

THE  
**HOOSIER-PACKET**

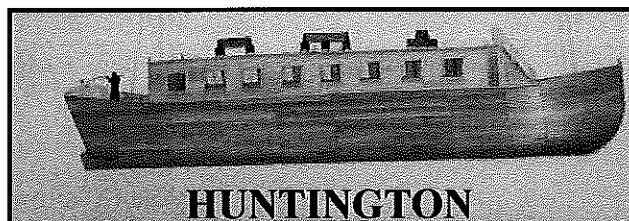
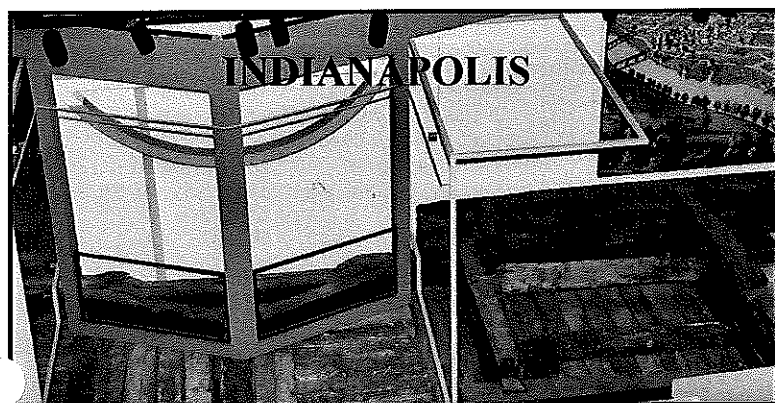


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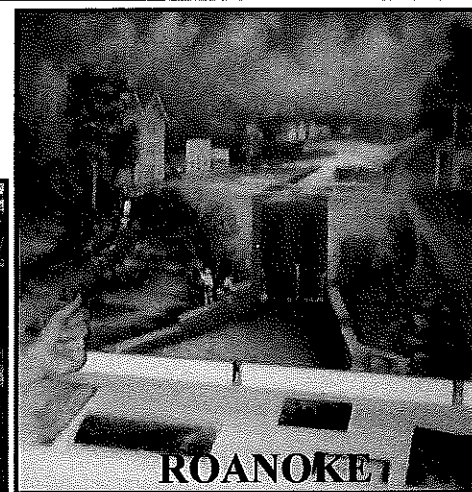
P.O. BOX 10808 FORT WAYNE, IN 46854

MARCH 2015

## PLAN AHEAD



ALL  
 AROUND  
 THE  
 STATE



Where can you find the above artifacts? Take a trip around Indiana and visit museums and libraries that have artifacts from or exhibits about Indiana's three canals: Central Canal, Wabash & Erie Canal, Whitewater Canal

Photos by Bob Schmidt

### FEATURES

1. Plan Ahead
3. Canawlers At Rest: Charles Bechtol
5. George Augustine, Jr.
6. Welcome New Members
7. From Times Past: Birch Creek Reservoir Cut, Comparet Warehouse, Rockhill House, Irish Brutality/Hoagland, Cholera
10. Shipyards Once Lined Old Canal
12. Locks & Dams Bypass Rapids, Canal Boat *Albert S. White*
13. Letter Lists Canal Lands, William Nofsinger Genealogy
14. Canawlers At Rest Revisited: William Rowland Nofsinger
15. Letter Sent From Canal Boat, WCT New Year's Day Hike
16. Hickman Drove Mules For Canal Boat
17. News From Delphi: After Christmas Walk, The Smith Shop, M-W-F Crew, School Resource Officer Visits Canal Park, Heater Exchanger Replaced, Nineteenth Century Experience
20. Contributions To CSI, CSI Membership Form

### PLAN AHEAD

Spring is around the corner. Now is the time to plan for your coming year's canal adventures. Many museums and libraries throughout Indiana are less than a two hours drive from your home. If you're more adventurous take a longer day trip, follow a canal's route, see exhibits of canal artifacts or do canal research in libraries. Many canal books are found in special "Indiana" rooms.

Some of the exhibits are elusive. Ask for help in locating them. This will also get you in contact with someone who can tell you more about the canal there.

# THE HOOSIER PACKET - MARCH 2015

## CANAL SOCIETY OF INDIANA

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## CANAL EXHIBITS TO VISIT

### WABASH & ERIE CANAL

#### Evansville Museum

411 S.E. Riverside Drive, Evansville, Indiana  
(812) 425-2406 [www.emuseum.org](http://www.emuseum.org)  
Some canal information, school tours

#### Historic Forks of the Wabash

3011 W Park Dr, Huntington, IN  
(260) 356-1903 [www.historicforks.org](http://www.historicforks.org)  
Canal exhibit, trail along W&E Canal and Wabash River

#### Huntington City-Township Public Library

255 West Park Drive, Huntington, IN  
(260) 356-0824 [www.huntingtonpub.lib.in.us](http://www.huntingtonpub.lib.in.us)  
Exhibit canal boat model and bump bridge model

#### Miami County Museum

51 N Broadway, Peru, IN  
(765) 473-9183 [www.miamicountymuseum.com](http://www.miamicountymuseum.com)  
Some canal information, school tours, walk along Wabash River nearby has Wabash & Erie Canal signage and canal picture

#### Riehle Plaza

**Amtrak Station, Big Four Depot**  
Second Street, Lafayette, IN  
(800) 872-7245  
Canal exhibit, railroad track on top of canal bed

#### Roanoke Area Heritage Center

102 W. 1st St., Roanoke, IN  
Wabash & Erie Canal exhibit, marker for Dickey Lock nearby

#### The History Center

302 E. Berry Street, Fort Wayne, IN  
(260) 426-2882 [www.fwhistorycenter.com](http://www.fwhistorycenter.com)  
Canal exhibit, school tours

#### Wabash & Erie Canal Park

**Canal Conference/Interpretive Center**  
1030 N. Washington St., Delphi, IN 46923  
(765) 564-6572 [www.carlnet.org/canal](http://www.carlnet.org/canal)  
Huge canal museum, canal era village, canal boat ride, school tours, 7 miles of trails, festivals

#### Wabash County Historical Museum

36 E Market St, Wabash, IN  
(260) 563-9070 [www.wabashmuseum.org/](http://www.wabashmuseum.org/)  
Canal exhibit, school tours

### WHITEWATER CANAL

#### Cambridge City Public Library History Room

33 West Main Street, Cambridge City, IN  
(765) 478-3335 [www.cambridgecitylibrary.com](http://www.cambridgecitylibrary.com)  
Canal artifacts exhibit, Vinton House canal inn nearby, yearly canal festival

#### Canal House

111 E 4th Street, Connersville, IN  
(765) 825-0946  
Canal exhibit, tours

#### Fayette County Historical Museum

103 Vine Street, Connersville, IN  
(765) 489-4005 [www.waynet.org](http://www.waynet.org)  
Canal exhibit, tours, canal marker on SR 38

#### Nettle Creek Valley Museum

96½ E Main Street, Hagerstown, IN  
(765) 489-4005 [www.waynet.org](http://www.waynet.org)  
Canal exhibit, tours, canal marker on SR 38

#### Vinton House

20 W. Main Street, Cambridge City, IN  
(765) 478-9371  
Canal museum upstairs, early transportation sign and a canal mural west of the building

#### Whitewater Canal Scenic Byway

19097 U.S. 52, Metamora, IN  
(765) 647-2541  
Exhibits and driving guide

#### Whitewater Canal State Historic Site

19083 Clayborn Street, Metamora, IN  
(765) 647-6512 [www.in.gov/ism/StateHistoricSites/WhitewaterCanal](http://www.in.gov/ism/StateHistoricSites/WhitewaterCanal)  
Canal exhibit in operating grist mill, canal boat ride, Duck Creek aqueduct, cut stone locks, canal trail, Canal Days festival

#### Whitewater Valley Railroad Museum

PO Box 406 Connersville, IN 47331  
(765) 825-2054 [www.whitewatervalleyrr.org/main.php](http://www.whitewatervalleyrr.org/main.php)  
Train ride along canal route from Connersville to Metamora seeing canal and locks.

### CENTRAL CANAL

#### Indiana State Museum

650 W Washington St, Indianapolis, IN 46204  
(317) 232-1637 [www.in.gov/ism/](http://www.in.gov/ism/)  
Canal exhibit, walk along revitalized Central Canal, paddle boats on canal, school tours

Many canal towns have trails along the canal or nearby river. Take advantage of these trails and get some exercise while enjoying the outdoors.

## CANAWLERS AT REST

### CHARLES BECHTOL

b. September 3, 1841

d. 1932

Find-A-Grave #73729359

By Carolyn I. Schmidt



Charles Bechtol was born in Stark county, Ohio on September 3, 1841 to David and Mary Bechtol. He was their third son. His mother died while he was still a child. His father, who was born in Westmoreland county, Pennsylvania settled, on a farm in Stark county when he was a young man. He moved to Indiana in his latter years and died at South Bend at age ninety-seven.

Charles grew up on the family homestead in Ohio assisting his father and brothers with cultivating the farm. This hard agricultural work, which he didn't like at all, taught him to be industrious and thrifty. His formal education was at the district school during its short winter terms.

By age 16 Charles had had enough of farming and began to learn the carpenter's trade. He followed this occupation for three years during the summer months.

