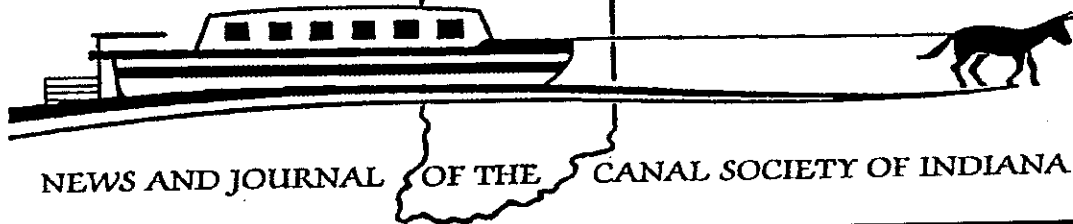


THE
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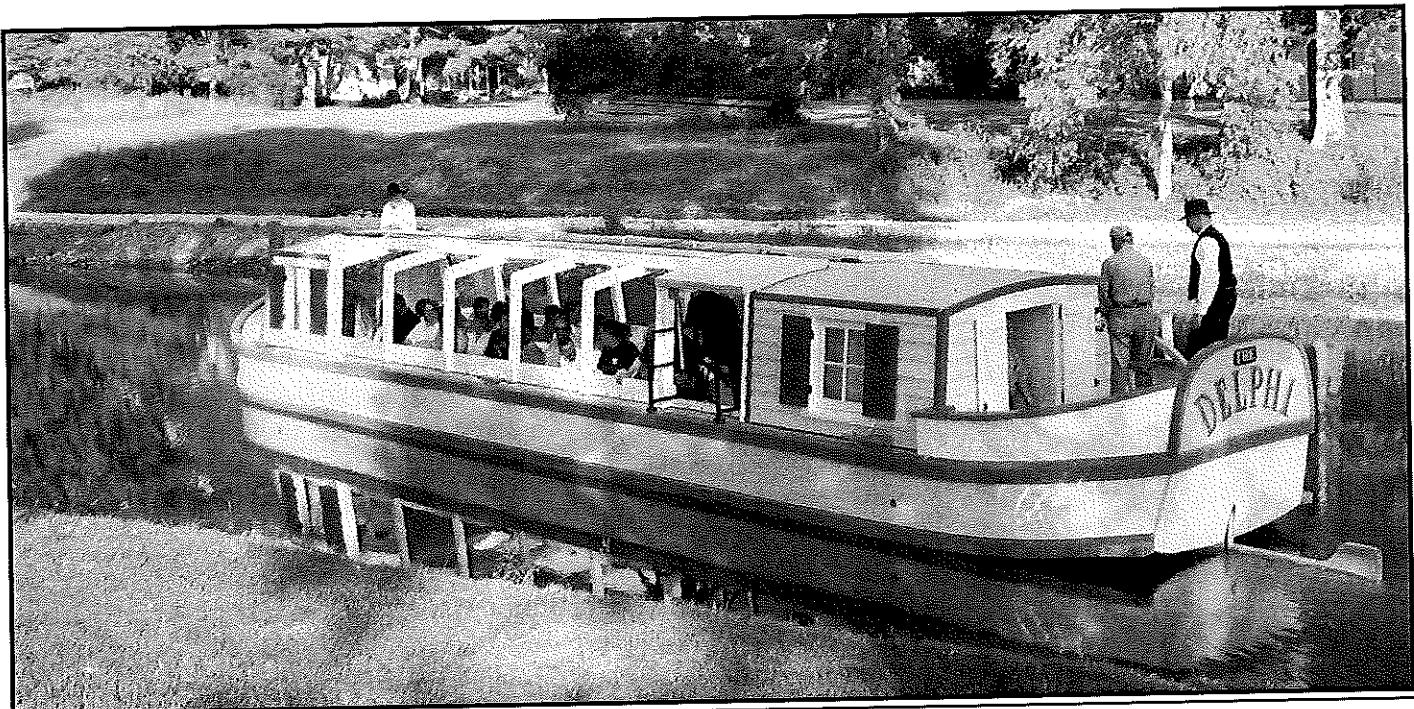
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 15 NO. 10

P.O. BOX 10808 FORT WAYNE, IN 46854

OCTOBER 2016

CANAL BOATS



Fort Wayne, Indiana's Community Foundation is having a canal boat built by Scarano Boat Building of Albany, New York to transport visitors on its rivers. The boat will look something like "The Delphi," which was also built by Scarano.

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CANAL BOAT TO CRUISE RIVERS

Fort Wayne, Indiana is improving its rivers to attract visitors. Although a complete riverfront design has not yet been decided upon, \$3 million has already been committed to demolition of buildings, improvements to river bank vegetation and the purchase of two boats to provide cruises on the rivers. One boat will be an amphibious craft that can operate on land or water. The other will be a \$550,000 replica of a canal boat like the ones that plied the Wabash & Erie Canal through the town in the 1830s-70s.

THE HOOSIER PACKET - OCTOBER 2016

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Scarano Boat Building of Albany, New York, built "The Delphi" for the Wabash & Erie Canal Park in Delphi, Indiana. It will now build a canal boat similar to "The Delphi" for Fort Wayne. It may also build a canal boat for New Jersey's Delaware & Raritan Canal if funds can be raised.

Although the Wabash & Erie Canal that once ran through Ft. Wayne along the Maumee River and St. Marys River was long ago filled in, a canal boat on the river will help recall Ft. Wayne's important ties with the canal. Being located at the summit of the Maumee and the Wabash watersheds Ft. Wayne was also the summit of the canal. Water to feed it was obtained north of town on the St. Joe River where Robinson Park was later built. Water from the feeder entered the main line of the Wabash & Erie at Rumsey and Wheeler streets. There a large canal basin was once located, now this area is filled with railroad tracks. From there water flowed both east toward Toledo/Manhattan in Ohio and west toward Huntington in Indiana. The Wabash & Erie Canal eventually extended all the way to Evansville, Indiana at the Ohio River. This 468-mile-long waterway was second only to China's Grand Canal.

Ft. Wayne's new canal boat will transport visitors on the rivers where once pirogues brought people to the small settlement. After the canal was begun in 1832 with a ground breaking ceremony and then was opened, it could carry so much more than the small pirogues that settlers brought their belongings to town to settle or went down toward Lafayette to join wagon trains going west. A historical marker on West Main street tells about this ground breaking.

Besides passengers and their belongings, the Wabash & Erie Canal was used to transport agricultural products and items made in factories. Old canal records show cranberries, corn, wheat, oats, hogs, etc. being shipped from the town while other boats brought in skilled craftsmen such as stained glass workers.

The elevated railroad now runs atop the old canal at Dock street. This was a bustling street in town where boats were loaded and unloaded, horses and mules were shod, canal boatmen enjoyed spirits, and settlers arrived in town. The buildings along this street backed up to Columbia street where "The Landing" with its restaurants is now located.

According to an article in Ft. Wayne *The News-Sentinel* of July 20, 2016, "Current plans [for the river front design] include not only a promenade but a park pavilion, event lawn, entry plaza with sculpture, an educational water feature, streetscape improvements, a central plaza, riverfront terrace, an elevated boardwalk, dock and children's play area. Sweetwater Sound will provide funds for a bandshell."

We hope the canal boat will keep canal history alive in Ft. Wayne!

CANAWLERS AT REST

OWEN BALL

Find-A-Grave #112053107

b. December 23, 1818

d. January 8, 1887

By Carolyn I. Schmidt

Owen Ball was born in the county of Meath, Ireland on December 23, 1818. At the early age of 17 years he left his homeland to come to the United States. He planned to take up residence in the Middle West, wherein he saw many opportunities. But after arriving, he spent two years employed in Hartford, Connecticut before coming to Indiana. In Hartford he met and married Frances A. Hayes, a native of Hartford, on July 21, 1839. The marriage performed by the Rev. John Brady was witnessed by Peter McLaughlin and Martha Johnson. Owen was 21 years old and Frances was 17. They eventually had seventeen children.

In the latter part of 1841 Owen and Frances moved from Hartford to Lafayette, Indiana, then a small village, traveling by the way of Pittsburg, the Ohio and Wabash rivers. They brought with them their first born, Mary J. Ball.

