

THE
HOOSIER-PACKET



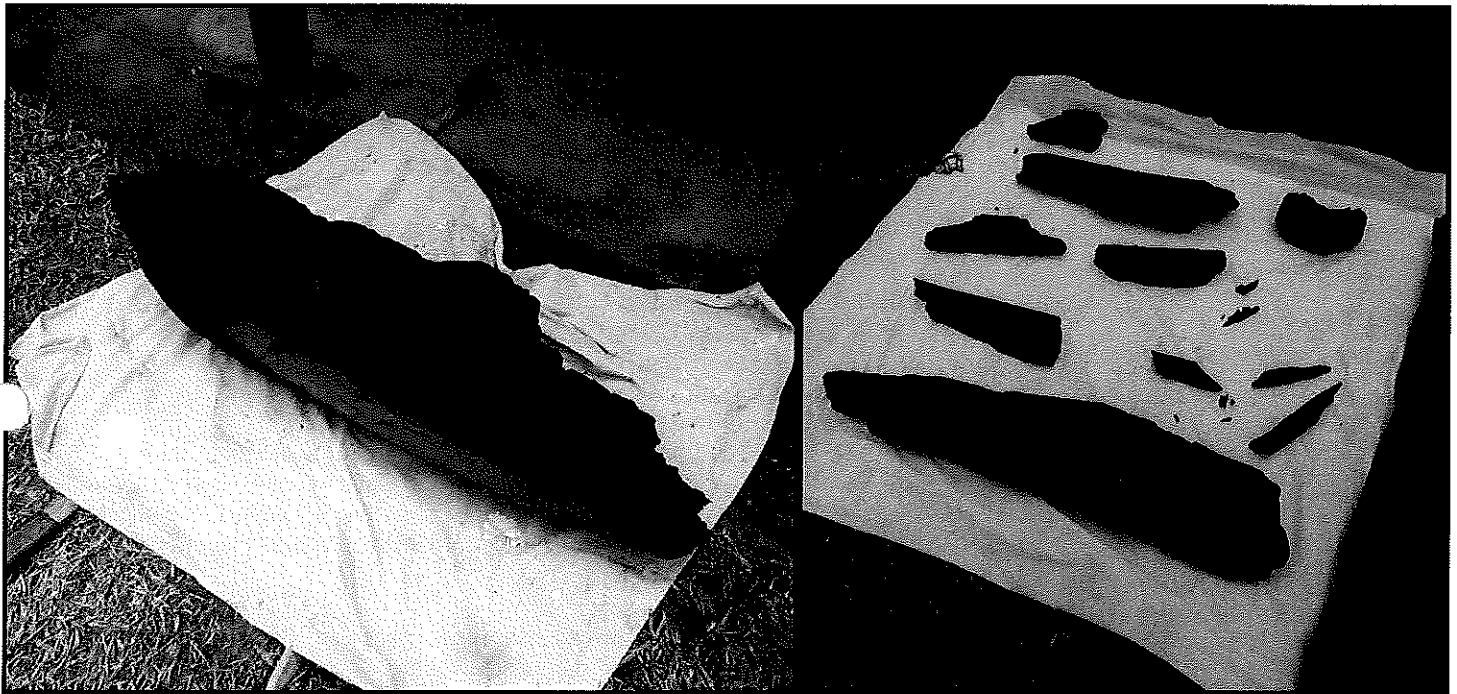
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 14 NO. 5

P.O. BOX 10808 FORT WAYNE, IN 46854

MAY 2015

DUGOUT PRESERVATION



These pieces of a Native American dugout canoe dating from 1400 A.D. to 1000 A.D., which were found in the Savannah Ogeechee Canal, were readied to be placed in a tank and treated with PEG (polyethylene glycol) on Sunday March 1, 2015 by an archeologist from East Carolina University.

Photos by Bob Schmidt

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DUGOUT PRESERVATION SAVANNAH OGEECHEE CANAL

By Carolyn Schmidt

On Sunday March 1, 2015 after a delicious catfish dinner at Love's on the Ogeechee River outside of Savannah, Georgia, Bob & Carolyn Schmidt and Kenny & Martha Rigby drove about two miles off Interstate 95 at Exit 94 down GA 204 (Ft. Argyle Rd.) to the Savannah-Ogeechee Canal Museum and Nature Center to learn more about the canal. Much to our surprise, we were met by Linda Thrift, a past Canal Master (president) of the Savannah-Ogeechee Canal Society, who said the park was

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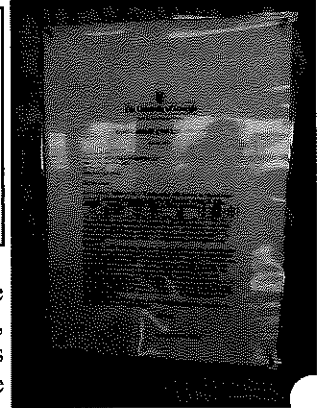
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CSI editor, Carolyn Schmidt (left), interviewed Professor Susanne Rawson outside the shed, which held the tub in which the dugout canoe would be preserved with PEG. A letter posted on the wall of the shed showed that a radiocarbon analysis was done on the wood by the University of Georgia's Department of Sociology and Anthropology in Statesboro, Georgia on May 20, 2014 to determine the age of the canoe. Photos by Bob Schmidt



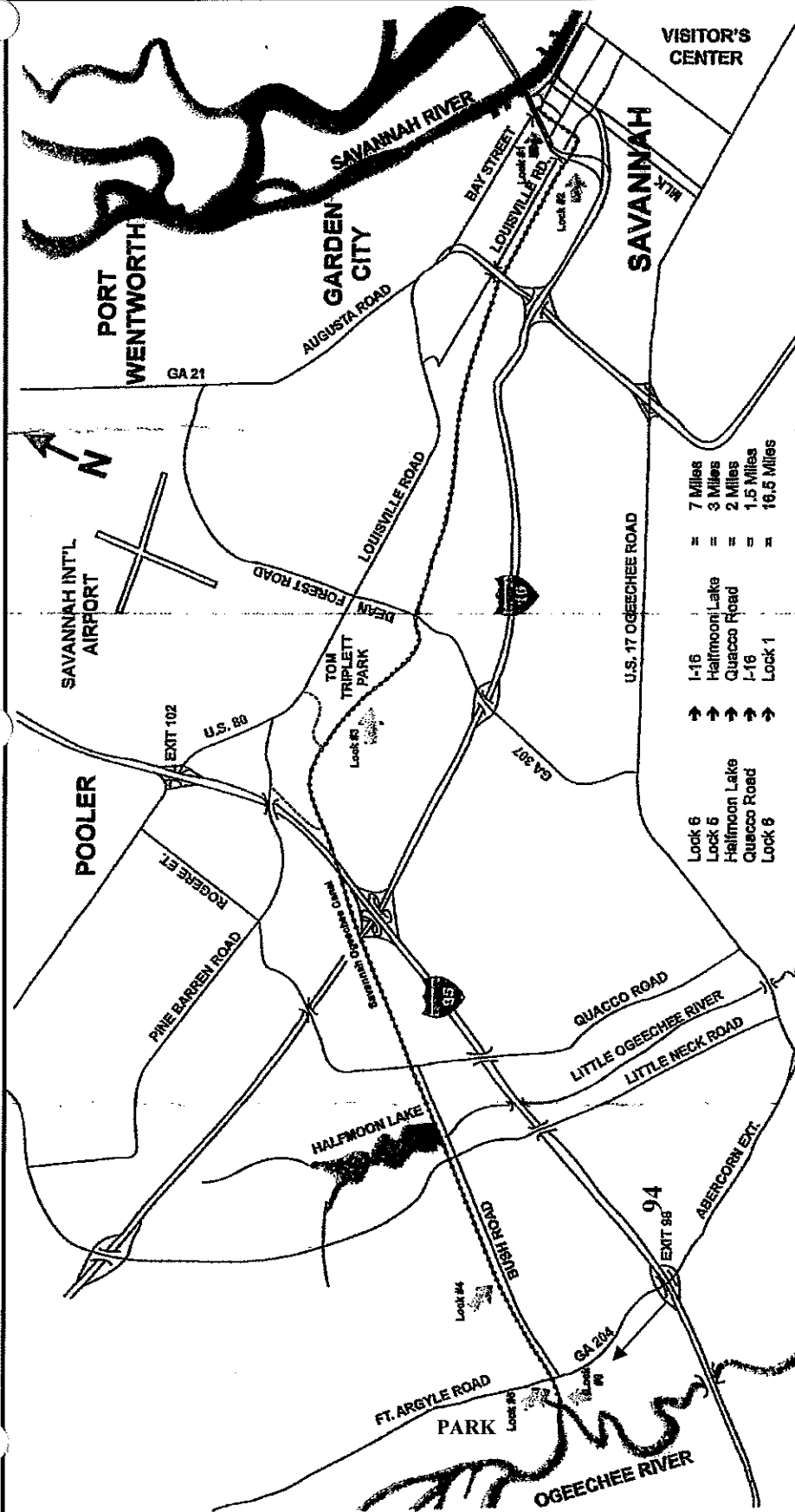
not scheduled to be open that day, but that Professor Susanne Rawson, from East Carolina University located in Greenville, North Carolina, was there to begin preservation of the remains of a Native American dugout canoe that had been found in the canal after a severe storm by Gerald Williamson in 2013. Linda told us that their society had been cleaning up debris that had floated into the canal during the storm and thought the dugout was just another log that had to be removed until it was turned over. When they realized what they had found the remains were weighed, documented, photographed and sent to the University of Georgia to be carbon dated. Then they were stored underwater for the past few years.

That day Professor Rawson had laid out the pieces of the canoe while she thoroughly disinfected the tank in which the pieces would be treated with PEG (polyethylene glycol). We told Linda that we knew all about the treatment of wet wood with the "Chapstick like" wax since it had been used to preserve timbers from the Gronauer Lock of the Wabash & Erie Canal found in New Haven, Indiana in 1991. She invited us to come into the park, introduced us to Professor Rawson, who we interviewed, and then showed us a movie about the Savannah-Ogeechee Canal.

After the movie we toured the park's museum to view other relics, picked up printed information and maps of the park and canal, and then proceeded to view the exhibits outside. Before reaching the first brick lock they had built a sample lock gate and had a lock



Kenny & Martha Rigsby stand before the lock gate exhibit.
 Photo by Bob Schmidt



SAVANNAH-OGEECHEE CANAL INFORMATION

The Savannah-Ogeechee Canal was in operation from 1830-1890 and ran for 16 1/2 miles from the Ogeechee River to the Savannah River. Historically, the Canal brought goods from remote plantations and farms near the Ogeechee River to the busy port of downtown Savannah.

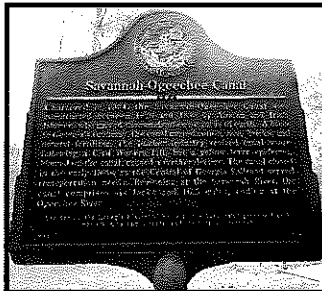
Today the Canal is in the process of being restored but it is a slow process. There are a total of 6 locks on the Savannah-Ogeechee Canal to visit but they are also in a deteriorated state and in need of restoration. The Savannah Ogeechee Canal Society, founded in 1992, is the organization in charge of overseeing the restoration of the 16 1/2 miles of Canal as well as its locks. In addition, they help provide information and education to the visiting public and sponsor fundraising events and programs for the general public. We thank you for visiting this historic area and encourage you to further explore its history.



Kenny Rigsby turned the rod that rotated the wicket at the bottom of the gate when it was in a vertical position to let water into or out of the lock.

wicket in a horizontal position that we could rotate to show how it let water into or out of the lock. A state format marker nearby gave the canal's history.

Savannah-Ogeechee Canal Chartered in 1824, the Savannah-Ogeechee Canal was constructed between 1826 and 1830 by African and Irish laborers who moved thousands of cubic yards of earth. A boon to Georgia's economy, the canal moved cotton, rice, bricks and natural fertilizer. The lumber industry revived canal usage following a Civil War-lull, but a yellow fever epidemic, blamed on the canal, caused a further decline. The canal closed in the early 1890s as the Central of Georgia Railroad served transportation needs. Beginning at the Savannah River, the canal comprises six locks and 16.5 miles ending at the Ogeechee River.



