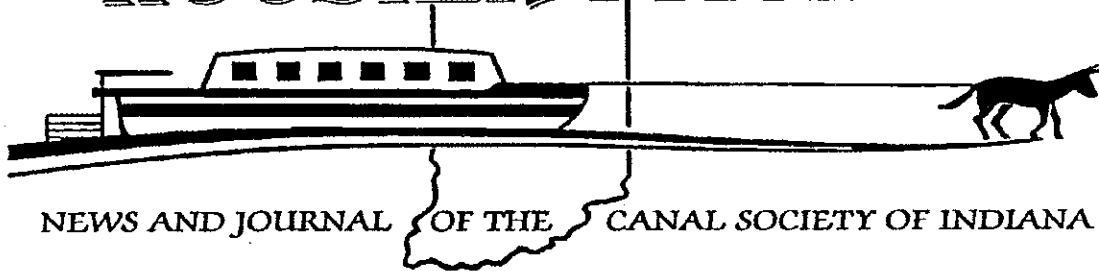


THE
HOOSIER-PACKET



NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 15 NO. 2

P.O. BOX 10808 FORT WAYNE, IN 46854

FEBRUARY 2016

PROMOTING CSI



CSI Directors Jerry Mattheis, Phyllis Mattheis, and Cynthia Powers met with CSI member Dr. Ron Morris at Ball State University on December 17, 2015 to discuss how his students could update the CSI website and carry its news and journal. The directors are on the organization's communications committee and hope to attract new members through an improved website. Photo by Bob Schmidt

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PROMOTING CSI

At the last CSI Director's Meeting in November, a communications committee was appointed to look into updating CSI's website to attract new members and to carry its news and journal. The committee composed of Jerry Lehman, Phyllis Mattheis and Cynthia Powers (chair) went right to work obtaining information about people who could do this and how this might be done.

On December 17, 2015 the committee, Eric

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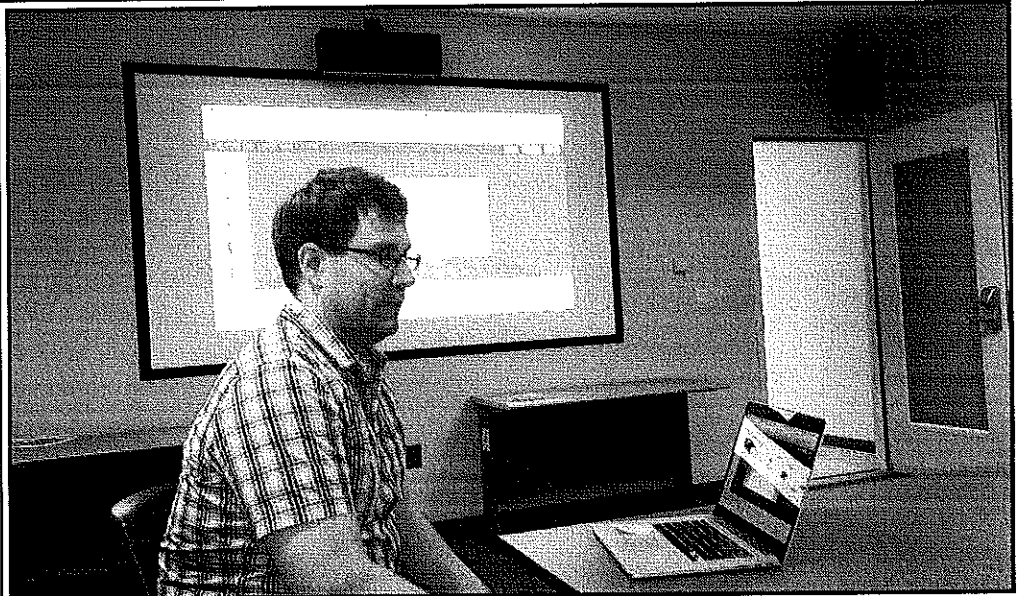
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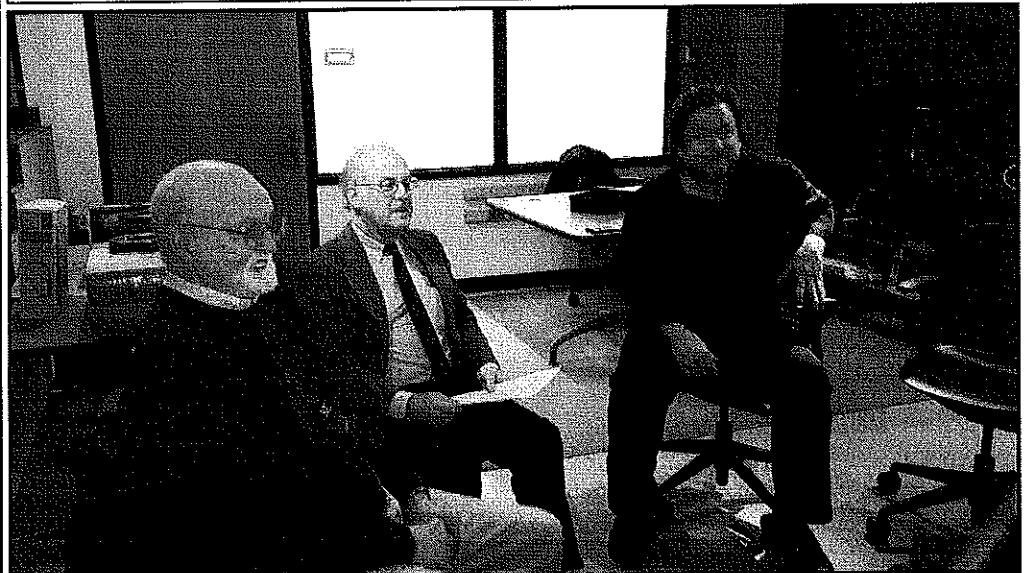
Ryan Bitzegaio at the Digital Core lab at Ball State University

Photos by Bob Schmidt

Mattheiss, and Bob & Carolyn Schmidt (president and editor) met with Dr. Ron Morris at Ball State University to see what his students had to offer. Dr. Morris discussed how they might help and introduced them to Nick Siano, who would work with them. He also took them to the Digital Core lab where they met Ryan Bitzegaio. He demonstrated how website visitors could click on an icon on a map and learn canal information about the place they had selected. This is a more hands-on approach than just reading the CSI brochure. Dr. Morris also took them to the Institute for Digital Intermedia Arts lab where they met John Willwalk and saw how animation could be done.