Immediately on arriving in Lafayette Owen formed a partnership with his older brother, Peter Ball, who had preceded him. It continued until the death of Peter in 1860. The firm of P. & O. Ball were contractors for the Wabash and Erie Canal. The canal had reached Lafayette in 1840. In 1841 Owen built a section of it through the town.

Although things seemed to be going well for

Owen and his family, the month of August 1850 was an exceptionally trying time for them. On August 21, 1850 their daughter Sarah E. Ball was born, but just a few days later their 17 month old daughter, Hester Alice Ball, died on August 24 and their 3 year old daughter, Henrietta S. Ball, died on August 28. It is likely that these children died of cholera that was epidemic in Indiana in 1849. Asiatic cholera is an acute, infectious, epidemic bacterial disease characterized by diarrhea, vomiting, prostration and dehydration. Left untreated it can lead to death in as little as 24 to 48 hours after exposure to it.

In 1846 Owen built a palatial residence on Fiery Street. He and others petitioned for a Catholic church. Until the church was built, a monthly mass given by a visiting priest was held in this home. The home was continuously lived in by members of the family for many years.

In 1852 Owen was awarded the contract for making the right-of-way for the Indianapolis & Lafayette Railroad through what was known as the "deep cut" just south of Lafayette. Owen was one of its first directors and remained a member of the board until its sale to the Cincinnati and Indianapolis Railroad Company.

Also in 1852 the firm of P. & O. Ball embarked in the wholesale grocery business, which was continued by Owen until the day of his death. The U.S. Federal Census lists him as a wholesale grocer in 1880.

Owen had such an abiding faith in the future of Lafayette that he invested all he could in real estate, feeling assured of increasing values. His prediction was realized.

On August 18, 1869 the *Lafayette Courier* stated that "the 'big eight' Moses Fowler, John Purdue, Hiram Chase attorney and banker, Martin Pierce banker, Adams Earl merchant, Owen Ball contractor and merchant, J. H. Telford and Henry T. Sample meat packers, urged voters to approve Tippecanoe County Government of purchasing of LMB railroad stock on August 28, 1869 saying that property values always

went up where the railroads were built and it would

give Lafayette "Advantageous Connections." The route from Muncie to the Illinois line would require about 150 miles of mainline track, plus switching areas, wait zones and spurs. Indiana legislators had passed an amendment to railroad laws allowing city and county governments to give public money to railroad builders. Benton and Tippecanoe counties subscribed to a referendum to give public tax money to the Lafayette, Muncie and Bloomington Railroad, which was chartered on February 28, 1867 in Illinois. Construction began the summer of 1869. It operated under this charter until 1875.

In 1875 Lafayette laymen Owen Ball and James B. Falley advanced the effort to open a Catholic orphanage by donating 51 acres on the south side of their city. On this site Bishop Dwenger began construction of an orphanage named in honor of St. Joseph. The St. Joseph Orphan Asylum for Boys opened in 1876 to 31 boys brought from Rensselaer, Indiana. At another time Owen donated land on which to build the Lafayette Manual Labor School.

The Lafayette Savings Bank was organized on July 1, 1869. From the time of its organization Owen was a trustee of the bank and was, at the time of his death, its vice-president.

Owen was also one of the first directors in the Second National Bank. He was its president at the time of his death when it was in the process of liquidation.

For nineteen years Owen was a member of the Lafayette City Council and was always foremost in any undertaking calculated to promote the growth and prosperity of Lafayette. One source says that the following gentlemen were elected Trustees of the Town of Lafayette, at the Corporation election last Monday:

- First District : JOHN EWERY
- Second District: OWEN BALL
- Third District: ABRAHAM FRY
- Fourth District: ALBERT BARTHOLOMEW
- Fifth District: ALLEN LOYD

In Lafayette Owen displayed his business ability and won a good place in the confidence of a grow-

ing community. The last ten years of his life Owen was an invalid, the greater portion of the time unable to attend to any business. He suffered greatly at times, but bore all with patient resignation and without complaint.

Owen Ball died at 12:20 in the afternoon on January 8, 1887 in Lafayette, Indiana. He was 68 years old. His funeral was held at St. Mary's church the following Tuesday morning at 9:30 o'clock. His six sons

acted as pall bearers. He was laid to rest in Section 15 Lot 9 Grave 7 of St. Patrick's Cemetery Addition in Lafayette, Indiana. His tombstone is almost illegible.

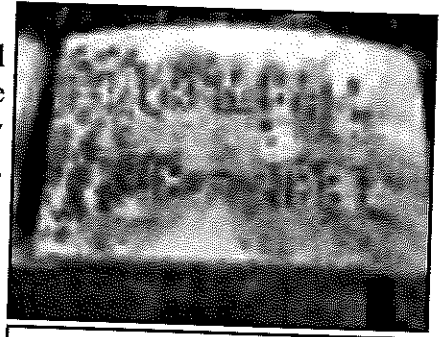
Owen's obituary appeared in the following day's newspaper. A portion follows:

"He (Owen) has been identified with the growth and prosperity of Lafayette for more than 45 years and his business blocks around the Public Square and other portions of the city, constitute a monument of his enterprise and influence.

"He leaves surviving a wife and ten children—six sons and four daughters, Mrs. John S. Williams, Margaret F., George H., William J., Mrs. Sarah H. Culbertson, Walter J., Esther F., Louis P., Frederick W. and Charles H."

Owen's wife, Frances A. (Hayes) Ball died on August 24, 1902 in Lafayette. She was 86½ years old.

Owen and Frances' son, Walter J. Ball, was born in Lafayette, Indiana, on July 16, 1853, and, after his graduation from Georgetown University at Washington, D. C. in 1874, entered into the business life of Lafayette where he occupied a prominent position not only in the home of his birth, but in its surrounding territory, having gained a large acquaintance through his father's wholesale grocery business. He took part in clubs and organizations that would build up and ad-



**OWEN BALL
1818-1887**

THE HOOSIER PACKET - OCTOBER 2016

vance community welfare. For several years he was president of the Commercial Club. He became interested in several manufacturing projects. In 1899 he was in the group which organized the Lafayette Loan & Trust Company. He was placed in active management of it and in 1917 was made its president. The institution was successful from the beginning. It had resources of more than four million dollars. In 1919 the Lafayette Loan & Trust Company organized, with its own resources, the Lafayette Joint Stock Land Bank. It had a capital, surplus and reserves of more than \$800,000 and resources exceeding \$9,000,000 when Walter Ball served as its president.

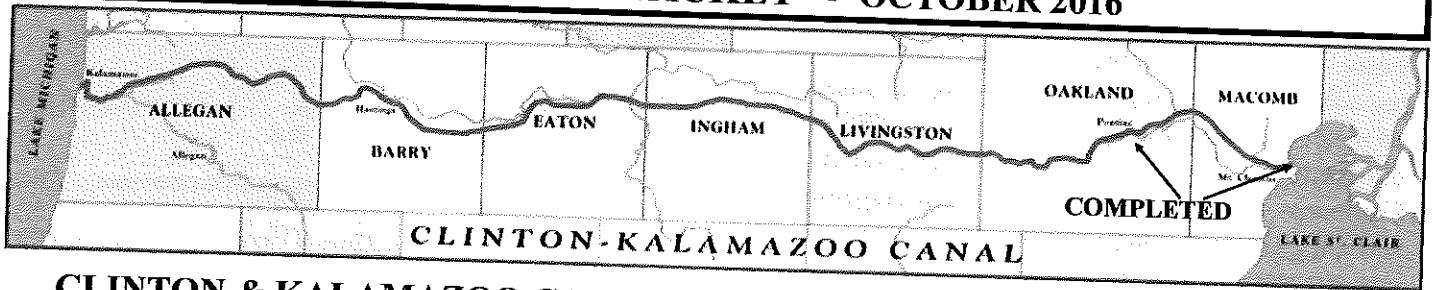
Walter also took an interest in politics, but never sought office of any kind, preferring commercial and financial pursuits. In that field his services were sought and always given for the public good. During the war he was effective in committee work and as a speaker. His business brought him many responsibilities in and out of Lafayette. He served as director of the Indianapolis Street Railway Company for many years and as president of the Association of Joint Stock Land Banks and other clubs and societies. He died on December 5, 1943.

