

FINAL ISSUE

ISSN 1545-421

THE HOOSIER-PACKET



NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 15 NO. 12

P.O. BOX 10808 FORT WAYNE, IN 46854

DECEMBER 2016

BICENTENNIAL BOAT



Terry Bodine stands with Jerry and Phyllis Mattheis outside building 125, the store displaying his "General Grant" canal boat model, on Main Street in Cambridge City, Indiana for Canal Days in September. Photo by Anne Bodine

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"GENERAL GRANT" CANAL SOCIETY OF INDIANA'S BICENTENNIAL AMBASSADOR

By Anne & Terry Bodine

Terry Bodine started building the "General Grant", a model canal boat on October 28, 2015 in his workshop in Covington, Indiana. It was completed on March 17, 2016. Helping him construct the boat was CSI member Finny Filchak of Clinton, Indiana. Finny did all the painting.

Terry displayed the boat in the window of The

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House of Lions Antiques store, owned by Carol Freeze (also a canal member) in Covington, Indiana in April. He was interviewed by the Fountain County Neighbor and the Danville Commercial News — newspapers and by a local radio station regarding the model and the history of the Wabash & Erie Canal.

He set up a display, talked about the boat and canal, and passed out canal membership pamphlets at the Fountain County Cemetery Walk located behind the Clerk's Museum Building in Covington, Indiana on May 7.

He took the boat to Canal Park, Delphi, Indiana and set it in the Interpretive Museum for Transportation Day, May 14. It stayed there through Pioneer Kids Day June 11 and Canal Days Festival, July 2 & 3.

Next on July 10 it went to Veedersburg, Indiana to the Fountain County 4-H Fair.

On July 15-17 it was displayed along with the Gronauer Lock canal timber and sign (by Terry Lacy and Tom Castaldi) at the Illiana Antique Power Association Show in Rainsville, Indiana.

Requested by canal society members, Jerry and Phyllis Mattheis, it traveled across the State to the Hagerstown Museum and Arts Place and was in the window for Hagerstown Jubilee Days in August. Jerry and Phyllis moved the boat to Cambridge City, Indiana and placed it in building 125 on Main Street for their Canal Days in September. It was there for the Bicentennial torch passing through town on September 25.

History Day, October 12 was held at the Illiana Antique Association Show Grounds for 4th grade students from area schools. (This event is held every fall.) Again the timbers/sign and model boat were displayed and students listened to the history of the Wabash & Erie Canal. They received paperwork to take back to their classrooms to discuss what they had learned. Also the Bi-centennial torch passed through the show grounds that day at 2 p.m. The public was invited.

Finally the General Grant is currently back in Covington and will be on display at the Fountain County Courthouse. On October 23 Liz Hyatt, CSI member, gave a speech at the courthouse on her Irish ancestors who worked on the Wabash & Erie Canal.

One last interesting item about the model canal boat: Cheryl Harris, Artist and Bicentennial County Coordinator for Fountain County was hired to paint a collage of historical sites. Among these sites she has painted the General Grant using pictures of the model boat for accuracy (Hopefully I can get a picture of her painting.)

Editor's note: CSI thanks Terry Bodine and Guy Filchak for creating this outstanding boat model. Thousands have seen it and hopefully will become more interested in Indiana's canal heritage and preserving what remains of her canals. This model helps bring canal history alive.

CANAWLERS AT REST

WILLIAM & FRED MEYER

Find-A-Grave #19298497

Find-A-Grave #75772918

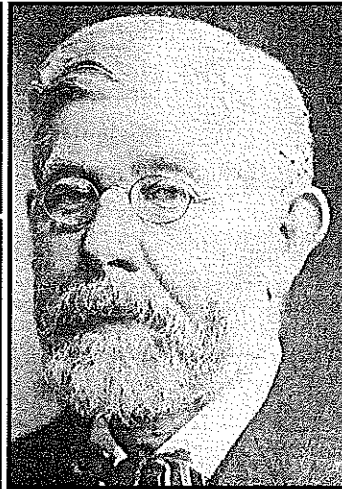
b. Dec. 19, 1824

b. Dec. 9, 1830

d. Sept. 7, 1910

d. Jul. 12, 1905

By Robert F. Schmidt



William
Johann Frederick Wilhelm
Meyer



Fred
Christian Frederick Gottlieb
Meyer

Countless stories have been told about how immigrants, who came to America with very little, achieved success in their lives that never could have happened in their European homeland. The Meyer family of Westphalia, Germany is just another example. William and Fred's father was John Henry Meyer, who was born about December 1779 and lived in Westphalia, Germany. John's first marriage resulted in several children, including a daughter, Agnes Meyer, who was born on January 1, 1805.

Following the death of his first wife, John married a widow lady, Margaretha Louise Hoolt, in 1821. This was a happy marriage. John was a farmer and shepherd. The union produced three children. Johann Frederick Wilhelm (William) Meyer (1824), Margaretha Meyer, and Christian Frederick (Fred) Gottlieb Meyer (1830).

Unfortunately John died in June 1834 at age 54. Margaretha remarried Anton Busse in 1838. She and her three children moved to nearby Stemshorn, Hanover.

Margaretha's step-daughter, Agnes, had years earlier moved to Hanover having married Herman Gerke in 1829, her second marriage. In 1834 Herman's younger brother, Ludwig Gerke, at 19 left for the United States and found his way to Adams County, Indiana south of Fort Wayne. He was joined later by

another brother, Diederich, in 1837. In 1838 Herman Gerke's family decided to emigrate to America as well. Herman, Agnes (Meyer) Gerke and their four young boys arrived in December 1838.

The Gerke's and other family members came by ox team and wagon along muddy trails from Cincinnati to Adams County arriving in February 1839. They initially lived with Diederich Gerke. Then, in the spring, they built a one-room log cabin. They cleared the forest and then grew potatoes and corn and raised pigs. From this cabin in Adams County it was a 7 hour trip to Ft Wayne.

In 1839 in Stemshorn, Hanover, William, now 15, found employment as a shepherd earning \$15 per year and was allowed to herd the family's 10 sheep along with his employer's flock. He was able to sell wool and do some knitting to produce extra income. In 1842, when he became 18, he returned to live with his family and help on the farm.

Agnes Gerke corresponded about America with her half siblings, the Meyers. Back in Germany. In 1845 Margaretha, William and Fred's mother died. Two years later (1847), William and Fred asked their step-father, Anton Busse, for permission to leave the farm and go to America. He granted permission but said they would have to supply their own money.

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William and Fred had saved enough money for passage aboard an English sailing ship, "Swanton," with a Captain Duncan on the 17th of September 1847. The ship, loaded with 350 passengers, landed in New Orleans on November 17th. After a brief stay the brothers took a Mississippi steamer to Cincinnati, Ohio. They stayed there for 2 days and then booked passage on a canal boat on the Miami & Erie Canal.

At this time the canal was open from Cincinnati to Junction, Ohio. They could have taken a canal boat as far as Junction and then onto Fort Wayne, but they were out of money and, since it was December 1, the canal might have been frozen. Instead they took the canal boat as far as New Bremen, Ohio and then decided to walk the 60 some miles to Adams County, Indiana.

William, age 23, and Fred, age 17, walked 30 miles the first day until they found a tavern in which to spend the night. They were out of money so they borrowed four dollars to cover their expenses. The next 30 miles they had little to eat except the hardtack they had brought from the canal boat. They saw only 6 cabins as they walked through the native forest, the trail being blazed on the trees. By nightfall on the second day they reached another tavern and inquired about the Herman Gerke farm. Given some directions they proceeded to another cabin and luckily the family there spoke Low German. They were fed and then led by torch light to the cabin of Herman Gerke. They had finally arrived on December 3, 1847. The next day William and Fred went to work helping their nephews clear trees on the Gerke land.

After a couple of months Fred, the younger, traveled to Fort Wayne with Herman Gerke. Fred found a job with a family there doing chores to earn his meals and lodging, plus he was able to obtain some schooling. Fred became a good scholar.

In the meantime William, being older, obtained employment as a hoggee, the man who drove the horses or mules, on the Wabash & Erie Canal. He worked on a line boat from March 1848 until the 4th of July. He then went back to the Gerke farm, but after being overcome with heat exhaustion one day, he de-

cidied to go back to canal work. He again obtained work but this time it was on a Packet or passenger boat. He earned \$18 per month. While working on this job, he contracted malaria and again returned to work on the Gerke farm.

In December 1848 William was able to purchase 80 acres of wooded land for \$205. He borrowed \$100 and paid the rest with the \$105 that he had saved.

Meanwhile in May 1848, Fred had obtained employment with Mr. Hugh B. Reed, who operated a drug store. After 6 weeks of routine work making fires and washing bottles he was ready to move on, but Mr. Reed and the other employees encouraged him to stay. His pay was raised to \$15 per month. With Fred's promotion in the business he was able to get William a job in the drugstore performing the tasks that Fred had initially performed. Now both boys now were learning the drug business. By 1852 Fred had become the chief clerk in the establishment.

On May 22, 1851, William had married Carolina Schroeder and they had a daughter, Louise Wilhelmine in June 1852. The farm that William had purchased was sold to his brother-in-law, Herman Gerke. Mr. Reed had raised William's pay to \$25 per month.

A major turning point for the brothers came in August 1852 when Fred decided to become a partner with Watson Wall in a competing drug business. They called it Wall & Meyer. One of the first acts of the new business was for Fred to go by canal boat to Toledo, then by steamer across Lake Erie to Buffalo and then by rail to New York city. Here he was to obtain goods for the new business.

Mr. Reed, being very disappointed in the turn of events, also let William resign. William then went into his brother's business at Wall & Meyer. Later, when Mr. Wall retired in 1857, William became a partner with Fred in their new business of "Meyer & Brother."

In July 1854 Fred married Francesca Schmidt, who had come to Fort Wayne from France in 1850. They had a very happy marriage.

By 1858 the drug business was doing very well. However, in August of 1859 William's wife, Carolina, died of typhoid, shortly after the birth of their son, Heinrich. William, who now had a full time job with the business, needed a wife to care for his three small children.

William was probably well acquainted with Julia Gerke, the daughter of Diederich Gerke of Adams County, since his half-sister Agnes had married Herman Gerke, Diederich's brother and the Meyer brothers had lived some time in Adams County. When Diederich died in 1852 his widow, Elizabeth, then married Christian Schaper. Julia Gerke, age 19, and her siblings then lived with Elizabeth and Christian Schaper. Both of the parents had no objections to the marriage, so William married Julia Gerke on May 22, 1860.

Julia met the challenge of caring for the 3 small children. Then in November 1862 William and Julia had a daughter of their own, Emilie. Other children soon followed.

The Civil war brought hard times to the drug business as prices escalated. During the middle of the war a tremendous fire overtook their store producing a total loss for their drug business. Although they were able to rebuild the business, in 1865, at the end of the war, times were very difficult with money being tight.

Jesse Lynch Williams, Chief Engineer of Indiana's canals, asked the Meyer brothers to consider taking his son, Edward Williams, into their business, which they did. The brothers decided to expand into the wholesale drug business in St. Louis, Missouri and Edward Williams went there. Later Fred felt they should also expand into the chemical business in St. Louis. Fred moved to St. Louis and William stayed in Fort Wayne.

The St. Louis wholesale drug business expanded into Kansas City, Missouri in 1879 and Dallas, Texas in 1887. The demands of their time in the business grew rapidly. Fred became President of the National Wholesale Druggist Association in 1884. The St. Louis business was separated from the Fort Wayne op-

eration in 1889 under the name Meyer Brothers & Co. The Fort Wayne operation continued under the leadership of William as Meyers Drug, a retail drug operation.

Fred became exhausted from business stress, so he and Francesca found it necessary to take a rest in Europe from the spring of 1889 to May 1890. Fred returned refreshed and continued with the business until his death at age 74 in July 1905. Francesca lived on until 1927. Both are buried in the Concordia Cemetery in St Louis.