If Ball State is selected they will begin work in September 2016. The web-site would be ready for use by January 2017.

Jerry Mattheis, Dr. Ron Morris and John Willwalk at the Institute for Digital Intermedia Arts



CANAWLERS AT REST

GEORGE WASHINGTON GOETHALS

Find-A-Grave #399

b. June 29, 1858

d. January 21, 1928

By Robert F. Schmidt



Some of our nation's great military heroes are buried in the U.S. Military Academy Cemetery at West Point. In that cemetery, just to the north of the Civil War Major Robert Anderson memorial fountain, stands a large boulder that marks the final resting place of a man that "moved mountains." George Goethals graduated from West Point 2nd in his class of 1880 and went on to pursue a career not as a warrior in battle but in engineering. At that time West Point produced some of the best engineers in the country. Goethals lifetime career was in building dams, bridges and canals, but not in commanding military troops.

Born in Brooklyn, New York in 1858 to Belgium immigrant parents, who had arrived in 1848, George was named after the "father" of their newly adopted home. This lad was an achiever and even worked as a messenger and bookkeeper while attending the College of the City of New York. He was able to obtain an appointment to the Military Academy through his local congressman. After four years he graduated as a Second Lieutenant in the Army Corps of Engineers and was introduced to William T. Sherman, who was head of the Army at the time. Sherman asked what branch of the service George had chosen. George responded, "Engineers." Sherman was not impressed with his decision but admired his academic record.

George received 2 more years of military schooling in engineering training at Willets Point, New York. His first field assignment came in 1882 with his appointment out west as an engineer officer for the Department of Columbia in Washington Territory. After some routine surveys to test his skills in the wilderness of Washington, he got a break when the main bridge over the Spokane River near Fort Spokane was washed out. George was assigned the engineering responsibility to build the replacement for the old 120-foot structure. It was a huge project and a high pressure job for a young man who have never built a bridge. Resources other than timber were in short supply and he was given only limited time since this was a critical roadway for the Fort. He accomplished the task in flying colors, but later he described the project as the toughest he ever had to tackle.

When a fellow officer brought his sister to the west George met his future wife, Effie Rodman. They soon became engaged. He and Effie were married in New Bedford, Massachusetts, December 3, 1884.

George had a brief assignment with an Ohio River Improvement project from 1884-85. There he learned about river dredging, pouring of dams and dikes, and levee and lock construction. He also learned a valuable lesson that when working with civilians you had best drop the military style, manner, and uniform. Get in there with civilian clothing, don't forget to associate with the men and get your hands dirty.

He again returned to the Military Academy. There he taught engineering to cadets for the next four years from 1885-89.

Returning to the field, George was assigned to the Tennessee River improvements project. The Mussel Shoals Canal was being completed and locks were being proposed at Colbert Shoals. Originally two locks were proposed similar to 11 others already built. Goethals felt that the lockage could be accomplished with just one 26-foot lift lock. He convinced others that such a lock could be built and after 3 years the project was completed. At Mussel Shoals, George also had to construct a supporting railroad to help with the lock and dam construction. It was here he worked with Sydney B. Williamson, a fellow engineer who he would call on at Panama.

From 1894-1898 Goethals became assistant engineer with the rank of Lieutenant Colonel in the Army Corp of Engineers in Washington, D.C. He dealt with the Washington bureaucracy and learned the political aspects of his work.

In the Spring of 1898, the war with Spain broke out. That April Chickamauga, Georgia was selected by Major General Nelson Miles as a training center for the Army. The Chickamauga Battlefield, best known for the action it saw during the Civil War, was also the nation's largest military training ground during the Spanish-American War. Goethals was sent there to work on sanitary water lines and wells. Despite his actions sanitary conditions in the camps were not maintained and disease such as typhoid broke out causing over 752 deaths. George asked for a more front line experience. He was sent to Porta Rico, but before becoming involved in any military action the armistice was declared.

Goethals, returned briefly to West Point as an instructor but was soon promoted to Major and commanded the Engineering Department at Newport, Rhode Island. He was involved in harbor development and harbor fortifications. In 1903 Secretary of War Elihu Root reorganized the Department of the Army. Root established a corps of 42 officers whose duty it was to support the new position of Chief of Staff. George was one of the 42 selected.

In 1904 George became Secretary of the Taft Fortifications Board whose goal was to improve U.S. costal forts from foreign attack. In this position he became a close friend of William Howard Taft.

From the point of early discovery the Isthmus of Panama became a strategic route between the Pacific and Atlantic oceans. The Spanish used it as the land route to carry Inca gold and treasurers to ships on the Atlantic coast bound for Spain. It was a favorite haunt for pirates who preyed on Spanish gold. Early as 1534 Charles V, the king of Spain, had talked about a canal across the 50 miles to connect the oceans. However, once the Spanish gold stopped flowing, the Isthmus lost its strategic importance. It became a subpart of New Granada (Columbia) and returned to a bunch of sleepy villages in the middle of a jungle.

The California gold rush stimulated the building of a railroad across the Isthmus. Gold seekers rode 8 miles by rail and then traveled another 40 miles by mule or foot to reach Panama City where they hoped to catch a boat north to San Francisco. The railroad wasn't completed until 1855 when the gold rush was largely over. It is estimated that somewhere between 5,000-10,000 persons died in building the railroad. Most of these deaths were from diseases.

Ferdinand de Lesseps, a French engineer, built the Suez Canal for France from 1858 - 1869. It was 102 miles long, 26 feet deep and constructed at sea level without any locks. France organized a private stock company to repeat the sea level canal concept in Panama. Lesseps went to Panama and estimated that a sea level canal could be built there in 8 years. After two years of surveys, work began in 1882. Diseases such as malaria and yellow fever and accidents cost

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over 20,000 thousand lives during the French period. The moist soil required that the slopes through the 300 foot continental divide be continually widened to prevent landslides. The project costs and timeline were grossly underestimated by the French engineers. Work stopped in 1889 and the company was bankrupt.