Lock # 5 is the closest lock to the visitor center. It was made of brick. Its walls stood straight and the lock was watered. Some of the brick work was alongside it and visitors were cautioned to keep off the bricks that had been made at the site.

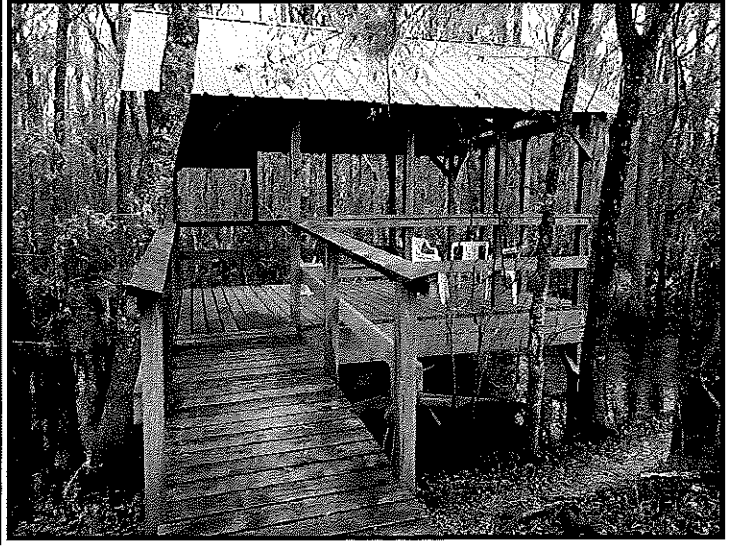


After thoroughly checking out Lock #5 we headed down the old towpath for Lock # 6 at the Ogeechee River. The scenery was beautiful. Moss hung from trees, cypress knees poked up from the swampy area, pickerel weed, an annual aquatic plant that grows to 3½ feet tall, grew in large stands, and bridges and wooden walkways crossed deeper swampy areas. However, the Ogeechee River was flooding and the wooden walks to Lock #6 were underwater.



Cypress knees poked up from the swamp on both sides of the towpath and the circular trail. Photos by Bob Schmidt

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These photos by Bob Schmidt show the towpath, the bridges, a wooden walkway underwater by the Ogeechee River near Lock #6, a small shelter, palmettos growing in the swamp and Linda Thrift saying good-bye to Carolyn Schmidt. There is a nice shelter house, flush toilet restrooms, and other exhibits in the park. When we returned from hiking the dugout was in the tank in the locked shed.

CANAWLERS AT REST

HENRY STUENKLE

b. December 12, 1822
d. 19—

By Carolyn I. Schmidt

Henry Stuenkle was born in Hanover, Germany on December 12, 1822. There he obtained a fair education. He came to America with his parents at the age of eighteen. He obtained a job in New York working on the Erie Canal that was under construction at that time.

Built between 1817 and 1825 to connect the Hudson River at Albany, New York to Lake Erie at Buffalo, New York, the Erie Canal was the first transportation system between the eastern seaboard and the western interior. It originally was about 363 miles long, had 36 locks, and overcame an elevation change of about 565 feet. Transportation costs were cut by about 95%. It helped New York City become the main U.S. port. Population soared in the western part of the state. The canal opened western regions to settlement.

Henry worked on this great enterprise for one year. He then was hired by a rich merchant in Cincinnati, Ohio as a hostler and served in that capacity for nine years.

In the meantime, Henry married Johanna Cook. She was born near Munson, Prussia on April 6, 1827. She was five years his junior. They became parents of Henry Christian, Louisa, Mary, August, Amelia, Gustaf H. and Theodore Stuenkle.

While living in Cincinnati, the Miami & Erie Canal was opened from there to Toledo, Ohio in 1845. Perhaps Henry saw the influence the canal had on the growth of industry and agriculture and noted that the Wabash & Erie

Canal was going to be built through Gibson county, Indiana and would provide transportation for farm products.

Henry purchased forty acres of land in Gibson County, Indiana around 1850 and became one of the county's earliest settlers. He moved his family there from Cincinnati. He had great success in farming the land and eventually became the owner of four hundred and sixty-three acres, which he later divided among his four living children. He and his family were members of the Evangelical Church. He was still alive in 1914 when the *History of Gibson County, Indiana* was published.

On November 26, 1847, Henry and Johanna's oldest child, Henry Christian Stuenkle (later changed to Stunkel also in census Stinkle), was born in Johnson township, Gibson county, Indiana. He was reared in his parent's home and obtained a fair education from public schools. He began farming the one hundred and twenty-two acres of land he received from his father.

On October 13, 1870, at the age of twenty-three, Henry C. Stunkel was married to Louisa C. Hasselbruick, born in 1849. They had six children: Amelia, John, Philip, William, Carl and Paul Stunkel. The 1900 U.S. Census shows John F. age 26 a lawyer, Wm. age 21 a laborer, Carl age 18 a laborer and Paul age 16 a laborer. Amelia was no longer living with her parents.

Henry C. Stunkel became one of the leading farmers in the community by using progressive methods. He purchased additional land to add to his farm giving him a total of three hundred and eighteen acres. It had substantial buildings and all the improvements and accessories of a model farm. His family belonged to the German Evangelical Church and he was a Democrat.

Henry C.'s wife Louisa, later called Louise, died in 1917 and was laid to rest in St. Stephens Cemetery in Warrenton, Gibson county, Indiana that was founded in 1854 and now is associated with the United Church of Christ. Henry C. died in 1937 and was laid to rest beside Louise.

It is likely that our subject Henry Stuenkle and his wife Johanna are also buried in the old part of St. Stephens Cemetery. Many stones were in unreadable condition and some were missing when Bob & Carolyn Schmidt looked for their grave markers.

August and Amelia Stuenkle were deceased prior to 1914. Gustave H. Stunkel was born on January 23, 1862,

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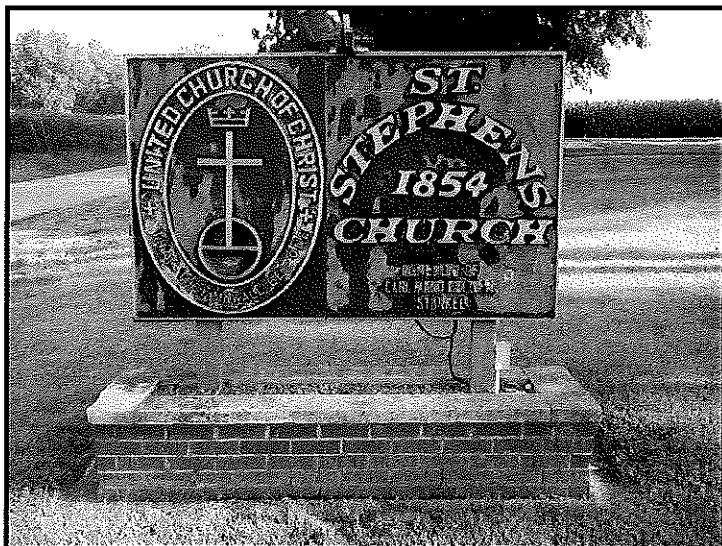
ed on September 6, 1954 and was buried in St. Stephens Cemetery. We do not know what happened to Henry and Johanna's other children, Louisa, Mary and Theodore.



HENRY C. STUNKEL
1847-1937

LOUISE C. STUNKEL
1849-1917

Photos by Bob Schmidt



Henry Stuenkle's Family

Name	Birth	Place	Death	Place	Marriage	Place
Stuenkle, Henry	12-12-1822	Hanover, Germany				
m. Cook, Johanna	4-05-1827	Munson, Prussia				
Stuenkle (Stunkel) Henry C.	11-26-1847	Gibson Co, IN	1937	Gibson Co, IN	10-13-1870	Gibson Co, IN
m. Hasselbruick, * Louisa C.	1849		1917	Gibson Co, IN	10-13-1870	Gibson Co, IN
Stunkel, Amelia	1872	Gibson Co, IN				
Stunkel, John F.	1873	Gibson Co, IN				
Stunkel, Philip G.	1876	Gibson Co, IN	1947	Gibson Co, IN		
Stunkel, William G.	1879	Gibson Co, IN	1951	Gibson Co, IN		
Stunkel, Carl H.	1881	Gibson Co, IN	1948	Gibson Co, IN		
Stunkel, Paul T.	2-04-1884	Gibson Co, IN	10-03-1977	Gibson Co, IN		
Stuenkle, Louisa		Gibson Co, IN				
Stuenkle, Mary		Gibson Co, IN				
Stuenkle, August		Gibson Co, IN	prior 1914			
Stuenkle, Amelia		Gibson Co, IN	prior 1914			
Stuenkle, Gustaf H.**	1-23-1862	Gibson Co, IN	12-06-1954	Gibson Co, IN		
Stuenkle, Theodore		Gibson Co, IN				

* Hasselbrink according to marriage record

** Gustav H. Stunkel according to St. Stephen's Cemetery Records on Find-A-Grave

Sources:

Ancestry.com

Public member trees

<http://trees.ancestry.com/tree/65079273/person/36153115873?sarc=>

<http://trees.ancestry.com/tree/65079273/person/36153115876>

Roots Web Cemetery Index 1800-2010

Find-A-Grave

#105377944 Henry C. Stunkel

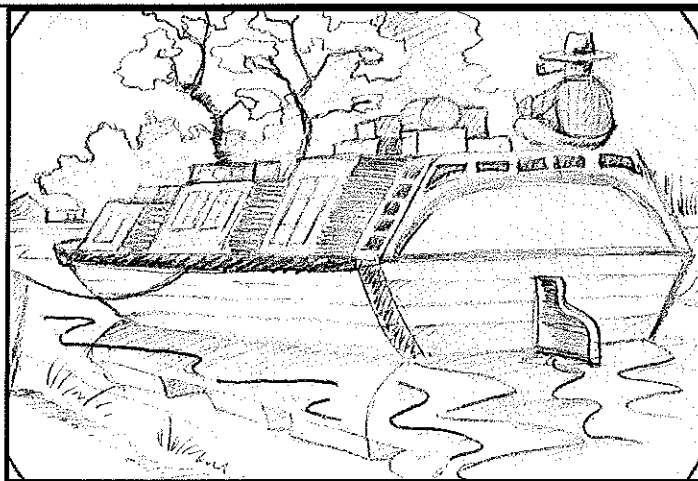
Indiana Marriage Collection 1800-1941

Henry C. Stunkel

Louisa Hasselbrink

Stormount, Gil R. *History of Gibson County, Indiana: Her People, Industries and Institutions*, Indianapolis, IN: B. F. Bowen, 1914.

U.S. Federal Census 1900, 1910, 1920



JAMES DILLOW ROBINSON

From CANAL COMMENTS No. 62

By Terry K. Woods

I, Terry Woods, was fortunate enough to have personally interviewed a number of actual Ohio Canal boatmen. I don't count Dillow Robinson as an interviewee, however, I always thought of him as more of a friend. He did tell me a great deal about his life on the canal during a couple of visits to my home in Canton, though, and on several very enjoyable hikes through the famous "Pinery Narrows" along the canal's towpath between Fourteen Mile Lock (No. 37) and Seventeen Mile Lock (No. 36).

Dillow died on Tuesday, January 8, 1980. His obituary in the *Cleveland Plain Dealer* that next Thursday placed his age at 82, but Dillow once told me he was born in March of 1899. A short *Plain Dealer* article on March 26, 1913, which greatly exaggerated about his 'participation' in the 1913 flood, stated he was fourteen then, which means he was about two months shy of his 81st birthday at the time of his death.

When Dillow was seven, his mother married George Steubins. He was a Captain on the State Boat that patrolled that section of the Ohio Canal between Rockside Road and Everret.

