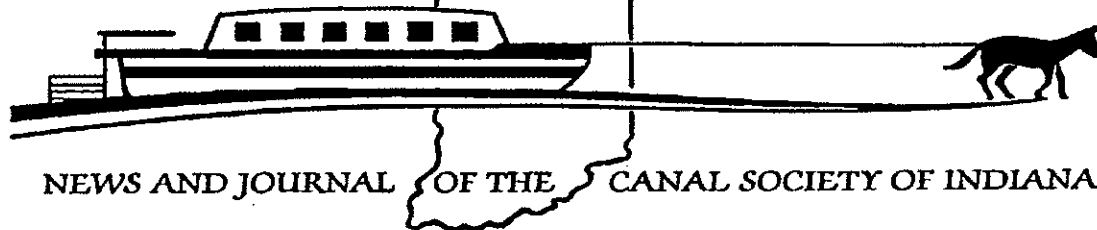


THE
HOOSIER-PACKET



NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 14 NO. 6

P.O. BOX 10808 FORT WAYNE, IN 46854

JUNE 2015

CANAL TOUR WITH FRIENDS



Darla Dewig Kiesel (second row second from left) guided CSI tour participants in hair nets and aprons through Dewig's Meat Market in Haubstadt, Indiana on Friday April 10, 2015 prior to their tour of the W & E Canal in Gibson and Pike counties on Saturday.

FEATURES

1. "Fruehling Kanal Ausflug Mit Freunden" CSI Spring Tour
3. Canawlers At Rest: John Claus Peters
7. Oops! Whitewater Canal Signage
8. Franklin Rayl And His Wabash & Erie Canal Connections
12. From Times Past: Eastern Part Of Allen County, Canal Breach At Mill, Canal Used To Power Machines In Ft. Wayne
14. More Dam Problems: Olmsted Project
15. To Dam Or Not To Dam? That Is The Question
16. The Anderson Hydraulic Canal
19. I Remember The 1913 Flood: James Dillow Robinson
20. News From Delphi: Spring Has Sprung
22. "Fruehling Kanal Ausflug Mit Freunden" continued

"Fruehling Kanal Ausflug mit Freunden"

**Wabash & Erie Canal in Gibson & Pike Counties
 With Venues in Jasper, Dubois County, Indiana**

Photos by Carl Bauer unless otherwise noted

Not all CSI tours are strictly canal tours. We try to bring in other interesting venues in the tour area. Our tours also have a theme. This was a German tour. What better place to see than a 99-year-old, German family owned and operated business, Dewig's (Day-wig) Meat Market, Indiana's and perhaps the largest meat market in the United States. It processes hogs and beef from on the hoof to the final products and custom butchers. It caters and supplies meat for festivals and to meat markets

EDITOR: CAROLYN SCHMIDT

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THE HOOSIER PACKET - JUNE 2015

CANAL SOCIETY OF INDIANA

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in the area as far as Carmel, Indiana. The day we were there they were smoking 300 racks of ribs. All their meat is separated into fresh or processed to control potential cross-contamination while processing and in the cases on the market floor. Most of the meat may be purchased fresh or frozen. They have won numerous awards for their sausages and bologna. Also available in the store is a selection of wines, all kinds of picnic supplies, coolers, ice, snacks, and frozen fruits and vegetables. A huge generator provides electricity for the freezers and meat coolers in case of power failure. (continued on



Tour Attendees: 45 Illinois 2, Indiana 36, Ohio 5, Canada 2

Carl & Barbara Bauer, Leon & Sandy Billing, Clayton Bodine, Don Bodine, Terry Bodine, Tom & Linda Castaldi, Guy Filchak, Tom & Diane Fledderjohann, Gerald & Jean Hulslander, Dave & Bernie Krieg, Jerry & Barbara Lehman, Sam & JoAnn Liggett, Linn Loomis, Dan McCain, Wayne & Judy Miller, Mike Morthorst, Tom Morthorst, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Bob Sears, Steve & Sue Simerman, Ellsworth Smith, Sherry Spark, Brian & Judy Stirm, Michael Thrall, Frank & Mary Timmers, Jamie Walter, Chuck & Anne Whiting, Dick & Linda Winchell
Banquet only: Earl & Marilyn Toops

Hotel: Comfort Inn, 19622 Elpers Rd., Evansville, Indiana

Tour of Dewig's Meats, 100 Maple St., Haubstadt, Indiana, docent Darla Kiesel

Friday night: CSI Board of Directors Meeting

Saturday: Car caravan to W&E Canal sites, then to Jasper Mill and Dubois County Museum

Caravan Route Planners & Docents: Bob & Carolyn Schmidt

Restrooms: Oakland City University

Lunch: The Schnitzelbank Restaurant, 393 Third Ave., Jasper, Indiana 47540

Entertainment: Sandra Chastain on the accordion with history of Jasper

CSI Annual Meeting, Election of Directors

Tours of Jasper County Mill and Dubois County Museum arranged by Dubois County

Visitors Center & Tourism Commission

Tour Dinner: Nisbet Inn, 6701 Nisbet Station Road

Tour Book, Registration/Confirmation, Goodie bags, Name tags: Carolyn Schmidt

Saturday Refreshments, Budget, Hotel Arrangements, Walkie-Talkies: Bob Schmidt

CANAWLERS AT REST

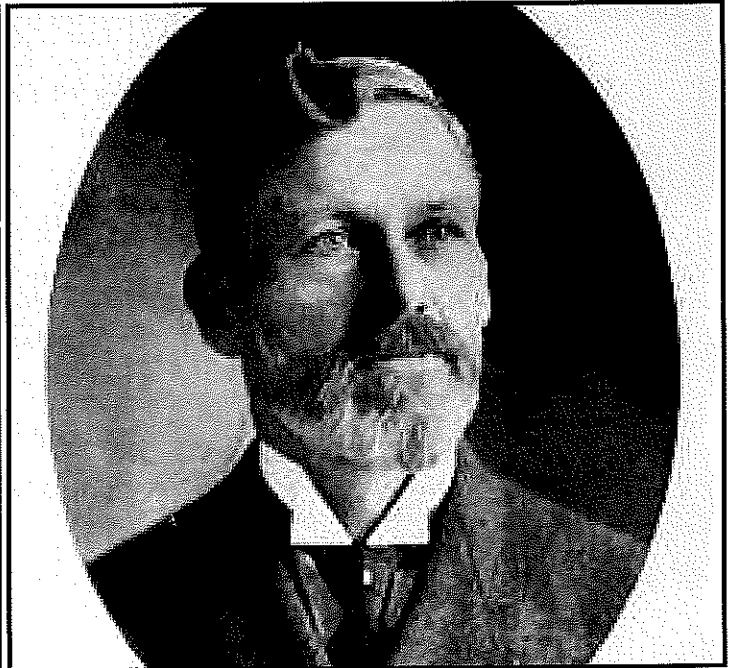
JOHN CLAUS PETERS

Find-A-Grave 63606010

b. June 12, 1848

d. December 1, 1922

By Carolyn I. Schmidt



John Claus Peters was born on June 11, 1848 to Claus and Caroline Eberlin Peters in Ft. Wayne, Indiana. His mother Caroline was born December 14, 1829 in Munich, Germany. His father Claus Niklaus was born July 14, 1822 in Hanover, Germany. Claus and Caroline came to Fort Wayne in 1841 and were married on October 5, 1847. Claus was a builder and contractor in this city until his death in 1849. He was buried in Concordia Lutheran Cemetery in Ft. Wayne.

John was about a year old and needed a father. On July 16, 1850 his mother Caroline married William B. Paul, a boat captain on the Wabash & Erie Canal. The 1850 census spells Paul as Powell and lists John Peters age 2. William and Caroline Paul had eight more children. John's half siblings were:

- Paul, Henry C. (1851-1933)
- Paul, Caroline (1853-1931)
- Paul, Charlotte C.W. (1855-1940)
- Paul, Friederika (1858-1909)
- Paul, Christina W. "Anna" (1863-1916)
- Paul, William (1865-1902)
- Paul, Charles A. (1868-1947)
- Paul, Augusta (1870-1937)

John received his early education in Ft. Wayne. The 1860 census shows him at age 12 living with a farmer named Charles Legand. Then in 1862 he began learning the trade of piano and cabinet maker. In 1865 at age 17 he went to New York City and was employed in this occupation for four years until 1869.

He came back to Ft. Wayne and in 1870 was living in a hotel run by Henry Rudelshaner according to that year's census that also lists him as a cabinet maker with \$5,000. Then he started in the hardware business in 1872. Prior to 1873 he was also a partner with Charles Paper and Joseph Schaffer in the Peters Box and Lumber Company. It sold oak, ash, walnut and poplar as well as veneers, wood pulleys and furniture.

On June 12, 1873 John Claus Peters, age 25, married Mary Myers, age 20, of Ft. Wayne. Mary, the daughter of Frederick Myers, was born on June 22, 1853. Between 1875-1889 the Peters had eight children:

- Peters, Frederick Christian (1875-1936)
- Peters, William Frederick 1878-1941)
- Peters, Otto John (1879-1906)
- Peters, Arthur Henry (1882-1957)
- Peters, Flora Wilhelmina Caroline (1883-1961)
- Peters, Paul William (1885-1957)
- Peters, Bertha Sophia Caroline (1887-1975)
- Peters, Helen Julia (1889-1967)

The Ft. Wayne City Directory of 1875 lists John's residence as 16 W. Jefferson and shows him as owner of a saw mill and lumber yard on the corner of Osage and the Canal Basin. The saw mill received rafts of logs via the Wabash & Erie Canal and St. Joe Feeder until the canal was sold in 1876. It shipped its finished products by rail or canal until the canal was closed. A bill of sale with a drawing of this establishment can be seen on the next page.

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N. B. - Examine carefully, and if not correct report immediately, or claims will not be allowed.

CIRCULAR AND BAND SAW MILLS



Fort Wayne, Ind., March 2 1897

M Clifford Bros

Bought of **JOHN C. PETERS**

Manufacturer of all kinds of

Quartered Oak and Ash, Walnut, Poplar

CABINET AND RAILROAD LUMBER.

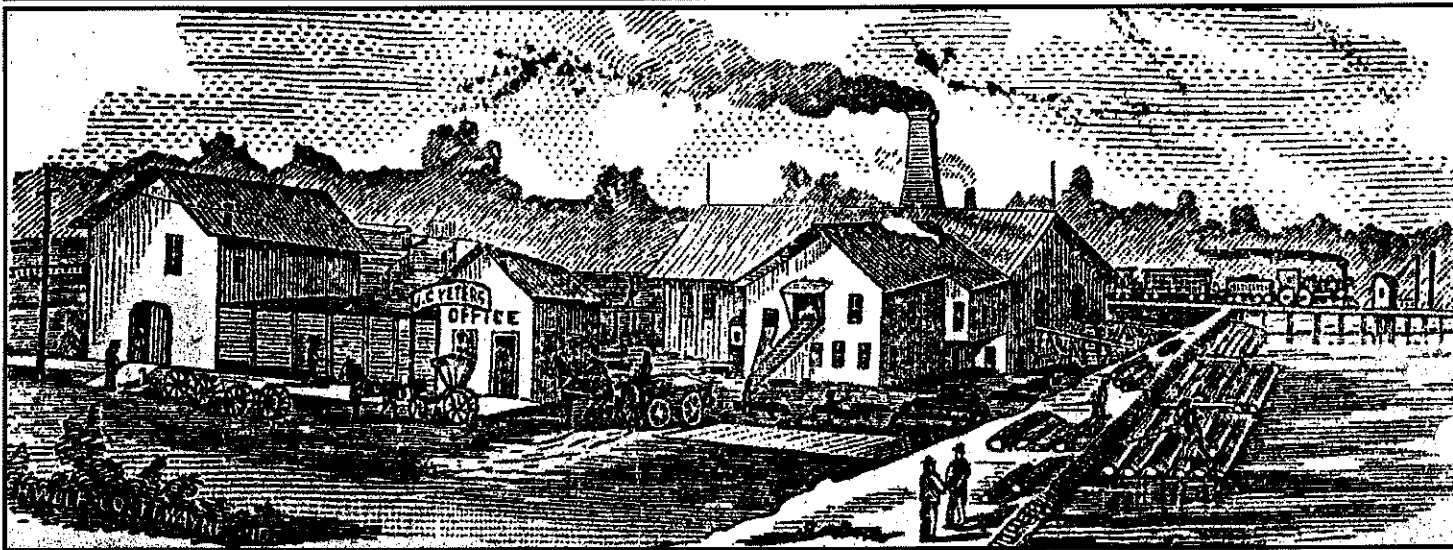
TERMS CASH

Office and Mill, Cor. Osage Street and Canal Basin.