In 1860, at about age 20, Charles came to Indiana and found work in a brickyard in Whitley county. He then moved to Huntington county, Indiana and was employed along the Wabash & Erie Canal running from Huntington to Junction, Ohio and then down the Miami & Erie Canal to Cincinnati, Ohio. We do not know if he was a boatman or worked at keeping the canal in repair. He also worked in the shops of the Wabash Railroad and the Erie Railroad in Huntington.

On March 2, 1865 Charles Bechtol, about age 25, married Mrs. Mary E. Anderson, the widow of George Anderson, in Huntington county. She was about a year older

than Charles. She had three children by her former husband.

Charles learned the trade of machinist and was employed in Toledo, Ohio for about eighteen months. He then returned to Huntington and was employed by the Erie Railroad. He became a carpenter and car-builder in the Erie shops.

In August 1874 Charles O. Bechtol was born into the family. Charles and Mary were in their early thirties at the time.

The 1880 U.S. Federal Census lists Charles Bechtol's occupation as a farmer. He is 39 years old, Mary is age 41, and Charles O. is age 5. Living with them are Harmon Bechtol, age 42, Charles' brother; Alonzo Anderson, age 20, Mary's son; and Alice M. Anderson, age 18, Mary's daughter. Harmon is a collar maker, Alonzo a compositor, and Alice a sewing girl.

In 1892 Charles was made a machinist in Huntington, and followed that trade until 1909 when he retired at age 68. He said he felt he had earned a rest.

Mary E. (Anderson) Bechtol passed away in May 1913. She was laid to rest in Section C of Mt. Hope Cemetery in Huntington, Indiana.

Charles was always thrifty and industrious. He had excellent judgment when making investments and became a holder of a number of valuable properties in Huntington in

## THE HOOSIER PACKET - MARCH 2015

addition to his home on East Franklin Street.

Charles, as well as his wife Mary, followed the Methodist Episcopal faith. They consistently attended the first church of that denomination in Huntington.

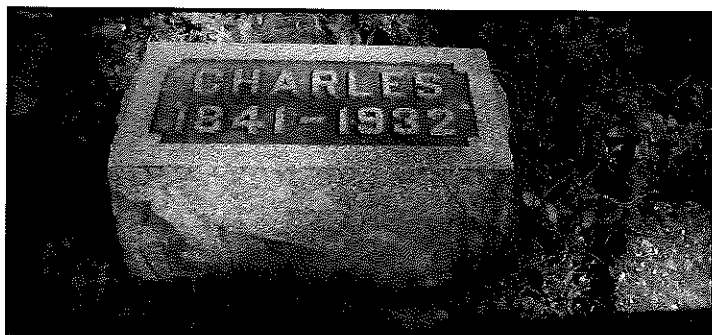
He was politically an independent and liked to use his own judgment in selecting those for whom he voted rather than being led by a political party. He never desired to hold any political office himself.

Charles belonged to the Lafontaine Lodge No. 42 of the Independent Order of Odd Fellows. He had a genial and courteous manner. His warm, wide circle of friends appreciated his many sterling qualities as did his many acquaintances.

Charles Bechtol passed away sometime in 1932. He was laid to rest in Lot 6, Section C of Mount Hope Cemetery in Huntington, Indiana.



**Dr. Charles O. Bechtol**                      **Charles Bechtol**  
**Charles O. Bechtol, Jr.**  
 Picture taken 1912-13



MARY E 1838-1913	BECHTOL	CHARLES 1841-1932
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He finished his medical term at the University of Illinois College of Medicine in 1901 and was an intern in the Cook County Hospital and Alexian Brothers Hospital in Chicago. He married Nancy Lee Martin, daughter of Joseph and Jai. Wilson (Lee) Martin on January 14, 1902. She was born on June 12, 1872 in Monmouth, Illinois. She was also a doctor having been prepared in Houghton, Seminary, Clinton, N.Y.; Wellesley College, 1895-96; A.E.I. located in Madison, Wisconsin, 1904-06; Marion, Indiana 1906-1919; and Long Beach California 1919-?.

Around 1906 Charles O. and Nancy Bechtol moved to Marion, Grant county, Indiana, where he became a leading surgeon. He was a member of the Grant Medical Association and a Fellow of the American Medical Association. Their only child, Charles O. Bechtol, Jr. was born on August 23, 1911. Charles Sr. died at age 44 on April 21, 1918 and was buried in Mount Hope Cemetery, Huntington, Indiana. His wife, Nancy (Lee Martin), Bechtol, died in Grant county prior to February 6, 1930, the date of her obituary.

Charles O. Bechtol, Jr., Charles' grandson, followed in his father's footsteps and became a doctor. He was born on August 23, 1911, was educated at Stanford Medical School 1940, and became internationally known for his research in biomechanics and orthopedic surgery. He chaired the Yale Medical School Department of Surgery, where he established the Yale Biomechanics Laboratory before joining the UCLA faculty in 1957 as professor and chairman of the Department of Orthopedics.

His son, Charles O. Bechtol was graduated from Huntington High School, attended Indiana University's medical school and was a member of Beta Theta Pi in 1896.

Charles O. Bechtol Jr. made major improvements in artificial limbs. He designed the Bechtol "Total Hip" system, the Bechtol "fluted" bone screw and the Bechtol "continuous strength" bone plate as well as shoulder and knee prostheses. In 1971 he founded the Los Angeles-based Joint Implant Surgery & Research Foundation, which he chaired until his death.

On July 19, 1975 Charles Jr. married Leola L. Feitshans Schlesinger. He was 63 years old and she was fifty-two.

In 1991, he received the Markowitz Award from the Academy of Surgical Research for a lifetime of outstanding

contributions to medicine through experimental surgery. He passed away in Pasadena, California on July 16, 1998 at age 86.

Sources:

Ancestry.com

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Find-A-Grave Memorial #73729359

Stephens, Carl. *The Alumni Record of the University of Illinois*. Champagne/Urbana, IL: University of Illinois, 1921.

*The Journal of the Indiana State Medical Association*. Ft. Wayne, IN: Office of Publication, 1918.

U.S. Federal Census 1880, 1900, 1910

[www.jisrf.org/founder-jisrf.html](http://www.jisrf.org/founder-jisrf.html)

### GEORGE AUGUSTINE JR.<sup>1</sup>

From Canal Comments: 59

By Terry K. Woods

During the 1840s in north-eastern Ohio, daily life and death were often closely intertwined with the Ohio Canal. As a point in fact, we would know nothing of the life or death of George Augustine Jr. if it were not for two clippings from an 1853 Akron newspaper and for a small number of entries in various Ohio Canal Boat Registers.

Apparently George Jr. was a rather successful businessman, primarily in Massillon, Ohio during the 1840s. We say, apparently, because we have been unable to find any record of Augustine's life in Massillon other than that which can be gleaned from various canal boat registers along the northern portion of the Ohio Canal.

George Jr. and John Augustine bought the canal boat "COMMODOIRE" from a gentleman from Cuyahoga Falls on August 31, 1843. At the time, George Jr. lived in Bolivar, Tuscarawas County, and John, possibly a brother, lived in Massillon, Stark County. The two men didn't bother to change the name of the boat, which might suggest it was their first effort at being canal boat owners.

On October 25, 1846 George Augustine, now residing in Stark County, and in partnership with two men from Tuscarawas County, registered two new canal boats in Massillon, the "SARATOGA" and the "I. L. HEWITT." That next April, Augustine, now with a definite address of Massillon, registered the new canal boat "WALHONDING." Since the craft's home port was listed as the village of Walhonding on the Walhonding Canal in Coshocton county, we can surmise that George may have

primarily been an entrepreneur, owning canal boats for profit rather than being a boatmen, himself. On August 8 that same year, 1847, George Jr. bought the canal boat "J. RHODES"<sup>2</sup> of Massillon and renamed it the "GEN. AUGUSTINE." It can be speculated that the craft was named after an Augustine relative, or perhaps, was just wishful thinking.

George Jr. and John Augustine again teamed up, this time on June 25, 1851, to buy the canal boat "J. G. KNIGHT" of Cleveland. It was renamed the "J. R. STRINGHAM" and made it's home port in Waynesburgh, on the Sandy & Beaver Canal, further strengthening our supposition that George owned canal boats and had someone else run them on various canal systems in the area.

George sold the "GEN AUGESTINE" to I. A. Hudson of Warren, Ohio on October 10, 1852. Mr. Hudson then resold the boat that same day to W. P. Vangordon who named it after himself for use on the Pennsylvania & Ohio Canal.

Shortly after selling the "GEN. AUGUSTINE," George Jr. apparently moved to Akron. We know little more of his life, only his death.

From a June 15, 1853 *Summit Beacon* clipping we find the following, . . .