The year that Dillow began living with his mother and step-father on the State Boat, 1906, was the beginning of the "refurbishing" of the Ohio Canal. That project was planned to 'repair' all the old stone structures as required with concrete and dredge the depth of the canal channel to a minimum of five feet between its northern terminus in Cleveland and the foot of the Dresden Sidecut at the Muskingum River.

Over 150 separate contracts were awarded to some 30 contractors for the canal rebuilding project, but the State Crew took on a few of the smaller jobs such as the weigh lock at the foot of Dille Street in Cleveland, the waste way between locks No. 42 and No. 41, a stone protection wall between the canal channel and the Cuyahoga River, the wasteway between Locks No. 40 and No. 39, the mud catcher at Galley Run and a number of small jobs at the Brecksville Dam and Feeder.

So as the boat moved up and down the canal between its home dock near Stone Road and whatever job the crew was working on, Dillow 'commuted' to school, a one room school house out on Canal Road, by bicycle or by the

Valley Railroad.

Those first few years were busy ones. Dillow's mother cooked for the State Boat crew. All during the rebuild years, the State Boat became a 'home base' for visiting State and Canal officials, so she had to cook for them as well. Dillow enjoyed the contact with the outside world these important people provided.

Unfortunately, State Funds for the rebuilding project ran out after the 1909 season. Structures were only re-done to the Lower Trenton Lock (No.16) in Tuscarawas County and dredging was not completed below Massillon.

The next few years were slow. Dillow only remembered one canal boat navigating the section their boat patrolled during those years. It delivered a load of coal to the U.S. Steel Company's dock near five Mile Lock.

Dillow officially joined the State Boat crew in April or May of 1912 when he was barely fourteen years old. One of two vivid memories of that first working season was a trip they took all the way down to Canal Fulton. Johnny Moore captained a State Boat in Canal Fulton. He had a one man crew and didn't have many tools or implements. Captain Steubin's boat and crew, which had been in Akron where they built a long retaining wall between the Little Reservoir and Long Lake, were ordered down to Canal Fulton to smooth off the dredging spoil that had been thrown up on the towpath several years before and allowed to harden. On the way, they replanked the aqueduct at Wolf Creek.

Much of the towpath south of Akron's Lock No. 1 had been washed away by wave action from the steam launches running between that lock and the several recreation parks along and near Summit Lake and the floating towpath across the south-east end of the lake was gone. The State Boat was towed to near the Long Lake Feeder by one of those steam launches. Captain Steubin's boat and crew were in Canal Fulton several days. They "lopped off the high places with mattocks then plowed the whole thing smooth" and returned to their home dock at Stone Road.

Since Dillow was the 'new man' on the State Boat crew, he was 'elected' to stay on duty with the Captain that winter of 1912-1913. Dillow's second vivid memory of his first year on the crew was of the week beginning March 23rd, 1913, when he, the Captain and a small gathering of marooned locals spent days periodically moving from one high ground refuge to another while the rain poured down and the flood waters came up.¹

The Pinery (Brecksville) Feeder Dam received little damage from the flooding and the State Boat crew, augmented by American Steel & Wire employees,² quickly repaired the few canal bed pot holes and embankment breaks.

Mr. & Mrs. Steubins and Dillow left the canal in 1917 when the Steubins purchased a Grocery Store in the old South Park Railroad Station at Independence. Dillow helped out at the store for a bit and then joined the Army in 1918.

Dillow took on several different jobs of work upon leaving the Army, but came back to work on maintaining the canal in 1921 as an employee of American Steel and Wire. The State Boat was gone by then. Dillow traveled to and from the points of canal maintenance in a Model T Ford truck. He left the canal permanently in 1923, eventually getting a job in 1935 in Independence at Meyer Dairy Products. That job lasted 30 years. He and his wife Mabel then ran his Stepfather's Grocery (with an added Post Office) in South Park well into the 1960s.

In later years, Dillow remembered his days on the canal fondly and began collecting photographs and memorabilia on the subject. He was a charter member and on the initial Board of Trustees of the Canal Society of Ohio when it was formed in 1961. He wrote several articles for the first CANAL COMMENTS in the early 70s and for TOW-PATHS 0 when I was its editor. He wrote several poems commemorating life on the canal and recited them in front of many appreciative audiences, including those at the christening of the ST. HELENA II in Canal Fulton in 1970 and the Dedication of Settlers Landing Park in Cleveland a year or two later.

All during the Sesquicentennial Celebration of the beginning of the Ohio Canal in 1975 in Cleveland, Dillow was much in demand as a speaker about canal days. He spoke to numerous organizations.

Dillow suffered a heart attack in 1979 and was a resident of the Pine Valley Nursing Home for about a year before his death. He is greatly missed by all of us who knew him. Fortunately, a great deal of his knowledge of canal days has been passed along. We'll be sharing a lot of it with you in future Canal Comments. I believe you will get to know and to miss James Dillow Robinson as well.

²That memory will be the subject of a later CANAL COMMENTS.
²American Steel & Wire, a forerunner of U.S. Steel, had been leasing water for cooling purposes from the State from shortly after they came into the area in 1901.

FROM TIMES PAST

Fort Wayne Times
August 17, 1854

The Canal Board of New York has just ordered the work on the Erie Canal Enlargement to be put under contract from Black Rock to Tonawanda, and from Rochester to Spencerport. It has also ordered the Engineer to get ready for letting \$3,000,000 more as soon as possible — \$1,715,090 of which is appropriated to the western division. At least \$4,000,000 will be put under contract this year.

Fort Wayne Times
August 31, 1854

"There is a Tear for All who Die." — One morning last week a sick girl of 17 summers, was taken from a line boat and placed in Ewing's warehouse. This appeared a hardship, but her situation and attendance could not have been bettered. Kind attention from both male and female, and the best medical aid were given her but to no effect. In about 24 hours after she was left her spirit fled its tenement, and her corpse remained among strangers to be hurried to Pot- ters field. She was on her way to Lafayette to see her friends, but then O'death!

"The wide world had called her forth
And thou went there."

She expressed her satisfaction as to her care and attention, but deplored that death had made the irrevocable call so soon — yet felt prepared to meet her fate with a Christian grace. It was said by an observer that she gently sunk away so gradually, that it resembled the gentle loosing of a summer's twilight into succeeding darkness. There were no throes that marked the enemy lurking around the seat of life, but she fell asleep, and then, like the waters of the deep blue river, that fell gently into the sea, her spirit joined the ocean of eternity —

*****that better home
Where none can say farewell."

Fort Wayne Weekly Times
September 6, 1855

WABASH VALLEY RAILROAD. For the benefit of many of our readers we give the real name or rather the corporate name of this road known by caption above. From Toledo to the Indiana State line it is called legally the Toledo and Illinois Railroad, and from the Indiana State line on the east westward, the Lake Erie Wabash and St. Louis Railroad. The name used above designates it in this section of the country, but it is the corporate name of another road in the Southwestern part of Indiana, and hence sometimes the two are confounded. The route of the Toledo

and Lake Erie Wabash and St. Louis Railroad is from Toledo, Ohio, up the valley of the Maumee to Fort Wayne, and down the Wabash and Erie Canal & the Wabash river through Huntington, Wabash, Peru, Logansport, Delphi, Lafayette, and Attica, and thence to Danville, Illinois, where another road is to intersect the Terre Haute and Alton, by which the shortest route will be given to St. Louis. At Danville another road is building to Springfield and Jacksonville, and crossing the Mississippi river at Hannibal, Mo., and another from Hannibal to St. Jo., Missouri.

Fort Wayne Weekly Times
September 6, 1855

B.R. Edmonston, Esq. one of the Trustees of the Wabash and Erie Canal, died at his residence in Dubois county, on the 6th inst. [Edmonston died on August 16, 1855, paper in error]

Fort Wayne Weekly Times
September 20, 1855

Heavy Larcenies Pittsburgh, Sept. 10.

Astonishing developments transpired Saturday of extensive larcenies of old railroad iron belonging to the State works, amounting to sixteen thousand dollars.

A laborer in the employ of a second-hand dealer named Henry Nichols sued for his wages before a Justice, and gave hints implicating Nichols and several other living along the line.

Information was sent to the Canal Commissioner, at whose instance twenty-six persons were committed to the Cambria county jail. — Thirteen barrels of broken iron have been recovered, and there is a prospect of recovering thirty-six more

It is said that nearly everybody living along the line of the road has been engaged in thefts

Fort Wayne Weekly Times
September 20, 1855

The Wabash *Intelligencer* of the 12th inst. Brings the news of the conclusion of the trial of the State vs. John Hubbard for the murder of the French family, at that county. — The verdict of the jury was guilty, and the penalty death. Judge Wallace sentenced him to be executed on the 13th December next. We think that the wife of Hubbard has not been tried, although she was jointly indicted with her husband. The records of crime show no parallel to this.

Fort Wayne Weekly Times
September 27, 1855

The Rail Road from Logansport to Kokomo was opened, or the crossing at Kokomo reached on Wednesday,

18th inst. Thus bringing Logansport in connection with the rest of the world. That part of the same Road viz.: the Cincinnati and Chicago, between Andersonstown and Kokomo will be completed it is thought in 60 days. With this and the I.E.W. & St. Louis R. R. passing through Logansport, aided by her Canal and water power, we shall expect to see her one of the many beautiful and very prosperous cities of Indiana.

Fort Wayne Weekly Times
September 27, 1855

DIED At the Vermilyea place, Aboite Tp., on Tuesday the 25th inst., Joseph VanIngen, infant son of Joseph P and Susan C. Jenks, aged one month.

Fort Wayne Weekly Times
October 4, 1855

The Canal Board of Ohio have resolved to repair the Canals by contract for five years; proposals to be received till the 15th of November at the office of the Board, in Columbus.

Fort Wayne Weekly Times
October 11, 1855

GOING TO THE STATE FAIR. A Query to be answered by the Ohio & Ind. Railroad. Why is the name of the Ohio & Indiana R. R. omitted in the list of roads that have offered to carry visitors and articles for exhibition to and from the State Fair at half price? Have the managers of this road been asleep and know not that a fair is to be held at Indianapolis within the next fortnight, or are they so far behind the times and have so little of the liberality and public spirit of other roads, as to deny this boon of encouragement to the farmers and friends of agriculture in this region?

The farmers of Allen county may think of this, when they come to pay the interest on the hundred thousand dollars of county bonds, which that company sold for twenty per cent less than their par value.

We would ask Mr. Petrie of the Packet line, if it would not be a fit return for the large amount of money he has made by running his boats during the past four or five years, that he should offer this courtesy to any who might like this mode of travel in going to the Fair. As he intends to "haul off" after this season, it would enable him to make one good impression before he leaves — a parting impress. The extra fare travelers by his line have been compelled to pay this season, would more than compensate for the loss of half-fare in going to the State Fair. But we have no expectation that any one will go by this conveyance, unless some change is made, a thing that the company ought to look to, even if they don't confirm to the liberality of

Most of other public conveyances in the State. If this illiberality is observed and persisted in the Rail Road and Packet Company, it leaves Fort Wayne as the niggardly hole of Indiana, and all arising from the proprietors of these lines. Wake up, Mr. Proprietors, and show a liberality for once anyhow.

Fort Wayne Weekly Times
November 8, 1855

The Branch of the Bank of the State of Indiana was organized in this city last week, and Messrs. Bird, Mitchell, Hoagland, McCulloch, and another were elected directors, and H. McCulloch President

The Bank of the State of Indiana, was fully organized last week at the Capitol. Hugh McCulloch President, and James M. Ray, Cashier. The Branches were all represented.

Fort Wayne Weekly Times
November 15, 1855

A serious accident occurred at Toledo on Monday morning by a break of the Manhattan canal; by which a part of Toledo was submerged, and the damage very considerable. This we learn from a pretty good source.

Grand Rapids River. Owing to the fact that the Rapids of the Maumee River, for several miles above Toledo have been known as Grand Rapids, and the Maumee sometimes confounded with the Great Miami emptying into the Ohio River at the lower extremity, and between Ohio and Indiana, it was resolved on the 7th inst. by the citizens of Toledo and the Maumee Valley, that the River be hereafter known as the Grand Rapids River, and the Bay by the name of Grand Rapids Bay. Therefore let this River be known as the Grand Rapids.