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OWEN BALL'S FAMILY

<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Place</u>	<u>Cemetery</u>	<u>Married</u>
Ball, Peter	1816	Ireland	11-01-1860	IN	St. Mary's	
Ball, Owen	12-23-1818	Meath, Ireland	1-08-1887	Lafayette IN	St. Mary's	7-21-1839
m. Hayes, Frances A.		Hartford, CT	8-24-1853	Lafayette IN	St. Mary's	7-21-1839
Ball, Mary J.	11-??-1840	CT	1930			
m. Williams, John S.(Col.)						
Ball, Margaret F.	1841	Lafayette, IN	1-23-1898	Lafayette IN	St. Mary's	
Ball, John W.	1843	Lafayette, IN	12-09-1876	Lafayette IN	St. Mary's	
Ball, George H.	10-25-1844	Lafayette, IN	2-03-1927	Lafayette IN	St. Mary's	
Ball, William James	2-08-1846	Lafayette, IN	7-25-1901	Lafayette IN	St. Mary's	
Ball, Henrietta S.	1847	Lafayette, IN	8-28-1850	Lafayette IN	St. Mary's	
Ball, Hester Alice	2-??-1849	Lafayette, IN	8-24-1850	Lafayette IN	St. Mary's	
Ball, Sarah E.	8-21-1850	Lafayette, IN	9-29-1899	Lafayette IN	St. Mary's	
m. Culbertson, ?						
Ball, Albert Owen	1851	Lafayette, IN	3-03-1872	Lafayette IN	St. Mary's	
Ball, Walter J.	7-16-1853	Lafayette, IN	12-05-1943	Lafayette IN	St. Mary's	
Ball, Francis	4-??-1855	Lafayette, IN	9-19-1867	Lafayette IN	St. Mary's	
Ball, Esther F.	10-??-1856	Lafayette, IN	3-09-1925	Lafayette IN	St. Mary's	
Ball, Frances K.	1858	Lafayette, IN	1-25-1877	Lafayette IN	St. Mary's	
Ball, Louis P.	1862	Lafayette, IN	6-01-1930	Lafayette IN	St. Mary's	
Ball, Frederick W.	5-??-1861	Lafayette, IN	12-03-1919	Lafayette IN	St. Mary's	
Ball, Charles H.	10-??-1869	Lafayette, IN	1-12-1951	Lafayette IN	St. Mary's	
Ball, ?		Lafayette, IN				



CLINTON & KALAMAZOO CANAL

From Canal Comments No. 87

By Terry K. Woods

As all of us Canal Buffs know, and are apt to 'spout' without much provocation, "the early transportation canals were everywhere." And we might even add, "every state east of the Mississippi had one or more canals." Actually, I never really checked up on that last statement, so I don't know if it is literally true, but if not it is darn close. A case in point is the Clinton & Kalamazoo Canal in the fine state of Michigan.

Some years ago, somewhere, I met a fellow from Michigan, Don Green, who trumpeted Michigan's Canals. Then, a couple of years ago, our youngest daughter spent four years in Ypsilanti, Michigan while her husband toiled away at the nearby University.

While visiting her and her family in "That place up North" I was whiling away some time on their computer and ran across an article on the Clinton and Kalamazoo Canal. There was a map included in the article and I noticed that the proposed route, it was never finished, ran through a town, Hastings, where I had spent some time during my early days as an engineer with the E.W. Bliss Company. I copied some of the material and got in touch with Don, who is writing a proper book on the subject. He was quite helpful with his information. So, here is a brief summary of Michigan's C & K Canal!

The State of Michigan was officially born on January 26, 1837. Its first Governor,¹ Stevens T. Mason hoped to "jump start" the economy of this new state, which at that time was a land of vast forests and marshes, by proposing the construction of a system of Internal Improvements – transportation routes. The Michigan State Legislature approved Governor Ma-

son's plan by passing an Act that provided for construction of three railroads and two canals within the state. Governor Mason promised a little of something for every settled portion of the state with his proposal. He hoped these projects would be instrumental in developing the state's wilderness areas and provide jobs for the increase in population these transportation systems would entice.

One of the proposed rail lines was to run from Monroe to New Buffalo, and another from Detroit to St. Joseph. A third would connect St. Clair to Grand Rapids. A canal was to unite the waters of the Saginaw and Grand Rivers in the center of the State.

The most ambitious of these proposed transportation systems was the Clinton & Kalamazoo Canal, a 216 mile long artificial waterway that was to run from the mouth of the Clinton River near modern-day Mount Clemons, then west through Utica, Rochester, Pontiac, Howell, Hastings, Singapore and to the mouth of the Kalamazoo River near Saugatuck.

Governor Mason felt that his young state did not have the financial resources to build these transportation systems itself and he proposed that the State authorize private companies to construct the various railroads and canals. He also proposed that the State provide these companies with the powers to raise and borrow sufficient funds to finance the projects. However, the fledgling State legislature, flushed with optimism brought on by the high flying then-current economic conditions, decided that Michigan should construct these 'Internal Improvements' on its own.

As Michigan was a new state with little credit rating, instead of sending representatives to the eastern and foreign money markets to sell canal bonds, as was done in Ohio, Governor Mason authorized the Morris Canal and Banking Company to sell Michigan's canal

bonds, on commission, up to a total of \$5,000,000.

The nation's economic bubble burst early in 1837, but the effects were slow in reaching the north-western frontier. Construction on the C & K was formally begun on July 19, 1838 amidst a host of activities – a 13 gun salute (in honor of the original 13 states), music, speeches and Governor Mason's symbolic 'turning' of the first shovel full of the excavation.

The line of the canal was divided into sections and bid out to private contractors. Each section was approximately ½ mile long, depending on the complexity of the job. And soon there were hundreds of workmen along the line (many of them Irish immigrants) working from sun-rise to sun-set for \$0.65 a day.

But as the vast throng of men labored upon the canal ditch with picks, shovels, and wheelbarrows, thrusting the canal westward, the nation's Financial Panic began affecting the western country as well. Things were very bad back east. Early in the year 1840, the Morris Canal and Banking Company was unable to make their periodic payments to the State of Michigan, causing a temporary halt in construction of the Clinton & Kalamazoo Canal.

In the meantime, Governor Mason was having troubles of his own. The results to area business caused by the 'Economic Panic' plus a state wide outbreak of Malaria and the lingering effects of losing the Michigan-Ohio War² were all blamed on Mason. His popularity sank out of sight and he chose not to run for re-election. As a result, the other party, the Whigs, won control of the State Legislature and were not sympathetic to the Internal Improvement project.

When the Federal Government agreed to pay workers in Federal "Land Script," work on the C & K canal was renewed and some additional progress was made. But payment of the Contractors was not always made, certainly not in a timely manner. Work was stopped and restarted several times. There was unrest in the workers' camps and nearby residents were disturbed by the drinking and rowdiness of the canal workers. Some unpaid workers began stealing supplies

and there were reports that some even destroyed finished sections of the canal. Finally, the last of the money ran out and the State ceased any additional work on the canal after 1845.³

The canal had been completed only as far as the City of Rochester. Only 16 miles of the planned 216 miles was navigable. That small section of canal was used, however, in a number of ways for some time. At least one boat, the UNCLE PETER, traveled the canal between Frederick (the eastern terminus) and Utica for two years. The canal supplied water power to mills in Frederick, Utica, and Rochester. This usage lasted, for some mills, into the 1940s.

Today, at several places along the route of the canal, local historical societies have made efforts to preserve bits of the old waterway for posterity. In Clinton Township, Canal Park at Canal Road and Clinton River Road, features the remains of an old stone lock and a wooden dam used to create slackwater for boats to cross the Clinton River. There is a goodly stretch of the rewatered canal at Holland Pond Park at 22 mile Road and Ryan in Shelby Township. The remains of an aqueduct that was built for another crossing of the Clinton River can be found at the Yates Cider Mill near 23 mile Road and Dequindre in Rochester Hills. Another portion of the canal is well preserved all through near-by Bloomer Park.

There is a Clinton & Kalamazoo Canal Society headed by Don Green, whom I mentioned earlier in the column. Don is well-known to many American Canal Society members. He is also a tireless worker in preserving the memory and remaining artifacts of the C & K Canal of the great State of Michigan.