SAWING DONE TO ORDER

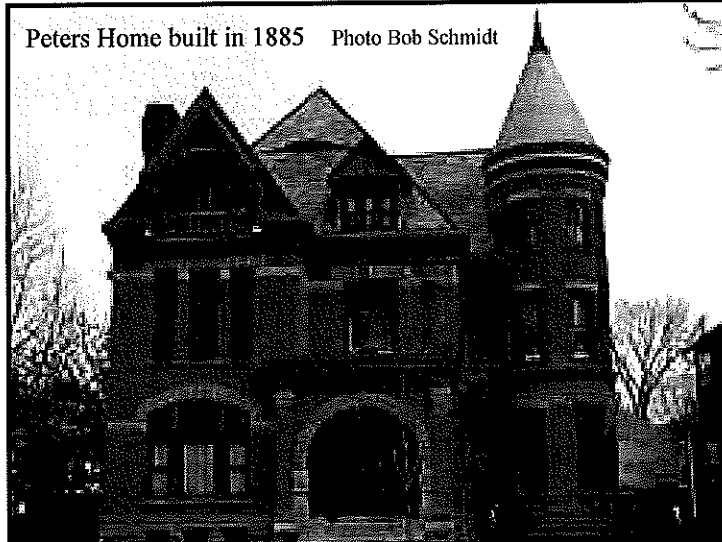
<i>Feb 28</i>	<i>70</i>	<i>12</i>	<i>boards</i>	<i>Wood</i>	<i>70</i>	<i>840</i>
<i>"</i>	<i>"</i>	<i>60</i>	<i>3/4</i>	<i>"</i>	<i>"</i>	<i>4250</i>
<i>"</i>	<i>"</i>	<i>23</i>	<i>1/3</i>	<i>"</i>	<i>"</i>	<i>1634</i>
						<i>67</i>

Old letterheads and bills often have engravings of businesses on them. They give us clues as to what was located along the canal. As seen here the Clifford Bros. ordered \$67 of cord wood from John C. Peters in Ft. Wayne, Indiana on February 28 and were billed on March 2, 1897. The saw mill received rafts of logs via the W & E Canal and St. Joe Feeder as seen on the right of the picture. It probably shipped the lumber it produced by the railroad seen in the back of the picture or by canal boat until the canal was sold in 1876, filled in, and railroad tracks laid on it. The mill was located on the Canal Basin at Osage Street west of the St. Marys Aqueduct. It says J. C. Peters Office on the small building in the center of the engraving by H. Wolf Co. of Ft. Wayne, Ind. A wagon loaded with lumber is near the office while another one is being loaded to the right of the office. A horse with carriage awaits its owner.



He sold the Peters Box and Lumber Company. He then started the John C. Peters Lumber Company where he specialized in quartered oak lumber.

Peters Home built in 1885 Photo Bob Schmidt

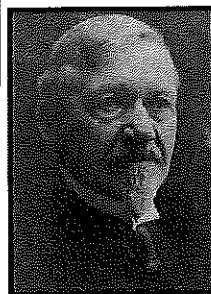


of the Peters Hotel Company.

In 1887 the Indiana Machine Works was organized and incorporated. John was its president.

In 1903 Mrs. John Peters was a delegate to the Public Welfare meeting in Indiana. In 1904 John was on the State Board of Agriculture representing Fort. Wayne.

The 1920 census lists John's occupation as president of a Washing Machine Company at age 71. Living with him are his wife Mary and children Fred, Arthur, and Paul.



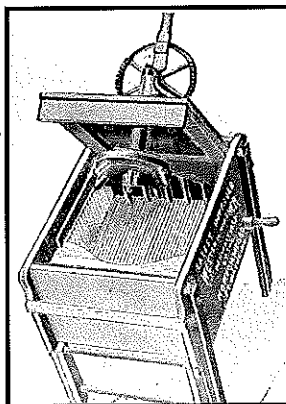
John Claus Peters died at 4:15 a.m. on December 1, 1922 at his home on 832 W. Wayne at the age of 74. He had been in poor health the last year to a complication of diseases.

He had risen honorably as one of the foremost citizens of Fort Wayne through his character, his unfailing reliability in business ventures and his energy and enterprise as a manufacturer. He was a director of the Old National Bank and was associated with many other businesses in the city. He was a member of Emmanuel Lutheran Church.

He was survived by his wife, Mary Peters; four sons, Frederick, Arthur, William and Paul all of Fort Wayne; and three daughters Mrs. Philip F. Bursley and Mrs. Arthur Boak, of Ann Arbor Michigan and Mrs. Neil Aldrich McKay of Ft. Wayne; two half-brothers Henry C. Paul and Charles Paul; and three half-sisters Mrs. Caroline Storm,



John then became the manager of the Horton Manufacturing Company, which was incorporated in 1883 with a capital stock of \$30,000 and which used space in his lumber company. He, along with others, began manufacturing the area's first mechanical washing machines. This venture was so successful that by 1924 Horton Manufacturing supplied half the washing machines sold in the world.



The architectural firm of Wing & Mahurin designed a Richardsonian Romanesque house for John and his family and it was built in 1885 for \$8,000 at 832 W. Wayne St. in Ft. Wayne. It had a stone foundation with brick walls accented by rock-faced stone lintels and string courses and a Syrian-arched entrance on its outside. It had seven intricately carved wooden fireplace surrounds, moldings and stair rails, hardwood floors, and stained glass windows on the inside. It was placed on the National Register of Historic Places on September 17, 1980.

In 1886 John acquired the Wayne Hotel on Columbia Street in Ft. Wayne. It had 128 rooms that were furnished with the finest accessories of the day. It became the city's leading hotel at the time. He managed it for a number of years and owned it until his death. He was the president

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Mrs. Charlotte Kern and Mrs. Henry Lepper.

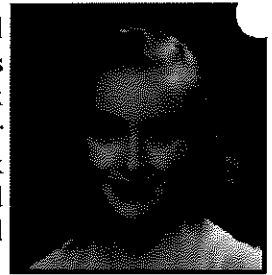
Funeral services were held in John's home at 3:30 p.m. on Christmas Day, Monday, December 25, 1922 with the Rev. William F. Moll officiating. He was privately buried in Section I Lot 15 in Ft. Wayne's Lindenwood Cemetery.



His wife Mary Susan (Meyers) Peters passed away on March 18, 1925. She is buried in Section I Lot 15 of Lindenwood Cemetery.

John and Mary's son, Frederick Christian Peters, and his wife Elizabeth, were parents of three children. Their youngest, Jane Alice Peters (12-6-1908, 1-16-1942) was better known as Carole Lombard, the zany actress who appeared in screw-ball comedies and was the highest paid Hollywood star in the 1930s. She was born in Ft. Wayne. When her parents' marriage became strained, her mother moved her to Los Angeles.

At age 12 Jane had a small part in a film. At age sixteen Jane was discovered, signed a contract with Fox Film Corporation, and changed her name to Carole Lombard. Fox dropped her after her face was scarred in an accident. She then contracted with Paramount Pictures.



"Carole Lombard"
Jane Alice Peters

She began appearing with William Powell in films. She married him in June 1931. In 1932 she was cast in a film with Clark Gable. Even though she kept appearing with Powell in films, they had marital problems and were divorced in 1933.

In 1936 Carole and Clark Gable were reunited at a Hollywood Party and their romance began. Carole left Paramount Pictures and became an independent actress. In 1938 she made her only Technicolor film. Gable's wife Rhea Langham finally agreed to divorce him for \$500,000. On March 29, 1939 Carole and Clark were married.

Although most of Carole's roles were comedic, she did have a few serious ones. During World War II Carol returned to Indiana for a war defense bond rally where she was able to raise over \$2 million in one night. She, her mother, and Clark's press agent were scheduled to return to Los Angeles by train, but Carole was anxious to get home. She decided to fly. Her plane crashed into "Double Up Peak" in the Potosi Mountain on January 16, 1942 and she was killed. She was 33 years old.

Sources:

Allen County Public Library Genealogy Center, Lindenwood Cemetery Burials 1800-1975

Ancestry.com Public Member Trees

Peters, Arthur Henry

Peters, Bertha

Peters, Frederick C.

Peters, Flora W.

Peters, Helen J.

Peters, John Claus

Peters, Otto J.

Peters, Paul William

Peters, William Frederick

Find-A-Grave

Paul, Caroline Eberlin (Peters)

Peters, Claus

Peters, John Claus

Peters, Mary Susan (Meyers)

Fort Wayne City Directory 1875

Fort Wayne *Daily News* May 18, 1905

Fort Wayne *News-Sentinel* December 1, 1922 obituary John Claus Peters

U.S. Federal Census 1850, 1860, 1870, 1880, 1910, 1920

Wikipedia

John Claus Peters House

Lombard, Carole (Jane Alice Peters)

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John C. Peters's Family

Name	Birth	Place	Death	Place	Marriage	Place
Eberlin, Caroline Catherine	12-14-1829	Munich, Ger	9-26-1908	Ft. Wayne, IN	10-05-1847	Allen Co. IN
m1. Peters, Claus Niklaus	7-14-1822	Hanover, Ger	1849	Ft. Wayne, IN	10-05-1847	Allen Co. IN
Peters, John Claus	6-12-1848	Ft. Wayne, IN	12-01-1922	Ft. Wayne, IN	6-12-1873	Allen Co. IN
m. Mary Susan Meyers	6-22-1853	Adams Co. IN	3-18-1925	Ft. Wayne, IN	6-12-1873	Allen Co. IN
Peters, Frederick Christian	10-28-1875	Allen Co. IN	2-20-1936	Allen Co. IN	4-02-1902	Allen Co. IN
m. Knight, Elizabeth K.	1876		1942		4-02-1902	Allen Co. IN
Peters, Frederic Charles	1902		1978			
Peters, John Stuart	1905		1956			
Peters, Jane Alice " <u>Carole Lombard</u> "	1908		1-16-1942	Clark Co. NV		
Peters, William Frederick	12-02-1878	Allen Co. IN	5-07-1941	Ft. Wayne, IN		
m. Booker, Florence Mallory	1890					
Peters, Otto John	10-00-1879	Allen Co. IN	12-13-1906	Ft. Wayne, IN		
Peters, Arthur Henry	2-02-1882	Allen Co. IN	2-01-1957	Cook Co. IL		
m1. Houck, Idell M.	1878		1958			
m2. Babcock, Mary	1897		1968			
Peters, Flora Wilhelmina Caroline	9-18-1883	Allen Co. IN	7-20-1961	Ann Arbor, MI	9-10-1910	Allen Co. IN
m. Bursley, Philip Everette	1880		1968			
Peters, Paul William	10-01-1885	Allen Co. IN	1-29-1957	Indiana		
Peters, Bertha Sophia Caroline	8-02-1887	Allen Co. IN	1-00-1975	Ft. Wayne, IN		
m. Mckay, Neil Aldridge	1886		1971			
Peters, Helen Julia	9-08-1889	Allen Co. IN	3-09-1967	Tucson, AZ		
m. Boak, Arthur Edward	1888		1962			
m2. Paul, William B.	1824		1907		7-16-1850	Allen Co. IN
Paul, Henry C.	1851		1933			
Paul, Caroline	1853		1931			
m. Storm						
Paul, Charlotte C. W.	1855		1940			
m. Kern						
Paul, Friederika	1858		1909			
m. Diederich						
Paul, Christiana (Anna) W.	1863		1916			
m. Baade						
Paul, William	1865		1902			
Paul, Charles A.	1868		1947			
Paul, Augusta	1870		1937			
m. Lepper						

OOPS!

Just got the May 2015 *Hoosier Packet* and noticed one factual error in the Canawlers At Rest item on Henry Stuenkle. In the paragraph on Henry's time working on Erie Canal construction, (I know this probably came to you in the material from the original source), but 36 locks is a much more modern figure – probably from the completed final enlargement but before the canal extension from Tonawanda to Buffalo was closed.

Today, the last lock at Lockport is Lock 35, and the original was a much higher number – 83 for the original Clinton's Ditch. Over the years, as the canal was improved, widened and deepened, the canal became somewhat shorter and the new locks could be higher.

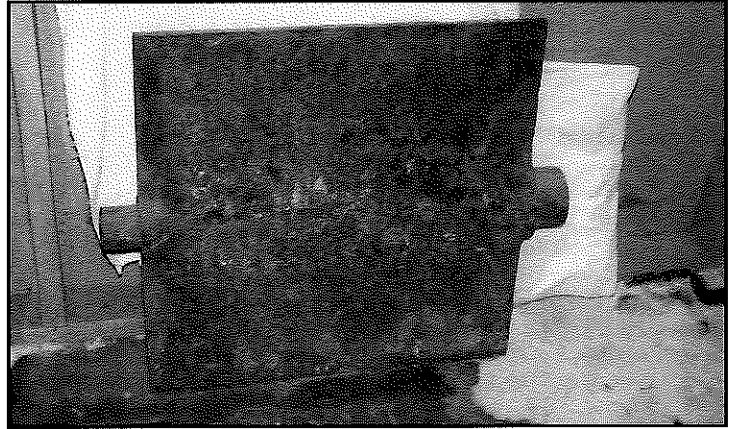
Karl Black, CSI member, Quincy, IL

WHITEWATER CANAL SIGNAGE

John Hillman, CSI member from Harrison, Ohio, reported on April 28, 2015 that the sign at Updegraff's lock has been installed and that he still has Jinks and Simonton lock signs to put up. These signs, funded by CSI, are being placed along the Whitewater Valley Railroad route to point out the locks of the Whitewater Canal as the train passes them. The Whitewater Valley railroad is providing the posts and labor to erect the signs. Thank you John!