Much damage has been done along the rivers in this region by the high water, especially to crops yet unharvested.

ARMY CORPS WANTS BUCKEYE LAKE DRAINED DUE TO WEAK DAM

The *Journal-News* of Hamilton, Ohio article on March 13, 2015 stated that the U. S. Army Corps of Engineers have done a study on the leaking dam on Buckeye Lake and have found the "likelihood of dam failure is high...and poses a significant risk to the public." More than 370 homes lie within 4.1 miles of the earthen structure and approximately 3,000 people live within the flood zone. All of them are compromised by its condition. These people could potentially be hit by up to an 8-foot wave of water, mud and debris.

The lake and dam are owned by the Ohio Department of Natural Resources, which paid for the study. They have the option of building a new dam or draining the 3,000 acre lake and turning it into a gigantic mud puddle. The safest solution, according to the report, is to drain the lake.

In order to avoid a catastrophe before any kind of work on the dam is done, the Corps suggests leaving the spillway open and keeping the current winter lowered depth of about 3 feet. Hopefully this will increase its capacity for storm water and reduce water leakage from the dam.

Businesses and home owners wonder what will happen to their community. Normally on March 1 water is let to rise back up to the summer level of 6 feet. Without

raising its level, boating and summer recreation will be hindered. Marinas, bars, restaurants, shops and rental businesses count on the summer months for their livelihood. Algae will increase. Fish and the Cranberry Bog are threatened.

Buckeye Lake was originally called the Licking Reservoir. It was located at the second summit of the Ohio & Erie Canal about 30 miles east of Columbus. It was built in the 1830s to water the canal and measurers approximately 4.1 miles long. The towpath of the canal crossed its dam.

The lake was scenic and people began building their homes/summer homes around it. It became a fisherman's paradise, a boating and recreational area, and aided in flood control. Once the canal was no longer in use people actually began cutting into the embankment and building basements for their homes within it as well as building houses, docks, etc. on top of it. Over the years erosion occurred and the dam began to leak.

On March 19 Ohio governor, John Kasich, committed to spend more than \$100 million of Ohio's funds to rebuild the dam. He said the risk to life was too great to raise the waters while working on the project. He understood that by keeping the level low hardships would be imposed on people and the local economy hurt, but said when completed it would greatly improve the area. The project may cost as much as \$150 million and take 5 years to complete. Funding should be no problem. John Geyer, CSI, Hamilton, OH

WILLIAM GASTON COFFIN

And His Wabash & Erie Canal Connections Revisited

By Charles Davis

William Gaston Coffin was born in New Garden, Guilford county, North Carolina on February 26, 1811 to Elihu and Jane Starbuck Coffin. For the era in which they lived, Elihu was a wealthy man. His estate consisted of shares in railroad stock, monetary funds, 240 acres of land in Ringgold county, Iowa and his personal property estate in Guilford county. It isn't known where our subject William received his education, but he was well educated and possibly had an apprenticeship where he was reared. This family was very religious and was of the Quaker faith.

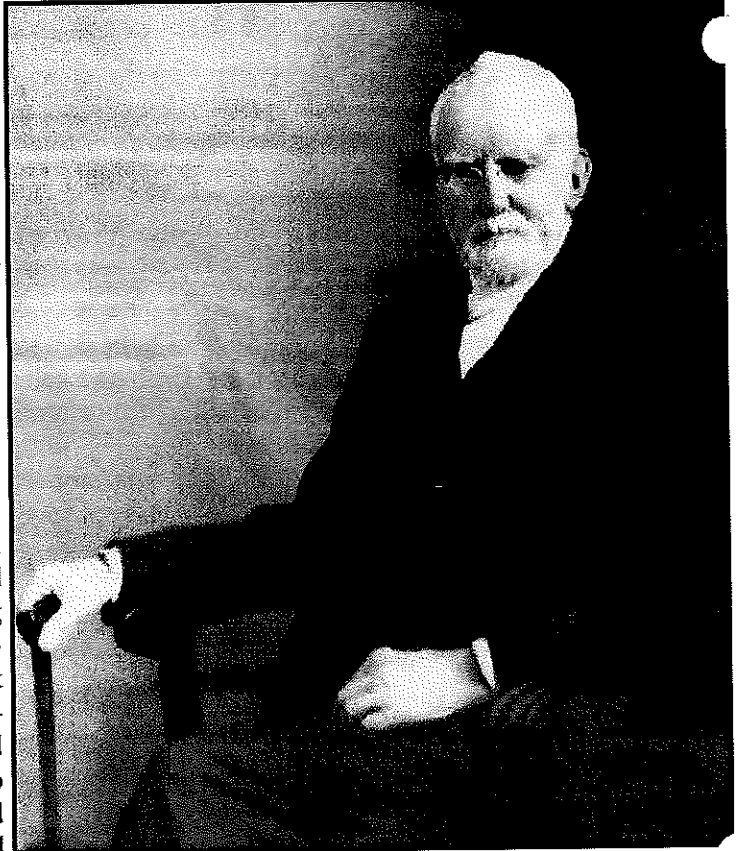
William married Semira (Semirah, Sarah) Hunt on May 20, 1834 at New Garden, the place of his birth. He and his new bride moved to Parke county, Indiana, in the spring of 1835 buying up land in sections 3, 4 and 9 of Penn township on April 20. Deed Records 2/288, 2/205 and 2/204. At that time he and his brother, Thomas Chalkley Coffin, and partner Joseph Woody formed the firm of Coffin, Woody and Company, Thomas being the company. These men began to build the Sugar Creek iron foundry in a hollow later named Foundry Hollow. Mr. Woody died in 1836 and was replaced by William Rubottom. Then Samuel Harvey replaced Rubottom. The firm became Coffin, Harvey and Company.

It should be noted here that when I, Charles Davis, wrote of William in 1999 and 2005 the middle name Garten was used. In his biography published by the state when he was in the Indiana legislature Garten is also used. His family genealogies give his middle name as Gaston, thus it will be used here.

"The Foundry" consisted of the foundry, blacksmith shop, stave saw mill, and finishing shop on 34 acres with 2 acres containing the pork house and boat yard. At this site, about a quarter of a mile west of William's home, at least three log homes were built for workers' living quarters.

William also built two steam saw mills, hewing the timber, doing the carpenter and millwright work and building all the engines except the boilers. The boiler used in the foundry was hauled from Cincinnati, Ohio by a six horse team.

Although the iron used at The Foundry was procured mostly from Cincinnati and the blast furnaces in Ohio and Kentucky, this area of Parke County had the clay necessary for the construction of the smelting furnace. It also had

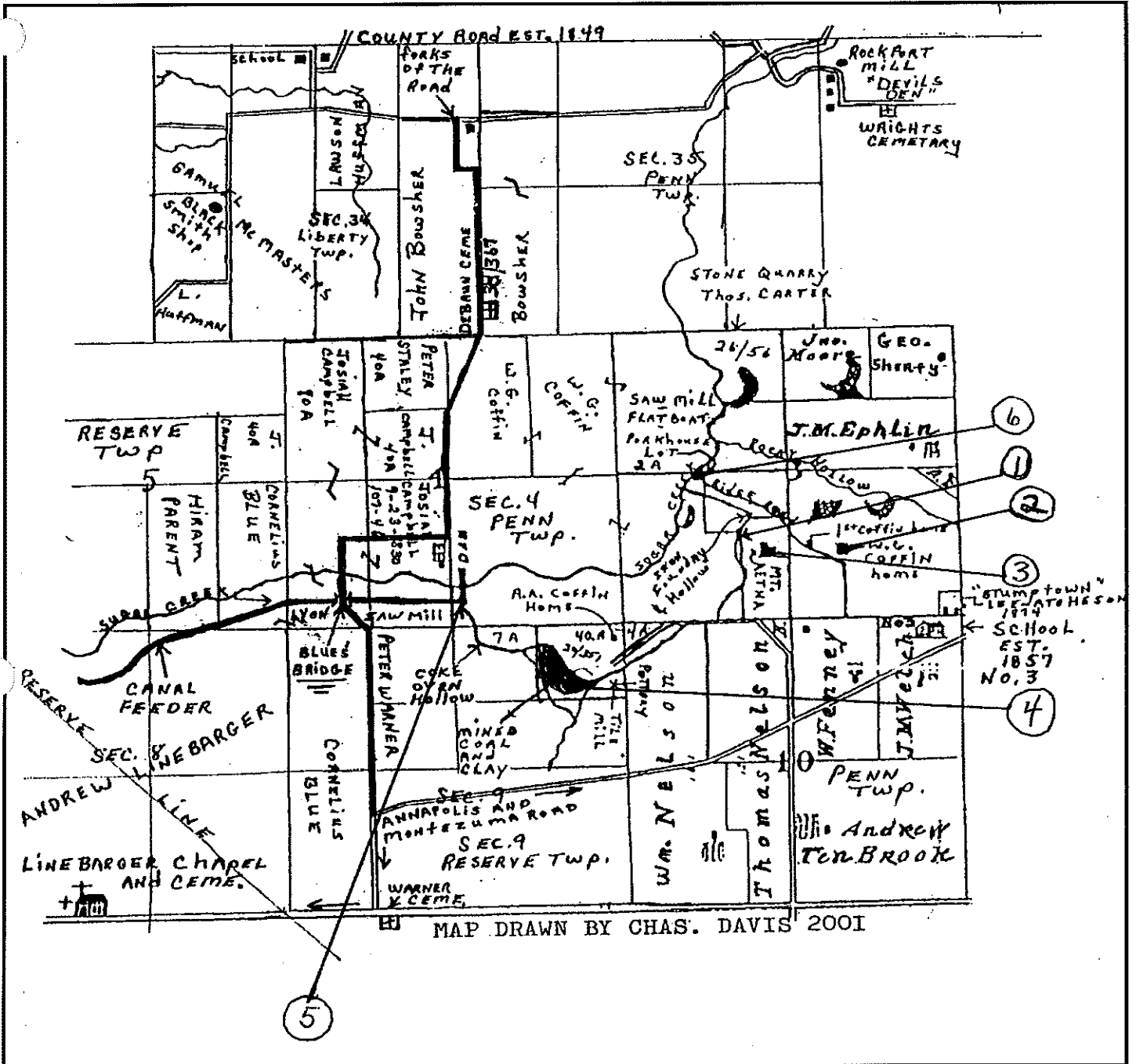


sand needed for moulding frames, coal to coke for the smelting, proper material for the construction of the coke oven and coal that could be used in the blacksmith shop at that place. The saw mills furnished lumber for the pattern shop and supplied the local trade. The coke made in Coke Oven Hollow was often hauled as far as Richmond, Indiana.

The Foundry did an extensive general foundry business and plow manufacturing for those times, the products going as far north as Logansport, as far west as Danville, Illinois, as far south as Vincennes, and as far east as Danville, Indiana. Other articles made were chains and kettles, some which held up to sixty gallons. Plow shares replaced the wooden plows of the pioneers.

Thomas Chalkley Coffin, William's brother, was the principle moulder. William was also a moulder, pattern maker, foundryman, machinist, blacksmith, carpenter, millwright and engineer.

North of the foundry on Sugar Creek, William built from three to eight flatboats a year on a two acre plot. His pork house that shipped pork on the flatboats was also built there. For twelve years he ran two flatboats per year to New Orleans. He quit these trips in 1848, which was the windy period for flatboating.