After Fred's death in 1905 Theodore F. Meyer, his son, took over as president of Meyer Brothers and led the firm into bankruptcy. Carl F.G. Meyer II, another younger son, succeeded Theodore and brought the firm back to prosperity. His son Carl F.G. Meyer III became president of Meyer Brothers Drug Company in 1952 and remained president until the Meyer Brothers Drug Company merged with Fox-Vliet to become FoxMeyer in 1981. By 1995 they had become the 5th largest drug distributor in the United States, McKesson being # 1.

Wholesalers like FoxMeyer act as intermediaries between manufacturers and retailers (dispensers). They provide fast and cost effective means for the purchase and sales of prescription drugs. Wholesalers also have a broad range of value added services such as storage facilities and large varieties of drugs that they can provide to their dispensers and other customers. In 1996 FoxMeyer was forced into bankruptcy as it underestimated the cost of implementing a new comprehensive computerized drug distribution system.

William, who was President of Meyers Drugs, had other stockholders in the firm that operated four retail drug outlets in Fort Wayne. He and Julia celebrated 50 years of marriage in May 1910 shortly before he died on September 7, 1910. Julia lived in Fort Wayne until 1917 when she died. Both she and William are buried in Concordia Lutheran Cemetery in Fort Wayne, Indiana.

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John Frederick William Meyer

<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Place</u>	<u>Marriage</u>	<u>Place</u>	<u>Find Grave #</u>	
Meyer, John Henry	Dec 1779	Westphalia	1 Jun 1834	Westphalia	?	Westphalia	Germany	
m. 1st Marriage - Unknown					?	" " "	" " "	
Meyer, Agnes	1 Jan 1805	Westphalia	31 Jul 1881	Allen Co, IN	1829	Stemshorn	FG # 158931961	
Gerke, Herman H	15 Sep 1802	Hanover GM	2 Oct 1864	Adams Co IN	" " "	" " "	FG # 58963960	
m. Margaretha Louise Hooft	?	Germany	1845	Stemshorn	1821	" " "	Germany	
Meyer, J F William	19 Dec 1824	Westphalia	7 Sep 1910	Allen Co, IN	23 May 1851	Allen Co, IN	FG # 19298497	
m. Schroeder, Caroline	16 Apr 1823	Germany	28 Aug 1859	" " "	" " "	" " "	FG # 35283972	
Meyer, Louise Wilhelmine	15 Jun 1852	Allen Co, IN	14 Jun 1943	Mass.			FG # 137794771	
m. Burkhardt, Gottlieb Fred	10 Oct 1853	?	27 Jan 1910	Mass.			FG # 137794760	
Meyer, Frederick Gottlieb	15 Aug 1854	Allen Co, IN	1908	New York			FG # 82774694	
m. Langlois, Susilda	1857	?	1928	New York			FG # 82774725	
Meyer, Christian Frederick	26 Jun 1856	Allen Co, IN	4 Jun 1858	Allen Co, IN			FG # 35284083	
Meyer, William Ludwig	23 Jun 1858	" " "	21 Sep 1925	" " "			FG # 35298947	
m. Gerke, Juliana	13 Jan 1841	" " "	3 Jun 1917	Allen Co, IN	22 May 1860	Allen Co, IN	FG # 19234861	
Meyer, Emilie Francesca	20 Nov 1862	" " "	24 Feb 1947	" " "			FG # 63560074	
m. Landenberger, John M.	28 Sep 1863	" " "	21 Mar 1952	" " "			FG # 63560082	
Meyer, Pauline	17 Aug 1864	" " "	9 May 1941	" " "			FG # 35297941	
m. Paul, William Jr	12 Nov 1865	" " "	2 May 1902	" " "			FG # 35298581	
Meyer, Anna Louise	24 May 1866	" " "	8 Dec 1879	" " "	N/A		FG # 22596222	
Meyer, Wolfgang Geroge T	10 Jan 1868	" " "	?					
m. ?, Sallie May	Mar 1873	?	?					
Meyer, Eda Anna Helene	7 Mar 1874	Allen Co, IN	1966	Allen Co, IN	1897	Allen Co, IN	FG # 128702931	
m. Streider, C Gottlieb	20 May 1874	" " "	23 Feb 1935	" " "	" " "	" " "	FG # 128702916	
Trier, Ann Elizabeth	4 Oct 1820	Germany	12 Nov 1885	Allen Co, IN			FG # 19297318	
m. Gerke, Johann Diederich	11 Feb 1808	" " "	7 May 1852	" " "			FG # 19234387	
Gerke, Juliana	2nd wife of William Meyer /	Herman Gerke is her uncle /					Other siblings at =	FG # 19234861
m. Schaper, Friedrich Christian	3 Jun 1828	Germany	3 Feb 1901	Allen Co, IN			FG # 19235401	

DEFENDING THE "OLD DITCH"

The Wabash Courier - Wabash, IN
July 30, 1886

The COURIER does not believe the citizens of Wabash appreciate the great service which the canal, the too often abused "old ditch," uncomplainingly renders them. With the exception, perhaps, of the doctors, there is no part of Wabash's population that is not benefited by the presence of the "old ditch." Compare the mortality reports for Wabash with those of neighboring cities, and you must see at a glance that Wabash is a remarkably healthy city. Now, has it never occurred to you that the "old ditch," while not the "Fountain of Youth" for which Ponce de Leon made such a long and fruitless search, is an enemy of the doctors and undertakers! At the foot of the hill on which the greater portion of Wabash rests, it serves as a catch basin for the sewage of the city, and as its waters are continually moving westward the refuse matter is carried away and the city relieved of the presence of the foul gases which it would generate if permitted to lie and rot within the city limits. Every now and then we hear some unthinking person say, "Let the old ditch

fill up: it is a superstition that it does Wabash any good." For the benefit of all such persons the COURIER prints the following clipped from the Indianapolis Journal:

"Secretary Metcalf, of the State Board of Health, after investigating the causes leading to the epidemics of typhoid fever for the past three years at Elnora, Daviess county, makes the following report: He says that when the Evansville and Indianapolis railroad was built the company used the old towpath of the canal for a road-bed. Trees, brush and other obstructions were thrown in the canal, which stopped the flow of the water and caused it to become stagnant during the summer. The flow of water was further obstructed by a culvert being built, causing the collection of decaying vegetable matter. This condition of the canal, it is thought, has been cause of much of the sickness for the past few summers, and citizens are extremely anxious that the obstructions be removed. After investigation, Dr. Metcalf became convinced that the unhealthy condition of the neighborhood was due to the acts of the railroad company, and steps will be taken at once to have the company remove the obstructions."

Pete Jones, CSI member, Wabash, IN

**ROCK ISLAND AND DES MOINES
RAPIDS ON THE MISSISSIPPI RIVER**

By Gerald Hulslander

The latter stages of the Ice Age created many things some ten to twenty thousand years ago. Wonderfully productive farm land and a navigable river for transport are two of them and a vast forest to provide lumber for homes and industry was another. However, the river was a young river and some rocky areas had not eroded very much if any. While they did form a dam to create deep water upstream when the water level dropped in dry summers, the steamboats drew too much water to cross over them — often to the point of total destruction of the steamboat even though Abraham Lincoln once said the boats could sail on a heavy dew. One solution was to unload the cargo, haul it by team and wagon on land to deeper water on the other side of the rapids, and perhaps then the empty steam boat could pass over the rapids — not a happy

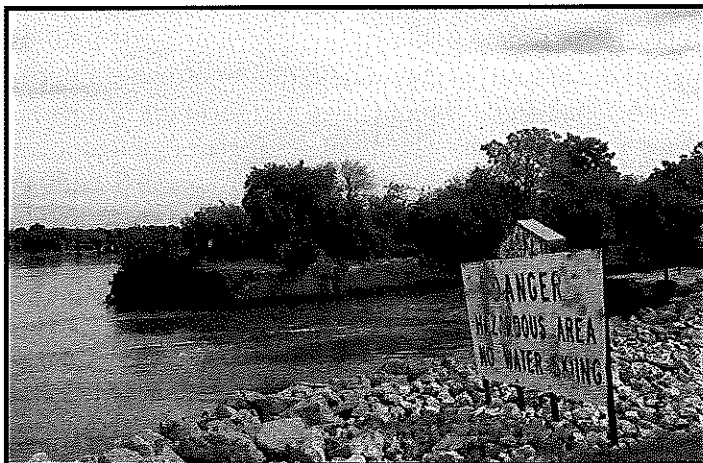
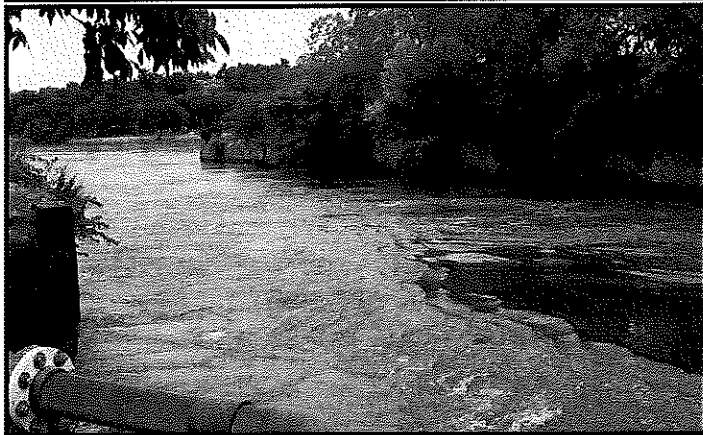
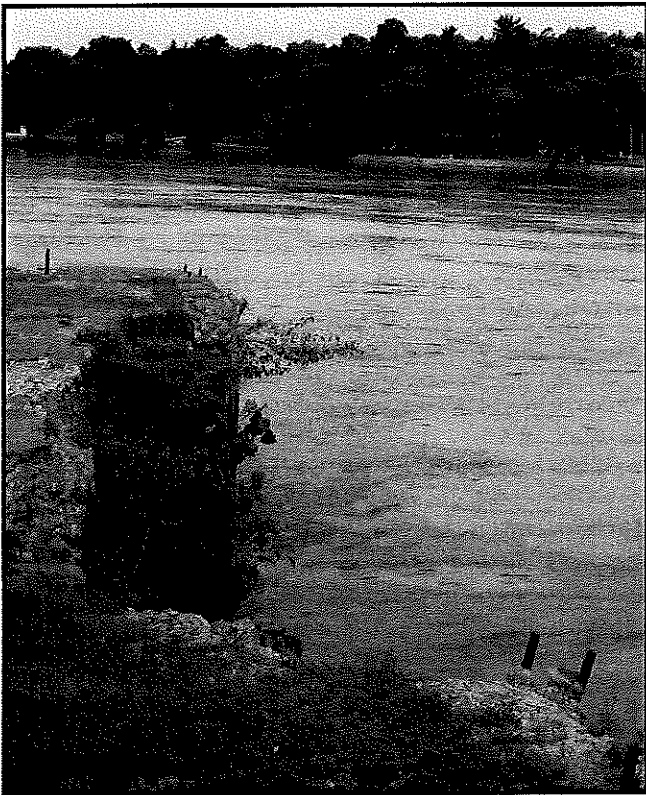
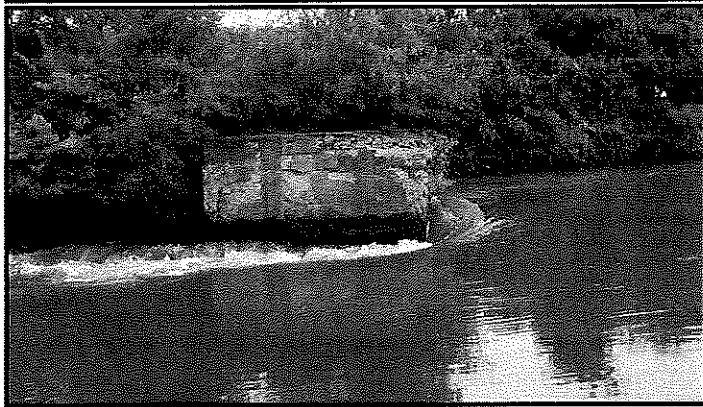
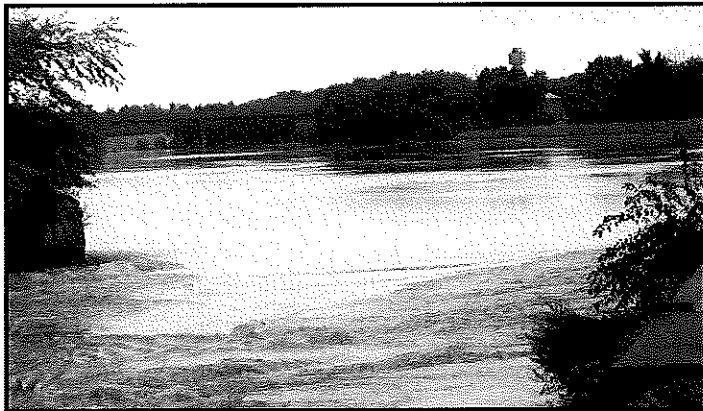
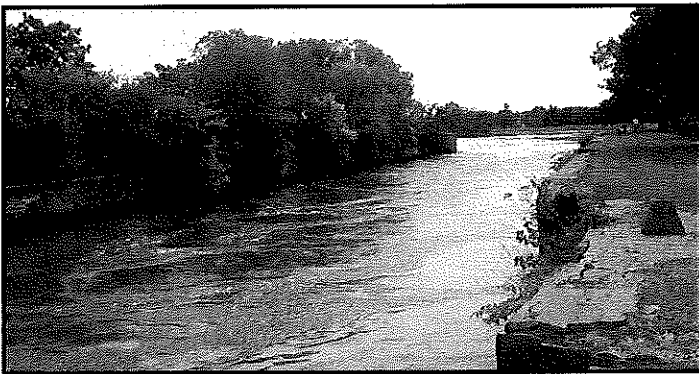
solution.