The WVRR opened its season on May 2 and offers excursions from Connersville to Metamora and back at 10:01 a.m. Thursdays and Fridays and at 12:01 p.m. on Saturdays and Sundays. Visitors have time to see the canal boat, visit the lock, see the grist mill and purchase items in the 40 shops and restaurants in Metamora, Indiana.

Franklin Rayl was born June 26, 1813 in Guilford county, North Carolina to Nathan and Susanne Thomburg Rayl. At the age of twenty years, he went to Wayne county,



Above: This wicket gate from the Wabash & Erie Canal in Parke county, Indiana was in the Indiana Museum Warehouse in Indianapolis.

Photo by Chuck Huppert 1999

Below: This feeder canal from the Feeder Dam on Sugar Creek is heading to West Union to join the Wabash & Erie Canal. It is nearing the bluff and getting narrower.

Photo by Charles Davis

FRANKLIN RAYL
And His Wabash & Erie Canal Connections
By Charles Davis



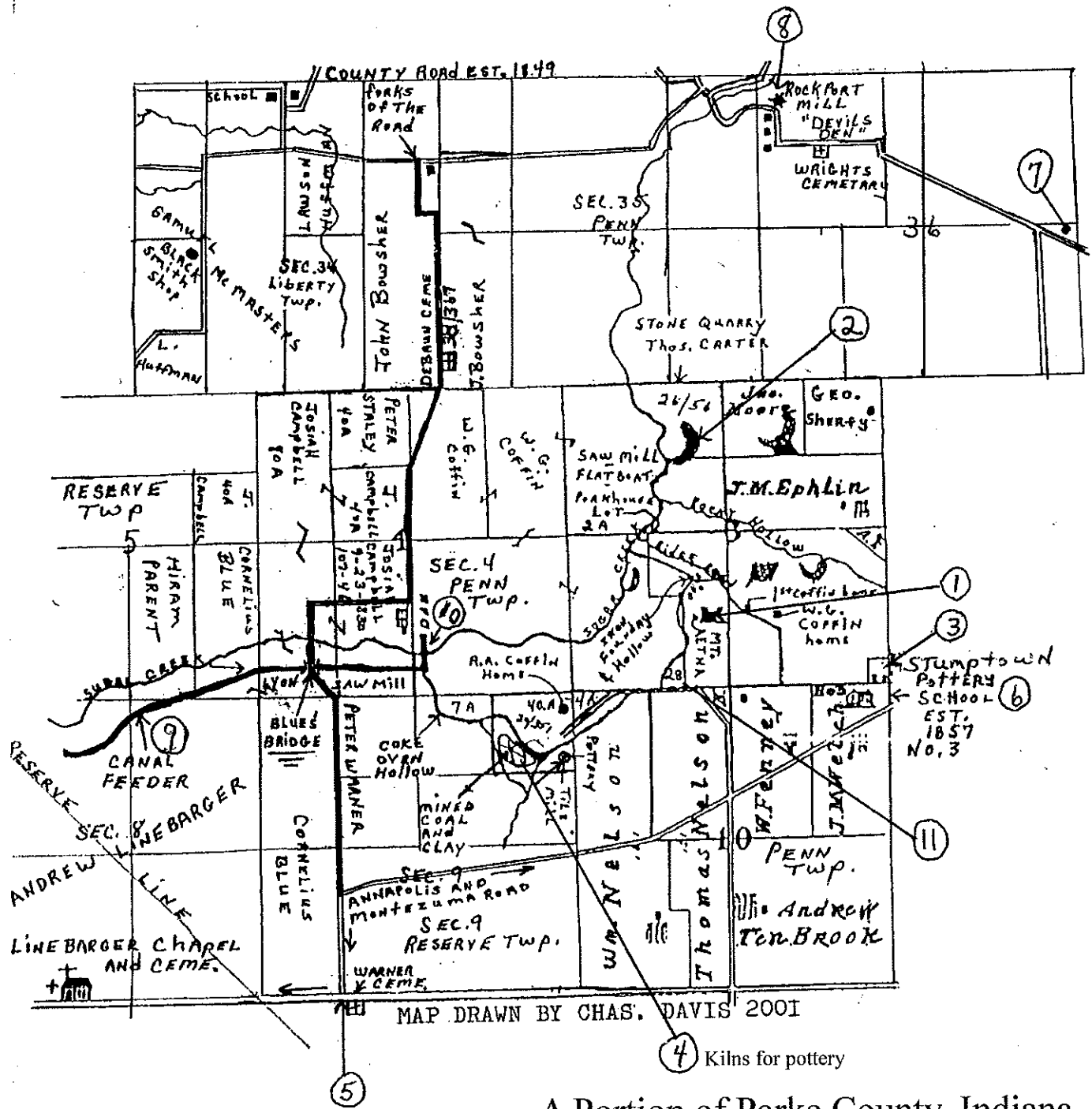
Franklin Rayl lived in this home when he was a moulder at Coffin's in Foundry Hollow.

Photo by Charles Davis 2009



Indiana. In the town of Richmond, he served an apprenticeship in the moulders trade. After learning how to make the molds in which iron castings are made he moved to Parke county, Indiana in 1837.

After his arrival in Parke county, he went to work for William Garten Coffin, Samuel Harvey and Thomas C. Coffin in Foundry Hollow at "Coffin, Harvey and Company, the "Company" being Wm. G. Coffin's brother Thomas C. Coffin. Foundry Hollow consisted of the Foundry, steam saw mill, a finishing shop, a blacksmith shop, together with 2 acres containing a pork house and flatboat



A Portion of Parke County, Indiana

1. Aetna Manufacturing Company (pottery) 4/6/1841 DR 7/612 Coffin, Harvey & Co, to David L. Atcheson the right to dig clay, partners: Stephen & James S. Gapen
2. Thomas Carter Stone Quarry, canal boats of stone for canal structures DR 26/56
3. Stumptown (pottery) Shop, Joren, Lee, Redford, Atcheson
4. Coke Oven Hollow—Robert Addison Coffin to Welch & Lee, right to dig clay (for Annapolis Pottery) 11/7/1861 DR 26/99.
5. Road to Sugar Creek Feeder Dam and east to Annapolis
6. School close to Coke Oven Hollow 1857
7. Rockport school, James B. Ewing teacher, 1852
8. Prier Wright, Rockport Mill, Wright's Mill, Devil's Den
9. Canal Feeder
10. Wabash & Erie Canal Feeder Dam on Sugar Creek
11. Residence of Franklin Rayl, 1851.

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Coke Oven Hollow in Parke county, Indiana in 1991 is seen on the map on the previous page. Photo by Chas. Davis

yard.

The foundry was started in 1835. Wm. G. Coffin built the steam saw mills and all the engines except for the boilers. At this time articles made there were kettles, log chains, cast iron mold board plows and plow shares, which were used in place of the wooden plows of the first settlers.

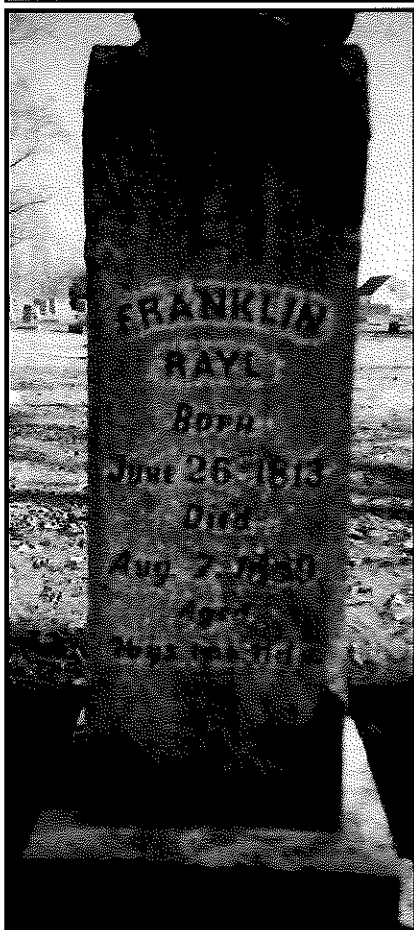
Franklin Rayl's first job in the shop was that of a general moulder since he had previous experience in that line of work. On December 26, 1842, Coffin, Harvey and Company sold the Foundry with the pork house and boat yard to Franklin Rayl and Albert G. Coffin for \$6,000. Deed Record 11/452 At this time Mr. Rayl lived just west of Foundry on 28 acres, Part E½ of the SWst ¼ of section 3. The 1851 Tax list gives his total value as \$1100.

The Wabash and Erie Canal began construction through Parke county in 1844. Some of the articles made at Foundry were wickets for the aqueducts, locks and feeder dam as well as other iron fixtures for them.

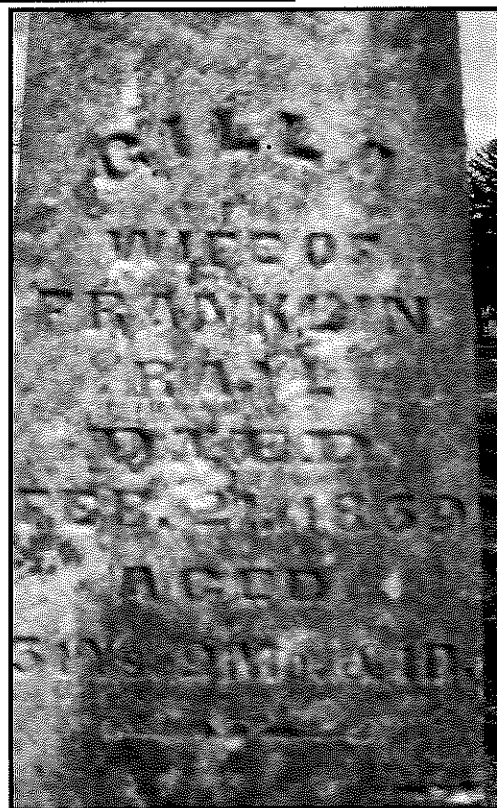
Before the canal was completed through the area in 1848, Franklin and Albert sold the entire operation back to William G. Coffin for \$6000 on July 9, 1847. DR 11/453 The sellers and the following men retained their jobs at Foundry: Nelson McClure lived there in a log cabin with his family and sawed lumber and timbers for the Feeder Dam. Alexander Burke made patterns for the moulders. Thomas Carter built flatboats at the boat yard for canal navigation. Wm G. Coffin himself was a carpenter, millwright, a moulder and pattern maker, a foundry man, machinist, blacksmith, pork packer, flat boat builder, etc. at Foundry until he left Parke county.

In 1850 Franklin Rayl left Foundry Hollow and went to California where he engaged in mining for two years. This was probably gold mining for, when the 1849 gold rush hit, several Parke county men went to seek their fortunes.

One company was formed in Rockville as an "Article of Agreement for procuring gold in California" on March



FRANKLIN RAYL
Born
June 26, 1813
Died
Aug. 7, 1889
Aged
76 yrs 1 mo 11 ds
Photo by Charles Davis



GILLA
WIFE OF
FRANKLIN
RAYL
DIED
FEB. 21, 1869
AGED
51 YS. 9 MO. & 1 D.