Another company was formed in 1894 to run the Panama Railroad and to maintain existing excavation and equipment in a salable condition. The French company was asking \$109 million to a willing buyer for the works and the railroad. The U.S. Congress professed more interest in a Nicaraguan canal route. The French finally reduced the price to \$40 million, a volcano erupted in Nicaragua and the U.S. was persuaded to go with a Panama canal. Volcanic and earthquake activity were always considered a potential negative factor for the route through Nicaragua and a timely eruption sealed the deal.

Columbia refused a treaty with the U.S. for a Panama canal. Local Panamanians revolted against the Columbian government encouraged by U.S. warships blocking the sea lanes to Panama. A treaty was quickly signed with the new Panamanian government in November 1903, paving the way for the U.S. to recognize the state of Panama and thus receive the rights to build the canal. In 1904 the U.S. purchased the French equipment and railroad in the canal zone for the \$40 million dollars. Panama also received \$10 million. The formal date for U.S. takeover was May 4, 1904.

President Roosevelt, not wasting any time, established the Isthmian Canal Commission (ICC) and on May 6, 1904 appointed John Findlay Wallace Chief Engineer of the project. Wallace previously was general manager for the Illinois Central Railroad. His was a brief tenure in Panama. He became overwhelmed with the disease-plagued country, dilapidated French infrastructure and equipment and bureaucracy of the ICC. After only 1 year, he resigned abruptly in June 1905. He was replaced by John Frank Stevens, who was the engineer who had built the Great Northern Railroad. Also in 1904 Colonel William C. Gorgas was appointed to improve sanitation and rid the zone of malaria and yellow fever. Walter Reed had learned in Cuba that the mosquito was the carrier of these dis-

eases so Gorgas conducted a campaign to destroy the pest and its breeding grounds. By 1906 these diseases were largely eliminated. War was declared on the mosquitoes. Standing water was removed and oil sprayed on the swamps. Mosquito netting was installed and any one with disease was quarantined. The cleanup took well over 2 years to really reduce the occurrences of these diseases. Still the death toll during the American construction was about 5,600 from disease and accidents .

Stevens improved worker housing, working conditions and other infrastructure such as the railroad system. As conditions improved Stevens recruited U.S. workers. He supported a lock-based canal despite the recommendations of an engineering panel, which continued to support the sea to sea level canal. Stevens laid the groundwork for the lock-based canal that was eventually built.

On November 14th 1906 President Teddy Roosevelt arrived in Panama for a 3-day visit to inspect the canal construction. He was the first President to leave the country while in office. During his visit he vigorously traveled up and down the canal through work-sites and workers' housing. The most famous moment happened on the second day when he climbed aboard a steam shovel and the press got their famous photo. "Roosevelt is There" and the public loved it.

Leadership in Panama began to unravel. In January 1907 Theodore P. Shonts, a prior railroad executive and then the Chairman of the ICC, resigned to take another position. Roosevelt accepted Shonts' resignation, but he still had Stevens in whom he had a great deal of confidence. Roosevelt really appreciated the work that Stevens had accomplished and his plans for completion of the canal. The President was thus greatly shocked on February 12, 1907, just a few months after his visit to the Canal Zone, to receive a letter from Stevens revealing his disgust with congressional critics. It revealed an exhausted and bitter man who was burned out. "The work itself ... on the whole I do not like. ... There has never been a day since my connection with this enterprise that I could not have gone back the United States and occupied positions that to me, were far more satisfactory." Roosevelt

quickly sent a note to Secretary of War William H. Taft saying, "Stevens must get out at once." Taft felt he knew just the man for the job, George Washington Goethals.

On February 18, 1907 Goethals was interrupted from his dinner party with friends and asked to come immediately to the White House. Goethals not knowing what to expect dressed in his best uniform and went to see the President. Roosevelt said that he had now two open positions in Panama to fill, chief engineer and head of the Canal Commission. There was only one way to efficiently handle the problems that Stevens incurred and that was to have one man for both positions. That man was to be George Goethals. Roosevelt also thought that an Army Engineer taking control of the project was less likely to resign than the prior two civilian chief engineers.

Goethals was in charge of the Commission and engineering. The canal work still remained under civilian control. Goethals reported only to William Taft and Roosevelt. He became a benevolent dictator on the canal project.

Stevens stayed briefly with the project to provide some transition between himself and Goethals. The changes and improvements that 30,000 workers had accomplished were recognized by Goethals and he sought to build on the base that Stevens had accomplished. The railroad system had been greatly enhanced. The health of the workers was greatly improved. The basic design of a lock-based canal had been laid out. It was up to Goethals to complete this plan.

George officially took change on March 21, 1907. Lock design had to be completed and most of the digging still lay ahead. The Gatun Lake Dam had not even been started. Being a military person, he was faced with much trepidation by the general staff and workers. Goethals manner to become "one of the men" and his fair dealings quickly turned attitudes. He became popular with the workers. Goethals made sure that American workers had access to baseball and movies as well as better housing arrangements. Workers were divided into gold "skilled" and silver

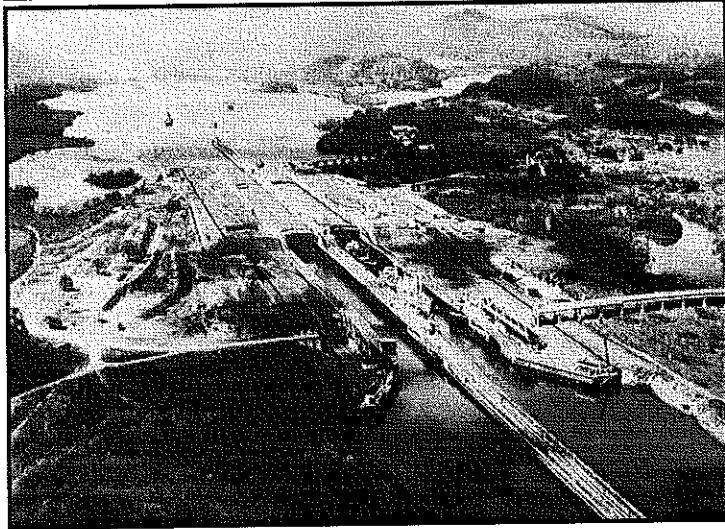
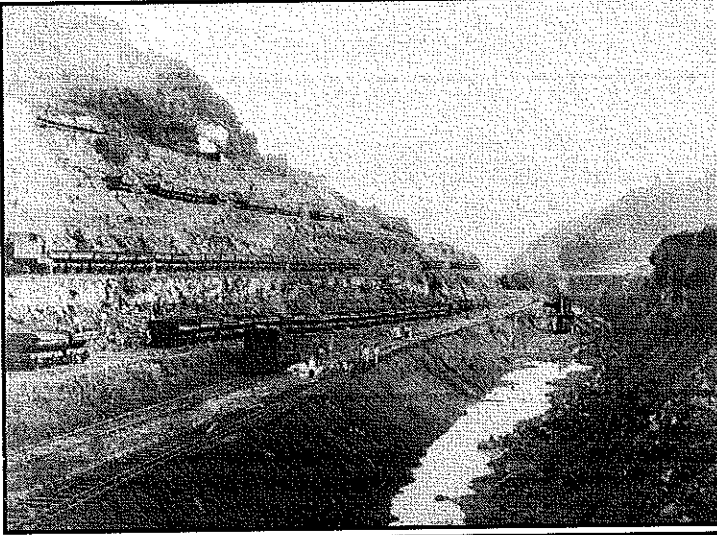
"unskilled." He established a local weekly newspaper called the Canal Record from 1907-1914 that was distributed at no cost to the "gold" team workers.