¹Mason, Michigan's famed "boy" governor was 26 at the time he became Governor.

²We'll have a future column on that War that was caused by both States claiming the northern terminus of the Wabash & Erie Canal on the Lakel.

³One account gives this date as 1848.

**WABASH DRY DOCK:
A REMINISCENCE**

The Wabash Courier
July 27, 1883

Away back in the days when the bottom of the old Wabash & Erie Canal was dotted with boats, and the "ga'lang" of the reckless fellows who directed with line and whip the horses attached to the craft, was no uncommon sound, there was about a mile west of Wabash, on the line of the canal, what was called in those days a dry dock. Emptied of water this dry dock presented the appearance of a big hole studded with huge posts but when filled with water it had the features of a small lake, the water hiding the posts, or piling, from view. The dock was furnished with both supply and waste gates, and when a boat was to be run into the dock, the waste gates were lowered and the dock filled with water by raising the supply gates. When the water had risen to a sufficient height above the piling the boat was floated in and, when at the point desired, the water was let off, the boat falling with the water until it rested on the piling. These dry docks were usually the scene of lively operations, being filled with boats waiting to be repaired, and the caulker's hammer made the place but little less quiet than a boiler shop. The dry dock below Wabash, when filled with water, was a favorite place of resort for the Wabash youth whose passion for having his person in canal water would nerve him to risk a parental scorching by running away from school to indulge in his favorite sport.

One often hears some old codger remark, "boys ain't what they used to be," and almost immediately after delivering himself of this piece of information, spoken in a regretful tone, the old chap enters into extravagant descriptions of the wonderful virtues possessed by the rising generation of which he was a part and parcel. Not to question the veracity of these old fellows is to believe that the boy of thirty years ago was almost god-like in his nature; that he never ran away from school and went fishing or swimming; that he never stole apples from a neighbor's orchard; that as a truth teller he rivaled George Washington, and that the modern day boyish sport of tying a tin can to a stray dog's tail was as a sealed book to him. The truth

is however, that the long time ago boy was no better than the boy of today, and these same old men who now wring their hands and affect to be horrified at the wickedness of the present day boy bear scars on their backs made by the hickory gads with which their fathers used to warm them for lying about the manner in which they got their back hair wet, or swearing that they had been at school when in reality they had spent the day floating a cork in the old fishing hole.

Thirty years ago the Wabash boy found no less pleasure in fishing and swimming than does the lad who is today enjoying that period of life described by the poet:

Blessed hours of childhood: then, and then alone,
Dance we the rebels close around pleasure's throne.

He would tell a lie as readily to escape a clubbing from the "old man" as would the lad who today parades the streets in his bare feet, with one suspender gone and his pantaloons rolled up to a point which exposes his sun browned legs to the knee. Put him on the witness stand and swear him to tell the whole truth concerning his boyhood days and the confession would prove him to have been a lad who, despite his father's admonitions and his mother's pleadings, learned to chew tobacco early in life, and who experimented and vomited until at last he succeeded in schooling his stomach to combat successfully against the nausea produced by smoking his grandfather's pipe. The confession would also develop the fact that he knew of and practiced all the tricks which are known to the boys of today, and besides it would convict him of being a base old hypocrite, inasmuch as he is constantly deploring the world's wickedness, citing as proof "the boys ain't like they used to be."

On one bright sunshiny Sunday morning, about thirty years ago, a number of Wabash lads, among whom were such juvenile daisies as Os. Wade, Billy Wilson and the writer, were dressed by their parents and started to Sunday school. But the pleasant sunshine and the happy songs of the birds caused these good little boys to hide their Sunday school books under a log and break for the dry dock above mentioned, leaving their Sunday school teachers to wonder why they didn't appear and repeat the verses which, on the

Sunday previous, they had been requested to commit to memory.

Arriving at the dock, other good little boys, moved by the same spirit which actuated the writer and his companions, were found there. Among those were Charley and Zed James, both yet living in Wabash and well advanced in years. In those days Charley James wore the bolt as the best diver in town. To boys who had not progressed beyond the "belly-buster" stage of diving, Charley was the model after which they patterned. To become as good a diver as Charley James was the ruling ambition with every Wabash youth, and inferior divers, paid him as much respect as though they were serf and he of royal birth.

In a short time every boy at the dry dock had laid aside his Sunday garments and was paddling in the water with which it was filled. After all of them had plunged around to their hearts content, a fear began to creep upon them that they might be a little late returning home from "Sunday school," and a call was made for Charley James to close the entertainment by giving a free exhibition of his artistic diving. Charley, knowing that he had an appreciative audience, was nothing loath to comply, and with a bow quite as artistic and charming as that with which the female trapeze performer preceeds her "flying leap" he acknowledged the call and took his position on the bank, preparatory to paralyzing the boys with one of James' best.

"Now, gentlemen" said he, just before he made the leap, "you see before you Mr. Diver, of Diverville. Watch him," and the next instance his heels flew up, his head down, and the body of "Mr. Diver, of Diverville," cleaved the water and disappeared. Loud applause came from the throat of every lad present, but before it had swelled to its fullest, the body of "Mr. Diver, of Diverville," belly up, appeared on the surface of the water. With eyes glazed, mouth wide open, and body rigid as a pike pole, it was evident that "Mr. Diver, of Diverville," had met with bad luck. Quickly a few of the larger boys plunged in and dragged "Mr. Diver" to the shore where he was rolled and rubbed until he regained consciousness and was able to stand on his feet. In diving his head had struck on one of the piles hidden by the water, rendering him unconscious

and inflicting injuries from which he did not fully recover for several weeks. In the excitement the boys took no note of the flight of time, and when they reached home not one of them could work the Sunday school dodge on the old folks, and all of them had the dust knocked out of their Sunday school raiment by their irate parents. "Mr. Diver, of Diverville," never rallied from the shock from which his ignominious failure gave to his pride. He nevermore sought to exhibit in public his accomplishments as a diver, though it was years before he could appear on the street without being greeted with the salutation, "How are you, Mr. Diver, of Diverville?"

Peter Jones, CSI member, Wabash, IN

INDIANA ARCHIVES UPDATE

In the September 2015 issue of *The Hoosier Packet*, we reviewed plans for building a new state archives in downtown Indianapolis along the old Central Canal across from the Indiana Historical Society. This grassy strip is currently used by viewers of the various outdoor programs presented along the canal. Senator Luke Kenley, Chairman of the Senate Appropriations Committee, objected to this narrow site because he believed it would be really too small and would soon require a larger building.

This project supported by Governor Mike Pence has just recently proposed a new home on the campus of IUPUI along Indiana Ave. near the Madame Walker Theater. Although the exact location has not been finally agreed upon, it will probably be on one of the parking lots in this area. The proposed site will allow a much larger building. Access by student and professors of the college will be much better and still be in walking distance to the Indiana Historical Society complex.

CSI likes the new proposal. It leaves the grassy site along the canal open and still provides a permanent location for the current state archives from its precarious location on East 30th Street.

Project completion cannot come soon enough. The temperature and humidity of the current location are a nightmare for any archivist.

IN THEIR WORDS

**REPORT OF THE COMMISSIONERS
OF THE WABASH & ERIE CANAL
DECEMBER 31, 1834
TO THE GENERAL ASSEMBLY
OF THE STATE OF INDIANA**

The law of the last session of the Legislature of this State, having directed the Board of Canal Commissioners to put under contract, an additional portion of the Wabash & Erie Canal, to complete its location westwardly from Huntington, to the termination of the canal grant of lands, near the Tippecanoe [river], to survey each side of the Wabash [river], so as to make a comparison of the eligibility of the routes on either side from Logansport to the western termination; and to locate a canal route from Nettle creek to Lawrenceburgh in the valley of the Whitewater river; they organized a party and sent them into the field as early as the 6th of March last, to perform the locating service which much industry and unremitting diligence on the part of the Engineers, has just been accomplished.

To conduct these operations, it became necessary to employ an additional number of Engineers. Engagements were accordingly made with William Gooding to take charge of the locating party and with Stearns Fisher to superintend the construction of a division of the canal line on the Wabash.