A young army officer from the Corps of Engineers was assigned the task of surveying the rapids and arriving at a solution. Although he is more remembered for later service, Robert E. Lee surveyed both rapids and proposed that a channel be dug around the end of them where a lock would be built to control the flow. A simple ditch with no lock would have allowed all of the river's flow to bypass the rapids and flow through the "canal" at a rapid rate and probably erode deep enough to lower the water level. The only water to go through the canal and lock was for lockage and the rapids continued to serve as a dam and preserve the upstream depth.

Today a lock and dam system completed in the early 1930s maintains a nine foot channel from near St. Louis to the Falls of St. Anthony in Minnesota's twin cities. A more recently constructed canal with

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two sets of locks allows large tows to pass the Chain of Rocks rapids at St. Louis. The Rock Island lock remains. The gates are gone, but the lock walls survive. Below are pictures of the lock remains that I took while exploring them on September 14, 2016.



Above 1 & 2: Rock Island rapids canal lock

Right:

1. Rock Island rapids lock looking upstream, "government" bridge in background built 1892, second lock Rock Island railroad on top, highway and pedestrian below
2. Rock Island rapids lock looking downstream, note drop in water level, for lower lock
3. Rock Island rapids canal lock
4. Rock Island rapids canal lock lower end

Photos by Gerald Hulstander

HOGGEE? FACT OR FICTION

From Canal Comments No. 96 by Terry K. Woods

When bike trails were first constructed along several States' old transportation canal towpaths, canals and canal lore became more popular. People who had never written or researched canal history before began doing so. One of the results of this "new blood" in the canal history writing area was that a lot of canal terms were being used in the wrong way, for the wrong thing, or were just being "butchered." Lock bypass channels were being called wasteways, lock gates became doors, etc. So, in the late 1980s, I set about researching what the most common canal terms in northern Ohio had been in canal days and documenting them. One term that often cropped up at any canal history site was the calling of the young boy or girl who drove the team of horses or mules along the towpath a "HOGGIE." My research indicated that that particular term had never been used in Ohio, but maybe on a few canals in the east. Most canal historians blame the use of that term on New York's Erie Canal.

In 1995 when I published a small Glossary of the "terms" used on the Ohio Canal my definition for HOGGEE was, "A term originally used in Great Britain to describe a lower class of workman who dug the canals. Later used on some eastern U.S. canals as a name for a driver. There is no record of this term ever being used on the Ohio & Erie Canal." In the 2011 reprint I added the word "possibly" to that term being used on some eastern canals.

The reason I added the "possibly" was that, on May 07, 2009 I had stumbled upon an Internet reference to an article published in the New York CANAL TIMES On Line Magazine, written by Richard Palmer. Palmer had said, "Frequently, it is difficult to separate fact from, fiction. The term 'Hoggie' (spelled many different ways) seems to be more associated with the latter and appears to have come from the imaginations of authors over the years to romanticize canal history. I say this because in newspaper accounts and literature of the time period when canals were in the mainstream of people's thoughts, the term "HOGGIE" was not used. Instead, such workers were referred to as "Drivers" or "Driver Boys."

"The late Richard N. Wright of Syracuse, one of the founders of the New York State Canal Society¹ and long-time Director of the Onondaga Historical Association, dismisses such terms as rubbish, concocted by authors to sell books. He said, 'often what they didn't know, they made up, including Samuel Hopkins Adams, Lionel D. Wyld, and Marvin Rapp.'"

More than once Wright told Palmer that the problem with many of these 'history' articles is that they are more fiction than fact. These fabrications are perpetuated by future authors as the truth.

A more recent look into this subject on the Internet, again brought several notes from Richard Palmer. He pretty much repeated what he had written in the 2009 article but used a current, and alive, authority to back up his statements. This time Palmer wrote, "Recently I have seen the over-use of the term 'Hoagie' or 'Hoggy' applied to people who drove mules on the canal. That term did not exist in canal days and is fiction. They were 'Canal Drivers' and nothing else. If you want a hoagie you go to Jreck Subs, not to the canal. It was NEVER used during the entire existence of the Erie Canal – and was probably a term contrived by Folklorists."

Palmer goes on to write, "I had a discussion with Tom Grasso, president of the Canal Society of New York State, regarding the blatant misuse of mythical terms applied to the canal that never existed and he said, "The Hoagie or Hoggy thing is among one of the worst of offenses. I have never come across the term in any official publication I ever read. 'Canawler'² is another. I have come across the term Boatman and possibly Driver (even this I am not quite sure about – could have dreamt it). The only other possibility is that the term 'Hoagie' was the equivalent of today's urban street talk. But even in interviews that I have heard and read about, I can't recall Boat People ever using the term."

And, during a recent American Canal Society Director's meeting, I asked several of the prominent Canal Historians from a number of our eastern states, Was the term "Hoggie" ever applied to mule or horse drivers along the towpaths of your State's Canals? The

question was universally answered with a resounding “NO!”

Now to look at the “other side of the coin.” I have an Internet statement (again from 2009) from Lance Metz, then the Historian of the National Canal Museum in Easton Pa. Lance stated, “Canal slang varied from state to state and from canal to canal. There is no comprehensive dictionary of canal slang. However, here are some obvious examples. On some canals a young boy or girl that walked the mule teams was a mule driver or mule tender. On the Erie Canal these individuals were called Hogies. Since many of them would eat large sandwiches, their nickname was transferred to the food.”

O.K. Now we have the question, “Which came first, the Submarine Sandwich or the Canal Boat

Driver?” Of course Lance is known for his sense of humor.

But what about our readers out there, your opinions? Was there such a term “Hoggie” used in Great Britain to define a class of common laborer. Did the term come to the States to be used on the Erie Canal? Was that term used as a “nickname” for Erie Canal Boat team drivers? Was that term ever used on any other U.S. Canal? I’d certainly like to learn your thoughts on the subject.

¹The correct name of this organization is The Canal Society of New York State.

²I was berated by many “old timers” with my reference to “Canawler” in my newspaper version of CANAL COMMENTS. It wasn’t used on the canal, but Boatmen were sometimes referred to as Canawlers or Canallers in contemporary newspaper articles.

**REPORT ON WABASH & ERIE CANAL
FROM LAFAYETTE TO TERRE HAUTE,
INDIANA BY CHARLES T. WHIPPO
NOVEMBER 23, 1835 - NEWCASTLE, PA**

To David Burr, James B. Johnson, and Samuel Lewis,
Canal Commissioners of Indiana

Gentlemen:

In compliance with the instructions communicated to me by Col. Burr, I have a survey, location, and estimate of the contemplated extension of the Wabash & Erie Canal from Lafayette to Terre Haute on the east side of the Wabash river, and now proceed to lay before you the result of my labors.

For the convenience of reference and cost of particular portions of the work, I have divided the line into stations of three chains each, and into sections of 1 mile each; and numbered them from the place of beginning. The locks and other mechanical works have also, and for the same reason, have been numbered and estimated separately. The feeders have not been numbered; but will be known by the names of the streams from which they will be supplied with water.

Upon the 15th June last, having organized my

party and made the necessary arrangements, I commenced operations at Lafayette at the 3061st station of the upper division and proceeded downwards toward Terre Haute.

The ground generally upon this division, is remarkably favorable for the construction of a canal. The line uniformly extends along just at the foot of the river bluff and at the margin of the river bottom; where for a considerable portion of the distance, only one bank will be required — the bluff answering for the other. This, at the same time that it gives us a very cheap canal, enables us to make it wide and deep, which is an important consideration. Where we have excavation, the soil is mostly a sandy loam, and very easy of excavation. In some few instances the ground is wet and swampy; but where this is the case it can be drained without much expense. The most difficult place of this kind, is in the rear of Silver Island, just above the mouth of Coal creek. The line here, for a distance of four miles, lies entirely in a deep swamp; but, every thing considered, I am decidedly of the opinion that it is the best route than can be found. In the first place, it is undoubtedly much the shortest; and what is of still greater importance, it enables us to avoid the Coal Bank Bluff which is said to be a mile in length, and which would be one of the most difficult and expensive passes upon the whole line. This swamp

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can be drained at both ends — at the upper end thro' what is called the "Wolf Trap" — a sort of natural gap, or opening from the swamp to the river bottoms, just at the head of the island; and at the lower end, by a ditch extending along parallel with the canal and opening in the low grounds near Coal creek.

Some times we were obliged to keep up the level higher than was desirable — to enable us, in some cases to cross streams with aqueducts; and in others to keep above the floods of the river. In these places we have high embankments; but the location as I said before, being generally near the bluffs, we rarely have more than one bank to construct; and though it be high, yet the amount of embankment required is comparatively small. The grubbing here will be less expensive, where the amount of timber is the same, than on other portions of the line, and for this reason: it will onlky extend to the puddle ditches, under the bank; whereas in common cases, and particularly where there is excavation, the whole width of the canal has to be grubbed off: — so that upon the whole, the canal will not cost more in these places, than where we have ordinary excavation or embankment. I speak of this the more particularly, lest it might be understood by those who were unacquainted with the circumstances, how these points of high embankments could be passed with so small an expense.

The material for our embankments generally, will be procured from the bluffs, which are composed principally of loose sand and gravel; and as the distance to be removed is short the work can be done correspondently cheap.

The most serious difficulty to be encountered is the passage of the bluffs that occur, where the river extends up to the foot of the bank; an where the canal will have to be constructed in the river, and the outside protected with a wall. Of these there are five, viz: the first on the 3d and the 4th sections — the second on the 31st at Portland — the third 32d and 33d at Capt. Wycoff's — the fourth on the 80th and the fifth on the 90th, a little above Terre Haute. The different lengths of these bluffs are given in the estimates. At the fourth and fifth, stone for the protection wall will have to be hauled for a considerable distance; and at the first there

is none nearer than 25 miles, unless some new quarries shall be discovered, which I think is not very likely. There is, however, a species of conglomerate here, which when fairly uncovered may be found sufficiently solid for this purpose. I would not however depend upon it unless it might be for the bottom of the wall where it would not be exposed to the influence of the air. This protection might undoubtedly be made to answer present purposes somewhat cheaper with brush or timber; and procure stone afterwards by the canal. I am however of opinion, that if to this cost, we add the cost of the brush or timber, we shall find there will be very little gain by the process; particularly when we consider, that stone can now by procured by water up the river in boats.