Buried: Poplar Grove Cemetery
Parke County, Indiana
Photo by Charles Davis

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RAYL FAMILY GENEALOGY

<u>Name</u>	<u>Birth</u>	<u>Death</u>	<u>Marriage</u>	<u>Cemetery</u>	<u>Location</u>
Rayl, Nathan	04/15/1775	1831+	01/01/1800		Guilford, North Carolina
m. Thomburg, Susanna	02/22/1780	1831+	01/01/1800		Guilford, North Carolina
Rayl, Franklin	06/26/1813	08/07/1889	05/04/1843	Popular Grove	Parke Co IN
<i>Parents: Aaron Rawlings</i>	05/??/1780	06/10/1864		Rawlings Cem	Parke Co IN
<i>Rebecca Smith</i>	02/28/1787	09/30/1856		Rawlings Cem	Parke Co IN
1.m. Rawlings, Gilla	05/20/1818	0/21/1869	05/04/1843	Popular Grove	Parke Co IN
<u>Rayl, Lewis</u>	04/10/1844	NA			9th Ind Battery
<u>Rayl, Nelson</u>	1845	03/04/1886	08/08/1872	Popular Grove	Parke Co IN / 149 Ind Inf
m. Chamness, Edith	03/24/1853	1940	08/08/1872		Parke Co IN
<i>Newlin, Samuel H - 2nd m</i>	1853	1900	02/09/1886		
Rayl, Arla Henry	08/22/1876	6/28/1940	6/12/1920	Popular Grove	Parke Co IN
m. Sprouls, Gertrude Mae	05/11/1892	01/04/1982	6/12/1920	Popular Grove	Parke Co IN
Rayl, Ester Mae	05/09/1921	12/13/1928		Popular Grove	Parke Co IN
Rayl, John Nelson	03/15/1925	03/28/1925		Popular Grove	Parke Co IN
Rayl, Kenneth Warn	04/18/1920	04/18/1920			Montana
Rayl, William L	07/02/1879	01/06/1959		Deer Lodge	Montana
Rayl, Martha Belle	09/??/1881	01/26/1916	12/18/1904	Popular Grove	Parke Co IN
m. Hobson, Jesse Grant	09/25/1870	11/02/1949	12/18/1904		
Hobson, Raymond N	09/21/1908	08/12/1932		Popular Grove	Parke Co IN
Hobson, Vernon L	10/10/1911	02/24/1996	11/08/1942	Popular Grove	Parke Co IN
m. Bratcher, Georgia E	10/07/1922	12/27/2005	11/08/1942	Popular Grove	Parke Co IN
<u>Rayl, Amanda</u>	09/22/1848	01/07/1920	11/23/1871	Bloomington C	Parke Co IN
m. Swaim, John Randolph	07/116/1849	12/26/1940	11/23/1871		
Swaim, Walter Woody	09/14/1877	05/15/1949		Alderbrook Cem	Arkansas
Swaim, Horace Virgil	02/18/1873	11/28/1891			
Swaim, Verne Frank	04/21/1886	1954			Peoria, IL
m. Diteing, Gladys	about 1886				
<u>Rayl, Serilda</u>	05/17/1853	11/22/1924	04/05/1877	Popular Grove	Parke Co IN
m. Jessup, Caleb Yancy	03/04/1848	06/16/1922	04/05/1877	Popular Grove	Parke Co IN
Jessup, Laura	06/23/1880	10/12/1956		Popular Grove	Parke Co IN
Jessup, George	1881	1883		Discovery Cem	Parke Co IN
<u>Rayl, Tilman</u>	11/17/1856	04/10/1929			Alaska
2m. Lamb, Polly	1832	01/17/1906	07/25/1872	Popular Grove	Parke Co IN

FROM TIMES PAST

Fort Wayne Weekly Times

November 22, 1855

The Eastern Part of Allen County. The area of country extending east from about the centre of Jefferson township to the State line, and southward from the Maumee River to the south line of Jackson Township, embracing some sixty or seventy square miles of unimproved land, has long been an unknown land to most of the citizens of Allen County. Fabulous rumors of deep morasses, interminable swamps, frogs of huge dimension, mosquitoes of elephantine proportions, ravenous beasts of prey, and other indescribable terrors, have greeted the ears of every man who has turned his attention to this unexplored region, with any view of settlement or improvement. In this case, as in many others, a few items of fact has given rise to a multitude of falsehoods, and in consequence one of the richest and most valuable portions of our county has lain for years an untraveled wilderness.

If the railroads, the advantages now which we are beginning to enjoy, had done this county no other good than the opening up to easy access of its eastern townships, they would have merited more liberality than some of them have received. It is hard to measure the value they have added to this part of property of the county.

From the crossing of Garr Creek on the township line of Milan and Jefferson townships, about five miles east of the rapidly growing village of New Haven, the Lake Erie, Wabash & St. Louis Railroad passes in a straight line some eight miles through this wilderness to the State line. Cut out one hundred feet in width, well elevated above the natural surface of the ground and protected on each side by ample drains, the benefit of this admirable road to the unsettled lands through which it passes, is apparent to every observer. At the same time the true character of the land is revealed. Instead of worthless swamps all along the road between the points named, there is a soil of great fertility sustaining a growth of majestic timber trees, an occasional grove of which among the naked prairies of Illinois would be esteemed a mine of wealth to its possessor. This large tract of timbered land, the most extensive probably of any on the route of the Railroad from Toledo to the Illinois line, is to be a source of supply of wood and timber when they have failed or become scarce, as they ere long will, in the older settled portions of the Maumee and Wabash Valley. — The terror of an encounter with this ancient forest is dispelled by the assurance to the settler that instead of being compelled to burn up all the timber he cuts down, he has a ready market for it, along the Railroads, to supply its wood yards, and the yards of the saw mills that will soon be

erected at the eligible points. It can easily be demonstrated that every acre of land along the Railroad, at a cost of ten dollars per acre, will, if the wood and timber be properly saved and marketed, pay for itself and clearing, and leave a handsome profit to the owner. Once cleared and brought under cultivation Allen county has no lands to excel these long rejected “swamps” for all agricultural purposes. It may be safely prophesied that the seat and population of this county not many years hence will be in these very “swamps.”

The L.E., W. & St. L. Railroad passes north easterly along the northern edge of the country I have been describing, at a distance of from one to two miles from the Maumee River and Canal. The Tiffin & Fort Wayne Railroad passes through the heart of it, entering the county in section 11 in the north part of Jackson Township and running in a line nearly due west to Fort Wayne. Varying from five to eight miles south of the Tiffin Road, and a little south of the south line of the “swamp” county is the O. & I. Railroad.

Aside from the Railroads, other means of developing the value of this part of the county have been put in requisition.

A large part of the Swamp Land Grant in this county is in Jackson and Maumee townships The swamp land commissioner, Judge McLain, has very judiciously located drains through these lands, the first and principal one commences at the “Bear swamp” in Jackson township and passes through the north east part of Jefferson tp., and enters Garr Creek near the I. E., W. & St. L. R. R. The second begins in Jackson tp. And passes north through the Western tier of swamp land sections in Jackson and Maumee townships, and enters the railroad drain in section 30 in Maumee tp. The third starts in section 9 in Jackson tp., and passes due north to the railroad drain in the centre of section 21 in Maumee tp. The fourth and smallest drain is located along the state line. This drain is progressing simultaneously with the opening of the State road on the State line from the St. Mary’s River in Adams Col, to the W. & E. Canal. The north part of this road from the crossing of the Tiffin & Fort Wayne Railroad to the Canal, about 7 miles, will soon be opened by private enterprise, affording a convenient access from the canal south, to both the Wabash Valley & Tiffin Roads. South of the latter, the road is being opened by the citizens of the townships interested. Along the State line road, both in Ohio and Indiana may be found farming land of excellent quality On the Ohio side settlement has already commenced.

The effect of railroads in increasing the value of unimproved lands, has been strikingly exemplified in the case of the Illinois Central Road lands, and the lands of the North-West generally. The sale of the lands of that Railroad

OOPS!

The Hoosier Packet June 2015

Due to a technical error the article on page 8 scrolled. This left off the end of the article on page 10 and also misaligned the paragraphs. The following completes the article on page 10.

One company was formed in Rockville as an "Article of Agreement for procuring gold in California" on March 14, 1849. DR 11/55 Another company known as the "Illinois and Springfield" left for California in 1849. William Lusk, brother of John Lusk of Turkey Run fame, left with them and was moderately successful in the mines on the Middle Fork of the American River. His take of gold in three years was \$1800.

Franklin Rayl returned to Parke county and then engaged in farming and stock raising in Washington township on the NWst quarter of section 5. This is where he spent the rest of his life. He died in 1889 and was buried in the Poplar Grove cemetery north of Marshall, Indiana.

Sources:

Beadle, John H., "Franklin Rayl," *History of Park County*, 1880.

Deed Records from Rockville Court
House Recorder's Office

"Extinct Villages of Penn Township,"
Rockville Library.

Lusk, Wm. *Portrait and Biography Record of Parke and Montgomery Counties*, 1893.

Parke Count Cemetery Records, Rockville
Library.

Rockville Republican:

Obituary of Jn. N. Rayl, April 9, 1925.

Obituary of Tilghman Rayl, April 18,
1927.

Rockville Tribune:

Obituary of Ester May Rayl, December
9, 1925.

Obituary of Arla Rayl, July 3, 1940.

So., on and near the line of their road, exceeded in the month of July last, 27,000 acres, and average from 20,000 to 25,000 acres monthly, at \$14 per acre. With a soil of equal strength and durability, with a heavy growth of valuable timber of which the Illinois lands are destitute, and with equal if not greater means of access and of market which the railroads and their station points will afford combined with the other improvements referred to, there is no good reason why the lands of the eastern part of Allen Co., at the prices at which they can now be purchased, should not be in the hands of actual settlers. It needs but a correct knowledge of their real character to ensure this result.

Fort Wayne Weekly Times
January 31, 1856

A serious breach occurred in the canal in front of Rudisill's Woolen Factory on the night of the 28th of January. It stops all the Mills in the City, and will take some days and a large expense to repair it.

Fort Wayne Weekly Times
January 31, 1856

Fort Wayne. — Fort Wayne is the capital of Allen county, Indiana, and is situated at the confluence of the little St. Joseph and St. Mary's rivers, which form the Maumee. On the site of this City was an old village of the Miamis, once the sovereigns of this fertile and beautiful section of the country. The ancient domains of that stable tribe are learned from a speech made at Greenville, Ohio, by Little Turtle, the Miami Orator. "My father kindled the first fire at Detroit; thence he extended his lines to the head waters of the Scioto; thence to its mouth; thence down the Ohio to the mouth of the Wabash; and thence to Chicago, on Lake Michigan. These are the boundaries within which the prints of my ancestor's houses are everywhere seen." But the smoke in those houses ceased to be seen long ago; the houses themselves have gone to decay, and the waves of Saxon civilization are sweeping over the ancient limits of Little Turtle's forefather. The Miamis were removed beyond the Mississippi fifteen years ago.

It was here that, by order of General Wayne, in 1791, the Fort was erected, which took his name. It remained an important military post until 1819. In May, of the following year, the original plat of the town was laid off by Barr and McCorkle, the tract being purchased by the United States government. The ground enclosed in the stockade being no longer useful for its original purpose, the United States granted it to the county, and in November 1830 was entered on record a plot of that part known as the county addition to the town of Fort Wayne. — Further additions have since been made, and it now extends over a large area.

It is the summit level of an extensive district, and from a feeder near town, supplied from the St. Joseph, seven miles north-east, feeds the Wabash and Erie canal, down both the Wabash and the Maumee.

Keekiogue [Kekionga], as the aboriginal town was called, in the Miami dialect, was, at an early day, the point of a trading post, the French here carrying on an extensive trade with the Indians, and likewise with the whites at Detroit, which was settled by the French as early as 1670. The land here was obtained by treaty made by General Wayne, at Greenville, Ohio; and it was during the negotiations that the Indian speech, from which we have quoted, was made. It was at this point that the army under command of Gen. Harmar was defeated by the Indians, in attempting to cross the Maumee.

Fort Wayne is ninety-four miles, by Railroad from Toledo, and about one hundred north-east of Indianapolis. It was incorporated into a city in 1840, and has since improved very rapidly. Indeed, its importance began to be seen as early as 1836, in which year the Wabash and Erie canal was opened from this point to Logansport, eighty nine miles westward. The completion of that canal to Toledo made its prospects still brighter, and occurring on the Fourth of July 1843, the occasion was suitably celebrated, Gen. Cass delivering an oration. It was one of his greatest oratorical efforts, and contains, among a multitude of beautiful passages, a handsome tribute to the richness and beauty of the Maumee valley. "Nature," he says "has been prodigal of her favor to the valley of the Maumee. I can never forget the first time it met my eye. It was at the commencement of the late war, when the troops, destined for the defense of Detroit, had passed through the forest from Urbanna to the Rapids. The season had been wet, and much of the county was low, and the whole of it unbroken by a single settlement, and we had cut our road and transported our provisions and baggage with great Labor and difficulty. — We were heartily tired of the march, and were longing for its termination, when we attained the brow of the table land through which the Maumee has made a passage for itself, and a fertile region for those who have the good to occupy it. Like the mariner, we felt that we had reached a port; like the wanderer, a home. But my memory still clings to the prospect which burst upon us, in a bright day in June, from the valley of the Maumee; to the river, winding away beyond our view; to the rapids, presenting every turn of the most picturesque objects; to the banks, clothed with deep verdure; and to the rich bottoms, denuded with timber, as though inviting the labor and enterprise of the settler."

Two Railroads centre at Fort Wayne, and others are eventually to pass through it.

The surplus water from the canal is used here for

manufacture, and in some cases steam is employed in mills, &c.

Hotels are abundant, and the Rockhill House, kept by Mr. P. Rumsey, is the best in the State, and second to none in the West. Churches are plentiful, but common schools are not. The city is under the control of foreign and Catholic influence, and hence this lamentable state of educational matters. All efforts to establish free schools fail. Let each reader make his comment on this fact. The Methodists have a college in the place, and the old school Presbyterians and Lutherans each a seminary of a lesser grade.

The Sisters of Charity have a school, and there is also a normal school under the control of Catholics.