In order that the State should have the benefit of all the skill within her control, the Engineer-in-Chief was directed to visit the Wabash surveys as often as his duties to the line under contract would permit, and the Whitewater location at least twice during the season, and to assist generally in devising plans and making estimates. In this manner the surveys and comparisons of the canal routes have been made under the superintendence of two persons at least, possessing much practical knowledge in their profession, with the means at their command to make all necessary examinations in relation to these subjects. Their reports therefore may be relied on as generally true in their results, and safe in their conclusions.

A report of their proceedings in relation to the Whitewater Canal with their estimates,...[see Hoosier Packet Sept. 2016 "In Their Words."]

On the first of May last, the section embracing the aqueduct over the St. Marys river and Section No. 3 [through downtown Ft. Wayne] extending eastwardly to the bank of the Maumee [river], and the portion of the line westwardly, from Section No. 50 near Huntington, to Section No. 88, a distance of 18 miles in length, was put under contract, and since that time has been worked with great rapidity. On the 27th of July, another portion of the line, 17 miles in length, extending from Section No. 88 to within 15 miles of Logansport, was also let for construction. This part of the line has likewise been well worked, considering the lateness of the season, when it was commenced. According to the terms of the contracts, all the work which has been let this season, is to be finished the 10th of October next; and although it is not usual for improvements of this kind to be completed within the time agreed, yet from the number of men engaged at this time on the line, which can fall little short of 1,000 and the amount of labor done during the present season, the prospect is certainly fair for its completion within the time specified within the contracts.

The greater part of the line which was put under contract in 1832 has been completed, including the dam across the St. Joseph's river. In finishing it, much inconvenience was occasioned by the high waters during the summer and fall, which rendered the last a very unfavorable season for such operations. This dam is 15 feet high, and built upon a sandy foundation from necessity, as the entire bed of the river is composed of that material. But so much care has been exercised by the Engineer, in devising a plan, suited to the exigencies of the case, and attention paid to its construction, that great confidence is felt, that it will resist the actions of the floods to which it will be exposed, and remain a permanent structure.

The water has been let into the canal, from the dam for 16 miles. In filling this distance the levels were proven to have been truly taken, and the work answered the expectations formed of it, except on Feeder Section No. 9, at the St. Joseph's Bluff

[Northside High School]. Here the bank slipped, and made a breach carrying about one thousand seven hundred yards of earth into the river. The bank has been repaired. From the point filled with water to Huntington, a distance of 16 miles [almost to Roanoke], a considerable part of the sections are finished. The remainder are all commenced and some of them nearly completed. This part of the line lies along the margin of a wet prairie [Eagle Marsh], and was visited with some severity by sickness, in August, September and part of October. There is more unfinished on this portion of the line than was expected or the contracts warrant. Diligence will be used to have it finished by the Fourth of July next.

In locating the canal line from near the mouth of the Mississinaway river to Miller's creek; in order to introduce a feeder from the Wabash [river] as soon as practicable after the accession of the Mississinaway, it became necessary to make a considerable change in the route located by Col. [Asa] Moore. His line followed the course of the prairie between which and the river was high ground until it subsided near Miller's creek [west of Peru], which prevented the canal from being taken to the river, until it reached that point, seven miles below the mouth of the Mississinaway. The old line was generally two miles from the Wabash. The new one is nearly on its bank. The change embraces a distance of eight miles in length and was only made after a through examination had been given. To have continued the canal to Miller's creek without a feeder, would have reduced the supply of water much below the quantity necessary for navigation in the dry months, and rendered the work valueless during that part of the year.

The line put under contract this year embraces an aqueduct across the St. Marys river [at Ft. Wayne], thirteen lift and one guard lock, three dams across the Wabash, one across Clear Creek, and a number of culverts. These structures with the bluff river banks, which to be encountered, render this part of the line more expensive than the middle division of the canal, which is now nearly completed. The length of the route put under contract this year, is 36 miles 38½ chains [Huntington to west of Peru plus downtown Ft. Wayne for one mile] and is estimated at contract prices with

reasonable allowances for contingencies which cannot be foreseen, to cost the aggregate sum of \$438,904.50 cts., or an average of \$12,030.96 cts. per mile.

The length of the canal which is completed and the line under contract is nearly seventy miles, which when finished will cost about the sum of \$685,000, or nearly the entire amount which has been appropriated for its construction; the provisions of the law having been strictly observed, to have no more under contract than could be completed without further appropriations. According to this rule no more of the line can be let, until such provisions are made; and the question arises, what amount should be appropriated. The present provisions, would be sufficient for the ensuing year's operations, and will probably cover as large a sum as will be expended. But the interest of the State would doubtless be best subserved, by putting more of the route under contract the next year, and adopting such measures as will finish the canal in the least time it can be performed without reducing reasonable competition and increasing its cost. The interest on the loans after another year's operations, will amount to a considerable sum, and continue to increase until the canal shall be completed; hence the expediency of finishing the canal in the least time economy will warrant. Within three years, all the work the State intends to perform on this line should be completed. In carrying the canal down the Wabash, the difficulties to be encountered and the expense increase. The greater height of the water in the river in time of floods—the washing of abrupt banks—the greater depth of the beds of streams which discharge themselves into the river, and which have to be crossed, all serve to produce a result, and make difficult sections to encounter, which will require at least two years to construct. Hence it is obvious, that such expensive jobs should be speedily let.

Twenty-one or two miles of the Canal route from Ft. Wayne to the Ohio State line, has not yet been located; and of course no estimate of cost made. Comparing it, however, with the summit section which is now nearly finished, it will be safe to say, that this part of the line can be completed for ten thousand dollars per mile or the sum of \$220,000.

THE HOOSIER PACKET - OCTOBER 2016

The Report of the Engineers, of the survey of the Canal line westwardly from Logansport, with estimates and comparisons of the routes on each side of the Wabash, is subjoined and referred to in which these several plans with their respective advantages and objections are pointed out and elucidated.

In regard to the routes on each side of the river, it is evident that the one on the north side, for a Canal simply to terminate above the mouth of the Tippecanoe [river], has the advantage both in cheapness of cost and safety when it shall be constructed. And if the question be viewed without reference to its extension beyond that point, there could be no hesitation in giving the preference to the north side; as it would save the expense, hazard, and interruption to business, which must in some degree be involved in crossing the Wabash, and place the line on rather less hazardous and expensive ground than it would be on the other. [There was consideration for a route on the south side of the Wabash.]

Seven or eight miles above the mouth of the Tippecanoe, the Wabash leaves the rocky bed over which it has run for many miles, and enters a sandy plain. The character of the river is changed, and its descent, which was before great, is nearly lost, so soon as it leaves the Limestone ridge; and the floods rise to much greater height. The crossing of the river on this plain would be hazardous, and attended with much expense. If the river is to be crossed with the Canal, it should be between Delphi and Logansport, where rock foundations for dams or aqueducts may be obtained. When this is kept in mind and the hazard and expense of crossing a Canal over the Tippecanoe; and the fact that a Canal down the Wabash from that point would be more expensive than on the other side — that the State owns but a narrow belt of territory on the northwest side of the river, which is separated from the body of the State — the advantages to be derived from crossing the Canal from the south side of the river, are so apparent, that it becomes equally plain that the difference of cost between the two sides should not be permitted to defeat objects of such importance to the convenience and prosperity of the State.

From all the reflection we have been able to

bestow on this subject, we believe that the interest of the State will demand the extension of the Canal at no very distant day, to some point where canal and steamboats can at all times meet; and whether this period should be near at hand or very remote, it does not lessen the importance of having all the works on the Wabash & Erie Canal, made in reference to a general plan of improvement, for a navigable connection between the Lake [Erie] and the Mississippi [river].

Without wishing to travel beyond the sphere of our duties, assigned by law, and recommend works on which we are not authorized to report, we deem it necessary to state, in order that our views of the necessity of crossing the Wabash may be understood, that after the examination we have personally made, and the labor we have bestowed, we fully believe that if the Canal should be extended to Lafayette, instead of terminating above the Tippecanoe [at Americus]: inasmuch as that place is the point on the river, where ordinarily the great mass of steamboat business is done, that the business of the Canal would be so much increased from the abundance of productions of the country brought to that place for sale, that the tolls would sooner meet the interest on the cost of constructing the whole work to that point, that they would meet the interest on the amount, which will be necessary to make it to the terminating point above the Tippecanoe.