#### MYSTERIOUS AND BAD OCCURANCE

It is with sorrowful emotions we announce the sudden and mysterious death of our much esteemed fellow citizen George Augustine Jr. The facts as they reach us, are as follows: The deceased left his house about 5 o'clock on Friday evening last. He was seen by several of our citizens

## THE HOOSIER PACKET - MARCH 2015

after that time on the streets and made inquiries of the Canal Collector, at his office, in regard to a boat which he was expecting. We have not heard of any one who saw him after 8 o'clock. His absence during the night, gave much alarm to his family; which was communicated to the community the next day. A thorough search was made around town and in some portions of the canal, but without success. Towards evening intelligence was brought that the lock tender at Lock 15 about a quarter of a mile below the business portion of town had discovered a dead body on examining for an obstruction that had prevented the gate from opening. It proved to be the body of Mr. Augustine. The face was bruised, there were several livid spots, the eyes were both livid and very much swollen, as also were the lips; but the body contained little or no water. A jury was immediately summoned by the Coroner but up to last evening they were unable to agree upon a verdict. The appearance of the face indicated in the estimation of many, death by violence; most probably by strangulation as if a hand had been placed over the mouth and nostrils. Yet, authorities seemed to justify the conclusion that the appearance of the face might be occasioned by accidental drowning, if he had fallen into the lock when it was nearly empty. A distance of 15 or 16 feet. Thus far, there is much diversity of opinion. Some small change a silver pencil case and some articles were found on his person; but a memorandum book and porte monie, both of which he had been seen to use within 24 hours of the time of his disappearance, were missing and have not been found. This, perhaps, more than all other facts, goes to justify a suspicion of violence; and, when taken in connection with the fact he was known to handle a large amount of money and be engaged exclusively in buying wheat at several points on the canal, makes out a strong case. It is not supposed, however, that he had much money in his possession. He had paid out a large sum at the bank in the afternoon, not in currency. Against the presumption of violence is the fact, that the

lock in which he was found was in the immediate vicinity of several habitations, where persons were up after 10 o'clock at night, and could have heard cries for help if made. Mr. Augustine was, however, a feeble, man and could be easily overcome.

Mr. Augustine resided for some time at Massillon and Canal Fulton. He had but recently taken up his residence here, but was well-known to our citizens and universally esteemed as a man of strict integrity and with the finest business habits and generous Impulses. He was in his 51<sup>st</sup> year and leaves a wife and 3 children. The body was taken to Massillon and interred by the Odd Fellows with the usual honor after funeral services here.

From the Summit Beacon, June 22, 1853:

### "THE DEATH OF Mr. AUGUSTINE

"The Coroner's Jury was unable to agree on a verdict in regard to the manner of Mr. Augustine's death. Four jury members believing that death had been occasioned by strangulation and the other two that he had accidentally fallen into the canal, death being caused by drowning. Their rendering was made accordingly."

If any of our readers in the Massillon or Akron areas know anything in addition of the life and death of George Augustine Jr., we'd certainly like to learn of it.

<sup>1</sup>This column began life as two newspaper clippings from 1853 copies of the Summit Beacon sent to us by canal historian Dave Meyer.

<sup>2</sup>Jessie Rhodes was a contractor of the Ohio Canal through Massillon. He was also connected with the Massillon Rolling Mill Company, a land speculation enterprise with Massillon founder James Duncan as president.

## WELCOME NEW MEMBERS

The following have joined the Canal Society of Indiana at the single/family rate of \$25 unless otherwise noted.  
The membership year runs from January 1, 2015 to December 31, 2015.

David Berkey - Lafayette, IN	gift
Denny & Debbie Burge - Delphi, IN	gift
Steven Busch - Delphi, IN	gift
Jack & Peggy Enos - Covington, IN	
Chris Hankins - Indianapolis, IN	gift
Jean Howell - Delphi, IN	gift
Steve & Donna Riethmiller - Ft. Wayne, IN	gift
Edgar Self—Muncie, IN	gift

Art & Nancy Temple - Indianapolis, IN	gift
Brent Tharp - Statesboro, GA	gift
Earl & Marilyn Toops - Ft. Wayne, IN	gift

*Welcome Aboard !*



FROM TIMES PAST

*Fort Wayne Times & People's Press*

July 13, 1854

Birch Creek Reservoir Bank Cut. — On Tuesday night last, the embankment of this Reservoir was cut through, letting out the whole body of water covering 1000 acres, to the depth of near ten feet. A great damage is time inflicted upon all business interests connected with the navigation of the canal, especially between this and Evansville. All business men who recollect the want of water last summer and fall on the Eel River Summit level will appreciate this calamity. A full supply has been stored up in the Reservoir for this approaching dry season, but by one act of midnight villainy, it is all gone. The breach will no doubt be immediately repaired, but at this late period there is little prospect of rains to fill the Reservoir for use this season.

For what purpose has this public injury been done? If to improve the health of the surrounding country, a bitter disappointment awaits those engaged in it, for the sudden exposure of 1000 acres to the sun will produce disease so sure as there is death in Malaria, while a full Reservoir according to the best medical authority and all experience, would have been harmless. If to injure the State and her creditors, for whose benefit the canal is held in trust; they have in doing this, damaged far more the transporting and business interests of this portion of the State — Their own neighbors.

It is supposed that a number of lawless men must have joined together in perpetrating this outrage. The shortest night of the year [22d June] does not afford sufficient hours of dark by one or two men. A few months before the same bank was cut, but discovered before a breach was made.

The trustees have built this Reservoir at a cost of \$20,000 to supply the want of water South of this place, and to give to the citizens and business men certain navigation to Evansville. They had paid damages to the owners of the lands taken for that purpose, and settled every claim but one, and that one by no means pressing. Everything that was reasonable had been done to satisfy those who live near the Reservoir, and it is difficult to conceive what could prompt this act of wanton destruction of a great and valuable public work. This Reservoir is absolutely necessary to the very existence of the Canal South to Evansville, and the Trustees have no choice but to maintain and keep it up. If the State authorities have not power enough to prevent and punish such lawless acts of outrage, it is time the public should know it.

What is to be done to protect the public interest in the future against the lawless acts of mid-night depredators?

Is there not power in public sentiment that can be brought to aid the laws? Will not the press along the entire length of the Canal aid in giving efficiency to, and concentrating, this public sentiment? Will not the press of Indiana do the same? The Trustees are willing to stand by every jot and title of instituted laws for their government, and only desire that the Courts shall interpret them. Will the State authorities permit mobs to over-ride these laws? *Lafayette Journal*

*Fort Wayne Times & People's Press*

July 13, 1854

Improvement.—Our friends, D. Comporet & Bro. Have erected a magnificent warehouse near their old one, on the Canal Basin, at the East end of Columbia street.

The business which these boys have built up by assiduity is a pleasure to know, and we can recommend their enterprise and punctuality to others.

*Fort Wayne Times & People's Press*

July 13, 1854

Improvement.—The Brick Tavern built by Squire Rockhill many years ago, and known as “Rockhill’s Folly” has been taken down, remodeled and built up again and will surpass any Northern House for capacity, arrangement and eligibility of location. It is to be called the “Rockhill House” by which we hope it will hereafter be designated.

The whole affair has been committed to Philo Rumsey, whose plans are highly approved. It is just the thing for Fort Wayne.

*Fort Wayne Times & People's Press*

July 13, 1854

Who are the most Bigoted, the most Unchristian, the most Cruel and Brutal of all Others? — Month after month we have been holding up the brutality of that class of Irish the “hod carriers” and “wheelers of the barrow” on the public works of the country, that the public might at length get a just appreciation of the influence which our immigration laws work on the great moral and political phase of the country, and we have had occasion to instance frequent cases, viz., that in LaSalle, Illinois where for no cause whatever the clan not only murdered the lamented Story, a contractor, but outraged his body, jellied his features so that not a ligament remained for his heart-broken family to know him by; the causes of which were attributed to their extreme ignorance of the laws of humanity, their native barbarian brutality, inflamed and aggravated by a pestilential priesthood, and a sympathy from public demagogues, when they were arrested for the application of the laws of justice. We say for months we have been at this work, and in the very face of these startling evidences of Irish brutality, and many

## THE HOOSIER PACKET - MARCH 2015

others, where the ballot-box was corrupted by swelled mob, led on by designing political tricksters and harlequins, we are startled by the astounding declaration of a young man, pro tem Editor of the Sentinel, whose political learning has not been sufficient to tell whether a cow will feed, as a preference, on shavings or forage, that a class of American citizens (whence love for the constitution and laws of the land is as true as the spirit of '76.) are "traitors, pirates, disloyalists, factionists, when they are imbued with every sentiment of patriotism, of law and order, and are attempting to arrest the hand of the savage, protect the purity of the ballot-box, enforce personal security, curb the licentious libertinism allowed and ever encouraged by Roman priests and political mountebanks. And, too, in the face of the most damnable outrages which this race are annually committing under the emasculated Constitution of Indiana, which allows them to vote after six months departure from the bogs of Ireland, and a mere declaration of intention of citizenship, this young scion of Locofocoism [faction of the Democratic party], now scarcely dry from his swaddling clothes, makes use of these pregnant words with reference to the character of peaceful citizens toward this class of men.

"Yes, they would preclude from the right of citizenship the very individuals who cultivate the refused territory of our land, and in a few years make the waste places, healthy, beautiful and lovely habitations; the very persons who construct the internal improvements that bring us in almost immediate proximity with the remotest corners of the earth."

It is the appeal and similar ones on the part of pandering presses and the like sentiment displayed from high places, and at the hustings [proceedings at an election], that has caused the class of exotics to exclaim, "hurrah for the Pope" — that has led to a disparagement of our nations flag — that has interrupted the right of free speech — that assailed the liberty of the press — that has caused flagrant and brutal outrages on the peace of communities, and the right of personal liberty and security; and when the guilty agents are brought to justice that have polluted the fountain, and then interposed to avert the execution of the sentence; that claims the protection of the law, yet are disloyal to a fault, and render no consideration to it by payments in to the public treasury, and finally, that crowd our asylums and curse our government and her policy because the Pope is not acknowledged as a power superior in all civil authority.