A PARTIAL MAP OF PARKE COUNTY, INDIANA

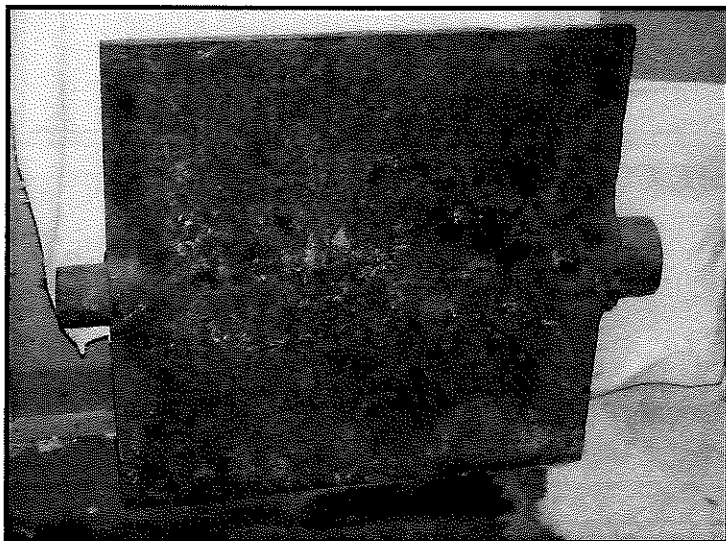
1. Foundry Hollow—Sugar Creek Iron Foundry
2. William Gaston Coffin's home
3. Mr. Aetna Manufacturing Company—Pottery making
4. Coke Oven Hollow-site of Clay, Coke Ovens
5. Sugar Creek Feeder Dam for Wabash & Erie Canal—where canal boats locked into the feeder canal
6. Flatboat yard and Pork house—2 acres

During the early busy years, William and Thomas built frame homes from the lumber produced by their saw mills. Sometime in the late 30s, William decided to build his mansion. In the *Rockville Tribune*, Thursday, September 16, 1897, the house is described as: "Built of bricks (the foundation and basement were made of sandstone blocks quarried on Sugar Creek nearby) and painted stone color, green shutters finish the big, old fashioned windows and a double veranda with white pillars and green iron railing give it the look of an old Kentucky or Virginia mansion." The same paper reported on April 17, 1930, that the home was destroyed by fire started from a pile of trash that was being burned. It was speculated that a spark from the fire was carried to the roof. The owner of the home at that time was T. C. Rockwell.

In 1840 William stumped for the Whig party elections. Then in 1842 he was nominated for the Indiana House of Representatives. That year he was elected to the Indiana House and served two terms. In 1844 he was elected to the Indiana Senate and served three terms. After his first election, he and Thomas sold The Foundry operations to their brother Albert Gallatin Coffin and Franklin Rayl for \$6,000 on December 26, 1842. D.R. 11/452 This included the flat-boat yard and pork house. Thomas left Parke county at this time and moved to Paoli, Orange county, Indiana. He later went to Iowa enlisting in the Civil War.

The Wabash and Erie Canal began construction in Parke county in 1844 bringing more business opportunities for the Sugar Creek Foundry. Franklin Rayl was general

This wicket from the Sugar Creek Aqueduct was made at The Foundry and saved by James Johnston, a canal superintendent who lived in Montezuma. It was donated to the Indiana State Museum by James Reeder in 1940. Photo by Chuck Huppert



moulder. Alexander Burke made the patterns for the mould that were used in shaping the articles. These men made the iron wickets for the locks and aqueducts and other iron fixtures.

Nelson McClure operated the saw mill, which sawed all the lumber that was used in the construction of the Sugar Creek Feeder Dam. The dam was built across Sugar Creek below Coke Oven Hollow to supply water for the canal.

John Newlin Carter and his brother, Thomas Carter, quarried sandstone from the bluffs of Sugar Creek north of The Foundry. They shipped it by wagon and canal boat south to points along the canal and to Terre Haute for canal structures.

William G. Coffin is listed in the 1850 census of Parke county as a merchant, who also shipped his foundry articles and coke by canal boat. His canal boat was named "Paul Jones," and hailed from Sugar Creek. It was registered on May 19, 1850. The Commander of it was Granville S. Clark, an engineer by trade, according to the same census.

While in Parke county, William studied law under Judge William P. Bryant, who later in 1850 was Chief Justice of Oregon. After serving in that office, he came back to Parke county to be the county judge until his death.

William Gaston Coffin practiced as a lawyer in the county in a small way. He even practiced dentistry and occasionally dealt out medicine to his sick neighbors. In his own words, "I may safely say I never was a great success or entire failure at anything."

William was truly a Jack-of-all-trades and provided locals with jobs in a big way before and during the canal era. Adding to the jobs near The Foundry, William sold 40 acres to David P. Rayl, Albert G. Coffin, David F. Huggins and Nathan A. Hunt to erect a pottery called "The Aetna Manufacturing Company" on May 15, 1843. D.R. 8/167 This company was located just west of The Foundry. James S. Gapin came into this operation and continued the business at that place until 1855 when he, in company with his brother of Middletown, Indiana, took their departure for the California gold fields. While en route they became sick and died while aboard a vessel. They were consigned to a grave at sea. In the meantime, the Aetna establishment with closed doors and windows finally fell into decay.

After serving Indiana in the legislature, William bought back The Foundry with the pork house and flatboat yard for \$6,000 as sole owner on July 9, 1847. D.R. 11/453 He continued this operation while his children were being educated.

William's son, Henry Nelson "Hal" Coffin's, biography in the *History of Idaho: The Gem of the Mountains* by Hawley states in Vol. 2, that Henry was educated at the Bloomingdale Academy of Parke county, Indiana, and in the public schools of Kansas when a youth at Leavenworth. He was quite successful in business and in Republican politics. He climbed the ladder from being a cashier of the First National Bank of Boise, Idaho, to that of Idaho's state treasurer.

The *Parke County Whig* of May 19, 1854 states that William was appointed Agent for the Cleveland and St. Louis Railroad for the counties of Vermillion, Parke, Putnam and Montgomery in Indiana. Anyone desiring to transact business with said railroad in the named counties was to contact him.

By 1860, William was stumping for the Republican party, which he had joined, in several Parke county towns giving speeches and backing Abraham Lincoln for president. Again he as well as his son Oliver were nominated to run for the Indiana House of Representatives. However, this time both he and Oliver were defeated. Because of William's loyalty to the newly elected president and his party, President Lincoln appointed him Superintendent of Indian Affairs for the Southern Superintendency in 1861.*

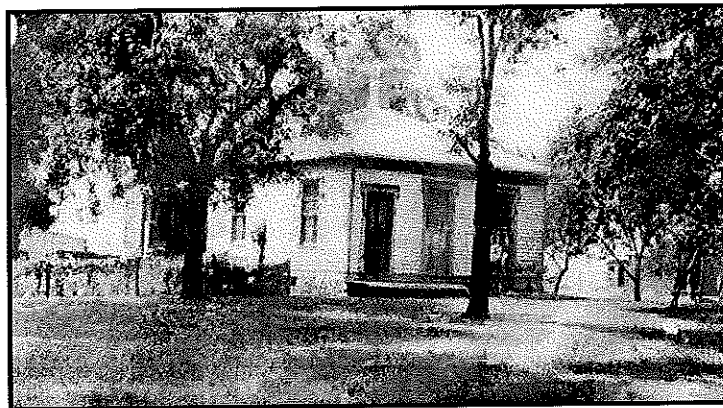
Before leaving Parke county, William sold Coke Oven Hollow to Robert Addison Coffin on August 21, 1862. D.R. 20/351 Although we have no proof, it is speculated that The Foundry continued its operations until the canal closed here in 1875.

Serving as Superintendent of Indian Affairs necessitated his removal to Leavenworth, Kansas, where he resided during the period of the Civil War discharging the duties of his position in a most competent manner. In 1865 he was appointed for the same position for another four

years. On October 8, 1864 William attended the Sauk and Fox treaty meeting and was one of the witnesses that signed the treaty. Other various Indian Nations were there such as the Wea, Piankeshaws and Western Miami Nations with their representatives also signing the treaty. These are all Miami, just different sub-branches of the tribe.

Wea villages were numerous in the area of Parke county in which I, Charles Davis, live. One such Indian was Wea Chief Christmas Noel Dagenet of Armiesburg who helped remove several of the Wea/Miami to Missouri and Kansas and then settled in Miami county, Kansas himself. *Indian Treaties and Councils*. Collections of Kansas State Historical Society 1923-25 Vol XVI p 767.

After William had served as Superintendent of Indian Affairs, he was hired as a U.S. Government Officer in charge of copper mining operations on Lake Superior. While he was in Washington, his wife, Samira died on July 2, 1883 at the age of 71 in their home at the corner of Pine Street and the South Esplanade in Leavenworth, Kansas.



William G. and Semira Coffin's home on the corner of Pine Street and South Esplanade in Leavenworth, Kansas.

Semira Coffin was an honored member of the Society of Friends, was the originator of the Home for Friendless Women, and held the first meeting to organize an association for that purpose in the parlor of her home. "Colonel" Coffin arrived home from Washington in time to attend the

*RG Entry 41: Records of the Office of the Secretary of the Interior, 1833-1964, Records of the Appointments Division, 1817-1922, Confirmed Executive Commissions, NAC 1861-07-17 for Transcription of text in document.

More about this appointment can be found in:

Cutler, William G. "Kansas in the Civil War" *History of the State of Kansas*.

Holman, Tom. "William G. Coffin, Lincoln's Superintendent of Indiana Affairs for the Southern Superintendency" *Kansas Historical Quarterly*, Vol. 1 XXXIX (Winter 1973) pp. 502-3.

Ancestry.com Abraham Lincoln Papers, Series 1 General Correspondence 1833-1916, letter William G. Coffin to Brig. Gen. James G. Blunt, September 28, 1862, hand written.

ceremonies. *Rockville Republican* July 18, 1883, *Christian Worker* July 19, 1883, *Leavenworth Times* July 4, 1883.

July 5, 1893 William Gaston Coffin wrote to Exum Newlin of Parke county. The last paragraph of his letter says, "As a beggar I write all the Friends yearly meetings in the world, but once as a beggar I raised nearly twenty-four thousand dollars for the building of the Kansas yearly meeting house and after all the vicissitudes of fortune, hair-breadth escapes, I am still hearty, hale and stout, stand up straight, walk with a light, springy step, at the age of nearly 83, with a reasonable prospect of some years to come, if it please my great Lord and master to continue His wondrous goodness and mercy to one so utterly unworthy even to bow with submission and obedience to His will. Very Truly your friend, W. G. Coffin."



In this circa 1900 photo William G. Coffin is seen in a suit with a monocle in his right eye. On the left is Wm. Coffin Penfield, his grandson. On the right is Jane Coffin Penfield. Behind William G. is Edna J. Penfield and on the right Alice Penfield, Jane and Wm. Penfield's daughters, William's great granddaughters.

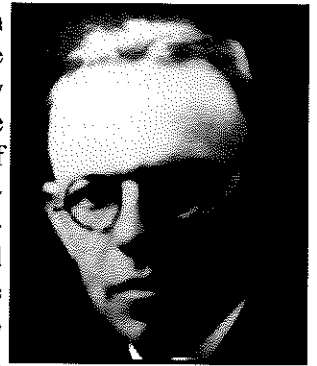
The 1895 Census of Lawrence, Douglas county, Kansas, Ward III, Wm. G. Coffin is listed as a practicing lawyer, age 84. The Lawrence City Directories show his residence at 811 E. Hancock from 1895-1901.

William Gaston Coffin died at the age of 92 on January 9, 1904. He was buried beside his wife in Mt. Muncie Cemetery, Lansing, Kansas.

The *Rockville Republican* of March 9, 1904 states, "An old canal boat near where the Feeder dam stood is being uncovered by the changing current of Sugar Creek. Many of our older citizens remember the activity of trade of

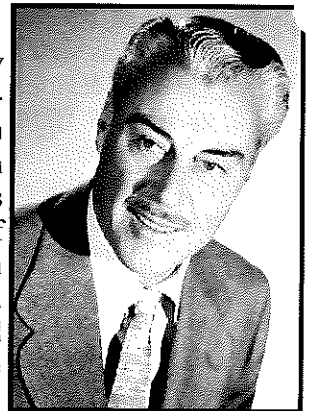
that stream in the prosperous days of the Wabash and Eri Canal. The recent death in Lawrence, Kansas, at the age of 93, Wm. G. Coffin, who once had an iron foundry and burned coke on his farm northwest of Annapolis, recalls the days when coke was hauled to Cincinnati and Richmond, Indiana. This was before the completion of the canal through this part of the state, with the building of railroads trade on the canal declined."

