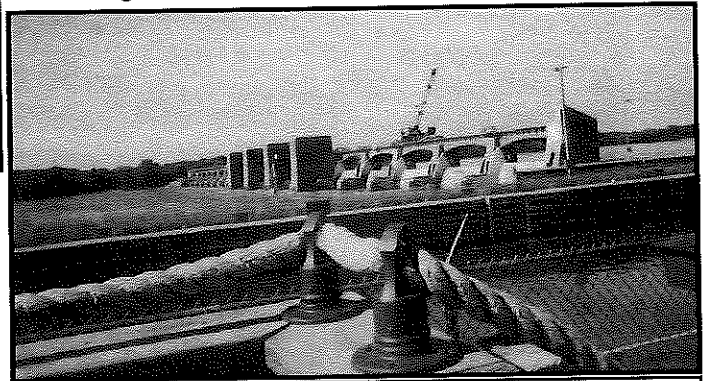
Before I left home I had purchased 10 boxes of film each containing 4 rolls of 35 mm film or enough to produce 1000 photos of the 29 locks and dams I would be seeing during my two week journey. However, my camera promptly broke down. Luckily I had included several 1-time-use 35 mm cameras and these carried my project to fruition.

From Routes 3 and 143 I followed Route 100 to Hardin, IL where I spent the night and was given written directions to Locks & Dams #25 and #24. I didn't go to

Locks and Dam #25 because it was too isolated.

My third day I took Route 79 to Locks & Dam #24 at Clarksville, MO then followed that route to Locks & Dam #22 at Saverton, MO. After a stop in Hannibal, MO I crossed the Mississippi to Quincy, IL and followed Route 172 to see Locks & Dam 21. Then I re-crossed the Mississippi and used Route 61 to get to Canton, MO where the motel hostess provided superb print-out directions of Locks & Dam #20 at Canton, MO and Locks & Dam #19 at Keokuk, IA, which I visited the following morning.

After a great start on day four, I traveled Route 96 in Illinois, which offered a beautiful trip along the Mississippi nearly at water level all the way to Nauvoo, IL. However, the rural roads between Nauvoo to Muscatine, IA brought many questions about direction. I'm thankful for the helpful people in the Illinois rural towns of Niota, Colusa, Dallas City, Lomax, Oquawka, Rozetta, Bald Bluff, Keithsburg and New Boston for their guidance.



Locks & Dam # 18

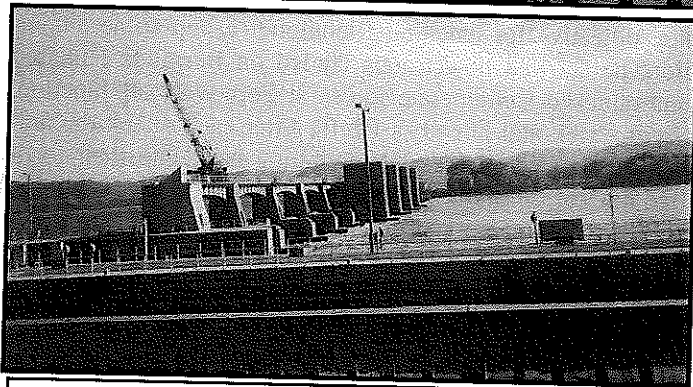
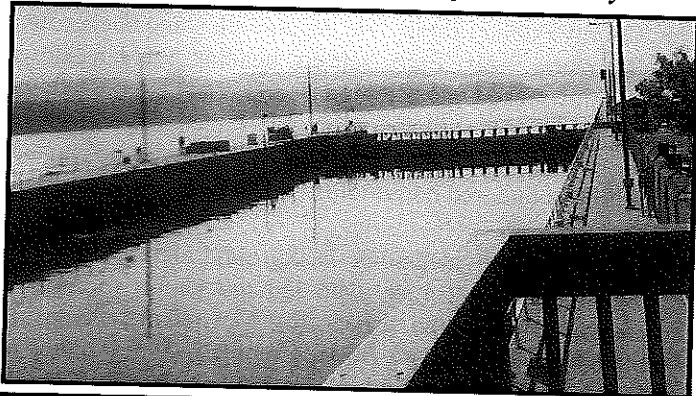
Photo by Linn Loomis

Somehow I found Locks & Dam #18 at Gladstone, IL but bridge construction kept me from reaching Locks & Dam #17. I'd already learned that road construction, faulty Google Maps, and strips of fields, factories and shopping malls can hide all bridges, locks, dams, and even the nearby Mississippi River. But the day ended happily when by using print-outs from helpful people I nearly stumbled over Locks & Dam #16 across the river in Muscatine.