At Portland and Capt. Wycoff's, stone is abundant — indeed, at Portland, the bluff is principally composed of stone, where it can be easily procured, and floated down for the work below. The whole amount of descent upon this division is sixty-eight feet; which is overcome by seven locks — six of ten feet lift, and one of eight feet lift. These I purposed to construct of stone not withstanding one of them (No. 1,) [Lafayette] is 24 miles distant from the nearest quarry. At first I thought it best to use timber for this lock because I was fearful that stone would be altogether too expensive. But when I considered that it could be procured by water up the river in boats, I was led to make and estimate of the cost. In doing this, I was governed in some measure, by the prices paid in similar cases in Pennsylvania. I subjoined the estimate so the board my judge its accuracy.

I have supposed that the stone might be quarried and delivered in the boat at 75 cents per perch 25 cubic feet. (the distance is about one quarter of a mile) This in 10 perches, which is about a

boat load	\$7.50
labor and shipping	<u>\$22.50</u>

\$30.00 thus we have the

cost of delivery equal to \$3.00 per perch. A lock of 90 feet chamber and 10 feet lift, will contain about 1,300 perches. This at \$3.00 per perch amounts to \$3,900.

Cutting at \$1.00 per perch	1,300
Hauling/laying of stone	1,300
Foundation timbers 10 cents a ft. 5,500 ft	550

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Planks 25,000 ft. board at 3 cents per foot	\$ 750
Wrought iron 7,000 lbs. at 15 cents per lb.	1,050
8 Paddle gates	150
Miscellaneous—cement, lime, etc.	<u>768</u>
	\$ 9,768

This does not include the excavation for the foundation, the puddle, nor the embankment, but it is intended to, and I believe does include every thing else. The above prices in Pennsylvania would be considered high; for instance, on the Pennsylvania and Ohio Canal, I know one contractor, who is getting his stone quarried and delivered by water upon the Beaver canal — a distance of seven miles, for 87½ cents per perch; and I know other responsible contractors who have engaged to construct slope wall for less than 50 cents a perch, where the stone have to be quarried and hauled more than a mile. Wrought iron here, for locks, is worth 9 cents and timber 8 cents per foot laid in the work — lime 10 cents delivered — plank 1½ laid, and other things in the same way. Now, if work in Indiana does not cost a good deal more than it does in Pennsylvania, (and it certainly ought not) then my estimate for Lock No. 1, (\$1,000 per foot lift) will cover these three items of excavation, puddle and embankment. I fully believe, myself, that it will. This is about \$3,000 more than our locks on the Beaver division of the Pennsylvania canal cost, and it is indeed a high price; but when it is considered how perishable a material wood is, and how liable structures composed of it are to decay and get out of repair, and the great damage consequent thereon to the public and to individuals; and particularly when it is considered that this is the only lock about which there can be any doubt as to the propriety of using stone, it seems to me that we ought not to hesitate about the cost.

In works of this kind, which are destined at the canal of which this is a part undoubtedly is, to become one of the most important links between the North and the South — upon which so extensive rich and productive a district of country depends; and upon whose surface in the course of a few years, there will undoubtedly float as extensive a business as is done on any other canal in the Union — surely safety and durability, ought to be considered of the most primary importance. — Without these our public works can have no reputation. The people will continue to do their busi-

ness in the old fashioned way — by means of wagons and carts; and we shall find, when it is perhaps too late, that, we have expended millions of money and imposed a heavy burden upon the people without effecting any useful purpose. Impressed, as we all are, with the truth and importance of these facts and considerations, it is rather a discouraging reflection that notwithstanding all this, and with all our experience and vigilance, we still rarely get our public works so safe and permanent as we could wish. It is nevertheless true, that in this respect we are gaining every year; and it is to be hoped, that as the science of Engineering advances, and as we acquire more practical knowledge, that we shall be enabled to overcome most of the difficulties with which we have heretofore had to contend.

I now proceed to the consideration to the aqueducts, of these we have nine, viz: the first of Durkey's-run about a mile below Lafayette — 2d at the Wea — 3d at the Shawnee creek — 4th at Bear creek, near Portland — 5th at Coal creek — 6th at Sugar creek — 7th at Raccoon creek — 8th at Spring creek and 9th at Otter creek. These are all estimated to be made with stone abutments and piers, and timber superstructures. I have done this for the reason that in no instance can we carry our level high enough to admit of stone arches of sufficient dimensions for the passage of streams at flood times; and besides in aqueducts of short spans, made in the simplest manner, without any truss or arch work to support them, which is the case here, with but one exception; and where they are kept full of water, as they may be, occasionally when it becomes necessary to repair the canal they will rarely get out of repair, and will not decay in a great number of years. When they do want repairs, the structures are so simple that any carpenter can repair them; and they may generally be made in the winter season, when the canal is not in use. At Sugar creek the arches of the aqueduct are to be 80 feet each, which was thought necessary on account of the remarkably high floods, to which this stream is subject; and the great quantity of flood wood which it brings down. The principal difficulty in aqueducts with short spans, is, that the trees which are brought down by the floods, many of which are long enough to reach from pier to pier, soon form a kind of dam, and choke up the waterway, by which the pressure becomes so great, as either to carry off the

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aqueduct, or undermine the piers and abutments, by occasioning an increased current at their bases.

We have six dams of different heights and lengths as will be seen in the estimates. The abutments are to be stone and the body of the dam of timber, laid up in crib work and filled with stone. The upper slope, on gravel foundations, is to be $1\frac{1}{2}$ to 1 — the lower slope as 5 to 1. Both of these slopes are to be covered — the one with plank — the other with timber and the upper slope when the woodwork is completed is to have a thick covering of gravel. The dam at Sugar creek will be on rock, and the slopes in this case will be $1\frac{1}{2}$ to 1, both above and below.

We have twelve culverts; of which five are estimated, to be made of stone, and seven of wood. A wooden culvert, situated as ours are, so as to be continually covered with water, is quite as good as stone; and cost much less money. We purpose to build none of this material except of those of the smallest class. The stone culverts are to be semi-circles — the rims of the arches to be two feet thick and placed so low as never to have less than three feet of puddle on their tops.

There are a number of streams upon this line, which are too high to be passed under the canal by means of culverts, and have to be taken in, with suitable weirs to discharge their floods, of these weirs we have 12, which are to be constructed entirely of timber, in the simplest, but at the same time in the most substantial manner. Besides these we have seven lock weirs — one to each lock; the object of which is to pass the feed water, round the locks, from level to the other. They are also made of wood with a sliding gate of each to regulate the discharge of water.

It will be perceived from the estimates, that I have provided for a number of bridges. This has not been done except where public roads cross the canal, and here I thought it was likely the Board would construct bridges. If I am mistaken in this, it is easy to strike them from the estimates. They are to be constructed entirely of wood, and upon the simplest and cheapest plan.

The feeders are four in number, viz. the Wea — Shawnee — Coal and Sugar creeks. They are to of the same size as the canal, that is, 28 feet at the bottom, 40 feet at the top, and 4 feet deep, except the Shawnee feeder, which is to be 10 feet at bottom and the slopes of its sides like the others. Upon this plan, as the feeders will be constructed just at the margin of creek bottoms, and immediately adjoining the hills or bluffs, where but one bank will generally be needed, they will cost but little more than if they were narrower; and they will have several advantages, which I think will more than compensate for the difference of expense. Among these, one is that they will admit a large quantity of water which if thought proper may be disposed of for hydraulic purposes; and thus become a source of revenue to the state as well as a great convenience to the surrounding country. They will also make a safe, out of the way place, for the loading and unloading of boats, which operation is often a serious interruption to the main canal. They may also be navigated. The farmer will find them convenient for bringing down his corn, lumber, &c. &c.; and it may be desirable sometimes to run up them to procure materials for repairs, &c. In their construction, 4 mills will be destroyed — one at each feeder. Three of these are saw mills — at the three upper feeders; and the other, at Sugar creek, is a grist mill. The one at the Wea belongs to James Hawkins — that at Shawnee, to Winans & Piatt — that at Coal creek to John Underwood, and that at Sugar creek to Mr. Manwarring. The sites are generally good ones, but the mills appear to be out of repair and I think are not very valuable.

Upon the subject of water upon this division, I have remark, that in regard to a supply for that portion of it, lying between Lafayette and the Wea creek, as it evidently had to be drawn from a source on the upper division, and as my instructions did not authorize me to extend my examinations in that direction, I left the matter entirely to Col. Burr, who assured me that the Wild Cat would be amply sufficient, not only for the line to which it particularly belongs, but also for that just mentioned. On passing downwards, and while at the Wea and Shawnee creeks, the streams were so high, that no certain estimate could be made, as what they would yield in the driest times. I did not therefore gauge them, but intended to do so whenever a suitable

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time occurred. Both of the other feeders, viz: Coal and Sugar creeks, being at their lowest stages, or nearly so, at the time we crossed them, were carefully gauged.

Note. — Raccoon creek can also be easily taken in as a feeder, but as there is an abundance of water in the other two streams without it, no calculation has been made for that purpose.

After I had terminated my survey at Terre Haute, I was about to return to the other two streams, but was prevented by sickness. Myself and whole party with one exception, within the space of a few days, were taken down either with fever and ague or bilious fever; which wholly unfitted us for any further field operations during the remainder of the season. I had therefore to request Col. Burr to send some skillful person to gauge those two streams for me, which he did accordingly and sent me the results together with the gauging of the Wild Cat.

The following are the amounts which each of the streams to be used as feeders upon this line, will supply, viz:

Wild Cat,	4,495 cubic feet per minute
Wea,	1,676 “ “ “ “
Shawnee,	1,341 “ “ “ “
Coal creek,	2,925 “ “ “ “
Sugar cr.,	10,500 “ “ “ “

The quantity of water which it is supposed to be required to supply the filtration and evaporation of a canal, has been variously estimated; by some, I believe as low as 27 cubic feet, and by others as high as 100 cubic feet per minute per each mile. It is very evident, however, that the quantity must depend on circumstance — the situation of the canal — the manner of its construction, and the nature of the soil of which it is composed. If the canal have a northern exposure there will be much less evaporation than in a contrary situation where it would be exposed to the direct rays of the sun. If the soil be clay it will hold water better than gravel or any coarse material; and if the canal be carelessly constructed, we cannot of course expect it to hold water. And it may frequently happen where water is abundant, that a coarse and porous material may be used with great propriety, as long as strength and

safety of the bank is secured, particularly where a finer material is not handy, and would be procured at a great expense.

Here the soil will generally be light and favorable to the holding of water. In some places we pass through clayey bottoms, and in others over swampy ground or wet prairies; but the most favorable circumstance is, that on a large portion of the line, and particularly between Lafayette and Sugar creek, there are a great number of springs and spring brooks coming in, sufficient, I have no doubt, to supply the evaporation and filtration. Upon this subject I cannot of course speak with any great certainty, as we do not know the quantity derival from these sources; but I feel quite sure, that we may safely estimate the quantity for this portion of the line, at 50 cubic feet per minute, for each mile to supply the evaporation and filtration. The quantity necessary for the lockage and leakage, will depend, the one on the amount of business done upon the canal and the other on the tightness of the gates. This last circumstance, however, we can in a great measure control, but not altogether; so that some allowance must be made for it. Let us now see what distance we have to feed, and the amount of water we have to feed it with. From the Wild Cat (the first feeder,) down to Lock No. 4, is 50 miles, which will require 2,500 cubic feet of water per minute, and as we have 7,512 cubic feet [4,495 + 1,676 + 1,341] to draw upon, furnished by the Wild Cat, Wea and Shawnee, there will remain unexpended 5,012 cubic feet applicable to other purposes. A lock of 10 feet lift and 90 feet by 15 in the chamber will contain 13,500 cubic feet; and it will take a lock full of water for every boat that passes. Now suppose the exigencies of the business to require the maximum use of the lock, or say the passage of a boat every five minutes, the quantity of water exhausted in an hour would be 162,000 cubic feet [13,500 x 12 = 162,000]. But the sources of our supply will yield in the same time 300,720 cubic feet per minute [7,512 - 2,500 per min. x 60 min.] nearly double that amount thus leaving 130,720 cubic feet, for the leakage of the gate, and for hydraulic purposes; which will be found amply sufficient for the one, and for the other to a valuable extent. Upon the remaining portion of the line which is not quite half the whole distance, we have almost doubled the quantity of water, namely

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13,425 cubic feet per minute. [Coal 2,925 + Sugar 10,500] It should however be remarked that at the time we gauged, Coal and Sugar creeks, we were a little suspicious that the water was not down to its lowest stage, although we were assured it was by the people who lived immediately in the neighborhood. We became confirmed in this suspicion, by observing a day or two after the gauging, that the water had slightly subsided; but it was very little, and we did not think it would decrease so as to effect the streams to more than one fifth of the amount, which they then furnished. Admitting this to be the case, and we shall still have in these two streams 10,740 cubic feet of water per minute, which, it is not necessary to say is altogether abundant.