If it should be considered necessary to cross the Canal from the north to the south side of the river, the place and plan of crossing them remain to be determined. The places proposed to cross, are at Logansport, Georgetown, and Ballard's Bluff. The manner of crossing the two first with aqueducts; the last in the pool of a dam. Aqueducts while in repair form the best mode of crossing a stream, as they require no extra hands over other portions of the line, to attend them; and therefore they are not subject to vexatious delays. But it should be borne in mind, that the superstructures of these aqueducts must be made of timber, and will have to be renewed once in eight years. This however can be done in the winter, if care be taken to replace them before they fail, and of course give no interruption to navigation. The prominent

advantages to crossing at Logansport are the vicinity of a flourishing town — the ease of approaching it by the Michigan road, and the fact that the State will own the section of land where it crosses, which will be rendered more valuable thereby. The objections to crossing at this point are, the increased cost and the fact that the aqueduct trunk can only be raised about five feet above the highest floods, which will in some degree endanger its safety in ice freshets.

The advantage of the crossing at Georgetown over the crossing at Logansport, is the great breadth of the river, as well as its fall, which prevents the high rise of its floods; and, the height of its banks, which are cheaply approached with a level so high, that no part of the aqueduct trunk will be nearer than eight feet to the highest floods. The Canal may be carried over Eel river, and to the south side of the Wabash; by adopting this crossing, and make a savings over the one at Logansport of nineteen thousand dollars in the first cost. But as the length of perishable trunk in the Eel river aqueduct and the one at this point, will be greater than the length of the Logansport aqueduct, it will nearly require the interest at six per cent on nineteen thousand dollars to rebuild once in eight years this excess; so that greater safety seems to be all that can be claimed for this point.

The other plan proposed, and which is least expensive, is the crossing at Ballard's Bluff, by means of a tow-path bridge, in the pool of a dam extending across the river four and a half miles below the bridge [at Carrollton].

The objections to this mode of crossing, are mostly the fears that passengers would have in passing the stream when the waters were high, and the delays which would sometimes occur from that cause. Such delays although to be regretted, as well as any deviation from a perfect plan, could not be of serious import; for, at other than in time of floods, the bridge and pool would be as safe as the Canal; and during their prevalence, with the aid of boats kept to assist in passing the stream, the hazard would be so far reduced, that loss of life or property would not be involved.

The durability of the dam founded in its whole

length upon solid rock [at Pittsburgh], and covered at all times with the waters of the river, and the great amount of water power which it will bring into use, seem to recommend this plan to great consideration.

The expense of repairs will be but and inconsiderable sum, and the water power privileges which it will create, will be equal to a quantity sufficient to turn thirty pairs of mill stones in flouring mills. This quantity of water power to be distributed in the productive counties of Carroll and Tippecanoe would be of much value to community, and greatly increase the business and tolls of the Canal. Such an amount of water power would pay an annual rent of three thousand dollars, so that in comparing this with the other modes of crossing, it would appear that while they will cost annually a considerable sum to rebuild the aqueduct trunks, once at least in eight years; this plan will yields an annual rent to swell the proceeds of the work, which will be greater in amount than that sum, exclusive of the increase it will produce in the tolls from the facilities it affords for mills and machinery.

At the same time that we have given our views freely on these plans, from a conviction of the difficulty of determining such subjects without observation of the various points proposed, and laborious investigations of the relations connected with them, we do not wish to be considered as attempting to decide the merits of either, as we should consider, even if the General Assembly were to decide in general terms the necessity of carrying the Canal to the south side of the Wabash, that we had not sufficiently collected all the facts which might be brought in aid of arriving at an enlightened decision. We should want the Engineers to observe the operations of the ice floods of another winter, and to open more quarries, to be more strongly assured that good stone in sufficient quantities could be obtained to build the piers of the aqueducts. We should want time to collect all the information which could be procured, until the period arrives to commence the construction of this part of the line.

Editor's note: They eventually chose to cross the Wabash River at Ballard's Bluff/Carrollton, Indiana.

HAZEL ROUCH¹

From Canal Comments No. 101

By Terry K. Woods

I've been collecting personal interviews with those men and women who worked and lived on and along the Ohio & Erie Canal for many years. Beginning in December of 1969 and continuing for well over a decade, I conducted those interviews myself with a portable (barely) 4-track tape recorder, and later a 'modern' cassette recorder.

Now, unfortunately, all those people who had a first-hand knowledge of Ohio's Canals are long gone. Occasionally, though, you can still run across an old newspaper account of an interview with one of them that, to me at least, is new.

Such a case is in an old copy of a 1970 Akron Beacon Journal interview with Hazel Rouch of Barberton, then 77 years young. A copy of that interview was given to me recently by long time Akron canal researcher, Larry Turner.

Hazel was born upon her father's canal boat, the E. MOORE, on a "crisp and clear April day in 1893." April was the first good month in the long canal season, which would extend on into the Winter months until ice would again block passage on the great network of man-made inland waterways.

From mid to late March, or early April, whenever the ice broke sufficiently to "go boating," Hazel's Father, John Reichard, her mother, and two older brothers "Boated" between Cleveland and Marietta. That means the E. MOORE would have had to traverse the Dresden Sidecut canal and enter the canalized Muskingum River, probably as part of a tug "tow" down the river past eleven dams to Marietta, then back again. It's unfortunate we can't ask Hazel about those trips on the Muskingum, but that is usually the case in these interviews, one never thinks to ask the right questions until it is too late.

Hazel's father mostly hauled coal north to Cleveland. The coal fields in those days were around Canal Dover, Lockport (New Philadelphia), and Tren-

ton, so not all the trips were to and from Marietta.

Hazel stated that sometimes the return, or south-bound, trips carried lumber. These cargos may have been the ones necessitating entering the Muskingum Improvement to Marietta.

"Dad steered the boat," Hazel stated, "while my brothers handled the team. My mother would run ahead to prepare the locks for our boat. Sometimes I would run along with her. Most of the other boatmen only carried three animals to pull their boats, but my father had two horses and two mules. He rested one animal while the other three worked. He said he could make better time that way."

"My father and my brothers would be up at daybreak and would work into the night sometimes if they wanted to cover a great distance."

"My mother worked hard too. I can remember her loading coal at the 'tipple' right along with the men."

Though boating was a hard job for adults, young Hazel enjoyed the life of canal boatmen. "There was always something to do along the canal. Fishing and swimming were my favorites."

Mrs. Rouch stated she believed that Boatmen have received an undeserved reputation for being "nothing but a bunch of wandering drunken bums."

"That's not the case," she says. "The boatmen were like truck drivers of today. Oh, some of them may have been drunken and such, but most of them were pretty good people. When a group of canal boats would lay over together on a weekend we would often have a church service. Our family was always clean living."

Life on the canal was an education in itself, but there was not much in the way of "classroom school-in," she remarked, "Going to a formal school wasn't required. My Mother taught me well, but during the winter when we docked here in Barberton, I attended a one room school house."

"There were eight grades to one room at the old Riverside School, which stood at what is now (1970) Fifth and State Streets in Barberton."



MODEL CANAL BOAT ARRIVES IN HAGERSTOWN

by Phyllis Mattheis

Hazel's life on the canal was soon to pass. Railroads, with their ability to deliver goods speedier and all year long, soon decreased the demand for boatmen. Hazel remembered that "I was still a youngster when my father gave up boating in 1902 and took a job in a slaughter house in Barberton. But I still have many vivid memories of those days."

And so young Hazel Reichard settled down in a more conventional home in what was then New Portage Village.³ She eventually married a rubber worker, Frank Rouch, and reared a family of her own.

For 32 years Mrs. Rouch, then widowed, worked at the Barberton Citizen's Hospital. She retired a few years before her 1970 interview.

The occasion for the above interview was the fact that Hazel Rouch was to be honored at the soon to occur⁴ Christening of the ST. HELENA II canal boat replica in Canal Fulton.

I was at the Christening that June. Dillow Robinson, who has been featured in a few of these columns, was there, too. He recited an original poem. I don't remember Mrs. Rouch, but that was a long, long time ago.

¹From the July 10, 1970 Akron Beacon Journal article "Canal Flows Through It" by Jeff Sallot contributed by Larry Turner of Doylestown, Ohio.