On day five I located Locks & Dam #15 at Davenport, IA along Route 61, Locks and Dam #14 at LeClaire, IA near Route 61, Locks & Dam #13 at Fulton, IL near Routes 67 and 84, and Locks and Dam #12 at Bellevue, IA and Hanover, IL by Route 52. While searching for Locks & Dam #11 at Dubuque, IA, a made a wrong turn that took me to Platteville, WI where the motel personnel provided directions to #11.

THE HOOSIER PACKET - JANUARY 2015

I saw #11 on the sixth day and, after running into trouble with Routes 52 and 18, I finally found Locks & Dam #10 at Jefferson, IA. Google mapping failed me when seeking information for Taylor, IA. Iowa and Wisconsin officials said to use Route 35 and then Route 61 to get to the Mississippi River Lock & Dam locations. For Minnesota and Wisconsin, Locks & Dam # 9 at Eastman, WI provided an opening into the beautiful Mississippi River Valley.



Locks & Dam # 9 Photos by Linn Loomis

At Locks & Dam #8 at Genoa, WI a helpful person provided the bad news that access to Locks & Dam #7 at LaCross, WI was blocked by road construction and that many motels/hotels had no vacancy due to festivals honoring harvest, leaves and cranberries.

The grim motel news didn't sink in until after I'd seen Locks & Dam #6 at Trempealeau, WI. The motel curse was upon me. I finally found a 4th rate room at Wirona, MI that was for one night only.

On day seven I visited Locks & Dam # 5A at Fountain City, WI, Locks & Dam #5, and Locks & Dam # 4 at Alma, WI. By now I was almost distraught over rejection at motel desks and sneers from both motel workers and guests. I gave up the motel search at Red Wing, MN and began the long trek home. My search for a room began at 5 p.m. Cen-

tral Time. I found rooms even away from the Wisconsin portion of the Mississippi River closed to me. When I arrived at Mauston, WI, which is near both the Wisconsin Dells and Madison, I actually found a room. I was so totally worn out that I stayed for 2 nights. I felt that I had done my homework by receiving many travel brochures from towns along the Mississippi in Minnesota and Wisconsin, but I had somehow missed the festivals.

Day nine and the I-80 and I-94 10-lane highways added to my stress. Below Chicago there were bumper to bumper vehicles going 60-70 miles per hour. Then came the toll booths. Remember when toll booths were manned by humans? Too late I learned toll booths are now run by computers with programmed voices. After trying to pay my toll via a computer north of LaPorte, IN, the computer voice finally said it would send me my toll bill and lifted the crossbar.

At a trashy motel on Route 39 the owner was less than an ogre cursing the Bible and then me. I quickly headed down Route 35 to LaPorte to find a superb motel at last.

Day 10 promised to be a reasonable one day drive home. But coming upon the round robin of Routes 30 and 23 at Upper Sandusky I missed the small sign and suddenly found myself on Route 23. Fortunately Mansfield, Wooster and Canton, Ohio avoid this weird configuration. I was so completely worn out and frazzled that a motel in Marion, OH became a life-saver.

I finally arrived home on the 11th day. In the words of Pal Joey, I was "bewitched, bothered and bewildered."

I had seen most of the Locks and Dams on the Mississippi, but had missed some I had wanted to see. Although it was difficult to reach many of the sites, once there they were well kept and had excellent signage. An example is Locks & Dam #19 that told about the canalized river stating when the site was completed, its total length, its cost, the dimensions of the main lock and auxiliary locks, its maximum lift, filling & emptying the lock by gravity, gates & valve operation by electricity, time for a single lockage, the navigation season, operation 24 hours daily, for no fee. It gave the number of lockages in 2012 and the tonnage passed. It also showed the miles above the Ohio River and gave the name of the lock master. A map showed the location of all the Locks and Dams on the canalized Mississippi. At some sites there were panels about the waterfowl, wildlife, the story of the state, etc.