Stevens had divided the work in Panama for his staff by function: that is digging, dredging, lock construction etc. Goethals changed this approach and divided the work into 3 geographic divisions with each assigned to one individual. The Atlantic Division was from the entrance at Limon Bay and included the Gatun Locks and dam construction. This section was assigned to William L Sibert, who was already on the scene and had worked on the Sault St. Marie locks in Michigan. The Pacific Division from the ocean to the Miraflores and Pedro Miguel locks was assigned to Goethals' fellow engineer from Mussel Shoals, Sydney B. Williamson. The most difficult section was the Central Division from Gatun Lake through the treacherous 9-mile-long Culebra cut. For comparison the Lincoln Tower Bank in Fort Wayne is 312 feet high (22 stories). Imagine digging dirt and rock for 1/3 of a mile wide for nine miles from that height down to 39 feet below sea level, that's what had to be dug. This Central Division was assigned to Major David DuBose Gaillard, who arrived with Goethals for the project. The work at Calebra was daunting. A path would be cleared only to be buried the next week by a landslide. The railroad hauled 160 loads of dirt a day from the Culebra cut to Gatun Dam site. At the busiest times there was one train inbound or outbound at the cut each minute. In April 1915 this cut was renamed the Gaillard Cut in honor of the Major, who died of a brain tumor December 5, 1913 only months before the canal opened in 1914. Panama, after taking over the canal in 2000, has returned the cut to its former name.

The Panama Canal as finally planned and constructed may be described as follows:

A ship enters from the north from the Atlantic into a 7 mile sea level channel until it reaches the Gatun plateau. A 164 sq. mile Gatun Lake was created by building over a mile long earthen dam blocking the Rio Chagres River to produce a water level at 85 feet above sea level. To reach Gatun Lake a double set of 3 Gatun locks hydraulically lift ships onto the lake. Ships then proceed 32 miles across Gatun Lake, which in places follows the old channel of the Chagres River

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but elsewhere the flooded high hills were dredged to create a minimum 45 foot depth. Portions of this lake travel is through the Calebra Cut. Next the ships reach the Pedro Miguel Lock where they are lowed 31 feet into Miraflores Lake. They then proceed another 1 ½ miles to the double Miraflores Locks. After being lowered another 54 feet they enter the 8½ mile Pacific channel to reach the ocean. The whole trip is from North to South, not East to West as you might suspect. This entire process uses 52 million gallons of water. The new Post Panamax locks now being built will save 60% of its water usage.

The major barrier for the canal was the 300-foot 8-mile Calebra ridge that had to be widened to 1/3 of a mile and reduced to about 39 feet below sea level. This was about 4 times wider than the French had

planned. When the French left about 19 million cubic yards of material had been removed at Calebra compared to a total of 96 million cubic yards removed in the final work. Stevens had removed some material but most of the digging and landslides were left for Goethals. Changes were also made by Goethals in lock dimensions to meet Navy battleship requirements.

Despite additional excavation, changes in lock dimensions and \$11 million in additional fortifications, the total project was \$23 million less than the original 1907 projection. The project was completed without any graft or corruption. There was not a hint of scandal. Without question, the credit goes to George Goethals, whose ability, courage and tenacity were of the highest order. The total cost was \$353 million, which included the payments to France and Panama.

The excavation work on the Panama Canal by each of the groups involved is summarized below:

- 1881-1903 French Excavation - 78 million cu. yards of earth /only 30 million used in final canal
- 1904 -1906 Wallace & Stevens - 7 million cu. yards
- 1907-1914 George Goethals - 232 million cu. yards / 35 million just landslides - Calebra Cut

The final canal wasn't completed until August 15, 1914. The first ship to pass through the Panama Canal was the cement cargo ship S.S. Ancon.

George Washington Goethals was promoted to Major General and became the first Civilian Governor of the Panama Canal Zone. For seven years he had managed the Panama Canal construction. This was the largest engineering project in the world at that time. Goethals was also there to dismantle the workforce and develop a group of workers to operate the canal. He left the canal zone in September 1916 and returned to New York. When asked by a reporter what he was going to do next he said, "Look for a job."

Soon George was appointed by President Wilson as chairman of a board of inquiry concerning the Adamson eight-hour law that reduced regular hours for railroad workers to an eight hour day. In 1917 he be-

came the State Engineer for New Jersey to supervise highway construction. During World War I he headed up the Quartermaster Department for the Army. He later became a consulting engineer for the Port of New York Authority and recommended one authority for all states and entities in the New York harbor. To honor his service to the nation, the bridge between New York and New Jersey is named the Goethals Bridge and in World War II a liberty ship was named the U.S.N.S. George W. Goethals. George died of cancer in New York City on January 21, 1928 at age 69.

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A CANAL LOVE STORY ?

From the *Indianapolis News* Jan. 4, 1901

PETERSBURG, Ind., January 4.

With the passing of the last vestige of the old Wabash and Erie canal there has been brought to light evidences of one of the many tragedies that have occurred along the banks. Workmen employed in excavating along the only remaining stretch of tow path in this county unearthed the bones of a man and woman. It is believed that the find explains the mystery that surrounded the sudden disappearance of pretty Lillian O'Ryan and her sweetheart, Patrick Toole, almost fifty years ago. When the Wabash and Erie canal was in process of construction, the banks were lined with the huts and tents of Irish workmen, and in these little settlements there were many fights and quarrels that led to numerous murders. But the O'Ryan mystery, as it was known for years, occasioned unusual excitement.