The population of Fort Wayne is estimated at eight thousand, and supports three newspapers. The *Sentinel*, a weekly democratic paper; the *Standard*, daily and weekly, free soil; and the *Times*, also daily and weekly, and devoted to the interest of the American party. The last is well printed and ably conducted, and is the leading journal of Northern Indiana. Its editor and proprietor is Mr. John W. Dawson, a fearless journalist, and an obliging man, to whom we are under obligations. J. C.

MORE DAM PROBLEMS

By Robert F. Schmidt

In the May issue of *The Hoosier Packet* we discussed the problems with a canal era dam on Ohio's Buckeye Lake. In July 2012 Vol. 11 No.7 we learned about the lock and dam problems on the Monongahela River and how critical the deterioration of the structures on this waterway are to the economy of this upper reach of the Ohio River waterway system. This issue of *The Hoosier Packet* covers delays, cost overruns and government issues with the Olmsted Locks and Dam project that are also a threat on the Ohio River near the junction with the Mississippi river.

The Olmsted Locks and Dam is a locks and concrete dam project currently under construction on the Ohio River between Illinois and Kentucky, just east of Olmsted, Illinois. The locks are located at river-mile 964.4, below Pittsburgh, Pennsylvania and about 17 miles upstream from the confluence of the Ohio and Mississippi rivers. The dam will consist of five Tainter gates, a 1,400-foot navigable pass with steel wicket gates, and a fixed weir. The twin lock chambers, completed in 2009 and located along the Illinois bank, are 110 feet (34 m.) wide and 1,200 feet (370 m.) long. According to the U.S. Army Corps of Engineers, the new dam and locks will reduce passage time from the current 5 hours to under 1 hour with the new system.

In 1988 Congress authorized \$775 million for the construction of this locks and dam complex with expectation that the project would be completed in seven years. Money actually didn't start to flow until 1991. The locks were built with the traditional coffer dams to shield the construction in progress. This portion of the work was completed in 2009. For the dam portion of the project, it was decided to use a new "in-the-wet" process and not build the traditional coffer dam. Design flaws in the engineering soon became apparent. The plan called for moving the enormous

dam segments into place on 120 ft. square sleds. This process broke down when the sleds couldn't uniformly support the shell segments of the dam. The Corps of Engineers designed a \$19 million football-sized catamaran to float the segments into place. Also required was a \$17.5 million "aquadigger" for dredging in the river and a \$4 million cradle system to float the segments into place.

The new process faced a more limited construction season of May 30 to early November and was hindered by high water during this period of time. All of these problems contributed to a now estimated cost of \$3 billion, making it the most expensive inland waterway navigation installation ever built in the United States. Funding for the repair and replacement of the waterway comes from a trust fund created by a 20 cent per gallon fuel tax on barge traffic and matching funds from the federal government; that is \$75 million from the tax and a \$75 million government match. Previously this fund barely financed the Olmsted project, then in June 2014 the project received a boost when President Obama signed a bill that authorized the completion of the Olmsted project and additional funding of \$105 million for other waterway navigation projects. The date of completion of Olmsted is now estimated to be 2020.

Olmsted has sucked funds from other projects such as those on the Monongahela. There has been much debate on whether Olmsted is an example of U.S. technology or a folly of engineering overconfidence. We will let the reader decide, but the project has put the rest of the waterway in jeopardy. Most of the locks and dams on the Ohio River have already exceeded their expected 50-year projected life. Hopefully it is not too late for the #2 projects, the locks and dams on the Monongahela.

TO DAM OR NOT TO DAM?

THAT IS THE QUESTION

By Robert F. Schmidt

Dams along waterways were essential in canal times to provide the feeder water that filled the navigation canals and provided the 4 foot water depth required to float a boat. Working in a wilderness, dealing only with small local populations crying for better transportation, and having no governmental regulating agencies, building a dam on a waterway was more a question of engineering versus community acceptance. Little thought was given to environmental impact, historic native structures, or recreational use. Recreation? At that time recreation was working on the farm, digging canals or building railroads.

Some of those old canal dams are still with us today after repairs were made in later years. Those dammed areas today are treasured by persons using the water for boating, fishing and other recreational uses. If one of those dams is threatened with collapse, the local community is clamoring for fixes to the problem. I reference the recent repairs in Indiana on Sylvan Lake near Rome City and in Ohio on Grand Lake St Mary and the planned repairs on the deteriorating dam on Buckeye Lake. All of these lakes are loved by local residents and pressure for repairs is always there.

Building a new dam today is generally on a much larger scale than in the 18th & 19th centuries and the working environment is totally different. Study after study are required by the government. The impact on families and existing homes can be staggering. The right of eminent domain becomes an issue. There are now many more historic structures to deal with, even the 19th century canals themselves can become a historic issue.

In central Indiana near Anderson a controversial dam along the White River to be called Mounds Reservoir has been proposed by the Corporation for Economic Development of Anderson/Madison County (CED). In the wilderness of 19th century Indiana such a project would have been an economic wonder. The proposed dam would be built just east of Lynn Street and 18th Street in Anderson. It would be an earthen structure 50 feet high, would back up the White River for 7½ miles and create a 2,100 acre lake. CED has raised over \$400,000 to promote the project, and the state of Indiana in October 2014 through its State Revolving Fund program awarded another \$600,000 for a Phase 2 study to determine the economic and community impact.

The Mounds Reservoir would create an additional water source in central Indiana for industrial, residential and recreational use but at a terrific environmental and human cost. The proponents state that the reservoir could provide up to 40 million gallons of water per day for the region. Cost of the project is currently estimated at \$440 million dollars. Additional costs include \$35 million for cleaning up industrial sites in the flood zone and a new water treatment facility of \$120 million. The cost of the project will surely escalate. Already Ball State faculty professionals feel that the costs are understated by at least \$56 million. Lawsuits that will surely follow the project add even more to its cost.

The reservoir project has produced a fire-storm of protest by local area residents, conservation and recreational groups, and 14 members of Ball State faculty associated with life science, archeology and economics. Objections begin by pointing out that the economic assumption of water use and projected requirements are overstated and overpriced. There isn't a projected need for water in central Indiana now or even in the next 30-50 year future. Also over 400 middle class homes will be displaced presumably with more new, luxurious homes on the lake's edge. Several natural parks will be impacted. They include Walbridge Acres in Chesterfield, Bicentennial Park, Rangeline Park and even Mounds State Park. Over 100 archeological sites along the White River will be inundated as well as 1000 acres of timber. This largely tree covered area along the river system teems with wildlife habitat.

In Mounds State Park the major 2000 year old Adena Indian burial and ceremonial mounds are not directly impacted, but flooding of about one third of the 290 acre park will destroy its Fen Nature Preserve and reduce recreational use in the park as well.

Within the footprint of the proposed reservoir there are additional archeological sites, old Delaware villages, the Moravian mission site and an amusement park. The impact on fish and wildlife along the river will be substantial.

The Mounds Reservoir will cover the remains of the 1838 canal feeder dam in the White River near Daleville and also the remains of the Anderson hydraulic feeder built in 1868-74 to bring water into the mills of Anderson. Although neither of these ventures ever produced a lasting water flow for the unfinished Central Canal and later the city of Anderson, they remain historical features that should be preserved. All remnants of these canals will be consumed by the Mounds Reservoir.

An advocacy group called the Heart of the River was formed in April 2013 to oppose the destruction of the free flowing White River. It is a diverse group comprised of local residents whose properties would be affected, environmentalists, wildlife enthusiasts, hikers and recreational paddlers, among others. While the reservoir promoters plan to destroy 7½ miles of a scenic river ecosystem, Heart of the River Coalition supports a plan to make the river the centerpiece of a multiple-use greenway connecting Anderson to the White River and Cardinal Greenway in Muncie. This plan would protect prehistoric earthworks, preserve valuable wildlife habitat, and cost an estimate one tenth the cost of a dam while adding recreational and business opportunities in central Indiana.

On March 20, 2015 the Hoosier Environmental Council, Indiana's largest statewide environmental policy organization, renewed its call for the establishment of the Mounds Greenway. It also supported Heart of the River in calling for all planning on the reservoir to be halted.

Phase 1 & 2 of the study for the reservoir have been completed and now CED this Spring is requesting the establishment of a commission to hire an executive director, office personnel, legal counsel, engineers and technical experts to advance the proposal to reality. This next phase requires the approval of Madison and Delaware county officials and the cities of Chesterfield, Daleville and Yorktown. With the gathering forces of substantial opposition, hopefully this commission will not be created and the project will die. If this commission gets created the project may be hard to stop. As of the end of March 2015 no local governments had taken any action.

To Dam or Not to Dam? – Our answer is: No Dam
CSI notified about project by Sue Burger, CSI member, Muncie, Indiana

THE ANDERSON HYDRAULIC CANAL

An article about the Anderson Hydraulic Canal was sent in by CSI member Andrew Olsen and published in the April 2013 issue of The Hoosier Packet. It is republished here to better understand how the canal is impacted by the proposed reservoir. It is interesting to see the parallel between the old hydraulic and the reservoir that is being proposed today. The article was in poor condition with unreadable words for which underlines have been used.

September 2, 1869

The Anderson Hydraulic
ITS HISTORY, ITS VALUE TO ANDERSON, ITS SITE

For the purpose of affording the people of Madison county and the City of Anderson, an opportunity of properly understanding, in all its particulars, the magnitude of the work now going on, on what is known as the Anderson Hydraulic Canal, we have had a map made of it, and engraved, together with this engraving, we will give, from the best sources of information, a history of the enterprise, and an outline of the work, naming the facilities, capacity and advantages of this power to propel machinery for manufacturing purposes. See following page for this map.

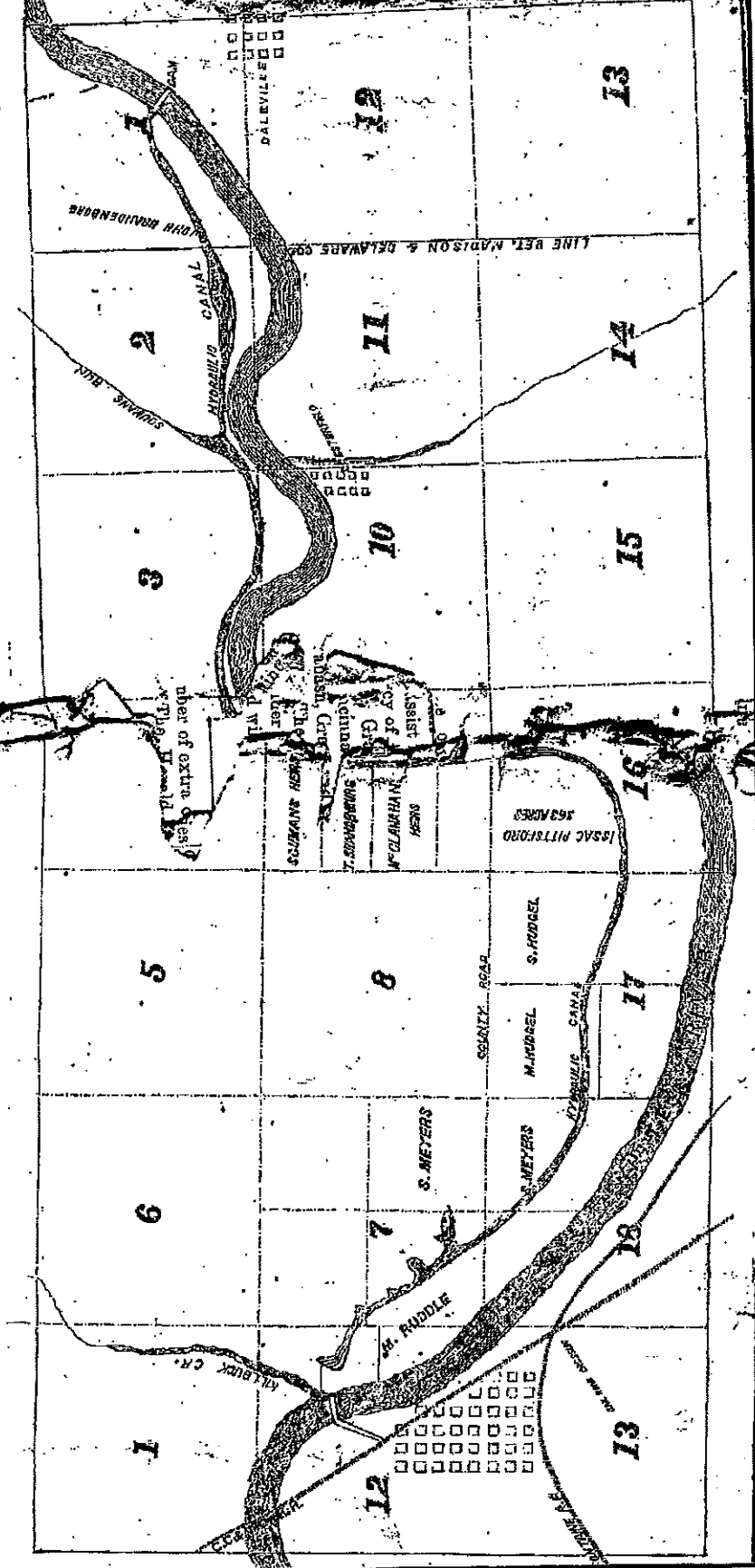
The Anderson Hydraulic Canal is eight miles in length. The water is taken from White river in Delaware county, and conveyed down the river as shown in the plate along the line of the old central canal—or rather a lateral branch of it, which at the time of the “Internal Improvement” mania in Indiana, was constructed as a feeder to raise the water over the summit level in the North part of Madison county, and which was known as the “Muncie Feeder.”