After Charlie Davis sent this story to CSI Headquarters, Bob Schmidt, CSI president, found more information on Ancestry.com and Find-A-Grave to add to Charlie's genealogy pages that follow this article. He found that two of the grandsons of William's brother, Thomas Chalkley Coffin, became men of national note. The first, also named Thomas Chalkley Coffin, became the mayor of Pocatello, Idaho 1931-33 and a U.S. Congressman from 1933-34. The second, Tristram Chalkley Coffin became a movie and TV personality.



Thomas Chalkley Coffin
Tristram Chalkley Coffin

Tristram (Tris) Chalkley Coffin was born in the silver mining town of Mammoth, Utah in 1909 to Edwin and Elizabeth (Christensen) Coffin, where his father was the superintendent of one of the largest silver mines in the world. Tristram grew up in Salt Lake City, became interested in drama, and graduated from the University of Washington.



He was a radio announcer in Boston, Massachusetts, but his good looks soon took him to Hollywood where he was a heavy in westerns. He worked opposite Tex Ritter, Range Busters and Rough Riders, Gene Autry, Roy Rogers, Rex Allen, etc. in westerns and with Charlie Chan, Jungle Jim, and the Bowery Boys in other movies making as many as 10-13 films a year.

His work on television included "Lone Ranger," "Cisco Kid," "Kit Carson," "Cowboy G-Men," "Wild Bill Picklock," "Judge Roy Bean," "Death Valley Days," and "Wyatt Earp." His last credited role was in Disney's "Barefoot Executive" in 1971. He died in 1990.

THE HOOSIER PACKET - MAY 2015

COFFIN FAMILY GENEALOGY

	<u>Birth</u>	<u>Death</u>	<u>Marriage</u>	<u>Cemetery</u>	<u>Location</u>
Coffin, Elihu	12/30/1783	02/10/1857		New Garden	Greensboro, NC
m. Starbuck, Jane	04/17/1792	12/10/1847		New Garden	Greensboro, NC
Coffin, Duncan Cameron	09/09/1808	10/04/1841		New Garden	Greensboro, NC
Coffin, William Gaston	02/26/1811	01/09/1904	05/20/1834	Mt Muncie	Lansing, Kansas
m. Hunt, Semirah "Sarah"	06/05/1812	07/02/1883	05/20/1834	Mt Muncie	Lansing, Kansas
Coffin, George B.	06/10/1834	08/13/1901	10/10/1859	Hillside Meml Pk	Redlands. CA
1m. Hammond, Sarah Brown	11/09/1838	09/15/1877	10/10/1859	Mt Muncie	Lansing, Kansas
Coffin, Nellie R	07/27/1859	1933		Desert View	Winslow AZ
m. Sampson, George Palmer	11/09/1854	03/17/1928		Desert View	Winslow AZ
Coffin, Ida M	09/15/1861	07/01/1925		Mountain View	Prescott, AZ
m. Clark, Elias Stover	06/17/1862	03/10/1955		Mountain View	Prescott, AZ
Coffin, Cora B	11/24/1862	02/19/1884		Mt Muncie	Lansing, Kansas
Coffin, Olive A	09/30/1866	11/08/1926		Greenwood Mem	Phoenix, AZ
m. Stark, Joseph S	12/26/1866	07/13/1927		Greenwood Mem	Phoenix, AZ
Coffin, Clara Louise	02/12/1868	1932		Sunset Memorial	Albuquerque, NM
m. Cornish, Percy Gilette	02/13/1859	09/28/1932		Sunset Memorial	Albuquerque, NM
Coffin, William L	09/26/1869	02/28/1946		Greenwood Mem	Phoenix, AZ
Coffin, George Hammond	06/16/1872	12/2/1948		Greenwood Mem	Phoenix, AZ
m. ? Etta M	1880	1965		Greenwood Mem	Phoenix, AZ
Coffin, Benjamin Rush	1874	1928		Mt Muncie	Lansing, Kansas
Coffin, Aletha Myrtle	09/03/1876	01/17/1955		Greenwood Mem	Phoenix, AZ
m. Marine, Rufus Howard	10/05/1873	06/14/1954		Greenwood Mem	Phoenix, AZ
2m. Hutchinson, Mary A	04/15/1842	6/27/1917	11/19/1879	Citizens Cem.	Flagstaff, AZ
Coffin, Semira Hunt	08/1880	09/27/1969		Citizens Cem.	Flagstaff, AZ
m. Wilson, John McDonald	?	?		?	?
Coffin, Alice	08/26/1881		9/1902	?	?
m. Jones, Hayes Z	?		9/1902	?	?
Jones, Hayes Z Jr	08/02/1912	12/28/1918		Rosehill Cem	Chicago, IL
Coffin, Paul Starbuck	06/25/1884	03/18/1951		Citizens Cem.	Flagstaff, AZ
m. Green, Leona P	01/10/1882	11/29/1954		Citizens Cem.	Flagstaff AZ
Coffin, Elihu E.	07/31/1836	?	03/19/1862	?	Le Roy, Kansas (1900)
1m. Smith, Mary	12/31/1839	12/24/1871	03/19/1862	Mt Muncie	Lansing, Kansas
Coffin, Sybil	1864	?		?	
Coffin, Dewey	03/15/1869	?		?	
2m. Smith, Katherine A	1851		06/01/1873		
Coffin, Jessej	1875	?		?	
Coffin, Max	1877	?		?	
Coffin, Carl	10/28/1880	02/27/1932			San Francisco, CA

THE HOOSIER PACKET - MAY 2015

<u>Name</u>	<u>Birth</u>	<u>Location</u>	<u>Death</u>	<u>Marriage</u>	<u>Cemetery</u>	<u>Location</u>
<u>Coffin, Oliver S.</u>	07/11/1838	Parke Co, IN	1910	04/28/1862		Denver CO
1m. Gookins, Sarah Ruhama	1838	Kansas	9/1863	04/28/1862		
2m. Smith, Mary Jane	11/1845	Kentucky	?	03/06/1869		
<u>Coffin, Jane C.</u>	09/14/1840	Parke Co IN	02/23/1926	03/19/1862	Oak Hill Cem.	Leavenworth, KS
m. Penfield, Alfred Sloan	02/12/1839	New York	03/24/1880	03/19/1862	Oak Hill Cem.	Lawrence, KS
Penfield, William Coffin	12/03/1865		12/27/1931		Oak Hill Cem.	Lawrence, KS
m. ? Edna J	1871		1938		Oak Hill Cem.	Lawrence, KS
Penfield, Alice	05/21/1868		12/21/1952		Oak Hill Cem.	Lawrence, KS
m. Jones, Hiram Truman	04/18/1873		02/06/1946		Oak Hill Cem.	Lawrence, KS
Penfield, Fred C.	11/28/1870		10/06/1941		Oak Hill Cem.	Lawrence, KS
<u>Coffin, Josephine</u>	07/20/1843	Parke Co IN	04/08/1905	1871		Fort Scott, KS
m. Aikman, Robert	04/1841	Indiana	10/23/1927	1871		Fort Scott, KS
Aikman, Harold	1872	Kansas				
Aikman, Paul Robert	03/02/1874	Kansas	1938	07/20/1904	Evergreen Cem	Fort Scott, KS
m. Scoville, Bertha "Byrde"	11/11/1872	Richmond, MO	10/24/1969	07/20/1904	Forest Lawn Mem	Glendale, CA
<u>Coffin, Benjamin</u>	02/23/1845	Parke Co IN	09/09/1846		Bloomington C	Parke Co, IN
<u>Coffin, William Leonidas</u>	12/14/1846	Parke Co IN	02/28/1868		Mt Muncie Cem	Lansing, KS
<u>Coffin, Henry Nelson "Halv"</u>	03/13/1849	Parke Co IN	03/22/1922	07/29/1873	Morris Hill Cem.	Boise, ID
m. Gravely, Mary H.	02/04/1853	Ohio	10/03/1924	07/29/1873	Morris Hill Cem.	Boise, ID
<u>Coffin, Samuel D</u>	06/14/1851	Parke Co IN	1910	10/16/1873		Denver, CO
m. Anderson, Mary Alice	12/1852	Ohio	1930	10/16/1873		Los Angeles, CA
Coffin/Anderson, Marie	12/1891		1969?		Oakdale Mem	Glendora, CA
<u>Coffin, Amanda</u>	06/03/1853	Parke Co IN	12/13/1931		Mt Muncie Cem	Lansing, KS
<u>Coffin, Charles Sumner</u>	05/23/1855	Marion Co IN	10/10/1936	1883	Morris Hill Cem.	Boise, ID
m. Booth, Priscilla	09/03/1855	New York	09/15/1924	1883	Morris Hill Cem.	Boise, ID
Coffin, Priscilla B.	08/10/1887	Leavenworth, KS	02/10/1915	N/A	Morris Hill Cem.	Boise, ID
Coffin, Jean	04/30/1893	Leavenworth, KS	04/08/1969	N/A	Morris Hill Cem.	Boise, ID
<u>Coffin, Thomas Chalkley</u>	02/27/1813	Greensboro, NC	05/01/1866	07/28/1835	Ottumawa Cem	Ottumwa, IA
1m. Harvey, Mary	03/28/1814		03/19/1841	07/28/1835	Bloomington C	Bloomington, IN
<u>Coffin, Guilelma "Elma" Maria</u>	05/18/1836	Parke Co, IN	11/02/1928	08/19/1856	Ottumawa Cem	Ottumwa, IA
m. Hamilton, Augustus Harvey	01/19/1827		11/17/1918	08/19/1856	Ottumawa Cem	Ottumwa, IA
<u>Coffin, Franklin Rayle</u>	08/04/1838	Parke Co, IN	05/25/1920	08/28/1873	Pioneer Cem	Boise, ID
m. Quivey, Charlotte Irene	10/23/1849	Evansville, WI	05/27/1932	08/28/1873	Pioneer Cem	Boise, ID
Coffin, Irene	12/27/1875	Boise, ID	09/08/1935		Pioneer Cem	Boise, ID
m. Walker, Benjamin W.	12/13/1868	Bermuda	10/13/1931		Pioneer Cem	Boise, ID
Coffin, Elma	1879	Boise, ID	1925		Santa Barbara C	Santa Barbara, CA
m. Clinton, James Edwin	1875		1942		Santa Barbara C	Santa Barbara, CA