Lillian O'Ryan was the belle of all the Irish girls who followed the course of the winding canal, and her father was one of the overseers. Toole was a young laborer, who became madly infatuated with the girl, and declared he would marry her at any cost. One stormy night Toole went to the O'Ryan home and asked his sweetheart to accompany him to his tent, where his mother was dying. That was



the last seen of the couple. The whole camp turned out in search for the missing ones, but no trace of them was ever found, and their relatives and friends passed away one by one, each with the belief that Lillian O'Ryan and her beau had been swallowed up by a mystery that would never be explained. But the men who found the hidden grave and severed bones are certain they belong to the two lovers, A plain gold ring, with the initials "L. R." engraved on it, served to identify what remains of Lillian O'Ryan and a rusty dagger near by shows how she met her death.

From the *Indianapolis News* Jan. 5, 1901

THE OTHER SKELETON.

The remaining link in the mystery has been unraveled by Mike Conner, an old farmer living near Evansville, and the only man now living who joined in the search for the missing girl. Conner says the day after Toole and his sweetheart disappeared, a break was reported in the canal bank, a short distance from the camp. But breaks in the bank were common, and this particular one was filled up as quickly as possible, it not being connected with the missing couple in any way. Conner says he often saw Toole with the knife that was found near one of the bony hands. He says the spot where the skeletons were unearthed is one where the break in the canal occurred. He thinks Toole, in a fit of rage over Lillian O'Ryan's refusal to marry him, killed her and carried her body to the side of the canal, where he tried to hide the result of his deed by burying her near the edge of the water, where it would hardly be found by the searchers. That part of the canal was cut through a treacherous stretch of quicksand, and it is Conner's opinion that Toole was caught by a bank caving in with him, and the jealous lover was buried alive in the same grave that he had prepared for his fair-haired sweetheart.

CANAL BOATS IN OHIO - 1880¹

From Canal Comments No. 71

By Terry K. Woods

Editor's note: Some of Indiana's first canal boats were built for and use on Ohio's canals. They were later brought and used in Indiana. Likewise canal boats used in Indiana were taken and used in Ohio then later returned to Indiana. Evidently Ohio and Indiana canal boats were similar in design and classification.

The old time boats in Ohio were able to carry only about forty five to fifty tons of cargo each. They were then, as now, designed to be about 80 feet long, 14 wide, and 4 to 4 ½ feet high, while setting three feet or so deep in the water when fully loaded. They were rather sharp in design and rather easy to tow, fast boats. These earlier boats did not contain provisions for carrying a spare team on board, but rather relied on 'way stations' every twelve to fifteen miles where an exchange of teams could be made.

In later years, however, beginning in the mid 40s, these craft have been built fuller and given a draught of four feet. Their capacity now has been increased so that they can carry eighty or ninety tons. And, of course, beginning in the mid 40s, a center stable cabin was installed on boats dedicated to carrying freight. This cut the over-all carrying capacity a bit, but, when first introduced, cut towing costs from about 26 1/2 cents per mile to under seven cents.

Ohio craft are neat boats, but not considered large enough. And when considering that the larger, 240 ton capacity craft in the State of New York's Erie system find it hard to hold their own against railroad competition, it is not surprising that the boatmen of Ohio have been hard pressed since the war. About ten years ago (1870), the old Pennsylvania & Ohio Canal was abandoned and about forty of their boats were taken over to the Ohio Canal. There has been almost no building of new canal boats on the latter canal since. The new boats that have been built have not exceeded five or six craft in any one year.²

The Ohio Boats are all framed, the object being to secure as light a structure as possible and can be considered to be built along the Bull Head design of craft on New York's Erie Canal. On craft designated

for purely hauling bulk freight such as coal, stone, lumber, etc. the house (cabin) is not continuous from stem to stern, but consists of three smaller houses. The one in the bow houses any non-family crew-members, while the one in the stern, away aft, houses the Captain and his family. A smaller house, used as a stable, sits amidships. In these freight boats, a little roof, or gangway, about three feet wide, ties the roofs of the three houses together and acts as the deck. Some few Ohio boats have a full and continuous house, and are called Line Boats, or Two Deckers.

A third type of Ohio Boat is known in that state as a State Boat. A State Boat, is basically a maintenance craft, and, since its crew is stationed locally to patrol a limited extent of the canal, its spare team can be stabled at their home dock and there is no need for a stable on board.

The frames of these Ohio boats are sawed out of 1 ¾ inch oak and molded eleven or twelve inches over the keel, nine near the bilge, and three at the gunwale. The frames are spaced on about fourteen inch centers.

There is a light decking of one on one and a half inch oak or two inch white pine planks. The outside of the hull is planked with one and three quarter inch oak.

There are three fenders on the bow, one at the plankshear height, the other two, a foot apart, below. They are all extended around the curve of the bow and ironed on the face with two by three/quarter inch straps.

Houses are all constructed of white pine. The stern overhangs just enough to house the rudder stock and a small deck for the steersman.

About 13,000 feet of wood, a ton of iron and 80 pounds of Manila Line are required in the construction of one of these boats, which will cost, less a team and furniture, from 1,100 to 1,200 dollars.

There are about 15 small yards scattered along the Ohio Canal and less than that on the Miami & Erie.

An old builder is C.H. Payne³ of Akron, who spent 30 years in Pennsylvania, and has been 18 years at Akron. He had built 128 boats up to 1881, but only one boat in the latter year.

* * * * *

Two 'regulations' that affected the design of Ohio boats were, . . .⁴

ONE – “Be it enacted by the General Assembly of the State of Ohio, that no boat or vessel of any kind, except shall have a firm and permanent bow, which shall be at least as sharp as a semi-circle, shall be permitted to navigate or float on either of said canals of this State, under a penalty of Ten Dollars; for the payment of which such boat or vessel, and also the owner thereof, shall severally be liable; and every time such boat or vessel shall be moved on either of said canals, the distance of one mile or upwards, it shall be considered a distinct offense.”