The canal has a fall of forty four feet, and by the plan of construction of the dam the entire volume of water in White river can be thrown into it, and used for manufacturing purposes. The capacity of the canal will be sufficient to carry over the immense fall twenty-seven thousand cubic feet of water per minute, which will run one hundred and sixty run of burrs of one hundred and twenty horse power each, thus affording an almost inexhaustible water power. The canal follows down the bluffs of White river on the North comb to a point directly opposite the city of Anderson, where it empties into White river. The water will be used, and displayed on the ground or bluff just opposite Anderson. The ground seems to have been formed by nature for the ___ purpose, for which it is to be used being high ___ table land or second bottom ___ canal running at the foot of ___ or high ground in such a manner that the North bank of the canal will be on ___, the ___, thus affording splendid building sites for many factories and warehouses. Being so arranged that access to either will be perfectly dry so that there will be no worry on that account.

Though, ___ having so beneficently and admirably formed, a place to build a canal and its manufactories, yet, the inquirer and seeker for location of this kind will of necessity inquire for convenient places and good ground for residences, and in this he can be more than gratified for just beyond the bank of the canal, the ground begins a gradual ascent, and ascends in a most beautiful and superb manner until it reaches a point about twenty feet above the canal bed, where to the East and North, in Blackledge's and Rud-

NEW TO THE LINE, LET THE PIONEERS WHERE THEY WILL.
 ANDERSON, MADISON COUNTY, INDIANA, THURSDAY, SEPTEMBER 2, 1869

Map of the Anderson Hydraulic Canal, Anderson, Indiana.



HEW TO THE LINE, LET THE PIECES FALL WHERE THEY WILL.

ANDERSON, MADISON COUNTY, INDIANA, THURSDAY, SEPTEMBER 2, 1869

Map of the Anderson Hydraulic Canal Anderson, Indiana

After being provided a copy of CSI's "Indiana's Old & New Central Canal" tour guide from 2005 by Becky Monroe, President of the Yorktown and Mt. Pleasant Township Historical Alliance, Andy Olson remembered a very old newspaper he had that featured the Anderson Hydraulic Canal. It had been passed down to him from his mother's paternal grandmother, who was an avid collector of family documents. He said his maternal family line (the Nelsons, Tuckers, Nolens, Kilgores) spent many generations in Madison and Delaware Counties between the 1820s and 2000s. He has just been appointed to the board of the Society of Indiana Pioneers even though he now lives in Chicago, Illinois. The paper has been torn and another page shows through.

del's additions to Anderson, may be found the most beautiful and pleasant lots for residences which can be found in Indiana — being high elevations or knolls.

On the 19th day of December, 1868, after a long and arduous effort to secure stock, the required amount was obtained, and the Company fully organized with a capital stock of one hundred thousand dollars. On the day of organization the following officers were chosen: Neil C. McCullough, president; William Crim, treasurer; C. D. Thompson, secretary; and Neil C. McCullough, William Crim, George Nichol, James Hazlet, Peter Suman, Samuel Hughel, and Harvey J. Blacklidge, directors.

After the organization of the Company, the officers went to work to make the enterprise a living one. They were fortunate in securing the services of John W. Erwin, Esq. of Hamilton, Ohio, as Engineer and Superintendent of the work, and under his experienced skill, the completion of the canal is _____. He is thoroughly _____.

The portion now under contract was let to Andrew Myers, of Goshen, Indiana, and James Deherity, of this city. By the beginning of winter Mr. Myers will have the lower end of the Canal entirely completed, so that in the spring, persons desiring water power can go to work at once to erect their buildings and put in machinery. It is the intention of the company to complete the entire work and put it in condition to be used, by the first of December, 1870, and with such men at the head as are the officers of the company, it will _____. By the time persons have their machinery ready, the water will be let into the canal and ready for use.

Anyone desirous of locating _____ with a view to place manufactory thereon will receive all the information they want in regard to it by addressing or calling on the President or Secretary of the company, who will be ever ready ____ such information _____ persons the construction of the works.

The people rightly conclude that the building of this canal will be an important event in the history of the city of Anderson. It will, when the giant mills may be erected, at once afford Anderson a place well up in the lists of manufacturing cities of the United States. The power afforded will be immense and will not go begging for buyers. Already several heavy firms have commenced to inquire and investigate with an eye to locating here.

We believe it is the intention of the Directory to let

the power to men who will put machinery in for manufacturing of fabrics. At any rate the class of mills erected will be those which must employ large numbers of employees. We look at it this way: Ten flouring mills might be built, yet twenty men could run them. In this case the population of this city would not be increased. Five establishments for the manufacture of fabrics might be built, which would require the employment of a thousand people, and the population of the city would be materially increased.

Anderson is exceedingly eligibly located for manufacturing purposes. The railroads already built, the Chicago and Cincinnati road, affording direct communication with all the principal cities of the Union, East, West, North and South, everyday. No locality in the west or northwest is considered any healthier. The water is good. The soil of the county is rich and fertile. Gravel and stone is everywhere in abundance. The finest lumber timber in the Union can be had on every farm in the county. Wood for _____ and _____ is cheap. The city _____ getting better. New interests are being organized all the time, now enterprises are being sprung and the place is assuming the bustle and activity of much larger cities. The population now about six thousand.

Last week, after a struggle with a neighboring town, Anderson was selected as the terminus of the Grand Rapids, Wabash and Cincinnati Railroad. This road will be built next year, and will add greatly to the importance of Anderson. This road gives a _____ competing line in freights to the _____ markets. It will penetrate _____ pine regions of the North. Its _____ can not be over estimated. _____ that the people of _____ willing to _____ enterprise that is for the _____ of the whole _____ arrangement is that what they do for those who desire _____ manufactory establishments will be substantial.

We do not desire this article so long that it will not be read. There are many more things that might be said. In conclusion we want to urge our people to go ahead. The right kind of a start has been made. Right it out on the line if it takes a dozen summers. The fogies, who for many years held the power, are now obsolete. Let their number be now more diminished.

Keep things moving, and the day is coming when Anderson will be noted for its wealth and for its manufacturers.

Viva to Hydraulic!

**I REMEMBER THE 1913 FLOOD:
JAMES DILLOW ROBINSON¹**

From Canal Comments No. 67

By Terry K. Woods

That (1913) was the first year I worked as a member of the crew of the State Boat. A State Boat always kept one man through the winter to help with chores and one thing and another. Since it was my first year, I was the one picked to work with the Captain throughout the winter of 1912 – 1913.

Well, it was in late March, and it had been raining for two or three days; the Captain and I walked up to the feeder gate and looked at the water. It was coming up so fast that he said, “well, lets go back and get the boat out of the lock chamber.” We usually wintered the boat in Fourteen Mile Lock (No. 37). Then the Captain said, “I’ll harness the team, you get the towline out, and we’ll bring the boat up here to the bridge. It’ll be safer than down in the lock.”

Well, before we got the team harnessed, a man that lived over at Brecksville Station, a Huey Burns, came down the towpath and he said, “Do you boys want any help?” And we assured him that we did so he harnessed the other horse. Then the Captain came up to me and said, “Huey Burns is going to drive the team; I’ll steer and you take care of the bow. When we get to the bridge, you take the bowline and tie it to the bridge’s framework.”

So we towed the State Boat up to the bridge and when we arrived, I put the bowline around the framework. Huey Burns and the Captain unhitched the team and tied the towline to a tree on the towpath side of the canal and secured another line to a tree on the heelpath side. Then they ran still another line from the stern to a tree further down the towpath.

We next tried to push the boat down into the canal so we could get the bowstem under the iron framework, but the water was too high by then and no matter how hard we tried, we couldn’t accomplish it.

The water was coming up awfully fast by then so we moved off the boat to the near-by Brady Napp house. A little while later, a retired Policeman or Fireman from Cleveland came into the house. He was living in a boat that was beached down the canal a piece. He was called Long Jack Geiger.

Then there was another man, liven in a boat, went by the name of Peg-Leg John. He mended umbrellas and kitchen utensils and used an old canal boat not too far from us as his home and his place of business. Two of our party waded out to his boat, got him on the back of one of them, and carried him up to the Brady Knapp house.

We were all in that house for a couple of days. Nobody slept much. What sleep we did get was in a chair. I don’t remember if we ate much, or at all. Everybody kept jumping up from time to time, running outside, and trying to see just how high the water was.

Irv Murphy, the Feeder Tender, who had joined our group when the water forced him out of his hut, went out once and, while he stood at the approach to the bridge, it suddenly raised up under the pressure of the swirling water, took a quarter of a turn, and sank into the canal. When we heard of this, the Captain and I hurried out to see what had happened to the State Boat.

Somebody must have been looking out for us. As the bridge lifted and made that quarter turn, it had sheared the bowline and left the boat riding on the choppy water, still secured to the trees. Our big worry then was, where was the bridge? If it was underneath our boat, we would have the devil’s own time getting the boat off when the waters receded.

After two days and nights at the Brady Napp house, the rising waters forced us to higher ground and we all moved up the hill to the home of a farmer named, Carter. We stayed there four or five more days. I suppose we got something to eat from someplace during all that time, but I don’t remember it.

After a time, the water began to recede and we went down to the canal to look at things. Our fears that the boat had come to rest on the carcass of that sunken iron bridge when the water went down were unfounded. The flood waters rushing over the wooden floor of the bridge had gouged a deep hole into the bed of the canal below. Then, when the bridge was torn from its abutments, it dropped into this hole and left our boat floating unharmed above it.

So we got back on board, loosened the other lines, and let the boat drift down-stream toward Fourteen Mile Lock. And that’s where we ended up after all that time and flooding – just about where we started from.

There were a couple of big breaks in the towpath of

that section, but no harm had come to the Pinery Feeder Dam, so when the flood pretty well dried up, we brought the team down from the Carter farm back to the winter barn in Brecksville and we set about fixing up the damage that the flood had done to our section of the canal

Since there was nothing wrong with the feeder dam, once we had completed our repairs to the banks, that section had a good head of water.

There wasn't any commercial traffic after that, but there had been very little traffic after 1906 or 07 when they rebuilt the locks out of concrete and dredged the canal.

* * * * *

As an aside to Dillow's factual account, I (Terry Woods) would like to include a short piece from an article in the March 26, 1913 issue of the Cleveland Plain Dealer .

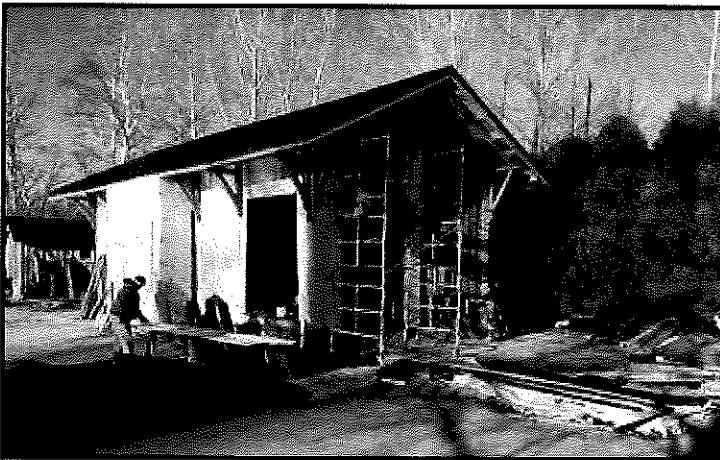
"Charles Stebbins and his wife, and son Dillow 14, who live on a canal boat at Brecksville Station, had a narrow escape when the flood caught them. Their boat was moored by a long rope to a tree to which the boat was made fast, toppled over, and the boat swung clear. The current from the river started the boat racing downstream, whirling and plunging in the eddies. Carl Gleason, who lives near by, went to the rescue in a rowboat, caught a rope thrown him from the canal boat and brought the boat to a stop by snubbing the rope around a tree,"

It seems, even then, news people had a bit of exaggeration in their make-up.

¹Dillow Robinson told me this story years ago. I typed it using his words and used it in a 1971 CANAL COMMENTS and a 1973 issue of TOWPATHS, the quarterly publication of the Canal Society of Ohio, during the time I was its editor.

NEWS FROM DELPHI

SPRING HAS SPRUNG



There are several rooms inside the depot. Paneling was placed by the crew using salvaged broad, inch-thick boards. They had to repair an original sliding panel door, one of two such freight doors in the building.