To the interest of the Sentinel above quoted, we in our last paper made use of the following language.

"We see in all this that though Mr. Wilson Shannon Hoagland is American by birth, yet he is so short sighted, nay, blinded, in his political eyes, that he is willing to pros-

titute the proudest principle of the \_\_\_ town citizen, by going down into the gutter, and claiming fellowship with that class of people, the most bigoted, the most unchristian, the most cruel and brutal of all others; and claim for them as rights that which they should only claim as a boon, and making them equal to the American citizen, into whose lungs was inspired at his first breath the spirit of republicanism which has matured with his advancing years."

This language, though plain in its application to the remarks of Mr. Hoagland, and to the class referred to, was seized on by one of Martin Van Buren's sub-treasurers who yet goes unpunished — yet a pensioner on the public bounty, and reduced to the necessity of holding property in the name of his children, and who straightway commenced infusing distemper into the minds of a certain class of law-abiding, enterprising and respectable citizens with whom we have lived and still live on terms of intimacy, and tried to induce them to withdraw their patronage by promises of character the particulars of which we will reserve for another time. Being called on by one of them, our neighbor and friend, we made substantially this explanation of the plain reference of our remarks, and we do so now publicly for the benefit of the class whose impolicy we have deprecated, for the benefit of the Locofoco fungus, who grew out of public charity and is supported by the same, and lastly, with due respect and for the benefit of our noblest whose \_\_\_ ven referred to.

Does any one doubt as to the class referred to and of the justice which we have on our side, when they are told that already a secret emissary of the buzzard roost has been along the public works of our county and taken the declaration of six hundred foreigners, mostly Irish, who will be ready to swear to a sufficient residence to qualify them to vote, and who will be ready, too, to be led up to the polls like cattle to exercise the privilege of freemen.

Is the elective franchise once so sacred now the boast that it once was, since a set of demagogues have met and under the power to amend the Constitution, have subverted the barriers that made it strong to resist infractions, robbed it of its virtue, and made it the easy prey of the unlawful designs of themselves and these bigots of the old world? And when we reflect that any attempt to purge the ballot-box by a challenge of their right to vote, is almost sure to result in violence, instigated by the banditti that move them, our blood boils and our only hope is in the virtue that yet lives in the American heart, to unite, regardless of political differences, to crush out the monster and send back those starveling demagogues to their cavern homes.

When this proves inefficacious, to burnish up the old musket and keep the powder dry will be the work of every patriot. Demagogues are bringing this on, and it has



come to such a pass that while the braggart ruffian can abuse our country, her religion and laws, the true son of the soil dare not set up for his own nationality, lest he is insulted by a rowdy, or abused by outhouse politicians. If our friends still are willing to listen to an arch enemy, both of ours and of our country, we regret their course, and while we bid them God-speed on the highway of life, we say to them that our colors are to the breeze and we will defend them.

*Fort Wayne Times & People's Press*  
July 27, 1854

Cholera. — Frequently for the past week have we seen and talked with persons from the Country who manifested great fear that they should be attacked with cholera which they had heard and believed was raging in Fort Wayne. These rumors were doubtless got up by some wag or designing person, either to see the manifested fear — sell cholera medicine, or keep trade in the country.

We take pleasure in stating that Fort Wayne is not only now clear of Cholera, but there has not been a single case in the city this season.

The general health is as good as any place in the State, and there are not neither here nor in the vicinity any of those causes which are said to superinduce the dreadful scourge.

Our friends wherever they may read this paper may be assured that we speak truly, that there is not any contagion or epidemic here, and that when such takes place, we will be the first to publish it, in the mean time don't heed such reports referred to.

We are, however informed, and we will so speak, that some appalling disease has broken out, at Hometown, 12 miles North of this city, from which we learn that our old friend and citizen of that Village, Howard Dunton for many years a resident of that place, died on Sunday last, and also another whose name we have not learned.

Also have we learned that at Wilshire O. has the Cholera made some havoc, and at Lima, some sudden deaths have occurred, but as our informant says, they were brought on by excessive indulgence and that they would be likely to occur at any season of the year.

*Fort Wayne Times & People's Press*  
July 27, 1854

From the Independent Press  
A Plain Chapter on Cholera. By Dr. John G. Dunn. —

Having been requested by several to give them a receipt for cholera it may not be out of place to publish a few hints which can be put in practice by any one having the least idea of the usual remedies and common applica-

tions kept in every family; and in doing so, I shall divest my language of ever professional term that is not generally understood.

It is often the case that a person attacked by cholera makes fatal delay in procuring a physician or is too far from his abode to have his attendance in time. The disease is generally so insidious in its approach that every little diarrhea, or uneasiness in the bowels or stomach should be looked on with suspicion when cholera is known to be in the neighborhood. A diarrhea thus occurring should be treated immediately. A good warm bath, as hot as you can bear it, and plenty of soap to cleanse the skin; rub dry with a coarse towel until the surface glows red, then take three pills of the blue mass with eight or ten drops of Laudanum. This will prevent almost any attack of cholera in its first stage. When it is about no one can pay too much attention to his diet, or his feelings. Avoid unripe fruit, or too much of that which is ripe. Bathe every morning with cold water, and rub the skin roughly for it has more to do with cholera than people are aware of.

If you let a slight diarrhea run on for a day or two, the first you are in the spasmodic clutch of cholera; when if you had checked it in season; and removed the cause by slight medication the terrible grasp may never have been laid upon you. It does not always warn you with a diarrhea; but comes on suddenly. Now I merely wish to drop a few items of treatment to be used where medical treatment cannot be immediately procured. When a person is attacked by cholera, boil a large kettle of water as soon as possible, strip the patient naked, put a large mustard poultice over the stomach and bowels; then wring out three blankets from the boiling water, and wrap him in them, winding a dry blanket on the outside to keep the heat in. Thus you apply heat all over the body and bring the blood back to the skin. What's the use of you rubbing! It only creates a little heat — why not apply it all over at once with the blankets; you may put some mustard or red pepper with the hot water if you choose. So much for the outside treatment; now the attention must be turned to the bowels and stomach. Intense purging and vomiting are almost always present in cholera, and from their exhausting influence demand prompt treatment. As soon as the skin begins to warm with the blankets, the alarming purging and vomiting cease. Do not be afraid to give laudanum — give sixty drops at a dose — a little dose will do no good — you have a giant to deal with — knock him down with a big club, and after he's down, keep him. If the laudanum is vomited up repeat the dose immediately. Mix together red pepper, warm brandy, or whisky, and a little camphor, and give it occasionally; but the great hope—the great dependence must be on your hot blankets and your laudanum. I will tell you why:

## THE HOOSIER PACKET - MARCH 2015

Cholera is a disease in which the blood leaves the vessels of the skin and is thrown in upon the bowels, stomach, liver, and other internal organs. Nature, in order to get rid of this unnatural accumulation of blood, strives to relieve herself by plunging it out and by vomiting it up; but any one who has ever seen a person bled, has noticed that the blood separates into two parts — water and clot. Now there are little vessels opening into the bowels which let out the water part of the blood but will not permit the clots to pass, and this is the cause of so much water being purged and vomited; the blood thus loses the water which rendered it fluid and becomes useless in the veins; and in treating the disease there is one important item to be noticed: viz: when the purging and vomiting is somewhat checked and the skin

begins to take on a warm sweat, then stop giving brandy and resort to teas. The water of the tea will be absorbed by the little vessels in the bowels and taken up to restore to the blood that which is lost. I talk of warm sweat in cholera which is equally as exhausting as the diarrhea. The hot blankets soon check it.

The great idea of cholera can be told in a few words — bring the blood back to the skin by applying heat to it externally; check the purging and vomiting with immense doses of laudanum.

Laudanum not only does this but it also relieves the contracted state of the little vessels of the skin and thus opens the way for the blood to flow back to the surface. I have never known a case to die when treated thus.

### SHIPYARDS ONCE LINED OLD CANAL

*The following article was found among clippings from old Journal-Gazette Newspapers in the Allen County Public Library. Unfortunately there was no date or author of this column given. It is quoted in its entirety.*

Note: Stories about the old Wabash & Erie Canal fall into separate episodes which provide a deeper intelligence of the modern Fort Wayne and its ways of life. Here is another of a series revealing the significance of the former waterway.

Diversified industry was characteristic of Fort Wayne far back in years when the air reeked of many tanneries. The city even successfully turned its hand to shipbuilding as traffic of the old Wabash & Erie Canal became stabilized.

Boat building, however, began soon after the menace of the Indians was removed. And while the old fort deteriorated in importance and rotted away, the community around it blossomed with lively industry.

Dana Columbia, a famous tavern keeper and early industrialist, established commerce on the Maumee River between Fort Wayne and Toledo before the canal came. He and his brothers first established a wagon factory near the intersection of what is now Wayne Street and Broadway. Eventually, a fleet of pirogues was produced there and these plied the river until the canal became well established in the 1840s.

The pirogue, which historians often refer to, was a hollowed log between 30 and 40 feet long. The fresh logs were held above ground in a crude dry docks to hasten their drying, and then hollowed out to the shell of a boat.