²My interviews with boatmen indicated that most carried two teams of two animals each. Usually a boatman would use only horse or mules for both teams, having a decided preference for breed.

³Npw part of Barberton.

⁴June of 1970

The St. Helena II replica now rest near the canal in Canal Fulton. She has been replaced by the St. Helena III.



A large scale model of a canal boat was placed in the window of the Arts Place at the northwest corner of Main and Perry Streets for about 3 weeks, until after Jubilee Day on August 20. The boat was constructed this year by Canal Society of Indiana member Terry Bodine in honor of Indiana's Bicentennial. Terry and wife Ann live in Covington near the old Wabash & Erie Canal on the western side of the state. They graciously provided it for those of us who live near the old Whitewater Canal on the eastern side. Terry was assisted in this project by his good friend Guy Filchak of Clinton, Indiana.

This spring the Canal Society toured the area of the Hagerstown Extension Canal, which was opened in 1847 and funded by merchants of the Nettle Creek area. Hagerstown became the northern terminus of the Whitewater Canal, which technically ended at the National Road in Cambridge City.

The model boat was then taken to Cambridge City for another 3 weeks through Canal Days on September 10 and 11 and was displayed in the window at Building 125 on the north side of Main Street.

The brightly painted boat is named the "General Grant" and measures about 8 feet long and 2 feet wide. Fourteen hundred man hours went into its construction. It is being displayed at many area festivals. Photos of the construction process can be seen in the 2016 issues of *The Hoosier Packet*, available in the magazine section of libraries at Hagerstown and Cambridge City. In the May issue the boat is featured on the front page.

You can take a ride in a real canal boat two places in Indiana: Metamora on a section of the Whitewater Canal in Franklin County and Delphi on a section of the Wabash & Erie Canal in Carroll County.

NEWS FROM DELPHI

SETTLERS DAY CELEBRATED
IN CANAL PARK AUGUST 13

Text and photos courtesy Dan McCain

Each year the annual Old Settlers celebration brings Carroll County natives back to Delphi to see many friends. Some come from great distances to mark another year and attend the traditional Old Settlers Association meeting and events around the court house square. This year on Old Settlers Day August 13 Canal Park on North Washington Street celebrated by offering special events for all ages.

The official one hundred sixty first Old Settlers meeting was held at 1 p.m. in the Sanctuary of the Pentecostal Church on East Monroe and Wilson Streets in Delphi. Of special interest for those who went to Canal Park was commemorating the State's Bicentennial birthday by calling attention to the colorful Bicentennial Flower Bed and behind that the new facade signage on store fronts all around four sides of the Canal Center. These authentic business signs depict the looks of Delphi downtown in the 1850s.



Weaving was demonstrated on one of the looms in the Loom House and questions were answered.

Visitors joined friends on a narrated boat ride on the restored Wabash & Erie Canal beginning at 11:30 a.m. that boarded at each hour on the half-hour

until 3:30 p.m. They purchased tickets at the toll booth for the boat ride, tours of the 1844 Reed Case house and the Canal Interpretive Museum. Many cabins in the Pioneer Village were open where talented artisans and craftsmen demonstrated their skills and showed how they made products. Many items were for sale.



Children acted as mules for the "Pull Me" canal boat.

All day there were activities for the children such as dulcimer music at 1 p.m., as well as a vintage clothing demonstration at 10:30 and a State Bicentennial event—Know Your State—at 11:30 in the Canal Center to celebrate Indiana's statehood. Other ongoing events were an antique tractor display and crafts. At 3 p.m. Dan McCain led a narrated hiking tour to the Red Bridge Settlement. Towpath trails were open for biking or hiking until dusk.

PLANS TO REBUILD
BLACKSMITH/CARPENTER SHOP

Canal Park has outgrown the building that housed Van's Blacksmith Shop and Jim's Carpenter Shop when there are large crowds in the park. The building will have more space, have two much more accessible interior forges and will allow children into the carpenter's shop. They will build a stone foundation to raise the building, which presently sits in a wet area during storms. Children will still get to build bird houses to take home. The "clanging" of the blacksmith's hammer on the iron always attracts visitors.

A REFLECTION OF FAITH

Photos by Mark Smith

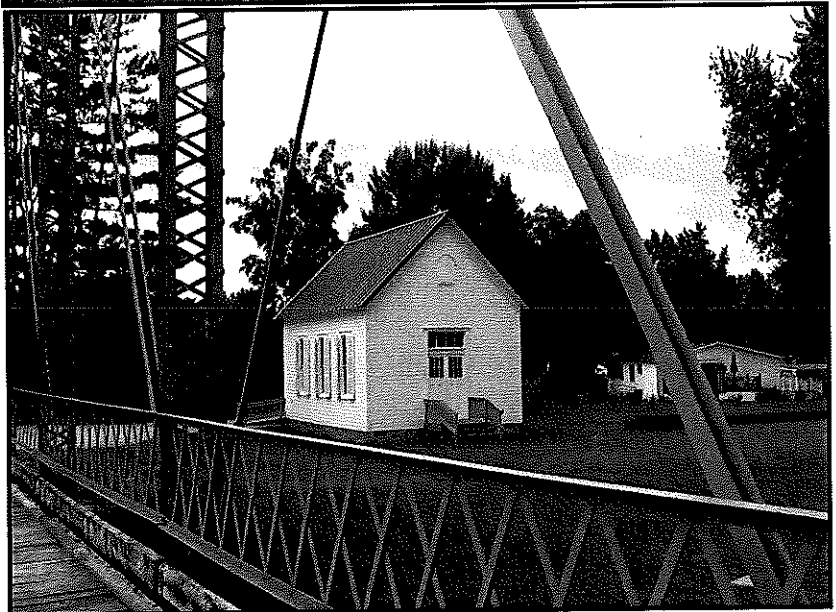
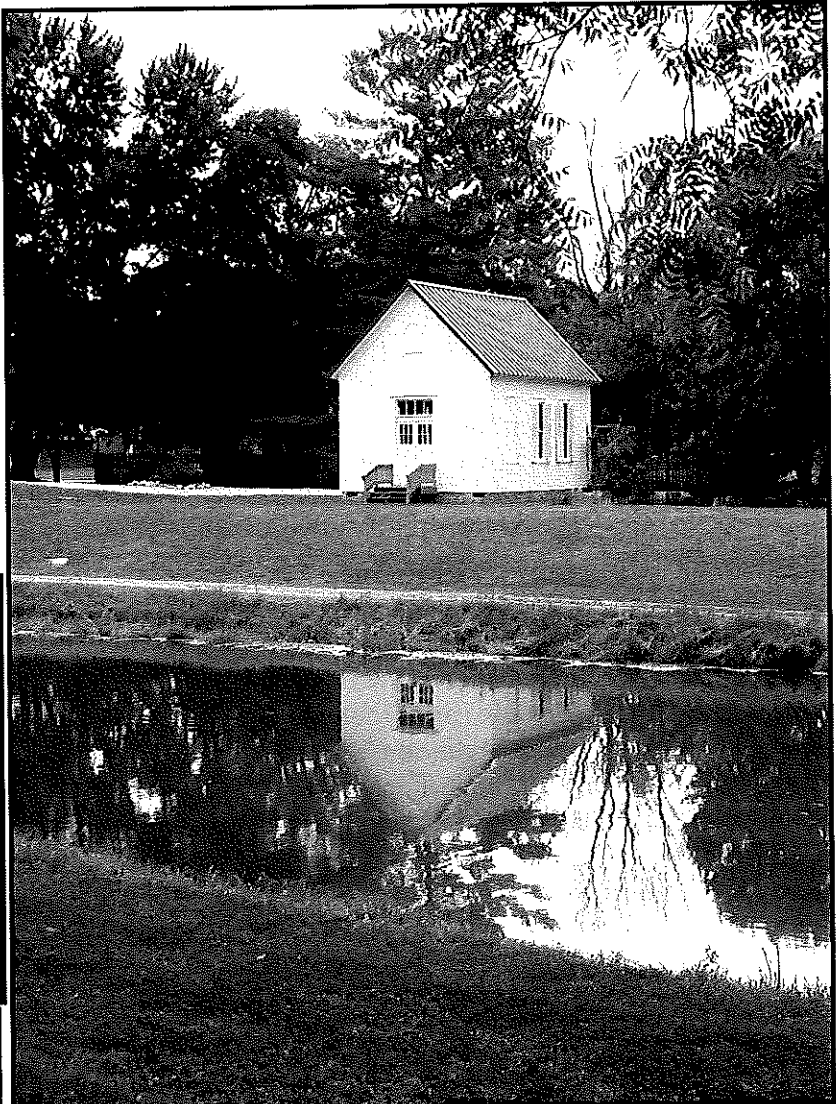
On a bright sunny day Mark Smith, Carroll County Historian and CSI member from Camden, Indiana, took pictures of the 1889 German Lutheran Church that was restored by Canal Park M-W-F volunteers after being moved to land across the canal from the park last fall. The lower picture on the right was taken from the Houck road bridge that was moved to Canal Park, refurbished, and provides a walkway to the park on the other side of the Wabash & Erie Canal.