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Name	Birth	Death	Marriage	Cemetery	Location
<u>Coffin, Mary Harvey</u>	04/20/1840	02/07/1933	11/09/1863	Fairmont Cem	Camden, OH
m. Craig, Isaac Edwin	02/11/1840	12/01/1910	11/09/1863	Fairmont Cem	Camden, OH
Craig, Roger Frank	1863	01/1934		Fairmont Cem	Camden, OH
2m. Myers, Sarah	07/03/1819	07/16/1920		Morris Hill Cem.	Boise, ID
Coffin, Laura	10/06/1847	03/08/1852			Iowa
<u>Coffin, Clara Louise</u>	05/19/1849	11/20/1938		Mountain View	Pocatello, ID
m. Furey, Charles Hughes	01/15/1848	11/29/1928		Mountain View	Pocatello, ID
<u>Coffin, Edwin Chapin</u>	11/09/1855	01/09/1938		Mt Olivet Cem	Salt Lake City, UT
1m. Lany, Fanny Wing	11/26/1858	10/20/1891	04/30/1878	Mt Olivet Cem	Salt Lake City, UT
2m. Eldredge, Esther	09/05/1874	04/13/1962	11/01/1893		Unknown
Coffin, Eldridge Sunderlin	03/31/1895	10/12/1918		Salt Lake City Cem	Salt Lake City, UT
3m. Christensen, Eliz Christy	10/11/1880	02/15/1943	10/05/1900	Mt Olivet Cem	Salt Lake City, UT
Coffin, Tristram "Tris" Chalkey	08/13/1909	03/26/1990		Cremated	Santa Monica, CA
Movie star in many westerns					
1 m. Whitcomb, Dorothy					
2m. Duke, Vera					
Coffin, Boyd Starbuck	09/13/1912	06/08/1952		Mt Olivet Cem	Salt Lake City UT
Coffin, Manford Howard	12/13/1858	04/07/1925	1884	Morris Hill	Boise, ID
m. Anderson, Amelia	01/04/1860	01/04/1919	1884	Morris Hill	Boise, ID
Coffin, Manford H. Jr	11/24/1888	08/27/1963		Morris Hill	Boise, ID
m. Spivey, Snow	06/19/1891	10/02/1972		Morris Hill	Boise, ID
<u>Coffin, Sherman Myers</u>	02/12/1860	08/05/1934	01/15/1884	Morris Hill	Boise, ID
m. Phelps, Jessie	07/03/1860	09/30/1929	01/15/1884	Morris Hill	Boise, ID
Coffin, Vesta Phelps	1886	1970		Mountain View	Pocatello, ID
Coffin, Thomas Chalkley	10/25/1887	06/08/1934		Mountain View	Pocatello, ID
Mayor of Pocatello, ID 1931-33, US Congressman 1933-34					
<u>Coffin, Grace Greenwood</u>	04/27/1863	05/13/1951	06/19/1889	Pioneer Cem	Boise, ID
m. Logan, Leonard	07/23/1862	08/11/1929	06/19/1889	Pioneer Cem	Boise, ID
Logan, Helen	1898	1977		Pioneer Cem	Boise, ID
m. Hart Irving Warren	?	?			?
<u>Coffin, Albert Gallatin</u>	12/03/1814	08/17/1858	01/26/1843		Sherborn, MA
m. Tate, Elizabeth	10/28/1823	06/10/1908	01/26/1843		
Coffin, Adeline	10/31/1843	06/18/1930	04/04/1869		Los Angeles CA
m. Gardiner, Benjamin	?	?			?
Coffin, Thomas Vestal	1850	1920			?
m. Hart, Nancy Ann "Anna"	?	?			?
Coffin, Charles Ronamus	10/15/1853	08/06/1936	1903	Woodbine Cem	Artesia, NM
m. Roberts, Flora Pauline	1874	1958	1903	Woodbine Cem	Artesia, NM

<u>Name</u>	<u>Birth</u>	<u>Death</u>	<u>Marriage</u>	<u>Cemetery</u>	<u>Location</u>
<u>Coffin, Flora</u> m. Reed, Rice	02/1857 1851	07/04/1926 1905	1885 1885	Mt Hope Cem Mt Hope Cem	Urbana, IL Urbana, IL
<u>Coffin, Vestal Wolcott</u>	09/16/1817	12/30/1854			Nantucket, MA
<u>Coffin, Benjamin Rush</u>	06/01/1820	08/04/1840		New Garden	Greensboro, NC
<u>Coffin, Ester Jane</u>	06/06/1823	09/20/1852		New Garden	Greensboro, NC
<u>Coffin, Dr. Samuel Dwiggins</u> m. Newlin, Mary Ann	11/12/1825 09/02/1821	12/25/1903 11/08/1921		Rose Hill Mem Rose Hill Mem	Los Angeles, CA Los Angeles, CA
<u>Coffin, William Vestal</u> m. Nicholson, Sarah	03/3//1857 07/01/1869	12/25/1949 06/02/1954		Rose Hill Mem Rose Hill Mem	Los Angeles, CA Los Angeles, CA
<u>Coffin, Sally Ann</u> m. Tinbrook,	05/25/1827	03/05/1867			Oregon
<u>Coffin, Warner Miffin</u> 1m. Hobbs, Maria Jane	05/13/1829 03/01/1829	07/28/1897 11/07/1883		Holten Cemetery New Garden	Holton, KS Greensboro, NC
<u>Coffin, Mary Roxanna</u> m. Furgusson, John Mc Intosh	10/06/1854 01/22/1844	1929 01/26/1916		Pawhuska City C Pawhuska City C	Pawhuska, OK Pawhuska, OK
<u>Coffin, Phoebe J</u> m. Rogers, Dr Arthur Curtis	9/1856 07/17/1856	12/19/1948 01/02/1917		Maple Lawn Cem Maple Lawn Cem	Faribault, MN Faribault, MN
<u>Coffin, Thomas</u> 1m. Adams, Rebecca 2m. ? , Rebecca 2m. ? , Martha J	11/1859 ? ? 1847	05/26/1928 ? ? 1898		Holton Cem ? ? Holten Cemetery	Holton, KS ? ? Holton, KS
<u>Coffin, Nathan Hunt</u>	05/15/1833	04/01/1863		West Union	Monrovia, IN

HISTORIC METAMORA PULLS OUT OF CANAL DAYS

Attendance is down at Metamora's Canal Days, which usually brings about 100,000 people to the historic Whitewater Canal town. Historic Metamora, which has been responsible for the vendors along Main street and elsewhere for over 45 years, hopes to extricate itself from the 3-day festival without disrupting it too much.

Canal Days resulted from an event held by Paul Baudendistel, Jim Wendel and others in the 1960s. It became so popular that the huge crowds created sewage problems and a new sewage treatment plant was built that was twice the size needed for the village normally.

It also led to the Whitewater Canal Byway Association's purchase of the campground on U.S. 52 across from Metamora and its establishment of Gateway Park and the Visitors Pavilion. WCBA counts on Canal Days revenue for its operations.

Canal Days will continue on the first full weekend in October. What impact will Historic Metamora's withdrawal have on the event and on others who count on it?

NEWS FROM DELPHI

Information and photos from Dan McCain

VOLUNTEERS BUILD LIME KILN MODEL

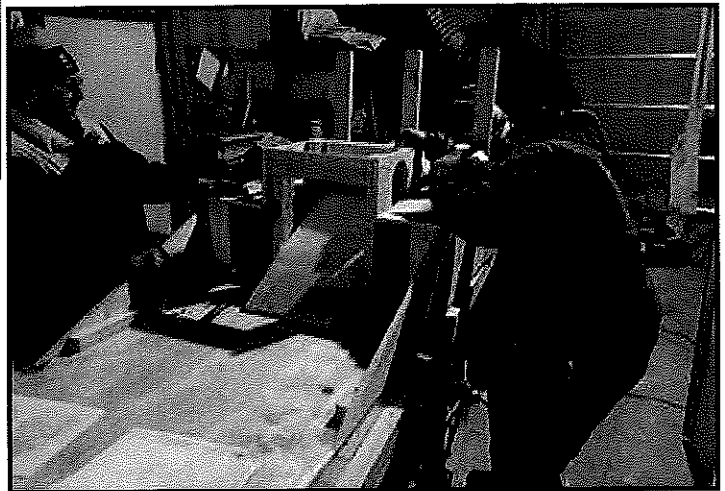


During the cold winter weather volunteers at Delphi's Wabash & Erie Canal Park worked on an interactive model of a lime kiln to be placed in the Canal Interpretive Museum. When completed it will replace the green and yellow half scale farm wagon in a gallery that highlights manufacturing and shipping during the canal era. The wagon will be moved to the Livery gallery. The kiln will be placed on the platform where Vern Cripe and Al Auffart are sitting. Dave Smith (center) explains to them and Roy Patrick and Brice Crowel (on left) how the model will operate.

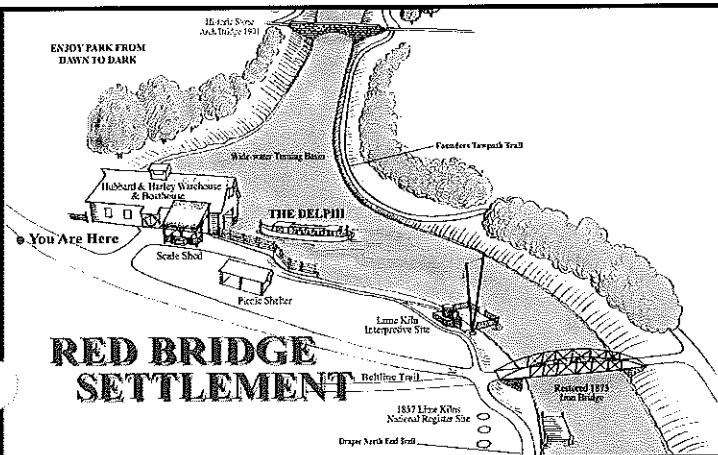
Several years ago the M-W-F crew rebuilt a lime kiln two blocks north of Canal Park where the original Hubbard and Harley Lime Kilns were located. The firebox is being placed in the picture on the right. This area is now called the Red Bridge Settlement. The reconstructed kiln is

a favored outdoor place to visit and learn about this remnant of canal era industry. This type of kiln produced three basic products: plaster, mortar and whitewash. Delphi was a major producer and canal transit provided the means for marketing the products.

Much of the work on the model was done in the Duke Mule Barn. The crew avoided the very coldest "numbing" days.



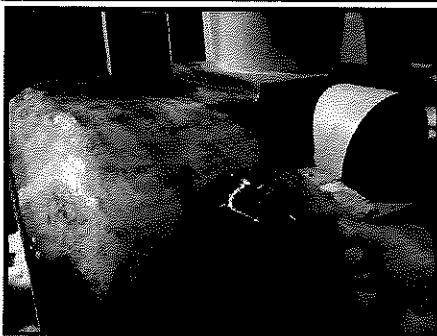
Then on a cold March morning the crew carted the beginning model into a warmer place to work inside the museum. Here the vehicle used is the recently completed railroad station cart built a month earlier.



Volunteers continued to work on the kiln exhibit once they were inside warmer quarters. Long time M-W-F volunteer Roy Patrick from Lafayette innovated a mechanism to lift the likeness of chunks of bedrock (styrofoam with embedded pieces of iron) into the model kiln chamber. This mechanism will become the crane with a dangling magnet to pick up the raw material. The exhibit visitor will place these chunks in the top of the heating chamber with the "gin pole" being crafted by Roy. He is also crafting small hand operated winches.



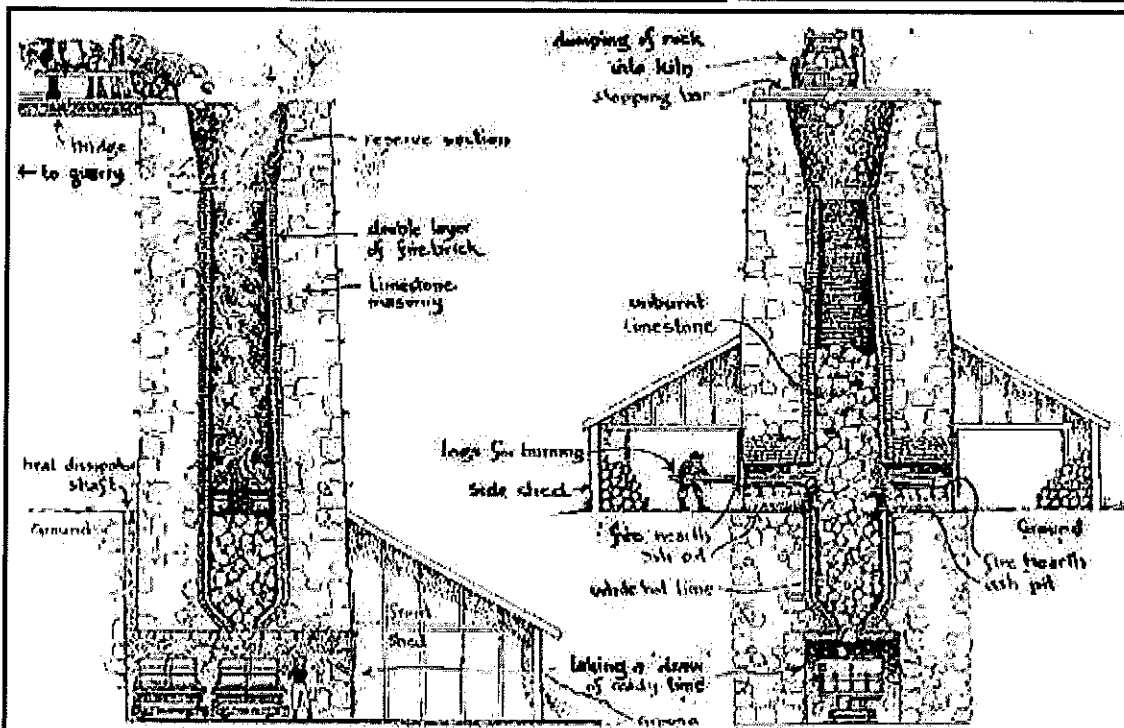
To develop the likeness of the original outdoor kilns along the canal in the Red Bridge Settlement, the sculptured styrofoam is coated with fiberglass and resin is applied. This



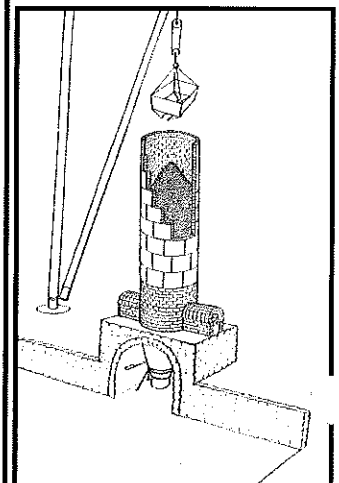
will be spray painted to look like a mound of earth with a grass cover.