With the beginning of warmer weather the M-W-F volunteers at Canal Park in Delphi moved outdoors to work on projects. They worked on the old railroad depot that was brought to the park from Leiters Ford near Rochester in Fulton County, Indiana. Replacement of 1 x 12 pine boards now cover about 40% of the outside. These boards were lost or damaged when the building was cut down into "panels" for moving to Canal Park. Most of the new wood was placed on the front side of the building, the most visible side of the depot.



Brice Crowel worked under the eaves with the original corbel supports as he completed the replacement of siding on the building's north exposure.

Another side room is the Ticket and Manager's room. Although smaller, it was an important place, but was not used by the public. The Carroll County Wabash & Erie Canal, Inc. is looking for furniture and appointments relevant to the railroad era such as station seats and passenger or ticket area memorabilia to be placed in this room and other depot rooms.

Tom Peters (on the ladder) worked in this area.



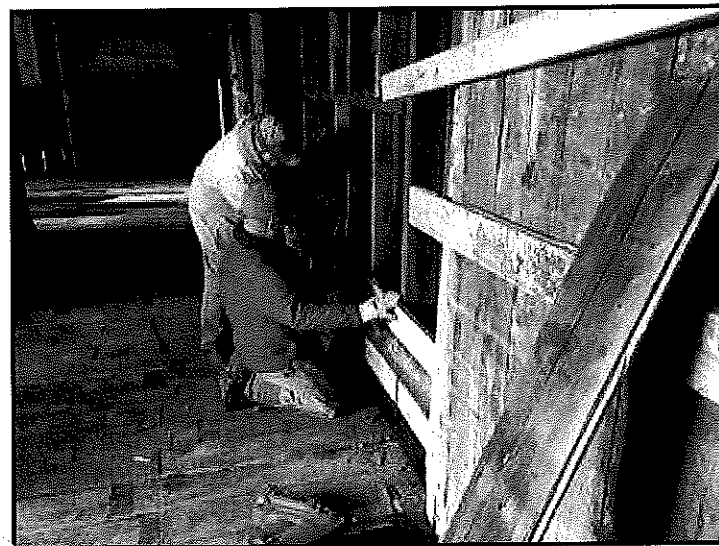
Other outside work included replacing these deteriorated bench planks. Rollin Graybill used his Woodmizer Portable Sawmill to cut new planks on April 18, 2015. The Woodmizer Company donated a full box of new band blades for his sawmill. Two big logs were also donated.



Brice Crowel and David Smith worked on replacing boards as paneling to finish the interior of the Depot. The floor planks that Brice is kneeling on were cut from the 2½ inch thick pine planks that were salvaged three years ago from the decking of the bridge moved to the park from Putnam County. Canal Park has a storehouse of materials from wood to stone to metal, etc. that have been donated in past years that are used for such projects.



Two spring events were held by the Canal Association. Earth Day was celebrated on April 18, 2015 providing activities for volunteers to work with one another along the Monon Rail Trail, at Canal Park cutting planking for re-decking the Red Bridge, or landscaping the Gray Bridge crossing.



On May 16, 2015 Historic Transportation Day was held. "The Delphi" canal boat came out of winter storage to provide trips up and down the watered portion of the Wabash & Erie Canal in Delphi.

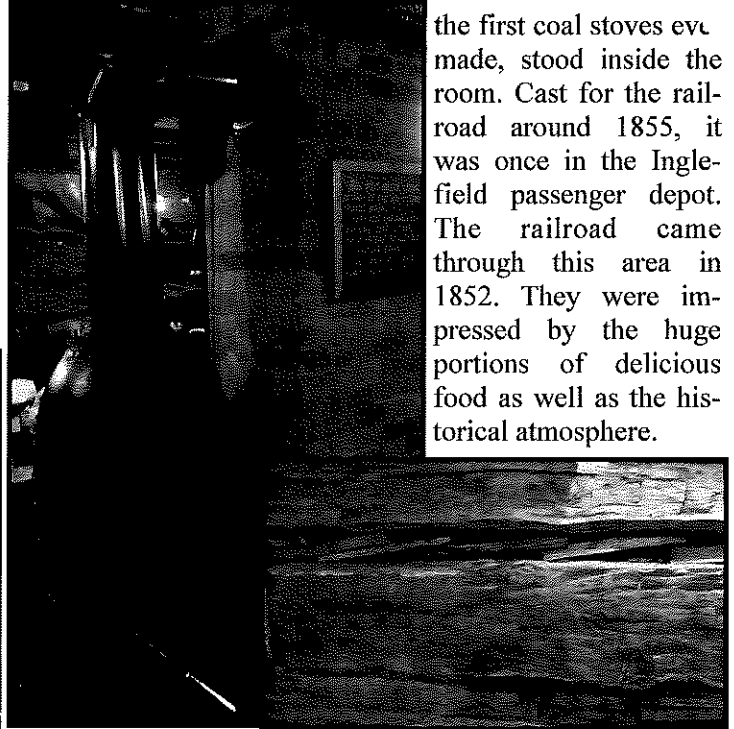
Photos by Dan McCain

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“Fruehling Kanal Ausflug mit Freunden” (from p. 2)

Photos by Carl Bauer unless otherwise noted

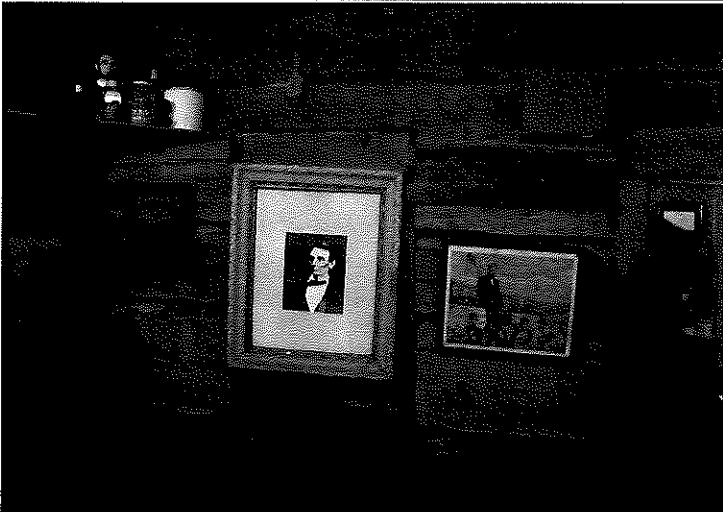
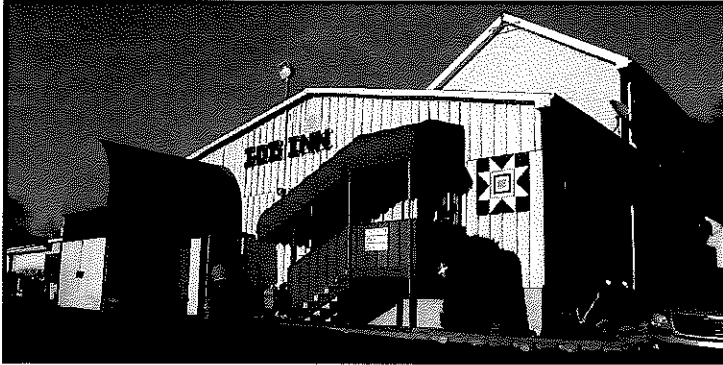
Suggestions were made for Friday night’s dinner and many canawlers chose Log Inn, Indiana’s oldest restaurant, built in 1825 as a noon day stage coach stop and where Abraham Lincoln once ate. The restaurant has been enlarged over the years, but they were early enough to eat inside the original log room that was lined with historical paintings and photographs. An old pot-belly stove, one of



the first coal stoves ever made, stood inside the room. Cast for the railroad around 1855, it was once in the Inglefield passenger depot. The railroad came through this area in 1852. They were impressed by the huge portions of delicious food as well as the historical atmosphere.

Although stormy weather had occurred previous to the tour, Saturday was bright and sunny and there was no water over the road on the tour route. Eleven cars complete with ribbons flying lined up for a walkie-talkie tour of the Wabash & Erie Canal in Gibson and Pike counties of Indiana.

The first stop was along the canal where during the summer the heavy cover of leaves on the gravel road looks like something from *Deliverance*. However, sun shown through the leafless trees and highlighted the canal. Docent Bob Schmidt related the history of the canal, told how some of it had been built as part of the Central Canal, and said it



Probably transported more goods from the interior of the state to the Ohio river than from the river inland. Some of this section was watered. The water on the opposite side of the road was backed up from Pigeon Creek. Although somewhat muddy, canawlers could walk along the canal and take good pictures of it.

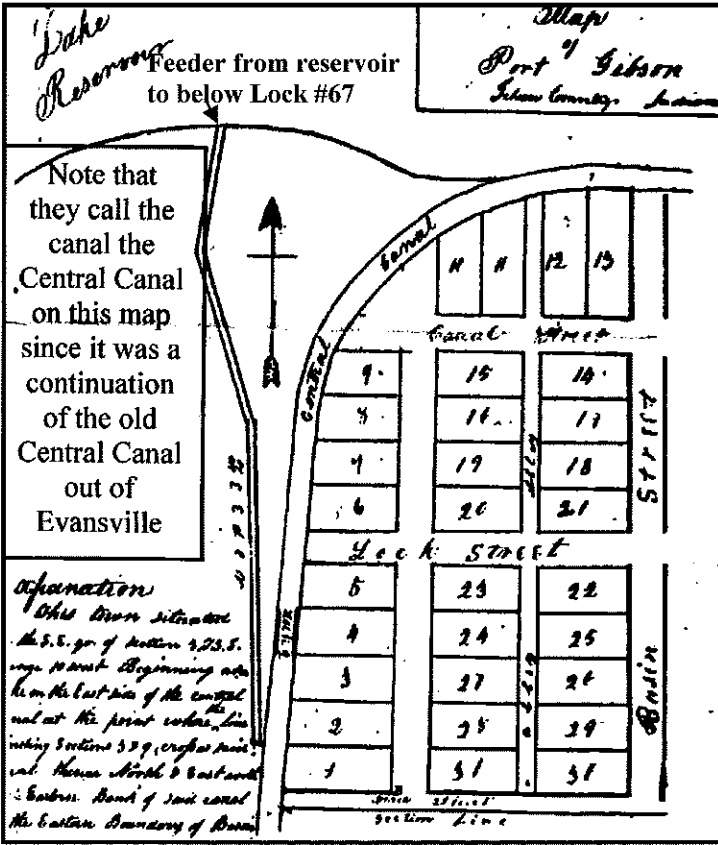
The second stop was on the dam of the Pigeon Reservoir, which was located thirteen miles and 9 chains northwest of the Pigeon Feeder Dam. Standing on the dam and looking north we could see some of the 1027 acres of land or 1¼ miles that had once been covered with water to be fed into the canal during the dry season when Pigeon Creek was low.



The canal ran along the reservoir and made a large curve to the south. A feeder from the reservoir ran at a lower elevation and joined the mainline canal just below Lock #67.

Pigeon Reservoir was built around 1851-52. At that time Elisha Embree, An attorney at Princeton, Indiana, and Samuel Shannon platted the town of Port Gibson, a village to be located on the southeast bank adjacent to the canal and reservoir. Nearby were locks #67 and #68.

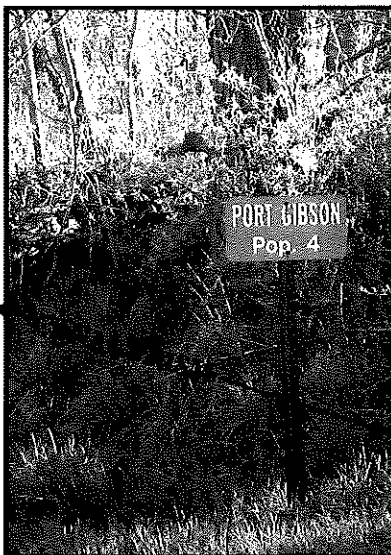
Port Gibson was incorporated on May 26, 1852. By that time Port Gibson boasted of having a store, a blacksmith shop and a flouring mill, the latter being promoted by Mr. Iglehardt of Evansville. Later on "Dud" Campbell



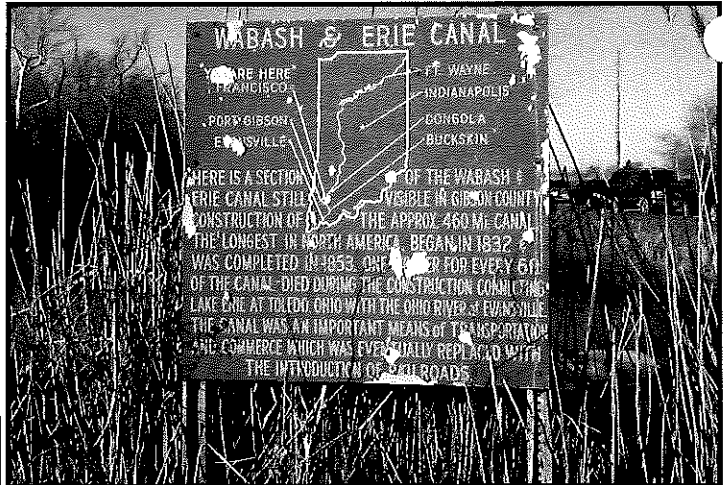
1851-52 Plat of Port Gibson along the canal and reservoir.

started a saloon. For a time, after the completion of the canal, passenger traffic was quite heavy and the boats always stopped for an hour or two at Port Gibson. Later the reservoir was stocked with fish and became a fishing resort. Some felt the reservoir bred disease and its dam was cut in 1869 resulting in flooding, the loss of several bridges, fences torn down and loss of livestock downstream. The reservoir became a swamp that produced ten fold the sickness than the reservoir ever did. Once the swamp was drained the land, which had been covered by the reservoir, became fertile farm land.