While at Terre Haute, and before I became so unwell as to unable to attend to business, I discovered that a number of the inhabitants were desirous that the canal should not terminate where we run it, just at the foot of the bluff in front of the town — but that it should be carried along in the rear of the town through the valley of Lost creek. For the purpose of ascertaining the practicability of this plan, I had a level run over the route, by which it was found, that by keeping up the 7th lock, which can be done without any particular inconvenience, the cutting would not exceed in the deepest place 19 feet.

I owe an apology to the Board, on account of not having sent in this report at an earlier period. In another place I alluded to a sickness which attacked myself and party, and prevented us from attending to some field operations, which were afterwards performed under the direction of Col. Burr. To this sickness I have to ascribe the above mentioned delay. For three weeks, while at Terre Haute, I was constantly confined to my bed with severe and painful indisposition; and when I began to get better (as I did at several times) I was often prostrated with relapses of the same complaint; until at length I became satisfied that I could not expect to recover, or at any rate not very soon, while I continued to breathe the same kind of air which induced the disease. In this opinion I was confirmed by my physician; and I therefore determined to return as soon as possible to Pennsylvania, in the hope that the exercise of traveling, and a change of air and

climate would gradually restore me to health. In this I was not disappointed. I recovered rapidly and continued very comfortable until within the last few weeks, when I was again visited with a variety of the same complaint, in the form of fever and ague. This has prevented me from attending to business, and also from returning to your country, as I, at one time fully intended to do.

I know I have not done all that the Board could have wished; notwithstanding which, perhaps, I may venture to hope, that what I have done will answer the purpose intended, and that the Board will be satisfied. This would be particularly gratifying to me.

The Board have my sincere wishes, for the prosperity and success of the great work in which they are engaged; and for the happiness and prosperity of themselves individually.

With great respect,
CHARLES T. WHIPPO
Newcastle, Pennsylvania November 23d, 1835

Estimated cost of the Lafayette and Terre Haute division of the Wabash & Erie Canal

Section construction	\$700,924.07	for 90 miles
Locks (7)	59,020.00	68 feet of lift
Aqueducts (9)	134,515.21	95 to 260 feet long
Feeders (4)	22,868.52	
Feeder Dams (4)	24,552.34	
Other Dams	12,605.52	
Culverts	7,769.03	
Waste Weirs	6,850.00	
Lock Weirs	2,800.00	
Road Bridges	6,000.00	
Contingencies	<u>90,000.00</u>	
Total cost of project	\$1,067,914.73	

Average cost per mile \$11, 865.79 — 90 miles



MURDER ON THE WHITEWATER CANAL

On September 16-17, 2016 the Whitewater Valley Scenic Byways held a Murder Mystery Dinner and Auction to raise funds. After a delicious meal and play on Friday night, Saturday was spent finding clues along some of the scenic byway routes and then gathering on the Ben Franklin III (a replica canal boat) for revealing who committed the murder. Some of the characters portrayed people who actually were part of the Whitewater Canal during its heyday.

Some of the characters were:

Mrs. Van Camp, who rebuilt her drugstore in Metamora after a horrific explosion killed her husband and mother-in-law.

Barbara Stenger Vonderheide, who looked like she was capable of murder.

Jonathan Banes, who owned a mill in Metamora that had recently burned down. We wonder if he has been pushed to his limit.

Stephen Coffin, deck hand on canal boat and hired hand of Tabby Lawless. He lives in a flat above Tabby and there are rumors about them. He is also rumored to have ties with the underground railroad. He seems to know all about comings/goings.

Miss Tabby Lawless, girlfriend of outgoing canal president Samuel Parker (and friend of many other men). She loves money, prestige and being the center of attention. Pretends to be sooo sweet but has a temper.

Honorable Judge Wopner was in the area during the celebration. Did his knowledge come in handy?

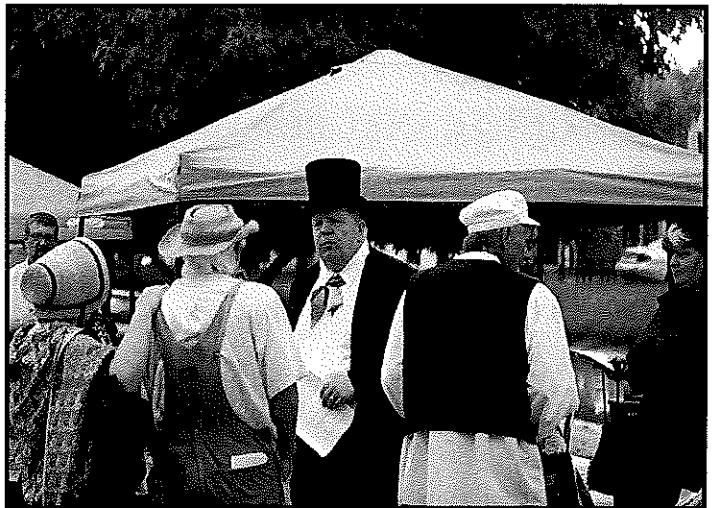
Mrs. Auralius Lester, a kindly, pious old church lady who is a tad bit judgmental and very over protective of her son

August Lester, a slow witted young man who was recently fired from his longtime job of mule driver by Samuel Parker.

Willifred Smith, the new president of the Whitewater Canal Company, who is brash, very self assured and sly...a rather pom-

pous a##. He's was supposed to bring prosperity to this region, but has question able friends.

Photos courtesy Whitewater Valley Scenic Byway facebook page



METAMORA CANAL DAYS

Once again this year Metamora, Indiana on the Whitewater Canal held its annual Canal Days Autumn Festival. This three-day-long event that began in 1969 ran from October 7-9 this year. It is one of Indiana's biggest and most popular festivals. Hundreds of outside vendors and artists selling antiques, crafts, collectibles and flea market merchandise set up their wares alongside the canal and streets. Plus there were over 70 shops and eateries open for visitors to purchase unique merchandise and treats. The festival was so large that parking was not permitted within the town. However, visitors were parked in Gateway Park along Highway 52 by members of Whitewater Canal Scenic Byways (one of its fundraisers) and past Duck Creek Crossing.

EAGLE MARSH SIGN RECOGNIZES CSI

On October 8, 2016 Fort Wayne, Indiana's Eagle Marsh held its grand opening from 10-12 p.m. at their new gateway area and its Continental Divide Trail. They unveiled the new Eagle Marsh entrance sign and then talked about two plaques — one recognizing Ducks Unlimited members, who made significant contributions to wetlands conservation, and the other recognizing those who helped Little River Wetlands Project purchase Eagle Marsh. The Canal Society of Indiana is noted on the second plaque.

The Canal Society also donated a sign about Lost Birds of Canal Days: Greater Prairie Chicken, Passenger Pigeon, and Carolina Parakeet. It was erected along Towpath Trail.

OHIO CANAL BROADSIDE

Often during canal times broadsides like the one above would be posted to advertise for canal boat business. Neil Sowards, CSI member from Ft. Wayne, recently found this framed one. It reads:

OHIO CANAL, 1837, A Splendid Line of Cedar Packet Boats will run Daily Between Cleveland, on Lake Erie, and Portsmouth, on the Ohio River, Distance Three Hundred Miles, through in Eighty Hours. This Line consist of TEN elegant Cedar Packet-boats, fitted up with every comfort and convenience. A boat will leave Cleveland & Portsmouth every day during the Season of Navigation, passing through Akron, Massillon, Dover, Roscoe, Dresden, Newark, Baltimore, Circleville, Chillicothe, &c. Travelers passing through the State of Ohio, North or South, will find this route both pleasant and expeditious, being connected with a Daily Line of Steam-boats from Buffalo to Cleveland in 18 hours, and from Portsmouth to Cincinnati in 15 hours; thus performing a journey of 620 miles in 113 hours. The boats are commanded by obliging and experienced men, and the Proprietors have spared no expense to ensure a liberal patronage. Apply to:

T. INGRAHAM, OTIS & CURTIS, Cincinnati, Ohio,

G. J. LEET, Portsmouth, Ohio. AGENTS
In small letters under the border: J. M. Elliott, Printer, 6 Little Green Street, N. York



NEWS FROM DELPHI

OLD FASHION CHRISTMAS
IN CANAL PARK

What's more inviting than an Old Fashion Christmas with nineteenth century crafts to peruse and you conversing with costumed docents all the while knowing you will soon enjoy one of the Canal's famous hot baked Apple Dumplings. For all within our multi-county region, you are invited to this festive once a year event—and it's free. It starts Saturday, December 10 from 10:00 am to 4:00 pm and continues on Sunday from noon to 4:00 pm. Canal Park is located a dozen blocks north of the Court House traffic light on Washington Street in Delphi.

Visit the festive Case House with all its 1850s ambiance. Santa will greet individual children on Saturday and Sunday in the Conference Center. Fill your list with joyous gifts to buy. Hum to the Christmas music in the air. Take a moment and enjoy your hot apple treat with a dollop of ice cream, hot cider or other food offerings.

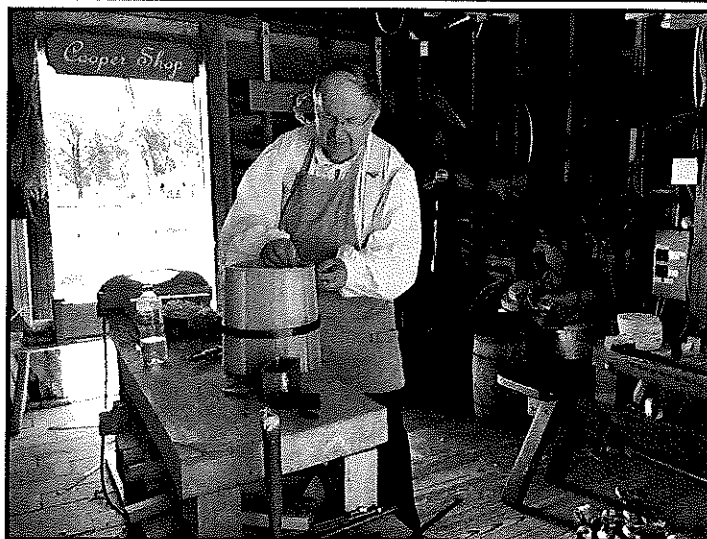
Bundle up and experience the outdoors. The event is held both indoors and outdoors and visits to Pioneer Village take visitors to the crafters and artisans inside individual buildings. It's a real Christmas treat. Feel the warmth of the potbelly stove or fireplace and enjoy the good smells in these buildings where at one time years ago many Carroll County families lived and reared their children.

Take a walk on one of the trails beside the Canal or enjoy a narrated hike at 2 p.m. both days led by Dan McCain, President of the Association. Visit the Red Bridge Settlement where the Canal era industrial developments were once located and learn how they made plaster, mortar and whitewash from bedrock limestone. Dan's own ancestors had their commercial business producing these important lime products in mammoth kilns on this site.

Experience the spirit of Christmas as celebrated by past generations as children peer into the quaint cabins. Call 765-564-2870 for further information

FALL EVENTS IN CANAL PARK

Labor Day was the last day for public rides aboard "The Delphi." That day Canal Park was bustling with events such as face painting by Carroll High School students to raise funds for a future trip to explore parts of Europe and demonstrations of paper making and bucket making by Linda and Peter Cooper. The Coopers volunteer at Canal Park. Linda, a Master Gardener is the team leader who organizes the cleanup of flowerbeds and grounds. Peter is the village cooper. Cecilia Henning coordinates filling 2-3 shops with demonstrators for that day. All volunteers were furnished a lunch by Psi Iota Xi Sorority.