Volunteers checked out the German Lutheran Church in October 2015 to determine if it could be moved to Canal Park. Photo courtesy Dan McCain

The building was located about five blocks from Canal Park. It had served as a church from 1889 through the 1950s. Its roof was failing. Something had to be done.

A grant authorized by the Tippecanoe Arts Federation used money from North Central Health Services in West Lafayette for the project. The building was moved by Tim Stahl and set onto a new stone foundation. M-W-F volunteers built the stone foundation, painted the building, restored the windows and doors, added a new roof and constructed new steps at both ends of the building.



MARKER INSTALLED

The Canal Society of Indiana sponsored marker for Dam No. 4 of the Whitewater Canal at Laurel has been erected by the Whitewater Valley Railroad alongside its tracks that pass by the dam. John Hillman, CSI member and member of the Whitewater Valley Railroad, has headed up getting the canal lock and dam signs installed beside the tracks and highway between Connersville and Metamora, Indiana over the past few years. This sign was suggested by CSI director Ellsworth Smith of Fort Wayne, Indiana.

The dark brown signs with bright white lettering are easily visible from the train as the volunteer crew of the Whitewater Valley Railroad transport visitors along the river and canal between Connersville and Metamora and back. They call attention to the canal features that are passed. Many of the cut stone locks are in great condition. Others are not, but their remains are still visible. These remains are pointed out by the crew on the train.

Dam No. 4 on the Whitewater River backs up a pool of water near Laurel, Indiana that is then fed via a feeder canal to the mainline of the Whitewater Canal at Metamora. In these pictures provided by John Hillman the river is shown in the background and the railroad tracks in front of the signs.

Although the Canal Society has paid for the signs, the posts and cost of erecting the signs has been covered by the Whitewater Valley Railroad. This is just one of the ways the Canal Society works with other organizations to keep canal history alive.

Take a train ride along this scenic 18-mile-long stretch beside the canal and river. For more information contact the Whitewater Valley Railroad, 455 Market St., PO Box 206, Connersville, IN 47331 or call (765) 825-2050 for schedules and tickets.



CUYAHOGA VALLEY NATIONAL PARK

Cuyahoga Valley nestled in Cleveland, Ohio's backyard, became a national recreation area in 1974 and a national park in 2000. Its one of our newest national parks and probably not that well known. It has 33,000 acres with 100 miles of trails including 20 miles of restored Ohio & Erie Canal towpath. It has restored historic farms, a big farmers' market, and other attractions such as concerts, a historic railroad, beautiful fall foliage, kayaking on the river and a 65-foot tall falls called Brandywine Falls. Last year the park had 2.3 million visitors.

John Geyer, CSI member, Hamilton, OH

ICE HOUSE DIG

A five-day-long dig from July 18-22, 2016 was held at the former Cullen Ice House in Port Union, Ohio. It was sponsored by the West Chester-Union Township Historical Society and open to everyone 10 years old and older. Participants had the opportunity to uncover artifacts using professional techniques while mapping find locations. Questions which arose during the dig were answered by professional archaeologists. However, they are still looking for an explanation for a six-foot-plus well/pit that was found in the foundation of the steam engine house.

The ice house shipped ice from a nearby pond to Hamilton and Cincinnati breweries on the Miami & Erie Canal. Back in the 1800s, the canal was the fastest way of transporting goods.

John Geyer, CSI member, Hamilton, OH

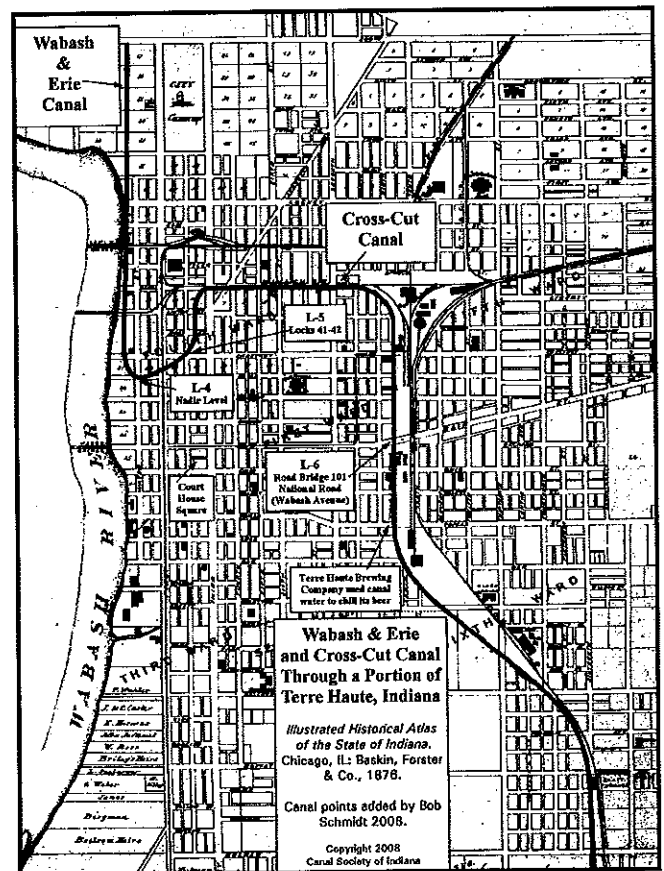
1850 CANAL BOAT IN BUCKEYE LAKE

While replacing the deteriorated dam at Buckeye Lake, an old reservoir for the Ohio & Erie Canal, the engineers found planks and pieces of wood in the muck that were later determined to be the remains of the "Black Diamond," a canal freighter that struck an obstruction on the reservoir's north bank while carrying tons of coal to a mill in 1850. They also found hundreds of pieces of wood, 20th century bottles, ceramics, 400 pounds of coal, and square nails. They hope to receive grants to display these objects in a museum.

John Geyer, CSI member, Hamilton, OH

HELP SOUGHT ABOUT W & E CANAL IN VIGO COUNTY

Bill McClain of West Terre Haute writes: "I have been doing research on Vigo county/Terre Haute history, and the canal seems mostly overlooked. I have obtained a good deal of original source material, but, it has proven some construction issues. I am trying to reconstruct the location and construction of canal bridges, aqueducts, locks, etc. in Vigo county. I have some information of Lock 47 at Riley but found very little on other sites. Is there a detailed map or report naming and discussing these various features, including the big basin inside old Terre Haute? I wish to provide data illustrations/plans and dimensions if possible. I understand there were at least 3 sets of locks in Vigo county, and have seen one north of Riley Lock 47 called Bailey's Lock. If info/maps such as this exist, where and what do I need to do to get it? I am interested in contacting people with knowledge of this area. Also as I put together my source material, are you interested in copies? Thanks for any help you may provide.



THE HOOSIER PACKET - OCTOBER 2016

MARK YOUR CALENDAR

OCTOBER 6th
The Torch is Coming

Canal Park in Delphi, Indiana is displaying this logo for several Bicentennial Legacy Projects it has on public display. It is very proud to have the Bicentennial Torch arrive after miles of road running through Carroll County on October 6, 2016. After it arrives in Delphi, the Torch will be carried on "The Volunteer," a replica canal boat, up to the crowd at the dock signaling the end of that day's run.

This is your opportunity to see both Canal Park and the Torch. Plan on being at the boat dock that afternoon to cheer it on!



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



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