**Reportedly, there was nothing quite like this fleet of pirogues anywhere else in the United States.**

These boats, seemingly most adapted to waterways of this area, were loaded with furs in the spring when the water was high and floated downriver to Toledo. The current of that season gave them a normal cruising speed of 10 miles an hour.

Relieved of their cargoes of skins, the boats would put in at Perrysburg, Ohio and load up with food stuffs for Fort Wayne. Now moving against the current of the river, the crews used poles to move the heavy craft and the return trip sometimes took weeks.

Roads between Fort Wayne and Perrysburg were impassable during the winter and spring months, and the pirogues were the sole source of supply for many merchants.

**When the Maumee River was open in the winter, these boats still braved the weather between Fort Wayne and Toledo. As the canal boats began running the pirogue fleet quickly became obsolete.**

In later years, Dana Columbia removed his family to Junction City, Ohio, where the Wabash & Erie Canal flowed into the [Miami and] Erie Canal which had Toledo as its terminal. Columbia Street, the city's [Ft. Wayne] first business thoroughfare was named after him.

When the canal boats wending their strange way across-country, shipbuilding became a part of the city's growing industry and the specialty seemed to be grain boat which moved largely between Fort Wayne and Toledo. These had cabins fore and aft principally with the center

## THE HOOSIER PACKET - MARCH 2015

devoted to bins for bulk grain. Some of them, of course, carried passengers. Old records indicate that these vessels remained popular for shipping for some time after the Wabash Railroad was laid throughout the city.

The crews normally consisted of a captain who functioned with considerable prestige, a bowsman, two steersmen, two mule drivers and a cook — it was not unusual for women to prepare food on these boats.

**Duties of the bowsman were to open up the locks, of which there were many on either side of Fort Wayne, swab the decks, help the drivers change horses, and fill in for other members of the crew.**

For the heavier boats, it seemed expedient to change horses every 10 miles at stations along the canal. And every lock of the waterway spouted a grocery where both staples and perishables could be taken aboard.

When the canal was opened its entire length, these freighters operated between Toledo and Evansville. In 1864 the southern stretches of the waterway were abandoned and traffic moved between Huntington, through Fort Wayne to Toledo.

The lighter packets of the canal, which carried passengers, moved at a brisk pace for horse-powered boats: the horses or mules moved easily with them and sometimes swells from the bows of the craft slopped water over the towpath.

**Much of the canal was narrow, making it difficult for two boats to pass: this maneuver took the close coordination of all the crew, with special efforts by the driver and steersmen.**

In the spring men made great effort to obtain jobs on the canal — the season lasted about eight months. Some of the boat captains were so highly respected that

their names remain in history: Captain Tim Donovan of the **Stout**, George Little, Skipper of the **Captain Columbia**, the Comparet brothers, who operated the **Gordon Green**, and Hugh Haggerty of the good ship **Fort Wayne**. Donovan also served as master of **King Brothers** and Haggerty also commanded the **Atlantic**. The **Atlantic**, a well-known vessel, was the product of a Fort Wayne shipyard and **King Brothers** was launched in Defiance, Ohio, another shipyard community on the canal.

A great drydock for the canal boats was located near Lindenwood Cemetery. There was brisk activity every spring, getting the boats ready for service. Full crews were needed for this renovation.

First, the hulls and superstructure were scraped and painted and when the paint was dry, the boats were moved into the water. Passengers were gone on record saying that the boats were clean and the food excellent.

**Cruising along the narrow canal was for the most part an unusual experience filled with contrast and beauty. The late Charles M. Comparet has left the description of cruising down to Defiance.**

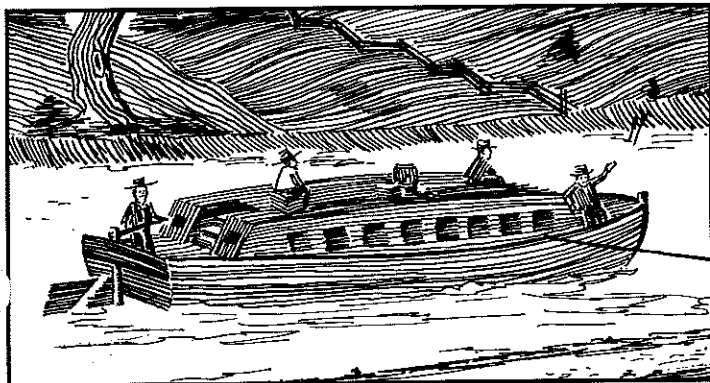
“In going down to Defiance the boats passed through some very heavy woods and it was not unusual to see deer drinking from the canal as the boats went along.

“Out near the Defiance reservoir [Six-mile Reservoir] was a furnace where iron was manufactured. Persons from Buffalo had come there, bought large tracts of land, and built quite a furnace. Charcoal was made in the woods and about 200 men were employed. The firm had several boats that hauled the iron in blocks to Toledo, then reloaded and continued on to Buffalo.

“This was quite an institution and a great many eastern people would ride from Defiance to Cecil on the canal boats, stay a couple of days and come back.

“The iron boats ran for about 10 years and the furnaces lasted about 20 years until the wood needed to make charcoal was burned off. The furnaces then were abandoned and the land sold. The reservoir subsequently was drained and converted into rich farmland.”

There was a ritual peculiar to the canal: when the boat crews changed it was the bowsman's duty to blow a horn. Often it must have been the most pleasant chore of the day.



## LOCKS & DAMS BYPASS RAPIDS

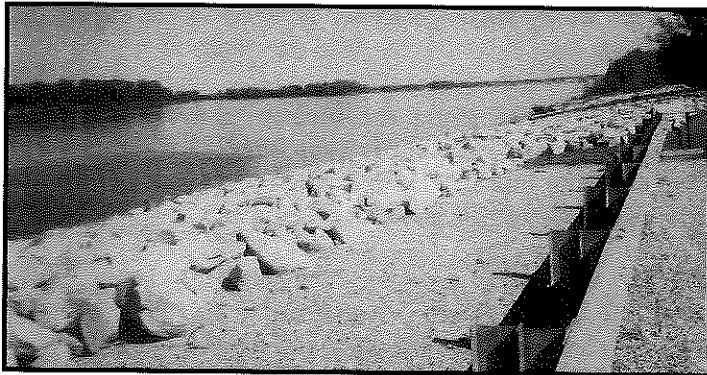
From Gerald Hulslander

The Hoosier Packet arrived today. The article about the locks on the Mississippi by Linn Loomis is interesting. I have been through Mississippi locks from St. Louis to Hannibal on the "Delta Queen," the ones canawlers saw on the "Twilight" from Rock Island to Dubuque, and two more up near LaCrosse and Prairie du Chien.

The bypass canal at St. Louis that gets around Chain of Rocks is not the first on the Mississippi. Before the current lock and dam system the Mississippi had another "chain of rocks" near LeClaire, which explains why there is a lock and dam there now. The old steamboats would run aground there if loaded so they unloaded onto team and

wagon transport, did their best to get through the rapids, and met the wagons on the other side of the rapids to reload and continue. A channel was dug around the rapids on the Illinois side coming downstream to the arsenal island and deeper water. To prevent the river from flowing entirely through the new channel a lock was built on the down side on the Iowa side of the island. It is still there. In effect the rapids were a dam.

I had a torpedo-man shipmate who lived in Matthews, North Carolina, near Charlotte and we found another such arrangement on the Catawba River south of Charlotte. It is a state park and the lock is still there. The rapids have a straight line of ripples so I suspect they added some rock to the rapids to enhance the damming effect of the rapids and upstream navigation.



By 1940, the Upper Mississippi River had been canalized by building a series of locks and dams thus creating a safe navigation channel from Alton, Illinois north to Minnesota with the exception of the Chain of Rocks located northeast of St. Louis, Missouri. An actual canal had to be constructed around the river's Chain-of-Rocks area. In 1953 Locks 27 and the 8.4-mile-long Chain of Rocks Canal, which allowed boats to bypa this dangerous stretch of rock ledges, was completed by the US Army Corps of Engineers.

Photo by Linn Loomis

## CANAL BOAT *ALBERT S. WHITE*

The *Albert S. White* was the first canal boat to make a through trip from Lafayette to Toledo. It was named in honor of U.S. Senator, Albert S. White. A Lafayette editor wrote:

"THE ALBERT S. WHITE, of Lafayette is a new and superb Canal Packet built at this place for the Wabash and Erie Canal Transportation Company. She was to leave port yesterday for Fort Wayne, there to receive her furniture, etc. and we venture the opinion, that when fitted out she will 'take the shine off' of any thing in her line to be met with 'in these diggings.' She is commodious, and her apartments are arranged as that there can be no danger of indiscriminate mingling up of male and female passengers and crew, as is sometimes necessarily the case in boats of bad construction."

After being fitted out in Fort Wayne the boat returned to Lafayette. On May 8, 1843 the first trip with passengers left Lafayette for Toledo, a distance of approxi-

mately 222 miles (84 miles from Toledo to Ohio/Indiana state line and 138 miles from the Ohio/Indiana state line to Lafayette.) The captain of the boat was Cyrus Belden of Toledo. When it passed through Fort Wayne, it was warmly welcomed.