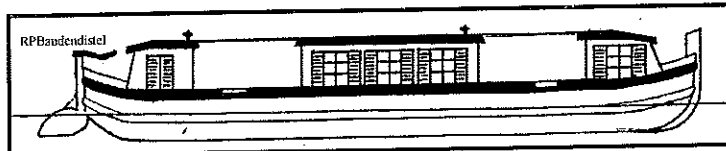
TWO – “Every boat navigating upon either of the canals of this State shall, by means of a guard or plate of iron, firmly attached to the keel and extending back under the rudder, or by means of some permanent device, cover and secure the opening between the keel or sternpost and the rudder; so as to effectively prevent the towing line of any other boat of entering said opening.”

¹ This is a somewhat augmented article that originally appeared in the No 3 issue for 1963 of TOWPATHS, the quarterly publication of the Canal Society of Ohio. The majority of that article was taken from Hall's *The Shipbuilding Industry in the U.S.*, 1884. The editor of TOWPATHS at that time was Lou Richardson.

² We have tentatively listed 32 boat yards along the Ohio Canal during its lifetime, but we have not differentiated between boat building yards and repair facilities. Also, some of our listed yards were undoubtedly out of business by 1880.

³ Lane states Payne worked at a boat yard in Boston Township on the Ohio Canal since 1845 and came to Akron in 1863.

⁴ An Act to Regulate Navigation on Ohio's Canals, February 23, 1830.



EXAMPLE OF AN OHIO BOAT IN INDIANA

The first canal boat put onto the Whitewater Canal was the “Ben Franklin,” a fine cabin packet that ran for a number of years on the Miami and Erie Canal in Ohio. She carried Henry Clay on the Miami and Erie Canal on his campaign trip against Polk. She also transported William Henry Harrison from North Bend via Cincinnati to Pittsburg on his trip to Washington for the inaugural ceremonies.

Since there were no canal boats in the Whitewater Valley at this time, it was decided to bring the “Ben Franklin” to Indiana. She was owned by Long and Westerfield of Lawrenceburg and commanded by General Elisha Long.¹ She was taken down the Miami and Erie Canal to the Ohio river and floated to Lawrenceburg. There she was put into the Whitewater Canal and taken to Brookville, Indiana. She arrived in Brookville on June 8, 1838, and was drawn by hand from below town up to its landing.² Peter Schaaf, an early resident of Franklin county, Indiana was the cabin boy at that time.

The “Ben Franklin” was later bought by Josiah McCafferty,³ who changed her name to “Henry Clay” probably since she had earlier carried Henry Clay. It is said that there wasn't any other boat on the canal that could make any better time.

¹ General Elisha Long was one of the state appointed Canal Commissioners and was the Superintendent of the Whitewater Canal project in charge of accounts. Baudendistel, R. Paul. *The Whitewater Canal Boat Log*. Metamora, IN: R. P. Baudendistel, 1995.

² This indicates the tow rope was being hauled at least through the guard lock and across the river by man power. The towpath bridge behind Brookville Dam may not yet have been completed. In any case, the Canal Basin at Brookville was at this time without water and boats tied up in the pool of Dam #3 until the Laurel division of the canal was opened. Baudendistel, R. Paul.

³ “Reminiscences of Josiah McCafferty,” *History of Franklin County, Indiana*. 1915.

ABANDONING THE W & E CANAL

To the General Assembly of the State of Indiana:

The Board of Trustees of the Wabash and Erie Canal submit this, their twenty-eight annual report for the year 1874.

It was stated in the report of the Board for the year 1873, made to the Governor on the 26th of March last, that the contractors for the maintenance of the Canal navigation (the Wabash and Erie Canal Company), had intimated an intention to abandon their contract with the Board of Trustees, which, by its terms, would not expire until the first day of July, 1878. This intimation was shortly after followed by a formal abandonment of the Canal and the contract, of which the Trustees were duly notified in the Spring.

As the Canal was thus suddenly surrendered to the Trustees, and they had no means at their disposal to maintain it, it seemed as if it most unavoidably be abandoned. The Trustees, however, on consultation with the Chief Engineer; and under his advice, appointed Wilson Smith, of Huntington, Superintendent, to take charge of it, with directions to protect the property and maintain navigation as far as possible, using the tolls and water rents for that purpose.

The reports of Mr. Williams, the Chief Engineer, and Mr. Wilson Smith, Superintendent, herewith submitted, set forth fully the present condition of the Canal and its structures, to which attention is especially called. By the wise and energetic management of the Superintendent, as exhibited in this report, he was able to preserve the property in the condition in which it was left by the contractors, without incurring any burden of debt; but it is manifest that if the Canal is ever again to be opened for the use of the public, it must be done by other means than those in the hands of the Board, and by some other power. Any further effort on the part of this Board to maintain the navigation of the Canal would be fruitless, after the experience and results of the last contract made with the "Wabash and Erie Canal Company," as herein states. When that contract was made, on the 23d June, 1866, it was expected that it would insure the permanent

maintenance of the Canal. The Subscribed capital of the Company was \$150,000. The subscribers, numbering three hundred and seventy-nine members, were all citizens of Indiana, residing in the counties of the Wabash Valley, and interested in maintaining the Canal, were prompted to the effort by that desire. By a statement transmitted to the Board, it appears that between June 23d, 1866, when the contract was made, and the surrender of the Canal in the Spring of 1874, about eight years, the contractors expended on the Canal for maintenance, repairs, and expenses, \$436,345.62. Tolls, and water rents, collected, were \$274,019.41. Leaving a deficit of \$162,326.11. Towards this deficit they received from the county donations, authorized by acts of the General Assembly, \$40,216.13. Leaving a very large sum to be made up by the private contributions of the subscribers, which may be regarded as their individual loss or sacrifice in their effort to sustain a public work for the benefit of the public. By the terms of the contract, which was to continue until 1st July, 1878, a considerable sum was to be paid annually to the Board towards the general expenses of the Trust; but no payment has ever been made and it remains an unsatisfied claim against them.

In a circular, addressed to the subscribers, under date of December 10th, 1874, it is stated that when the Company was formed in the summer of 1866, it was confidently believed that by the judicious expenditure of \$60,000, the Canal and its structures could be put in repair, from the Ohio State line to Terre Haute, and that the tolls and revenues thereof would not only hereafter keep the Canal in navigable order, but would in due time return the money advanced by the Company.