Top: Linda Cooper makes paper the old fashioned way.
Bottom: Peter constructs a wooden bucket in the Cooper Shop.
Photos from Dan McCain

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The second Annual cycling through the County was organized by Vicki Sickler, Vice President of Operations. Although the rain beat down in the morning, this Flora resident completed the 35-mile trek that traversed the upper towpath region along the Wabash River northeast of Delphi.



“The Delphi” bring history alive for the students.

Not to be left out are seniors. During the summer “The Delphi” gave retirement home residents chartered rides. It is ADA accessible with an elevator platform and an onboard PA system for narration.



Another fundraising event orchestrated by Vickie Sickler was Craft Ale Tasting on the deck of Canal Park’s Gray Bridge. Adults tasted around a dozen different brews and received a 4 oz. souvenir glass.



While visitors enjoy themselves, the Monday-Wednesday-Friday volunteer crew work on enlarging the Blacksmith/Carpenter Shop. The expanded room under roof in this new configuration will triple the space.

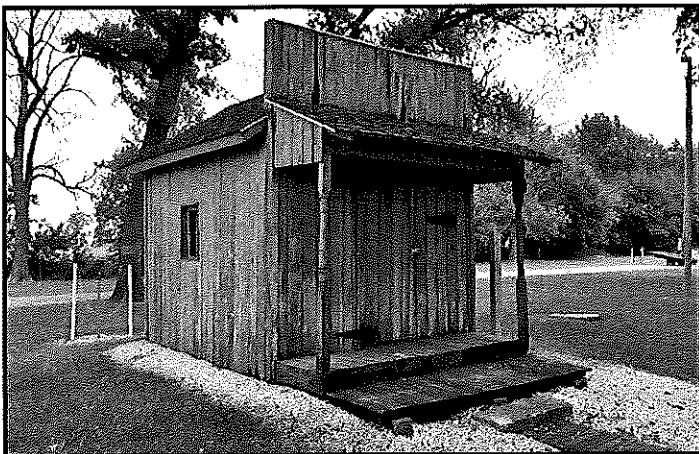


Elementary Schools with upwards of a thousand students per year from many counties/communities utilize Canal Park and its attractions. Students become involved in interactive historical adventures. The “playground” canal boat and a ride aboard

The old post office from Steeth, a small Carroll County community, was accepted by the Canal Board for placement across the Gray Bridge from Pioneer Village. This area will represent the 1890s or about

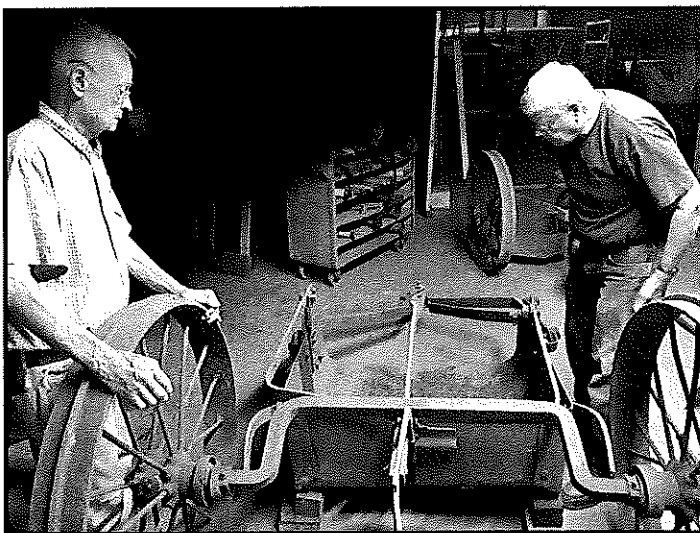
THE HOOSIER PACKET - DECEMBER 2016

two generations after the canal era (1832-1870). The 10' x 15' rustic building was moved to the White County Fairgrounds at Reynolds in 2005, but it wasn't needed there anymore by the Tractor Club. So now it will join the little Lutheran church alongside the canal.



Canal Park greatly appreciates all donations, but they are very careful to use only those that pertain

to the times they portray. For example, they received a slip scoop. Slip scoops were used to carved out the canal during the canal era. This scoop was evaluated by the Archive Committee and was found to have steel wheels used in a more modern time.



TIME FOR A CHANGE - NEW ELECTRONIC PUBLICATION

The Canal Society of Indiana was officially incorporated as a not-for-profit 501(c) (3) organization on May 22, 1982. Since that time we have conducted Spring and Fall tours of historical sites and have published a variety of materials of news and historical interest. This material was mailed by the U.S. Postal Service to our members, libraries and historical organizations. We have changed with the times.

Indiana Waterways – October 1981 – 1988 (small news and journal)

Indiana Canals Fall 1989 - - Winter 2002 - Vol 13 No.1 (journal)

CSI Newsletter- Summer 1986 – Apr 2002 – 16 years (newsletter)

The Hoosier Packet May 2002 – Dec 2016 – 14 ½ years (we consolidated our newsletter and historical journal into one publication)

The Tumble January 2017 – all electronic / Six issues per year Jan / Mar / May / Jul / Sep / Nov

Please note that we are changing to a completely electronic format and will no longer publish a hard copy. This will require all members to have access to this electronic format at home or elsewhere, such as a public library. The formatting of this new publication will be done by students at Ball State University. Members will be notified by E-mail when the next issue of **The Tumble** is available for access on our website. The new format will save us time, allow quicker distribution, and provide you with color photographs. You will be able to access prior issues of **The Tumble** on line on our improved website, which Ball State students are creating. You will also have the option to print out a hard copy for your files.

We ask our members to furnish timely articles electronically to headquarters at **Indcanal.com** for review and submission to Ball State for formatting. These articles may be about your visits to other canals, be historical investigation of canal documents, literature or canal personalities, or concern any local canal related events. We want this new publication to be more user friendly. We hope to reach a broader audience and attract new members.

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CANAL SOCIETY OF INDIANA ANNUAL REPORT

MAJOR CSI EVENTS/ ACTIONS

Assisted students, authors and genealogists in canal research
Board meeting: October 22 Vigo County Public Library
Host: Jerry Lehman
On-line: Canal Society of Indiana website: indcanal.org
Canal Society of Indiana Facebook page
Subscribed to Ancestry.com

BOARD OF DIRECTORS

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

COUNTY HISTORIANS

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

Allen Co. Thomas Castaldi	Clay Co. Jeffrey Koehler	Wells Co. Craig Leonard
Carroll Co. Mark Smith	Miami Co. Kreig Adkins	Vigo Co. Mike McCormick

IN MEMORIUM

J. Darrell Bakken	Nov. 28, 2015	age 85	Bloomington, IN
Bruce Sheldon	Jun. 5, 2016	age 90	North Ridgeville, OH one day before 91st birthday

NEW MEMBERSHIPS 1 couple 7 individuals

Dennis Burge - Delphi, IN	Cecilia Henning - Flora, IN
James R. Crouse - Ft. Wayne, IN	Sue Jesse - Ft. Wayne, IN
Wallace Dolan - Lafayette, IN	Robert & Joan, Johnson - Peru, IN
Mark Hauer - Indianapolis, IN	Roger Teagarden - Lagro, IN

SPEAKERS BUREAU

Date	# People	Event	Presenters
3-10-2016	54	Settlers, Inc., Ft. Wayne	Bob Schmidt
7-??-????	50	Friends Fellowship Retirement Home, Richmond	Jerry Mattheis
10-26-2016	??	Westminster Village, Terre Haute	Sam Ligget
10-29-2016	??	Vigo Co. Past Masters as Temple by Hulman Center	Sam Ligget

DOCENTS OR OTHER ACTIVITIES

Tom Castaldi: discussed early transportation in Bicentennial documentary, 5 episodes of "On the Heritage Trail" mentioned the W&E Canal, related W&E Canal stories on "Historia Nostra," spoke on Logansport's "Talk of the Town" with information about the W&E Towpath Trail developments, blog for Indiana Historical Bureau about the "Glorious Gate," blog for Ft. Wayne Historical Society about "Our Stories," assisted Cass County to locate route and post signs for W&E Towpath Trail, mounted six W&E Towpath Trail signs at Huntington's Historic Forks of the Wabash, corresponded with and concluded that remnants found on a small Cass County farm were interurban and not canal, introduced Liza Hyatt with poems of her ancestors during the canal era at Delphi's annual meeting, contributed four articles to "Footprints at the Fork" about the Maumee-Wabash portage, wrote 12 stories about Allen County during pre-canal days for Fort Wayne Monthly magazine, for *Fort Wayne Monthly*

THE HOOSIER PACKET - DECEMBER 2016

magazine, Chair for W&E Canal Interpretive Center archives committee, collected a staircase from the Lagro Collection Toll Office, worked on Indiana Bicentennial Commission's Giant Map project, answered E-mails with canal queries, provided a 2011 copy of *The Hoosier Packet* to Rachel Cole, answered canal questions at Allen County Fort Wayne Historical Society's Barr Street Market booth, distributed copies of *The Hoosier Packet* to library branches and historical societies, and continue to conduct an ongoing search to locate historically accurate sources For the debarkation site during the removal of the Miami people through Fort Wayne in 1846

Jerry Lehman: on committee for new website & newsletter

Jerry & Phyllis Mattheis: on committee for new website & newsletter, created exhibit room in Vinton House, made posters about canal and byways, hosted 80 third graders at Overbeck house, wrote publicity for murder mystery, parked cars for Canal Days, spoke at Richmond retirement home, photographed flooding Hagerstown Extension, placed canal boat model in Hagerstown & Cambridge City with brochures, canal exhibit Huddleston House, placed Hoosier Packet in schools & museum

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

Mike Morthorst: Wrote tour guide for "Fort to Port," helped plan Toledo tour

Cynthia Powers: Checked and paid CSI bills, wrote article for "The Tumble," on committee for new website & newsletter

Bob Schmidt: Planned tours; kept financial records; collected dues; put *The Hoosier Packet* into mailers. sorted it, and took it to the post office; planned tours and tour routes; arranged restaurants and hotels; walkie-talkies, worked with Ball State students for "The Tumble," worked with artist for canal paintings, answered canal questions

Carolyn Schmidt: Wrote portions of and edited *The Hoosier Packet*, put it in mailers and sorted it; answered letters and E-mails with questions about canals; helped plan tours, refreshments, name tags, goodie bags, etc.; wrote thank you notes; composed flyers for tours; wrote a tour guide book; kept membership list up to date, worked with artist for canal paintings

Sue Simerman: Recorded minutes at meetings, nominating chairman, made banquet centerpieces, put tour photos on FaceBook

Brian Stirm: gave narrated trolley tours from Delphi's Canal Park to Red Bridge Settlement along the W & E Canal, provided trolley transportation at festivals in Canal Park for a total of over 210 people

Frank Timmers: gave CSI brochures to Covered Bridge Society

TOURS

Spring: "Extend the Canal" Hagerstown Extension Canal and Whitewater Canal Cambridge City to Milton

April 8-10, 2016

Hotel: Steve Alford All American Inn, 21 East Executive Drive, New Castle, IN

Friday: Tours of Indiana Basketball Hall of Fame, Wilbur Wright Birthplace

Friday night: Dinner: Montgomery's Steak House, 5800 South State Road 3

Speaker Beth Edstene, Henry Co. Historical Society; Saturday sites slideshow, Bob Schmidt; CSI Board of Directors Meeting, Election of Directors

Saturday: Car caravan to Hoosier Gym, Soldiers & Sailors Home, Overbeck Museum, City Run Culvert, Lock #50 Whitewater Canal, Vinton House Museum, Cambridge City murals, National Road, Hagerstown Extension Canal, Culvert at Scout Lake

Caravan Route Planners & Docents: Bob & Carolyn Schmidt

Tour help from Jerry & Phyllis Mattheis, Steve & Sue Simerman

Saturday lunch: The American Legion, 224 E. Main St., Knightstown, IN

Saturday dinner: Willie & Reds, 40 E Main, Hagerstown

Sunday: Tour of Governor Oliver P. Morton's home in Centerville by Dr. Ron Morris