On July 4, 1843 a celebration was held at Fort Wayne commemorating the line of the Wabash & Erie Canal being opened to Lake Erie. Marshal of the day was Hugh Hanna. General Lewis Cass was the principal speaker with other speakers being Albert S. White, Edward A. Hannegan, Henry W. Ellsworth and Governor Ethan Allen Brown of Ohio.

Once the canal was opened it slowly became an avenue for shipping goods and transporting people because shippers feared the canal could not be counted on. It took about three years until its reliability was established.

Passenger rates on high class packets such as the *Albert S. White* were established as follows: Toledo to Ft. Wayne 104 miles \$3.25, Fort Wayne to Lafayette 118 miles \$3.75 and Fort Wayne to Cincinnati 221 miles \$6.75

## THE HOOSIER PACKET - MARCH 2015

### LETTER LISTS CANAL LANDS

Found on E-bay by Neil Sowards

Note: Unfortunately the seller did not show the inside of the letter that listed the canal lands to be sold. They were in Perry County. The canal did not go through them but they were sold to fund the canal's extension.

Blue **EVANSVILLE Ia. FEB 20 (1847)** circular date stamp with blue handstamped PAID and "5" rate on stampless folded letter from F. E. Goodsell to the Auditor of Perry County Indiana informing him of the list of **lands selected by the State for the extension of the Wabash & Erie Canal** (from Terre Haute) south.

Although CSI doesn't purchase items like this one, we are always interested in their contents. They helped us put together the history of Indiana's canals.

#### William R. Nofsinger's Family (Updated)

Name	Birth	Place	Death	Place	Marriage	Place
Peter Nofsinger	1775		1841			
m. Elizabeth Stover	1768		1864			
Joseph Nofsinger	1790		1850		9-14-1812	Virginia
m. Mary Harshbarger	12-26-1796	Botetourt, VA	1850	Roachdale, IN	9-14-1812	Virginia
Salome Nofsinger	1813		1880			
<b>William Rowland Nofsinger</b>	2-18-1815	Botetourt, VA	3-16-1880	Indianapolis, IN		
m1. Mary Myers	1817		1840		12-18-1836	Ladoga, IN
<u>Francis Bacon Nofsinger</u>	1-06-1837	Ladoga, IN	1-06-1920	Kansas City, MO		
<u>William Wallace Nofsinger</u>	@ 1840	Montgomery Co, IN	12-29-1845	Ladoga IN		
m2. Evaline Howard*	1827	Rockville, IN	4-07-1853	Rockville, IN	2-01-1844	Rockville, IN
<u>Mary E. Nofsinger</u>	1845	Rockville, IN	1874	Indianapolis, IN		
m. Noble, William H L	1825		1877	Crown Hill Indy IN		
Noble, Lizzie	6-14-1848		7-27-1848	Rockville, IN		
m3. Emeline B. Baldwin	7-??-1833	IL		Kansas City, MO	6-16-1853	Edgar, IL
<u>Luby B. Nofsinger</u>			8-13-1854	Rockville, IN		
<u>William B. Nofsinger</u>	1856		8-09-1857	Crown Hill Indy IN		
<u>Rowland Nofsinger</u>	5-13-1859					
<u>Joseph Lewis Nofsinger</u>	11-19-1864	Indianapolis, IN	2-27-1906	Kansas City, MO		
Elizabeth Nofsinger	1817		1889			
Samuel Nofsinger	1821		1900			
Peter Nofsinger	1823		1871			
Jacob Nofsinger	1825		1905			
Susan Nofsinger	1827		1902			
Catherine Nofsinger	1830		1904			
Nancy Nofsinger	1835		1840			
Hannah Nofsinger	1837		1906			
Caroline Nofsinger	1838		1884			

\*Evaline Howard's parents were:

Tilghman Howard born 11-14-1797, died 8-16-1844, and buried in Rockville, IN

Her mother died in 1830 at Bloomington, IN

Her step-mother was Mary Maxwell born 1-22-1813, died 4-27-1909 and buried in Rockville, IN

Note that the *Biographical History of the Indiana General Assembly* Vol 1 1816-1899 gives William Rowland Nofsinger's biography on pages 294-295 and says he had 4 children altogether. Above we show four for his marriage to Emeline Baldwin plus others by his other wives. We quote this source:

Born Feb. 18, 1815 Botetourt Co., VA Studied Medicine and attended Jefferson Medical College, Philadelphia and graduated in 1844. Married Mary Myers in 1836. Married Evaline Howard 1844. Married Emeline Baldwin 1853. 4 children all together. Moved to Ladoga, Montgomery county. Moved to Parke county in 1842. Moved to Indianapolis in 1855. Physician, a founder and cashier of the 1st National Bank in Indianapolis, Ind. Agent of the Singer Sewing Machine Company. Democrat; Fusion, Republican in 1854. Member of the Indiana Constitutional Convention 1850-51. Trustee of the Wabash and Erie Canal 1851-54. State Treasurer 1855-57. Lost his bid for Treasurer in 1856. Died March 16, 1880 Indianapolis, Marion county, Indiana.

**CANAWLERS AT REST REVISITED:  
WILLIAM ROWLAND NOFSINGER**

By Charles Davis

On page 3 of the January 2014 Vol. 13 No. 1 of *The Hoosier Packet* in the "Canawlers At Rest" column, Editor Carolyn I. Schmidt wrote about William Rowland Nofsinger. I, Charles Davis, have found the following information about his activities during his brief years while living here in Parke county, Indiana.

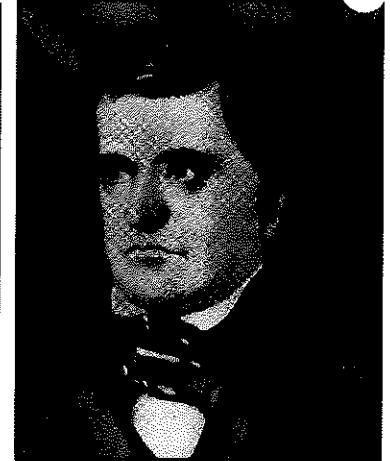
William moved to Parke country early in 1842. He then studied medicine and attended Jefferson Medical College in Philadelphia, Pennsylvania from which he was graduated in 1844. That year on February 1, he married Gen. Tilghman A. Howards' daughter Evaline, by the general's first wife, in Rockville, Parke county, Indiana. So far I have not been able to find Howard's first wife's name.

William was a member of the Indiana Constitution Convention, then served as Wabash & Erie Canal trustee until his term expired in 1856. According to the *Rockville True Republican* of December 21, 1854, p. 2, it was close to say he left Parke county in 1855, the year he was elected Indiana State Treasurer. He then moved to Indianapolis, Marion county, Indiana.

In Rockville William's home was located on the northwest corner of York and Jefferson streets, on the south-half of lot 17. It was just across the street west of



William Rowland Nofsinger  
2-15-1815 ~ 3-16-1880  
Buried Crown Hill Cemetery,  
Indianapolis, Indiana



Gen. Tilghman Ashurst Howard  
11-14-1797 ~ 8-16-1844  
Buried Rockville, Indiana

Samuel Nixon Baker's Pottery, an old canal man himself. In a letter from Mr. Baker to Hon. John G. Davis dated March 4, 1854, "Doc Nofsingers are well."

While in Indianapolis, Mr. Nofsinger sold his Rockville home to William Reeder for \$1,300 on January 20, 1859. Deed Record 2/77 The 1939 picture of Rockville shows the location of this home. It was raised in 1950 to break ground for the Grab-It-Here grocery store. The store had its grand opening on March 22, 1951.

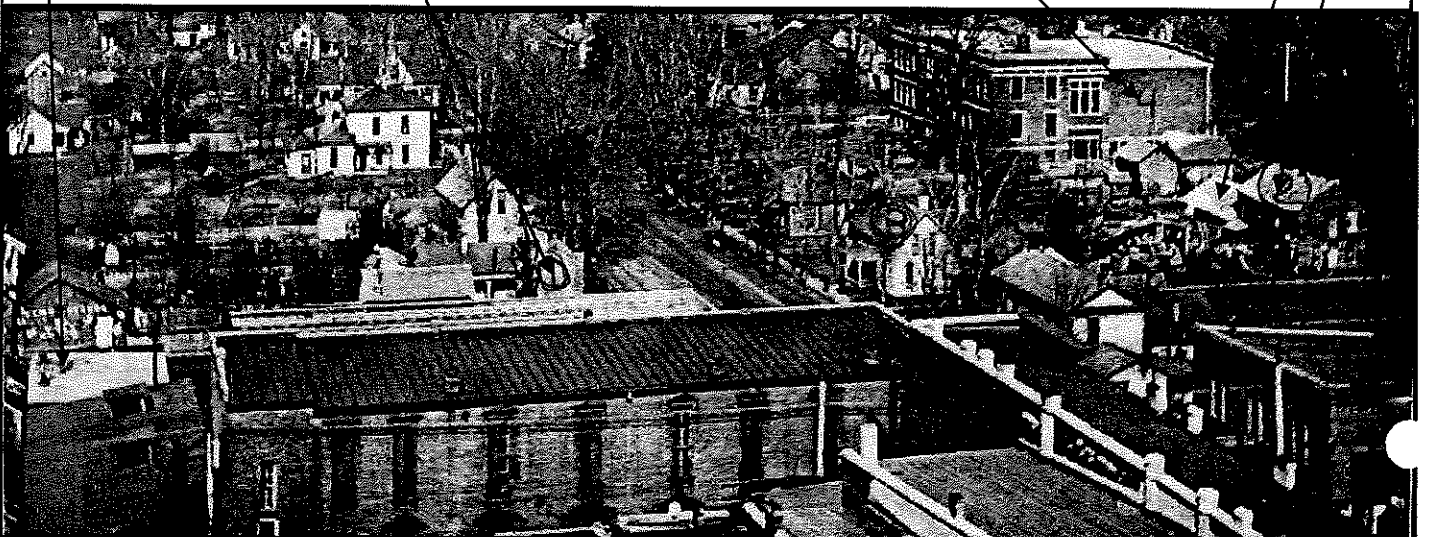
Home of Samuel Nixon Baker, corner Jefferson and York Street, see *The Hoosier Packet* February 2006 by Charles Davis

Home of William Rowland Nofsinger S½ Lot 17 SE corner Jefferson & York raised 1950 for grocery store.