The expectations of the friends of the enterprise have not been realized, although every reasonable effort was made to accomplish the desired object. The rapid decay of the structures, and the unexpected injuries by floods, caused larger outlays of money than were anticipated, while the relentless opposition of Railroad Companies, and especially that of the Toledo, Wabash & Western Railway Company, cut down our tolls and reduced our income, so that it was found impracticable to keep the Canal up, and last March it was formally surrendered to the Trustees.

This state of things, in respect to the Canal, has attracted the attention of the holders of the certificates of indebtedness, chargeable on the Canal and the property held by the Board, in trust and security for their payment, and a suit has recently been instituted in the Circuit Court of the United States by Jonathan K. Gapin, the holder of a large amount of various classes of Wabash & Erie Canal Stock, in behalf of himself and all other holders of similar certificates of indebtedness, against the Board of Trustees the object of which suit is to enforce the lien of the holders of these certificates against the property pledged for their payment held by the Board of Trustees under the public debt act of 1846 and 1847, and praying the Court, for the reasons set forth in the bill of complaint, among other things to decree a sale of the Canal and its appurtenances, and a distribution of the proceeds among the holders of Canal indebtedness, according to their several rights and priorities.

By the public debt acts of 1846 and 1847, no provision was made for terminating the Trust, other than is specified in the 12th section of the Act of 1846, and 22d section of the Act of 1847, by which the State of Indiana reserved the right of terminating the Trust, after twenty years from the 19th January, 1846, by assuming or paying the balance of principal which might then remain unpaid. It was presumed when the acts were passed, that the security, (viz. the tolls and revenues and lands of the Canal, would be ample to pay, first, all the accruing interest on the debt; and secondly, to discharge the principal, or a large part of it, within twenty years, leaving only a balance of principal to be assumed or paid, whenever the State should exercise the right of redemption, reserved in the acts. The actual contingency which has occurred, viz.: the utter failure of the Canal as a productive work, was not for any reason then stipulated.

The constitutional amendment which has been adopted by the addition to the tenth article of the Constitution of the State is in the following words: "No law or resolution shall ever be passed by the General Assembly of the State of Indiana, and for the completion of the Wabash and Erie Canal to Evansville," passed January 19th, 1846; and an act supplemental to said act, passed January 27th, 1847, which by the provi-

sions of the said acts, or either of them, shall be payable exclusively from the proceeds of Canal lands, and the tolls and revenues of the Canal in said acts mentioned, and no such certificates of stocks shall ever be paid by this State." It is claimed that the State, by the adoption of this amendment, has relinquished the right of redemption and interest in the property, and distribution of the proceeds, among the stockholders, according to their respective right and equities. The Board of Trustees hold the property simply in trust for the specific purpose stated in the acts of 1846 and 1847. They have made every possible effort to sustain and perpetuate the Canal, and the measures which have been adopted to that end have been fully set forth in their reports to the General Assembly from year to year, from the beginning of the trust to the present time.

The action of the Board in regard to the suit, which has been instituted as above, will be under the advice and direction of eminent counsel, and the pleadings in the case will be communicated to the authorities of the State for their information, presuming that any proceeding involving the ultimate disposition of the Canal, and the property of the trust will be of interest to them and command their attention. The amount of the Canal debt (certificates of Canal stock chargeable on the Wabash and Erie Canal payments), was stated in the report of the Board for the year 1868, and there will be found appended to their report for the year 1872, a schedule of the holders of the certificates, with the residence and amount held by each one. This list is believed to be substantially correct, as material change having occurred since.

The Trustees can not refrain from again alluding to the great advantage in water transportation over all other modes of transit, and present some facts for the consideration of the General Assembly. This question of cheap transportation is already engaging the attention of Congress, and committees appointed to consider the best mode of sending the productions of the great West to the sea-board. The committees are making examinations into the best means of securing cheap transportation. The Legislatures of many of the States are engaged in the same work, and have already passed laws to induce or enforce a reduction of Rail-

road rates. The active class of producers, through voluntary organizations, have engaged in considering this question of freights; and in some States their influence is strongly felt in reducing them.

The line of the Wabash and Erie Canal is the only water route from Western and Northern Indiana to the Great Lakes, and affords the only cheap mode of transportation to the sea-board, for a very large area of country. It is in fact, the natural channel for the trade of the Wabash valley and the upper counties of the States. In the last ten years there have been great changes in the Lake and Canal transportation. The application of steam to Canal navigation in New York, and the improvement in the Lake Merchant Marine, has greatly enhanced the value of the Wabash and Erie Canal to the producers and shippers of this State. These improvements are noticed in the statements of the Toledo Board of Trade, and briefly brought out in review by a leading newspaper of this State. The following striking facts will challenge attention: "The Lake vessels used to carry from 20,000 to 30,000 bushels of wheat or corn. They required from eight to ten days to go from Chicago to Buffalo. Now we have large steam vessels carrying from 50,000 to 80,000 bushels, and towing a consort barge or two, each carrying as much or more than the steamer, and making the trip in from four to five days. The rate of freight paid the former vessels was from 10 to 11 cents per bushel. The rate of the latter, during the year 1874, averaged 4½cents per bushel on wheat. Here we have a great increase in speed and a great reduction in the rate of freight, and all of this by the introduction of steam within the last three or four years. This is most important to the interests of the West. The State of New York offered a prize of \$100,000 to any one who would give economical and practical steam navigation of the Canals. This has been accomplished by Wm. Baxter and others, and, as a consequence, Baxter steamers have run from Buffalo to New York in less than six days, as against fourteen required by the horse boats. They have cost but 10 cents per mile against 35 cents. The rate of freight has been reduced from 12 and 15 cents per bushel to 8-10. All this shows that there is progress in water navigation, and without it the immense products of the West to the East could hardly be moved. The Erie Canal does more business now than

both the New York Trunk Railroads, and with the improvements of the Erie Canal, soon to go into operation, it will carry more freight than all the trunk lines running from Montreal to Washington. Everything that cheapens the transportation of agricultural products is of interest to our people."

These results can not but arrest the attention of the General Assembly, and presents the question to it: Can the Wabash and Erie Canal be allowed to go into disuse? A statement, carefully prepared by Wilson Smith, the Superintendent, shows that the ten counties of Indiana, through which the Canal passes, produced, in 1873, upwards of sixteen-millions of bushels of wheat, corn and other grains. If the Canal, as a means of transportation in competition with railroads, saves the farmer only three cents per bushel, that would make a difference of not less then \$480,000 on the products of those counties in a single year.