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

Saturday Refreshments, Budget, Hotel arrangements, Walkie-talkies, Maps: Bob Schmidt

Tour Attendees: 40 Illinois 2, Indiana 31, Ohio 7, Sunday morning: 30

Attendees: Sally Bancroft, Carl Bauer, Janette & Sue Burger, Tom & Linda Castaldi, Ketih & Margaret Conner, Tom & Diane Flederjohann, Webster Hall, Phyllis Hess, Gerald & Jean Hulslander, Sue Jesse, Jerry & Barbara Lehman, Sam & JoAnn Ligget, Linn Loomis, Jerry & Phyllis Mattheis, Ron & Pauline Meyer, Dr. Ron Morris, Mike & Tom Morthorst, Bob & Carolyn Schmidt, Bruce & Kay Sheldon, Steve & Sue Simerman, Michael Thrall, Frank & Mary Timmers, Carl & Marilynn Toops, Chuck & Anne Whiting

THE HOOSIER PACKET - DECEMBER 2016

Fall: "Fort to Port" Wabash & Erie Canal from Ft. Wayne to Toledo with tours of Maumee Sidecut Park, National Museum of the Great Lakes at the Toledo Maritime Center

August 26-27, 2016

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

Friday Dinner: The Lodge at Coyote Creek, 4938 Hillegas Rd., Ft. Wayne

Speaker: From ARCH, "Ft. Wayne in 1816," CSI Update Bob Schmidt

Centerpieces: Sue Simerman

Saturday: Coach tour close to route of Miami/Wabash & Erie Canal from Ft. Wayne to Toledo and return

Tour route planners & Docents: Mike Morthorst, Bob & Carolyn Schmidt

Tour book: Mike Morthorst

Saturday Lunch: Frickers, 14185 Reynolds Rd, Maumee, OH

Sunday: Options given for venues in Ft. Wayne - Old Fort Wayne re-enactment

Registration/confirmation, Goodie bags, Name tags, Thank you notes: Carolyn Schmidt

Saturday Refreshments, Budget, Hotel arrangements, Maps: Bob Schmidt

Tour Attendees: 39 Illinois 4, Indiana 28, Ohio 7 Sunday: 11

Friday/Saturday: Sally Bancroft, Karl & Demi Black, Barbara Boyd, Tom & Linda Castaldi, Tom & Diane Fledderjohann, Don & Betty Haack, Phyllis Hess, Gerald & Jean Hulslander, Dave & Bernie Krieg, Jerry & Barbara Lehman, Sam & Jo Ligget, Ron & Pauline Meyer, Dr. Ron Morris, Mike & Tom Morthorst, Gene & Joyce Paschka, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Dan Schuster, Kay Sheldon, Steve & Sue Simerman, Frank & Mary Timmers, Earl & Marilyn Toops, Larry Turner

Sunday: Tom Castaldi, Jerry & Barbara Lehman, Sam & Jo Ligget, Frank & May Timmers, Earl & Marilyn Toops, Mike & Tom Morthorst

CONTRIBUTIONS TO CSI AND CSI ARCHIVES

Linn Loomis - 4 folios about O&E Locks 15 & 16, Longaberger Company's basket building, destruction and preservation of Ohio's O&E and M&E canals, Monroe Basin

Dave Krieg - over 50 ring binders

PUBLICATIONS

Tour Guide "Extend the Canal": Hagerstown Extension CSI Spring Tour 37 pages Carolyn Schmidt

Tour Guide "Fort to Port" 13 pages Mike Morthorst

The Hoosier Packet Vol. 15, No. 1-12 Carolyn I. Schmidt, Editor

ARTICLES

Canawlers At Rest Columns by Carolyn and/or Bob Schmidt

Joseph C. Hurd B. ?-?-1811 D. 4-08-1873

Lock tender on Wabash River at the "Grand Rapids"

George W. Goethals B. 6-29-1858 D. 1-21-1928

1880 graduate West Point, 1907 took charge of building Panama Canal, Chief Engineer and head of Canal Commission, Governor Panama Canal Zone, WWI Army Quartermaster department, Consulting engineer for Port of New York Authority, Bridge between New York and New Jersey named for him

Nathan B. Palmer B. 8-27, 1790 D. 4-13-1875

Rep. of Jefferson Co., IN, Speaker Indiana House of Representatives, Treasurer of Indiana 3 years, issued State scrip to contractors of public works, President State Board of Agriculture, Canal fund commissioner, built Palmer House hotel, Examiner of State Bank, Board of trustees for W & E Canal, supporter of Madison and Indianapolis railroad, prepared a resolution at McCarty's death

Col. Simpson Torbert B. 3-27-1802 D. 2-23-1838

Commander first regiment Bucks Co., recorded marks along Delaware river shore for Delaware and Raritan Canal feeder, rodman for D&R canal, Superintendent of Delaware Canal, Commissioner of New Hope, Doylestown and Norristown Railroad Company, Chief Engineer of Indiana's Whitewater Canal, favored dam and slackwater crossing for Cincinnati & Whitewater Canal at Harrison, died prematurely at age 35

Henry C. Moore B. 10-12-1784 D. 12-07-1866

Engineer involved in surveying and construction of the Whitewater Canal, Superintendent on Whitewater Canal at Brookville, salary \$100

David McKahan B. 3-18-1825 D. 9-02-1863 Owned two boats on W & E Canal, Captain of one boat

Major Samuel Lewis B. 6-13-1796 D. 1-02-1843

West Point Lieutenant of artillery, Wabash & Erie Canal Board Commissioner, receiver of monies at Ft. Wayne canal land office, Director of State Bank branch at Ft. Wayne, went to New York to hire German and Irish workers for canal, was on reorganized board of Canal Commissioners, freed of guilt in 1842 jury trial over canal charges, appointed receiver of public monies by Pres. Wm. H. Harrison in 1847

Michael D. Reagan B. 9-??-1825 D. 9-13-1893

Water boss on Whitewater Canal, worked on canal after it was completed, quarried and carried stones for St. Lawrence church in Lawrenceburg

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James S. Hinton B. 12-25-1834 D. 11-06-1892

Grand Master of Black Masons, assisted in recruitment of Civil War 28th Indiana Colored Troops in Indianapolis, Trustee of Wabash & Erie Canal 1873-76, elected to Indiana General Assembly

Owen Ball B. 12-23-1818 D. 1-08-188?

Petitioned for Catholic church in Lafayette, he with brother Peter held contract for Wabash and Erie Canal section through Lafayette, contract for right-of-way for Indianapolis & Lafayette Railroad, Director of Cincinnati and Indianapolis Railroad Company, wholesale grocer, opened Catholic orphanage donating 51 acres, Trustee of Lafayette Savings Bank, Director and president of Second National Bank, member of Lafayette City Council

Capt. Gayle Ford B. ?-?-1815 D. ?-?-1894

Built and owned two of the finest packet boats on Whitewater and Cincinnati & Whitewater Canals, captain of first boat to reach Connersville

William & Fred Meyer B. 12-19-1834 B. 12-09-1830

D. 9-07-1910 D. 7-12-1905

Booked passage of Miami & Erie Canal from Cincinnati to New Bremen, OH, William became hoggee on Wabash & Erie Canal, worked on a line boat from March—July, 1848, worked on “packet” or passenger boat for \$18 per month, purchased land; Fred studied, worked in a drug store for \$15 a month making fires and washing bottles, was able to get William a job there too, Fred became partner in Wall & Meyer drugstore and traveled by canal boat to Toledo, William then went into Fred’s business which eventually became Meyer & Brother. They took Jesse Lynch Williams’ son into their business, Fred went to expand the chemical business in St. Louis. Fred became President of the National Wholesale Druggist Association in 1884. William ran Meyers Drug Ft. Wayne

Canal Comments by Terry K. Woods

Canal Boats in Ohio—1880 #71

Zoar’s Canal Boat Fleet #71

Daley Brothers Construction Company of Bolivar, Ohio #77

To Weigh or Not to Weigh? #1

Early Iron and Ohio’s Canals #83

Change Bridges #4

The Wreck of the Black Diamond

Clinton & Kalamazoo Canal #87

Hazel Rouch #101

Five Mile Lock on the Ohio Canal #91

Hoggee? Fact or Fiction #96

Locking Through #98

Articles/photos by or sent to headquarters and help with society affairs:

Arnie Bandstra: Tending the Locks: Marseilles Men Recall I&M Canal in Its Final Years by Stan Dziedzic

Carl Bauer: Tour photos

Anne Bodine: Bodine Builds Boat, Canal Boat Progress, Canal Boat Progress, Canal Boat Progress, W & E Canal Line Boat: “General Grant,” Boat Displayed in Covington, photos of boat building

Terry Bodine: Old Letter Found, interviewed by two newspapers and radio station about the boat he built

Sue Burger: Liberty Pass Canal

Tom Castaldi: Indiana Historian Ross Lockridge and Son, CSI Funded Trail Marker Fort of Wabash, Cemetery Located, towpath marker photos, coordinated getting recommendation letters and nominating Carolyn Schmidt for Hubert Hawkins History Award.

Charles Davis: Joseph Bowsher and His W&E Connections

Hank Devigne: Lock View in North Charleroi

Guy Filchak: Worked on canal boat model and painted it

John Geyer: Project Closes Towpath Section, Green Power, Meldahl Plant Began Full Operation, Hamilton Sells Hydro Plant, Work on Buckeye Lake Dam, Cuyahoga Valley National Park, Ice House Dig, 1850 Canal Boat In Buckeye Lake

Don Haack: Early Ft. Wayne Postal History

John Hillman: Marker Installed Lock #4 Whitewater Canal, marker photos

Gerald Hulslander: Tending the Locks: Marseilles Men Recall I&M Canal in Its Final Years by Stan Dziedzic, Rock Island and Des Moines Rapids on the Mississippi River, tour photos

Sue Jesse: Cemetery Located

Pete Jones: Lagro Man-Trap Sequel, Articles About the W&E Canal Found by Pete Jones, Rivalry Between Irish Factions, Ohio Canal Boat Crew Outwitted Rivals, Last Commercial Navigation on Canal in 1875, Travelers Aboard Canal Boat Devoured by Swarms of Mosquitoes, The Old Ditch, The Tow Path Rats, Wabash Dry Dock: A Reminiscence, W & E Canal in Wabash, Indiana, Defending the Old Ditch

Jeff Koehler: Koehler Videos Canal Bridges, Eel River Trail

Dick Kudner: Aqueduct Abutments and Portion of Lock Wall to be Removed,

David Kurvach: Wabash & Erie Canal Tour in Gibson County, tour photos

Annadell Lamb: CSI Thanked

Jerry Lehman: Tour photos

Sam Liggett: Terre Haute Canal Marker Unveiled, Speakers Bureau: Terre Haute, marker photos

Linn Loomis: Inequality in Preservation, Creating Public Awareness, Public Stalls Ohio’s Monroe Basin Project

Dan McCain: Funding Received For Two Projects, Old Fashioned Christmas, 15th Annual Day After Christmas Walk, An Organization of Volunteers, 2016 Canal Festivals and Events, Volunteers Busy During Winter, Comparing Delphi Ventures to Conner Prairie, Canal Volunteers Pull Together, Gronauer Lock Timbers Used, A Boy’s Encounter with the Derelict Canal, Canal Earth Day Clean-up, An All Volunteer Effort Yields Amazing Results, Pioneer Kids Day, Indiana Bicentennial Moves Forward, M-W-F