Rockville High School raised in 1970s

Samuel Nixon Baker Pottery est. 1834, Lots 17-18, had canal boat "Wild Boy," run by son Charles H. Baker 1909, closed 1910, raised June 1912, kiln, pottery

1909 photo taken from Court House Tower





LETTER SENT FROM CANAL BOAT

Neil Sowards, CSI member from Fort Wayne, found the following letter on E-Bay. It was written aboard the canal boat "Echo" by a Mr. Bennet on April 20, 1854 and posted from Fort Wayne, IN on April 23, 1854 to his wife Mary Ann, who lived near Blairsville, PA. Unfortunately the seller only showed this portion of the letter on E-bay.

On Envelope:

Mrs. Mary Ann Bennet  
Near Blairsville Penna  
Posted at Fort Wayne IN April 23 1854 [Sunday]

Letter:

Boat Echo April 20, 1854  
[Thursday]

Dear Dear Wife

I rec'd your welcomed letter in Cincinnati and was glad beyond measure to hear you had got so much better and also our Dear little ones. I hope to hear again from you at Fort Wayne where I expect to be on Sunday. I am quite well and getting along after a fashion - I suppose - very slowly. I have been trying to save my horses so that if I get a chance to sell [them] they will look to the best advantages which I find will be bad enough. The horses will be much cut down by the time I reach Terre Haute. I hear that boating is good freight plenty and prices good. I intend selling the first opportunity as I find boating will not suit me long. I find Burke a good trusty hand. As for Stewart he is good but he has been sick ever since we started. I settled with him this morn. And he started for home and I suppose will reach there before this reaches you. I come this two day since and though I would have .....

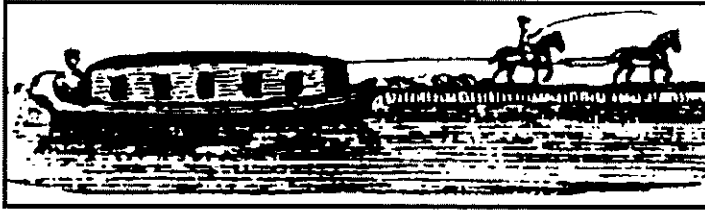
Apparently Mr. Bennet found he was not suited to operating the canal boat "Echo." He wanted to keep his horses in the best condition possible before selling them but was afraid they would be worn out by the time he reached Terre Haute. Even though he had heard there was plenty of freight available and prices good, sickness had worn him down as well as part of his crew.

If Mr. Bennet received this his wife's letter in Cincinnati and was heading north, he would have taken the "Echo" on the Miami & Erie Canal from Cincinnati to Junction, Ohio where it then entered the Wabash & Erie Canal and went west to Fort Wayne. From there he planned to take it southwest down the Wabash & Erie Canal to Terre Haute, Indiana. After the W & E was completed to Terre Haute, the first boat arrived there in October 25, 1849.

WCT NEW YEAR'S DAY HIKE

On January 1, 2015, New Year's Day, twenty-four members and friends of the Whitewater Canal Trail braved the cold weather to hike along the canal to the east of Metamora, Indiana. The railroad is on the old Whitewater Canal towpath. At one point they were very near the Whitewater River. They visited the remains of an old canal lock. It was cold, but they enjoyed the camaraderie and look forward to next year's hike. Photos courtesy Jennie Wilz and Gail Ginther





## HICKMAN DROVE MULES FOR CANAL BOAT

Shortly after the Danville, Illinois *Commercial-News* ran an article about the Wabash & Erie Canal, another canal article appeared in the paper's November 24, 1940 issue. Apparently the previous article was read by Pete Hickman, age 81, who lived near Bono,\* Indiana. It stimulated Pete's memory and he reminisced about his connections with the canal to reporter Leo Aikman. Aikman noted that Pete, as a boy of 13, had ridden a horse behind two mules, which he drove along the towpath pulling a boat down the Wabash & Erie Canal. Aikman's article is quoted:

"In 1871 he lived in Montezuma with his parents, who boarded Bill Lyman, the canal boat driver, when he was in town. One night Bill got drunk. When James Mussett, captain of the boat, came to the Hickman home in search of his hostler, he found him in no commission to take the towpath. Mussett offered the job to young Pete, then 13. Naturally, Pete wanted to go and, after much tearful pleading, won parental consent.

"The boy spent three or four weeks on the canal, handling the boat's motive power, while his employer handled the tiller at the stern. Pete is not sure just where they went, but thinks the boats went up river to Lafayette and down to Vincennes.

"He says that when he left Montezuma in 1872 there were only two boats left on the Wabash & Erie. These were owned by Col. Benson, a wealthy riverman who owned a warehouse and slaughterhouse in Montezuma. The Benson Warehouse stood just north of the present Montezuma swimming pool. A basin led back from the canal to the long loading dock and warehouse and boats were swung from the canal into this basin. Vermillion Co., IN, farmers marketed many hogs by driving them across the frozen Wabash to Benson's slaughterhouse.

"Mussett and his wife lived on the boat. In stormy weather, driver, mules, and horses were housed in the 60-ft. craft. The boat drew about four feet of water; this left a foot clearance, for the water in the canal averaged about five

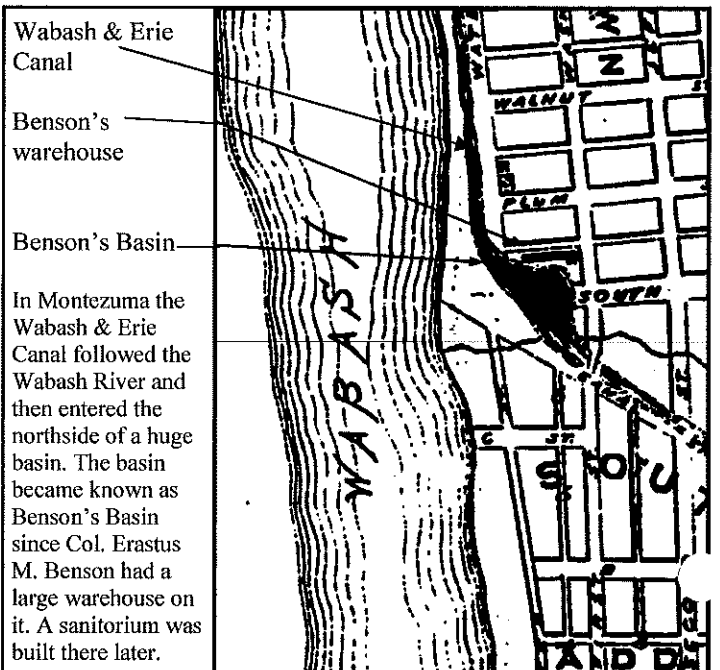
feet. Boats traveled about three to five miles per hour as fast as the mules could walk. Excessive speed set off waves which damaged the sides of the canal. Streams like the Raccoon and Sugar Creek were crossed through aqueducts, wooden troughs through which the boats passed, while mules, horse and driver crossed over a bridge in the towpath.

"Pete insists that so far as he can remember no canal boats carried passengers regularly. Four steamboats, the Amazon, Romeo, Brazil, Grondyke, came up the river to Montezuma. Only the smallest of these went up-river.

"Muskrats and railroads brought the canal age to an early close. The former undermined the canal, the later ate into its business and its profits.

"In 1872 Pete Hickman came to the Bono neighborhood, where he worked at what he could get. One of his first jobs was as teamster, helping to operate the railroad switch at what is now Dana. That was in 1873, the year the town was founded. Mr. Hickman married Olive Barnhart of Bono. They now live happily on their own farm. In the pasture back of the house is a third-of-a-mile lane. Drive down there almost any morning and you'll see him up behind his colt, Tim Finnegan. And the driver, with his two-year-old trotter, making considerably more speed than he did on that canal horse in 1871."

\*Bono is located near the Indiana/Illinois border just northwest of Clinton, Indiana in Vermillion County.