SAVANNAH HARBOR

On October 9, 2014 *USA Today* announced that a deal has been signed between the state of Georgia and the federal government that allows the Army Corps of Engineers to start dredging the Savannah River for more than 30 miles to accommodate the new ships being built for the expanded Panama Canal. This project of deepening Savannah's harbor has taken more than 15 years of studies and planning with many bureaucratic delays.

David Kreig, CSI member, Ft. Wayne, IN

C&O CANAL HIKE

On September 9, 2014 *The Washington Post* said that U.S. Supreme Court Justice William O. Douglas, who died in 1980, had read in a 1954 *Post* article about plans to build a highway either over or along the Chesapeake and Ohio Canal. Living in Detroit at the time, he challenged the paper's editorial writers to walk the length of the canal with him.

The trek began on March 20, 1954 with 58 people. Douglas, along with "two editorial writers, the Post's 'country life' reporter, photographers, rival newspapermen and leading conservationists set off from Cumberland, Maryland," according to the article. Even though only 9 people completed the hike, it led the newspaper to reverse its opinion and gained lots of publicity. Eventually the Chesapeake & Ohio Canal was designated a national monument by President Dwight D. Eisenhower.

Cathy Douglas Stone, William's wife, who was 23 years old when she married 67 year old Douglas, hiked a portion of the C&O Canal every Sunday in the 1960s-1972 with him. Every 5 years canal volunteers re-create the hike. This year Cathy went to Washington to observe the 60th anniversary of the hike and to help raise funds to upkeep the canal.

In 1971 legislation making the C&O Canal a national historic park was signed by President Richard M. Nixon. It has become the nation's ninth most popular park and has more than 5 million visitors a year. Hundreds of people try to hike or bike the 334.5 miles of trail that connects Pittsburgh to Washington.

The C&O Canal was constructed in the early 19th century. It moved coal, lumber, and agricultural products to market for about 100 years. It like other canals could not compete with the railroads Chuck Huppert, CSI director, Maryland

SPEAKERS BUREAU

November 10, 2014 ~ Ft. Wayne, Indiana

On November 10, 2014 Bob Schmidt gave a Power-Point presentation concerning the Bermuda Hundred Campaign that occurred in May 1864 to 17 members and guests of the Ft. Wayne Civil War Roundtable at 7 p.m. in the Allen County Public Library. He began with some background on the name itself. Early settlers heading for Jamestown were shipwrecked at "Bermuda" and they later used the name for a new settlement on the James River in Virginia. "Hundred" was an English term for an estate capable of holding a hundred households.

Bob provided some background history on Major General Benjamin Butler, who led the Union forces. He briefly reviewed some aspects of McClellan's Peninsula campaign as it related to Butler's return two years later in 1864. Bob showed that in both cases Drewry's Bluff was a key objective for reaching Richmond. Using some animation, he showed how troops landed on Bermuda Hundred and attacked Confederate forces at Port Walthall Junction, Swift Creek and Drewry's Bluff. After each attack the animation showed Butler's troops falling back into their fortified lines at Bermuda Hundred. Grant said "Butler is bottled up like a cork in a bottle."

Then Bob said Grant assigned Butler additional actions to support his siege at Petersburg. A diversion attack occurred crossing the James River at Deep Bottom to draw troops and attention from Petersburg while Union troops were planning for the explosion at the Battle of the Crater.

Bob gave Butler some credit for the Battle of New Market Heights and the capture of Ft. Harrison in September 1864. It was at New Market Heights that black troops achieved a major breakthrough. Of the 16 medals of honor awarded black troops in the Civil War, 14 were earned there.

He concluded his program with details about the Tredegar Iron Works making and supplying cannons to the Confederates via the James River and Kanawha Canal and on Butler's digging of the Dutch Gap Canal in the fall of 1864, which was never used during the Civil War. He also commented on the Battle of Trent's Reach in January 1865 when the Confederate Navy attempted to pass through the Union's blockade of sunken ships and iron netting on the James River.