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- Crew at Work, Canal Days Festival, Church Nearly Done, Settlers Day Celebrated, Plans to Rebuild Blacksmith/Carpenter Shop, Bicentennial Torch Coming, Labor Day Weekend Bridge Bash, Cycling Through the County
- Phyllis Mattheis:** Scenic Byway Passports, Tour Guide Additions, Model Canal Boat Arrives in Hagerstown, photos
- Cynthia Powers:** Wrote article for new "The Tumble" and provided pictures
- Bob Schmidt:** Panama Canal Trip Plans, Gettysburg Revisited, Boo Review *Heaven's Ditch: God, Gold & Murder on the Erie Canal*, New Panama Canal Concerns & Risks, Fort to Port, tour photos,
- Carolyn Schmidt:** A Canal Love Story, Example of an Ohio Boat in Indiana, Central Canal Flood Project, Canal Warehouses, Canal Boat Donated to MECCA, Lockington Locks Signage, The Erie & Michigan Canal in Noble County, Indiana, "Extend the Canal," CSO Spring Tour, Concerts on the Central Canal, Odenweller Mill Dismantled, Central Canal Nights, Canal Boat to Cruise Rivers, Indiana Archives Update, Canal Structure?
- Stan Schmitt:** A Gospel Canal Boat
- Sue Simerman:** Olmsted Locks and Dam Project, Fairfield's Houde Under Order to Demolish, tour photos, recorded meetings, placed CSI brochures at the Waynedale Library, put canal photos on Facebook
- Mark Smith:** A Reflection of Faith, photos of church
- Neil Sowards:** Book Review *Towpath Andy*, E-bay historic canal memorabilia
- Frank Timmers:** 9 on the Canal, Better Use of Central Canal, Central Canal Used for Pleasure in Indianapolis
- Chuck Whiting:** Whitewater Canal Scenic Byway Association
- Candy Yurchak:** A Murder Mystery on the Whitewater Canal

Canals Visited In Indiana and Elsewhere

Wabash & Erie Canal: Delphi -Sue & Steve Simerman

Hagerstown Extension: Sally Bancroft, Carl Bauer, Janette & Sue Burger, Tom & Linda Castaldi, Ketih & Margaret Conner, Tom & Diane Fledderjohann, Webster Hall, Phyllis Hess, Gerald & Jean Hulslander, Sue Jesse, Jerry & Barbara Lehman, Sam & JoAnn Ligget, Linn Loomis, Jerry & Phyllis Mattheis, Ron & Pauline Meyer, Dr. Ron Morris, Mike & Tom Morthorst, Bob & Carolyn Schmidt, Bruce & Kay Sheldon, Steve & Sue Simerman, Michael Thrall, Frank & Mary Timmers, Carl & Marilyn Toops, Chuck & Anne Whiting

Whitewater Canal: Same as above

Hennepin Canal: Steve & Sue Simerman

Miami/Wabash & Erie Canal: Sally Bancroft, Karl & Demi Black, Barbara Boyd, Tom & Linda Castaldi, Tom & Diane Fledderjohann, Don & Betty Haack, Phyllis Hess, Gerald & Jean Hulslander, Dave & Bernie Krieg, Jerry & Barbara Lehman, Sam & Jo Ligget, Ron & Pauline Meyer, Dr. Ron Morris, Mike & Tom Morthorst, Gene & Joyce Paschka, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Dan Schuster, Kay Sheldon, Steve & Sue Simerman, Frank & Mary Timmers, Earl & Marilyn Toops, Larry Turner

Ohio & Erie Canal in Stark County, Ohio: Dave Bob Barth, Mike Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Bob Sears, Bruce & Kay Sheldon, Larry Turner, Terry Woods

Pennsylvania Main Line Canal: Tom & Diane Fledderjohann, Phyllis Hess, Sue Jesse, Mike Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Kay Sheldon, Steve & Sue Simerman, Larry Turner

Soo Locks: Ed & Cynthia Powers, Steve & Sue Simerman

NEW WABASH & ERIE CANAL

May 17, 1866

Wabash Tribune

Reprint from *Toledo Blade*

The Wabash & Erie Canal.

Messrs. H. S. Walridge and A. L. Backus, of this city [Toledo] devoted a portion of last week, in company with Mr. Edgerton, in ascertaining the feeling of the people on the line of the canal relative to the organization of an association with a capital of \$200,000 for the purposes of placing the W. & E. Canal in navigable order and maintaining it for the future. The Lafayette Journal, of Saturday, has the following notice of their efforts:

The gentlemen who have been visiting the towns along the Wabash & Erie Canal, for the purpose of ascertaining what could be done towards putting the

canal in good order, have not, we are informed, met with the success of the project, and the merchants and business men of those places, particularly of the former, seem to be almost perfectly indifferent on the subject. By the Delphi Journal we learn that but \$2,000 was subscribed and even that sum was by the two paper manufacturing firms there, Messrs. Rinehart & Robinson and Griffith & Dewey. At other points along the line of the canal north — Fort Wayne, Huntington, Wabash, Lagro, and other — the committee were more successful, and succeeded in awakening the people to the importance of the work, and secured considerable subscriptions. At points south of Lafayette, the people seem perfectly indifferent whether the canal is kept up or not, and little or nothing has thus far been accomplished. Notwithstanding the want of interest manifested, it is thought funds enough will be secured to put the canal in working order from here north; but,

unless interested parties on the south end bestir themselves promptly and speedily they will forever lose the opportunity of reclaiming this, to them almost indispensable public improvement.

Since the above was put in type we have seen Messrs. Backus and Walridge and from them understand that the above is incorrect in many particulars. The necessary stock is subscribed to secure the organization of the company, and the parties in interest will meet in Lafayette on Wednesday of this week, to elect officers, etc. etc.

May 22, 1866

Wabash Tribune

Reprint from *Toledo Blade*

Wabash and Erie Canal in Indiana.

From A. L. Backus, Esq. who returned yesterday from Indiana, we are pleased to learn that the new Wabash & Erie Canal Co. was organized on Saturday last, at Delphi, by the appointment of Messrs. Reed Case, of Delphi; T. Donovan, of Pittsburg; M. Bradley, of Peru; A. P. Edgerton, of Ft. Wayne; Judge Pettit, of Wabash; L. Jewitt, Capt. Moore, Robert Breckinridge, Henry Taylor, and J. W. Martin, of Lafayette; as the directors of the company, with a cash capital of over \$100,000. At a subsequent meeting Messrs. Edgerton, Case, Bradley, Breckinridge, and Jewitt, were elected as an executive committee, with Hon. A. P. Edgerton as President of the new organization.

The high business and social standing of the gentlemen selected to inaugurate and put in operation the new company for the repair and maintenance of this Canal, will fill the minds of those interested in our city [Toledo] and the Wabash valley with a confidence that the W. & E. Canal will be put in good condition at an early day, and will be a guarantee that in time to come it will be kept in equally as good navigable order as the Ohio Canal from here [Toledo] to Cincinnati. We learn that our city [Toledo] has been pledged to construct \$30,000 worth of first-class canal boats by the opening of navigation in 1867, for the use of the company. Knowing the interest at stake among our commercial and mercantile men we feel assured that the amount will be promptly and cheerfully subscribed. This canal being once more put in good condition, under the management of the leading business men along its line, we predict for its future undoubted success. It

is believed that navigation will be opened through to Lafayette by the 1st of September.

Pete Jones, CSI member, Wabash, IN

LOCKING THROUGH

From Canal Comments # 98 by Terry K. Woods

I've been able to collect very few accounts of actual boatmen performing the Locking Through task and their descriptions vary somewhat, but let's take a read and see if we can come up with any conclusions. First, an excerpt from a letter written by James Dillow Robinson to Terry K. Woods, July 16, 1971.

Dear Terry:

. . . ., and now I'll try to explain and answer your questions of the command "Headway."

Q. Who gave the command, "HEADWAY?"

A. The steersman.

Q. Were the mules unhitched while 'locking through'?

A. From the boat. Towline released from the boat.

Q. Was boat snubbed to posts while in lock?

A. Lines were released from post after boat came to a stop. No lines attached to a boat while locking up or down.

"Headway" meant that the boat had momentum enough to make the lock and the teamster could ease up on towing so as to give slack to the towline so it could be released from the deadeye on the boat. After releasing line, mules resumed their speed to the lock.

"The command "Headway" meant to quit towing and was given at each lock whether going up or down stream. The command "Headway" was given when a boat came within about 400' of a lock.

"To give the word "headway," the steersman had to consider how fast the boat was being towed, how much draught. And also the current of the raceway if close to a lock. Too much headway could mean a broken snubbing line or a post pulled from the ground. I've never heard of either happening, but, if it did, it would mean the boat would crash against the apron or miter sill or the upper gates would be damaged, assuming the headway was right and the boat responded to the rudder."

Another snippet of how boatmen locked through comes from Page 162 of Pearl Robert Nye's

unpublished manuscript about a fictional trip he and his family took from Cleveland to Portsmouth in 1888. Pearl's father died in 1885 and an older Pearl, living in a rooming house in Akron in 1939, began writing this tale of what such a trip might have been like had his father lived. The story is fictional, but the details and technical facts of the canal appear to be accurate. In this excerpt, Pearl describes their passage through Lock 19 in Summit County on the Ohio Canal at Black Dog Crossing. This is the point where, now, Memorial Parkway crosses the site of the canal's buried channel.

Locking through Lock 19 NYE 162

"The towline was unhooked from the (wippletree) team and cleared under the bridge, around gate (towpath side) and lower snubbing post, hooked to team, "straightened up" – and on. Soon it was over upper snubbing post and paddle stems thus making "all clear."

"Soon the word "HO!" was given (or signal – as the water roar often made it hard to hear) and the team was stopped. The forward way "snubbed" (stopped), gates shut (closed). (I am using canal language or tongue), the boat was pulled back (by the "swell" of water) to "rest on the lower gates and (touch) keep close against them until the boat rises above the "breast of the lock" – so as not to gather too much water into the rear cabin from the flow through the 'paddles'."

Yet another description of Locking Through comes from a taped interview I conducted in March of 1970 with Mrs. Silvia Klingler in Akron Ohio. Mrs. Klingler was 76 when I interviewed her and she estimated she was 10 or 11 when this particular story happened, the last year the canal boat KATHRINE, named after her Mother, actually worked carrying coal north from the mines in Tuscarawas County.

She related to me that, early in March of 1904 or 1905, Her Step-Dad and her Mother's Brother started their two boats early, Her Step-Dad then had gotten into a fight with the Uncle's "Roust-About" under the Barges Street Bridge in Akron before that first trip had really gotten started.

Her Step-Dad was a big man and a great fighter. That may be why his opponent "cheated" by biting a thumb. Silvia never told me who won the fight, but her Step Dad got "Blood Poisoning from the bite and, after getting both boat loads of coal at Schil-

ling's Coal Bank in Elizabethtown, he took to his bed and left the running of the two boats to Silvia, her mother and one helper, a Mr. Burns. They ran the two boats back to Akron's paper mill. Apparently the aftermath of the big fight greatly depleted both crews. Silvia then described the difficulty of Locking Through two boats with a three-person crew, "When we come ta a lock ya had ta lock up or down. Goin ta Akron ya had ta lock up. Ya had ta fill the lock with water. An it, it's a pretty good half hour, ta take a boat through, because ya have ta, cross the lock gates, back and forth, shut the gates on one side and go back on the other. Ya have ta start up the team. Then ya have ta stop the team. Then ya have ta go back and see if the boat's all right, start up again, n' by that time the team was gotten restless. They didn't wanna start up. Then, they'd start up, Then they'd wanna run. So ya had ta hold back or they'd break the towline. – So it was a job ta get a boat through a lock.

"And comen back with just the three of us and two boats, one of us would have ta tie up one boat while we worked the other so the boat we weren't worken on wouldn't drift backwards – just the way the canal run."

So there we have three instances of Locking Through, though Silvia's example was unique. You'll notice that none of the examples describe beyond getting the boat into the lock. Which might mean that leaving a lock was pretty routine.

Also you'll also notice that each example was for going up stream. That may have been more difficult, because of the slight, but existent backward current in the canal. Since Pearl's account was of a trip from Cleveland to Portsmouth, I wonder why he described an upward course through Lock 19.

I assume that during normal operation, the team stopped towing when entering a lock at a command, but I'm not sure the team was unhitched while the boat was passing through the lock. Dillow's State Boat was practically the only craft on the canal when he boated. Pearl had a unique situation in passing the towline around bridge supports. Pearl unhitched the mules at the team. Dillow unhitched the line from the boat. I don't believe a working boatman with a minimal crew would have wanted to take the time to get the towline back up on the boat at each lock.