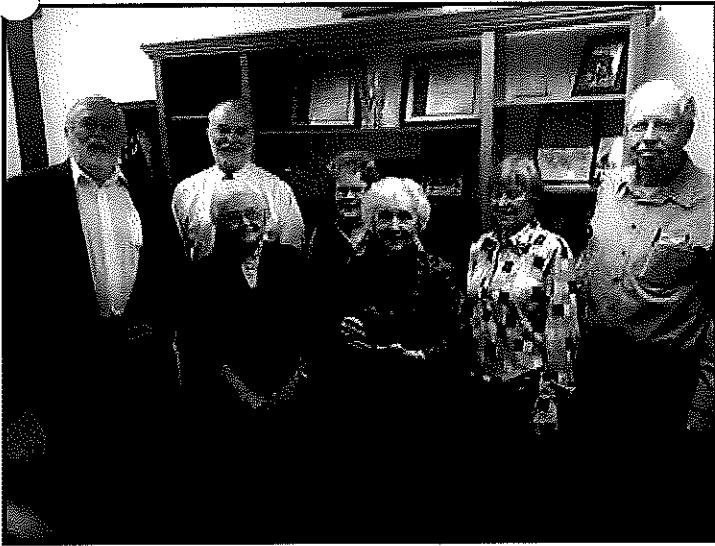
Although this scale model will allow children and adults to interact with its process, they will actually miss the "heat" from the burning wood. Instead glowing lights will provide the illusion of this operation. When these massive kilns were in operation there was danger from the heat, strenuous work and caustic conditions. The model will be danger free. Visitors will be able to see the museum model and then see the reconstructed kiln outdoors along the Towpath Trail.



LIME KILNS

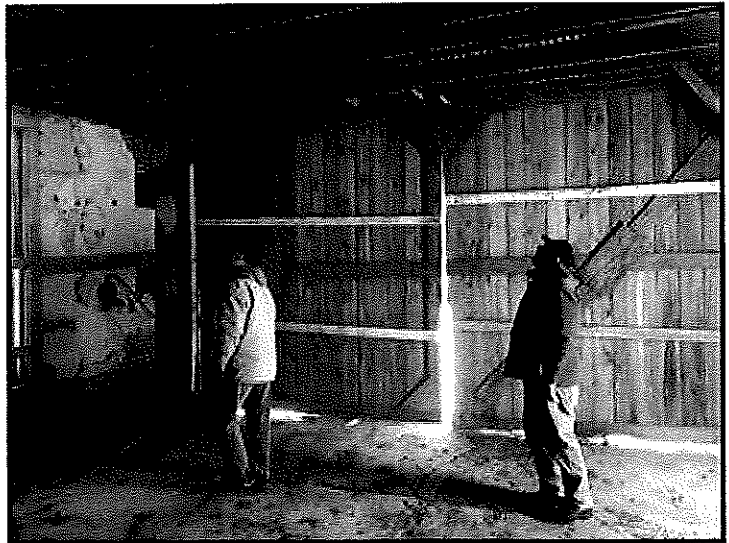


ANADELL LAMB RECEIVES BISON AWARD



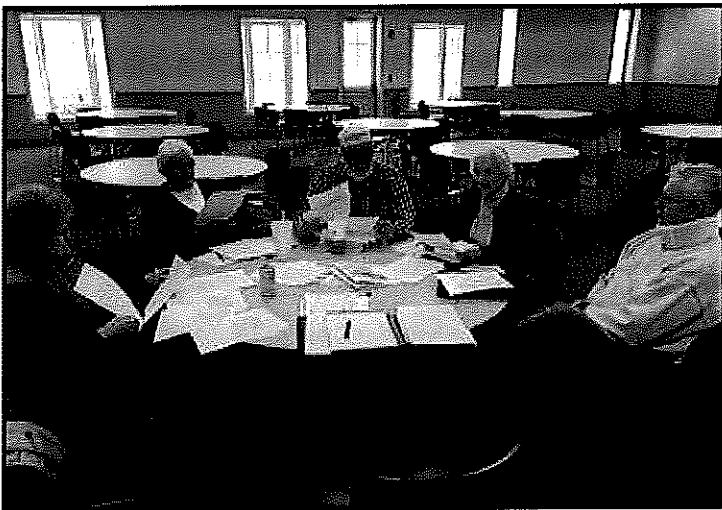
Annadell Lamb (center) was awarded a Bison Financial statue commemorating her years of involvement with the Wabash & Erie Canal Association. Attending the presentation in Lafayette were (from left) Al Auffart, Carl Seese, Frances French, Vicki Sickler, awardee Annadell, Mary Crary and Barry Nichols. Also attending from the Canal Association were Linda Cooper and Dan McCain.

ONE ROOM SCHOOL HOUSE CHECKED OUT



During the winter, five of the M-W-F construction crew went to an old one room schoolhouse north of Delphi, once owned by Brice Crowel (right), to contemplate whether disassembly and restructuring this 22 by 33 foot building would enhance experiences in Canal Park.

CANAL BOARD OFFICERS MET



In late February canal board officers met to discuss policy and make directional decisions. At this meeting were (from left) VP of Operations-Vicki Sickler, Secretary-Frances French, VP of Finance-Al Auffart, VP of Administration-Annadell Lamb and Treasurer-Steve Gray. Collectively these Vice Presidents are responsible for sixteen specific committees. Each of the committees has an appointed Chairman. Committee members are always being sought.

Inspections of available historic relics like bridges, buildings and canal features have been subjected by the crew to the "WOW" factor. When the volunteers first see a new potential structure the WOW factor could be a YES (we want to do this) or a quieter "wow" (it's too big to even consider). The past has usually netted ...WOW we'll do it!

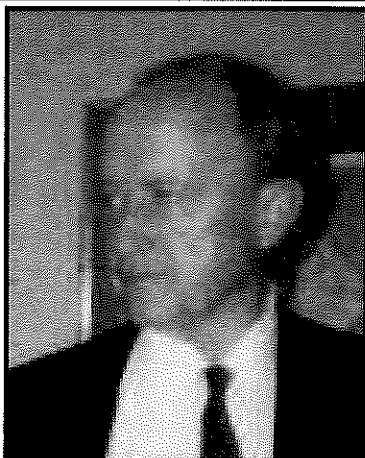
RAILROAD PLATFORM BUILT



In mid-March M-W-F volunteers built a platform outside of the old railroad depot they are refurbishing in Canal Park. The restored railroad station cart will be part of this exhibit.

IN MEMORIAM

**GERALD "JERRY"
SARGENT**
November 30, 1925
February 3, 2015



JERRY SARGENT
1993 CSI Spring Tour
Photo by Bob Schmidt

Colonel Gerald Lee (Jerry) Sargent, 89, passed away February 3, 2015, at the Franklin United Methodist Community where he had resided since 1998. He was a former resident of Greenwood, Indiana.

Jerry was born to Hobart and Rose Sargent of Bloomington, Indiana on November 30, 1925. They preceded him in death. He married Barbara Snodgrass at Indianapolis on June 21, 1951. He later married Frances Neal at Indianapolis in 1975. She preceded him in death in 2008.

Jerry was graduated from Bloomington High School in 1943, Indiana University School of Journalism in 1949, the U. S. Army infantry School at Fort Benning, Georgia and the U.S. Army Industrial War College at Washington, D. C. His military service included 1943-46 in the U. S. Navy as a radioman on U.S.S. Tollberg in both the South Pacific and Atlantic Theaters and 1946-49 in the ROTC at Indiana University. In 1949 he was commissioned 2nd Lt. in the U. S. Army Infantry. From 1949-1960 he served in the U.S. Army Reserves, 70th Division out of Indianapolis. In 1960-80 he was appointed to the Selective Service System, obtaining the rank of Colonel National (U.S. Army). Membership Tours included American Legion and the Military Order of World Wars.

His career included WTTV (Channel 4) from "sign-on" in 1949 through 1958. He was next employed at the Paul Lennon Ad Agency in 1958-60. In 1960 he became a Partner in Bishop Miller, Sargent Ad Agency, Indianapolis. From 1960-74 Jerry was a Congressional Aid for Indiana District 7 Representative William G. Bray of Martinsville in the U.S. House of Representatives. In 1966 he purchased the *Perry Township Weekly*, Beech Grove, from long-time publisher Louis Lukenbill. Frances and Jerry sold the *Perry Township Weekly* to the *Martinsville/Mooresville Times* in 1980. From 1980 through 2000 Jerry led Perry Publications with ADPAK Advertising Agency, Beech Grove.

He was a member of the following civic organizations: Indiana Historical Society; Perry Township Southport History Society; Historic Landmarks Foundation of Indiana; Johnson County Community Foundation; Beech Grove History Society; Greenwood Rotary Club; Indianapolis Civil War Round Table; Military Order of World Wars; American Legion; Military Order of the Loyal Legion; MARK IV Free Thinking Group; Lincoln Society of Indianapolis; Greenwood Economic Development Commission; Indiana Young Republicans (President 1970), Greenwood Arts Council; Indianapolis AERO Club; County Councilman, Monroe County, Indiana; Indianapolis Life Effectiveness Committee; Indiana State Museum; and 500 Festival Associate Member. He was also on the Board of Directors, Baxter YMCA, Southport. He hosted over 900 "Hoosier History" Radio Shows on local outlets such as WNTS (Indianapolis) and WICR (University of Indianapolis).

Honors included Sagamore of the Wabash presented by Gov. Otis Bowen (1973) and Sagamore of the Wabash presented by Gov Robert Orr (1983). In 2006 Jerry was honored by a Joint Resolution of the Indiana House and Senate for his Public Service.

Jerry's hobbies included golf and the study of U.S. and Indiana History. He became interested in Indiana's canals and joined the Canal Society of Indiana. While working with Jerry on a tour of the Central Canal in Indianapolis, I, Carolyn Schmidt, found him to be a very interesting man. When I started telling the representative of one venue what I needed, Jerry said, "Let's do this in a military manner. Let her tell you what she has to offer and then ask questions." I was quickly put in place. Later, during the tour, when everyone lined up for a group photo, Jerry announced that we had better get it on the first shot because he only smiled once a day. He was a serious, down to business sort of man. Jerry did not renew his membership in CSI after he moved from his home but was complimentary of the work it does.

Survivors include two sons, Dr. Thomas Sargent, Washington D. C. and Jeffrey Sargent, Franklin, Indiana; daughter Claudia Lingeran of Westfield, Indiana; step children Ruth Notter and Loretta Carlton; and brother Fred Sargent of Plainfield, Indiana.

Calling took place from 10-12 Noon on Monday, February 9, at Wilson St. Pierre Funeral Service & Crematory, Greenwood Chapel at 481 W. Main Street. His funeral service followed at 12 Noon. He was buried at Forest Lawn Memory Gardens.