## NEWS FROM DELPHI

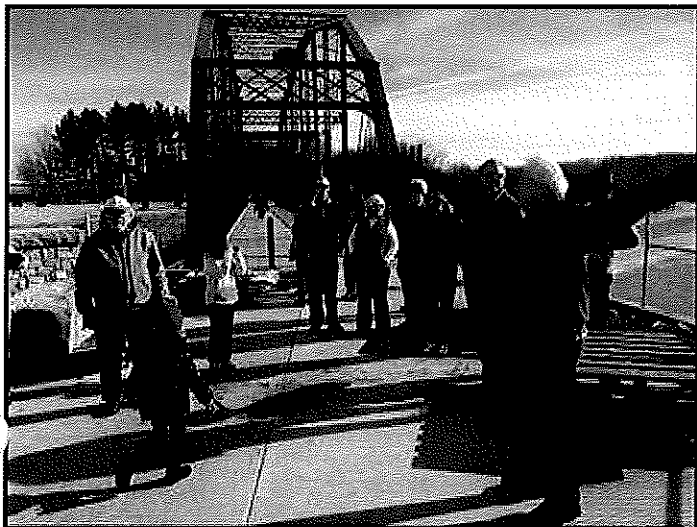
### AFTER CHRISTMAS WALK

Articles and photos from Dan McCain

For the past dozen years the Carroll County Wash & Erie Canal organization in Delphi, Indiana has held a "Day After Christmas Walk." This year 24 members and friends covered the same route they did seven years ago to the Monon High Bridge over Deer Creek. In the picture below they listened to Mark Smith about the history of the area and Brian Stirm about the Monon Railroad.



David McCain explained the features of the Freedom Bridge Plaza and told them about the proposed Bicentennial commemoration that will come with the completion of the several key features. The Canal Association, City of Delphi, and Heartland Heritage Inc (HHI) are working together to complete enhancement of the grand view of the Deer Creek Valley with Indiana's Bicentennial coming in 2016.



Looking from the west end of Freedom Bridge to the Plaza, the bridge allows hikers to cross over the 4-lanes of new highway, SR 25. Originally this span was across the White River at Freedom in Owen county, Indiana. Then it sat at Conner Prairie for nine years unable to be used due to property issues. Now it is an attractive trail connector. Further development of the mile-long trail out to the old Monon trestle will be assisted by grants from the Indiana Department of Natural Resources and Deer Creek township.



The plaza section just off the east end of Freedom Bridge hosts an impressive stone engraving of Locomotive 765 and the semblance of tracks in the stone leading to the mural.



### THE SMITH SHOP

A gift of woodworking machinery from Bonnie Maxwell and Anita Werling gave the Monday-Wednesday-Friday volunteers something to bring to the canal park and

## THE HOOSIER PACKET - MARCH 2015

put right to work. This is a multi-use Shopsmith woodworking indoor power tool that was very popular 30-50 years ago.

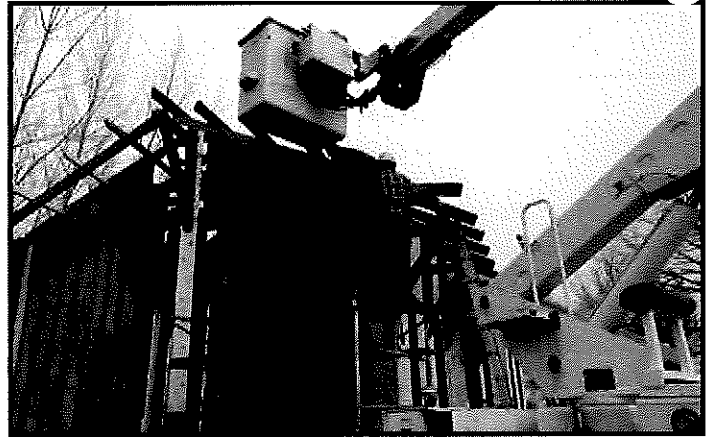


The Shopsmith was soon put to work by Tom Peters and Brice Crowell as they used the “drill press” feature of this versatile gift. They are drilling deep holes in wooden replicated parts being made to carry “Railway Express Baggage Carts” that the M-W-F crew is assembling.



### M-W-F CREW

Meanwhile, when the weather permits this winter, the M-W-F crew, with help from Dick Branshaw and an expandable lift, placed rafters and roof extensions on this railroad depot restoration. This building was given to the Canal Association by Richard Ruhnow, a businessman in Lieters Ford, a little town west of Rochester in Fulton county. An Amish crew helped with the disassembly and the M-W-F Crew transported the panels and lumber to Canal Park a year ago.



Railroad-style “corbels” extend the length of the roof to provide rain protection for persons waiting to board the train. This design is typical of depots where standard plans were adopted by all railroads. They only changed slightly about every decade. This Eire Lackawanda depot was built in 1884 at Leiters Ford.



Finally on Christmas Eve day a crew of roofers, coordinated by Wyland Graybill, prepared to install “standing scam” metal roofing. They placed sheets of plywood showing board-like grooves under the roof at the corbel extension to appear like the original design.

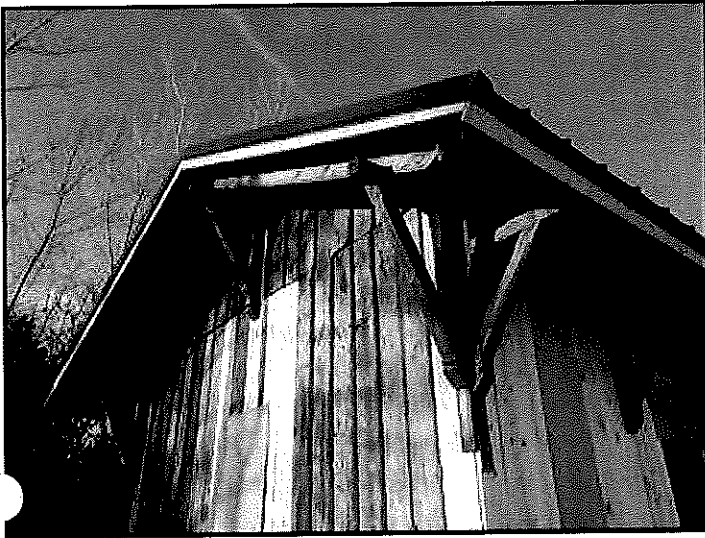


The metal overlaps the roof edge to seal and protect the building. New vertical 1' x 12' pine boards will be accented with "batten" to make the sides look like the original. Some of the original 1884 boards are still good and will be stripped of old paint and spray painted when the project is completed. New windows will be secured from Lavy Windows in Camden, Indiana. All these materials cost money and the project has been enhanced with a significant grant of \$17,200 from the Tippecanoe Arts Foundation.

of our community projects. The Canal Association always has available a handout list of potential projects for all ages and abilities.

### **HEATER EXCHANGER REPLACED**

As the Canal Center has passed its first decade we have experienced maintenance needs. A replacement of the heat exchanger in the main furnace above the Conference Center required expertise and new materials.



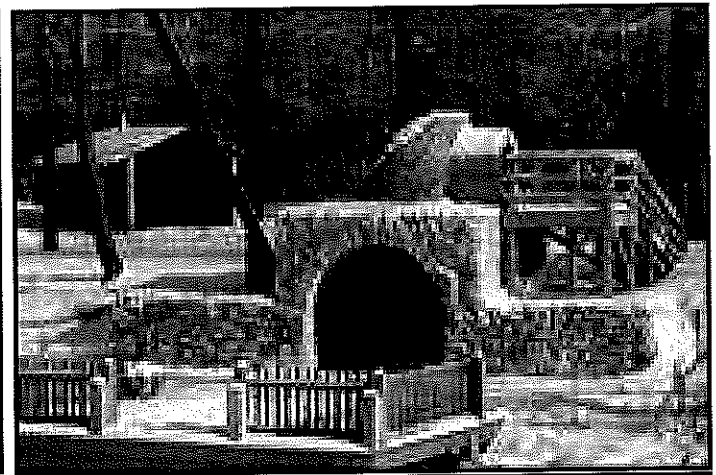
### **SCHOOL RESOURCE OFFICER VISTS CANAL PARK**

Delphi Community Development Director Kevin Kologinsky brought Sharon Calles to the Canal Center. She is the new School Resource Officer hired by the City Police Department and placed in her job at Delphi Community Schools. Her interests are finding about experiences the Canal Association advocates and getting youth out on the trails and involved in outdoor work days. She is looking for positive experiences to guide her charges and keep them aware



### **NINETEENTH CENTURY EXPERIENCE**

Many special places along the towpath of the Wabash & Erie Canal offer exhibits that take one back to the 1800s. One is the restored Lime Kiln that shows how plaster, mortar and whitewash were produced from limestone. This structure is a kind of memorial to Lew Davis, who recently passed away. He authorized and encouraged its one-mile move to the present site. It came apart in "10,000 pieces" that have been reset. Lew, as vice-president to the parent company owning the Delphi Limestone Company, also was instrumental in having the company donate an abundant water supply and crushed stone to the park.





# THE HOOSIER PACKET - MARCH 2015

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The following members have contributed over the basic \$25 single/family membership level to CSI. These gifts are used by CSI to fund canal related projects throughout Indiana.

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## CANAL SOCIETY of INDIANA MEMBERSHIP APPLICATION New Renewal

**Membership year January 1—December 31**

Dues over the \$25 Single /Family membership level are tax deductible.

Will your employer match your gift?

----- DETACH & MAIL -----

Please enroll me as a member of the Canal Society of Indiana for one year. I will receive the official publication, The Hoosier Packet, which includes articles on canal history, reprints of original documents, and reports about technical aspects of canaling.

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