Once the canal was no longer used, Port Gibson declined. Today a sign where the canal prism can be seen says the population is 4. Actually it is 2 since the children who once lived there have grown and moved away.



After enjoying a morning snack we caravanned along the country roads crossing the canal prism from time to time and following its route along a diagonal line as it crossed the fields. We arrived at Francisco and found a long watered section of canal that was cut off by a road. There was a sign about the canal and its importance to Francisco and an audio tour sign. We dialed the phone number and listened to the recording broadcasting it via our portable speaker for all to hear.

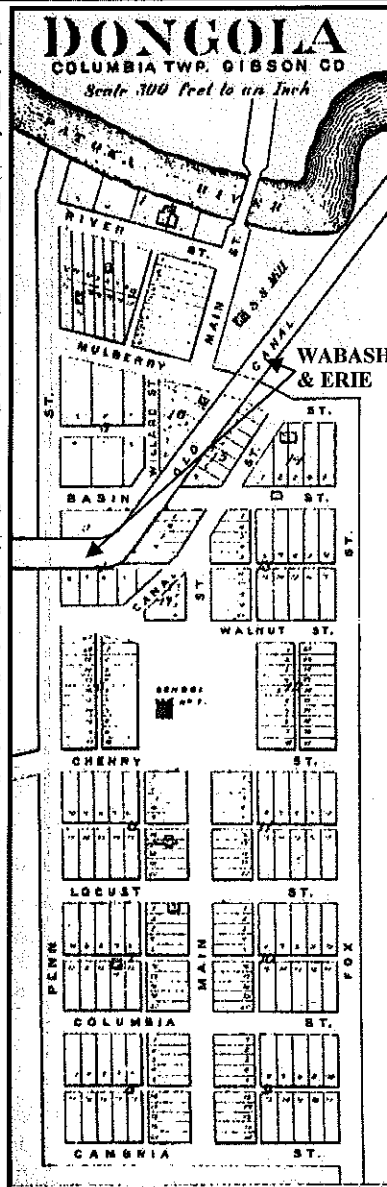




By following the train tracks through Francisco we could see the canal route. We took a short restroom and photo stop at Oakland City University, the only General Baptist Church affiliated college in the United States.

We proceeded on to Dongola where the Wabash & Erie Canal had crossed the Patoka River on an open trunk aqueduct built by Stewart and Rockellow and then dog-legged out of the town. The raised canal bed could be seen in the tree lines. Dongola had been a principal shipping port on the canal.

The area along the Patoka River at this point is a wildlife refuge. Heading north we crossed the river, which was out of its banks, and stopped to see the canal prism high above the highway. Through this swampy area the entire prism had to be raised. The Indiana State Format Marker that once marked the canal was missing. We climbed up the bank and into the prism. Trees have grown up in the canal bed and on the towpath and berm banks. Redbuds and wildflowers were blooming.



We drove past Cochrum Hall, the old home of William Monroe Cochrum whose father laid out Oakland City. William shipped goods on the Wabash & Erie Canal at Dongola. He wrote articles about the canal that were published in a history book. He donated land for the university and was on its board until his death. We also drove past his grave marker in Oakland Cemetery.



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From there we drove into Petersburg where the railroad track followed the canal. By the Subway parking lot we saw a marker for the site of the canal depot.



OLD SIGN POST

Photo by Bob Schmidt

Canal prism heading toward the aqueduct across the Patoka

Where the prism had to be built above the swamp in the above area, a little further down the road a deep cut had to be made into the hill to keep the canal on level. We saw large piles of dirt along the roadside. Then at Willisville we turned down a road, came upon the backside of the dirt piles covered by trees and saw a beautiful watered section of the canal.

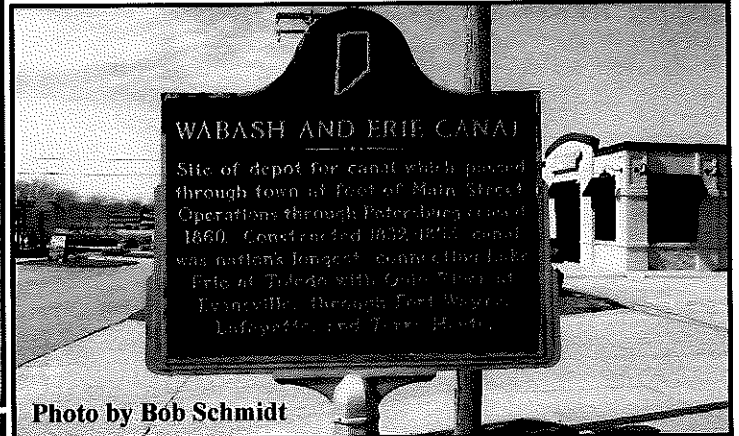


Photo by Bob Schmidt

We then turned and headed east. Before we left town we stopped at the home of Goodlet Morgan on Goodlet Street. He became a canal contractor and was later appointed by the Governor of Indiana one of three commissioners for the Wabash & Erie Canal. He was one of the investors who, in 1859, leased the southern portion of the canal from Evansville to Newberry in an effort to salvage it. A canal boat was named for him.



It took the car caravan about half an hour to reach Jasper, Indiana where we spent the afternoon. During lunch at the Schnitzelbank (whittler's bench) Restaurant that served German and American meals, we were entertained by Sandra Chastain on the accordion. She taught us several German songs and we did the chicken dance. She also related the history of Jasper, its early Indian occupation and German settlers. It was on the old Buffalo Trace.



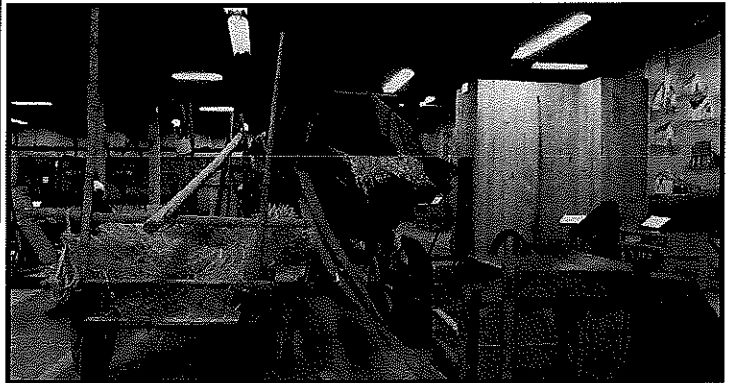
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Following lunch Sue Simerman, nominating chairman, read a list of CSI directors who were up for re-election. The following were approved to serve another three year term (2015-2017): Terry Bodine, Jerry Lehman, Phyllis Mattheis, Cynthia Powers, Sue Simerman, Brian Stirm. The officers will continue to serve: Bob Schmidt, president; Mike Morthorst, vice-president; Sue Simerman, secretary; and Cynthia Powers, treasurer.

Our next stop was Jasper City Mill. A working grist mill with a 25-foot diameter water wheel alongside the Patoka River. Due to high water we could not see the mill in operation. It has been authentically rebuilt and was a treat to see. The gift shop had ground corn meal and early crafts for sale.

We completed the afternoon with a docent led tour of the Dubois County Museum in the old Kimball Organ Factory. The museum is huge and only occupies one half of the available space. Inside was a double log cabin, a village with shops, a bison, polar bear, horse, threshing machines, wine press, all kinds of farming machinery, household items and Grandma's attic. Murals on the wall depicted the history of all the towns in the county.



We made a brief stop at the hotel and headed for dinner at Nisbet Inn, which was constructed in 1912 to serve the rail traveler with food, drink and lodging. Little has been done to alter the building. Murals on some of its walls were done many, many years ago by an artist to pay his bill. This ended the tour.

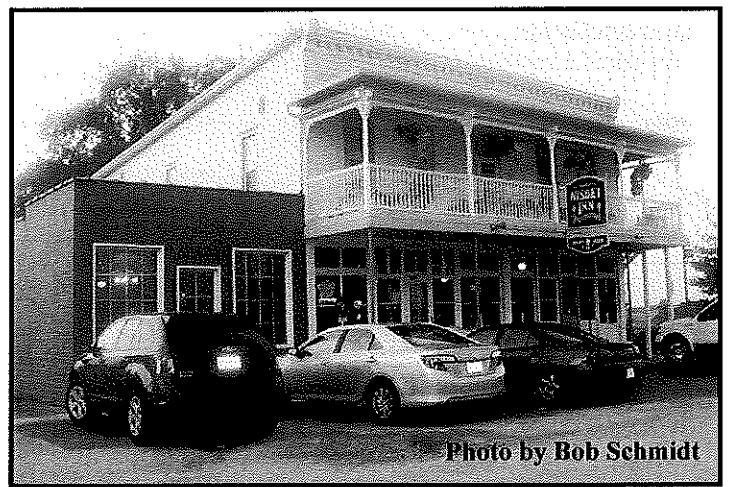
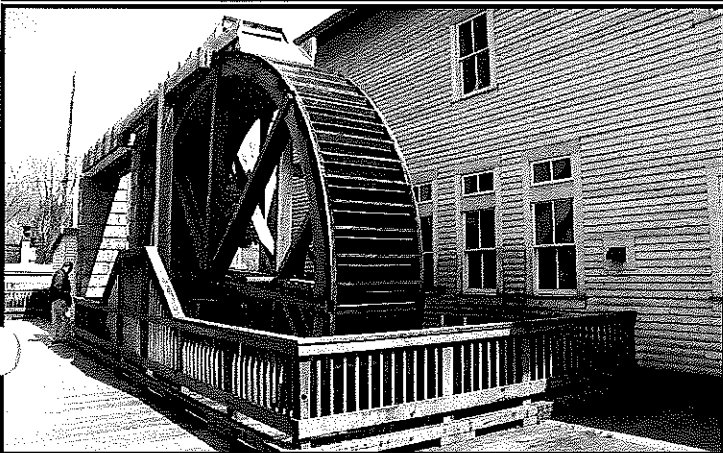


Photo by Bob Schmidt

THE HOOSIER PACKET - JUNE 2016

ANNOUNCING

CANAL SOCIETIES OF OHIO AND INDIANA FALL TOUR Ohio and Erie Canal from Newark to Buckeye Lake OCTOBER 16-18, 2015

Tour Headquarters: Holiday Inn Express & Suites, 773 Hebron Road (S.R. 79) Heath, Ohio 45046
Phone 740-522-0770, **Room Rate: \$99 + tax**, King & Queen beds, Continental Breakfast
A block of rooms is reserved in the name of the **Canal Society of Ohio** that will be released **October 2, 2015**.

Friday October 16

4:00-7:00 p.m.: Check in at Holiday Inn
7:30-9:00 p.m.: Evening slide show of Saturday activities at the Buckingham House (Licking County Historical Society), 6th & W. Main St. in Newark, OH.

Saturday October 17

Morning: We will visit "The Works" Museum, originally a 19th century locomotive construction facility. It has exhibits on its original use, Newark history, an interurban car, and a canal lock & lock house. Later in the morning there will be a short architecture tour featuring the exteriors of the Court House, the Louis Sullivan Bank and the Arcade. The restored Midland Theatre will be visited.

Noon: There will be a box lunch at a location to be announced.

Afternoon: Individuals will drive to Buckeye Lake Museum. Visits to the Museum will be alternated with a boat ride on Buckeye Lake (the boat ride will occur even if the lake level is lowered this season).

7:00 p.m. We will have our banquet at the Buckingham House. It will be provided by an Italian gourmet caterer.

Sunday October 18

9:00 a.m. We will visit the Granville Feeder Canal Triple Culvert over Raccoon Creek, aka Showman's Arch. It may be in jeopardy from a highway project.

Any questions, call Mike Morthorst 513-791-6481 or Andy Hite 800-752-2619

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.

Name: _____

Address: _____

City: _____ State: _____

Phone: () _____ 9-Digit Zip Code: _____

E-Mail: _____

___ \$ 15.00 Institution / Non-profit

___ \$ 25.00 Single / Family

___ \$ 50.00 Contributor

___ \$ 75.00 Patron

___ \$ 100.00 Frog Prince

___ \$ _____ Other

___ \$ 1,000.00 Life Membership



Mail to: Canal Society of Indiana
P.O. Box 10808, Fort Wayne, Indiana 46854
(260) 432-0279