In conclusion, the Trustees repeat, with emphasis, the opinion expressed in their report of last year, viz.:

"There is probably no one route that should attract more attention, or that holds out greater inducements, or that would do more if improved, to solve the problem of cheap transportation, between the East and the West, than the Wabash and Erie Canal, looking at its terminal points at Toledo, at the heart of Lake Erie, in the east, and Lafayette, Attica and Terre Haute in the valley of the Wabash, in the west. The expenditure of a comparatively small sum of money (say \$500,000) would put this canal, from one end to the other in good condition, and thus establish one of the most valuable water lines, for the transportation of freight, to be found within the United States, west of Lake Erie."

It may not be out of place to refer briefly to the organization of the Board of Trustees, and those who have composed it during the period of its operation for more than twenty-seven years past. The Trustees, therefore, append to this report a statement, showing the names of those citizens of Indiana who have at different times held the office of State Trustee by appointment of the Governor, or by election of the General Assembly; also the names of the Trustees elected

by the bondholders, and the general officers of the Trust. It will be remembered, on reference to the table, that while there have been many changes in the office of State Trustee, within the period of the trust, there has been but a single change in those elected by the bondholders, and that was caused by the sudden and lamented death of Thomas H. Blake, on the 28th November, 1949, at Cincinnati, on his return from Washington, where he had been on the business of the Trust. His place was supplied by the election of Thomas Dowling, resident Trustee, on the 10th of April, 1850, who, with his associate, by successive re-election by the bondholders, have held their office until the present time.

At the time of the organization of the Board in June, 1847, Jacob H. Hagar, Esq., of Terre Haute, was appointed Chief Clerk, and Secretary in charge on the books and accounts, and Jesse L. Williams, Esq., of Ft. Wayne, Chief Engineer, in general charge of the Canal and the works of construction.

William J. Ball, Esq., of Terre Haute, was appointed Assistant Engineer, and had immediate charge of the construction of that portion of the Canal from Terre Haute to Evansville, under the direction and supervision of the Chief Engineer.

The two gentlemen first named have continued in connection with the Trust, and in the active and faithful discharge of their duties from its very beginning until the present time. Mr. Ball's services terminated some time after the completion of the Canal to Evansville, and not until it was finally abandoned, for the reasons fully set forth in the reports of the Trustees to the General Assembly at this time. The last services rendered to the Trust by this accomplished Civil Engineer, previous to his death in 1874, will be found in his able and exhaustive report on the water power of the Wabash and Erie Canal, and the leases thereof, made in July 1871, and February, 1872, at the request of the Trustees, and appended to their report for the year 1871. These documents are of permanent interest as the subject to which they relate. That the Trustees have always acted in perfect accord and with unanimity, is attested by their reports, made from year to year to the General Assembly.

The lands included in the Vincennes District were to be applied specifically to the construction of the Canal south, between Terre Haute and Evansville, and to the repayment of the bondholders' advance of \$315,900, with interest at six per cent thereon. This grant from Congress contained 793,435 acres. They were classified and appraised under the direction of the Governor of the State (Gov. Whitcomb), in three classes. The first class were by the express provisions of the act, by which the Board were bound, subject to sale at a price not succeeding \$2.50 per acre, the second class not succeeding \$2.00, and the third class not succeeding \$1.25 per acre. In the classification there were—

In the 1st class.....	172,608	acres at \$2.50	\$ 431,720
In the 2d class.....	561,614	48/100 acres at 2.00	1,123,228
In the 3rd class.....	59,361	24/100 acres at 1.25	74,201
	795,563	72/100	\$1,629,149

The total value of the grant, according to the appraisal, was \$1,629,149. They have nearly all been sold for about \$2.00 average per acre and by the accounts rendered, it appears that these lands are credited with \$1,563,121.98 for purchase money paid in for them. The balance is represented by lands in the reservoirs, and by balance due per lands contracted, and lands remaining unsold in the District.

It is proper to state that a number of acres of the land in the Vincennes District, were lost by failure of title, the lands having been previously sold by the United States. The Trustees append hereto a statement of receipts and disbursements on account of the Trust, from the origin of the Trust to the present time, showing the source from whence the receipts were derived, and what account and for what objects and purposes the same have been disbursed, the vouchers and accounts verifying this statement are in the office of the Trustee. Also, a statement of receipts and disbursements from December, 1873, to December, 1874. Also, a statement of sale of lands in the Vincennes District.

CANAL LANDS

There have been sold, as appears by the annual report of 1874, of the Canal Lands, in the Vincennes District, 1,089 90/100 acres, for the sum of \$2,441.28.

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On the land east and west of Tippecanoe, of which there is a small balance of \$3,506.29 yet remaining unpaid, there has nothing been paid during the past year. Indeed of the above apparent balance it is doubtful if any of it will ever be received, as the amounts apparently due have been on the books since the commencement of the Trust.

The balance remaining unsold of the lands in the Vincennes Land District is valued at \$47, 623.24.

The amount of the Suspended Debt yet unpaid, but in process of collection, is \$23,115.21.

The total assets of the Trust are, therefore—

Cash balance December 1, 1874.....	\$41,107.99
Lands in Vincennes district, valued at.....	29,623.24
Lands east and west of Tippecanoe, valued at...	3,506.29
Suspended debt.....	<u>23,115.21</u>
Total.....	\$97,352.73

The balance on hand in case is on deposit in one of the banks in Terre Haute.

CHAS. BUTLER,
JAMES S. HINTON,
THOS. DOWLING

Trustee's office, Wabash and Erie Canal,
Terre Haute, January 20, 1875

Total of Receipts.

DISBURSEMENTS.

General expenses, including salaries of Trustees And Clerks, attorneys, office expenses, etc.....	\$ 373,652.18
Ordinary repairs of Canal.....	631,000.00
Extraordinary repairs of canal.....	211,411.11
Rebuilding bridges.....	28,112.49
Superintendence.....	91,571.46
Cost of collection.....	82,046.43
Construction, Covington to Coal Creek.....	5,495.51
" Coal Creek to Terre Haute.....	383,477.84
" Terre Haute to Point Commerce.....	373,073.79
" Point Commerce to Newberry;.....	158,954.78
" Newberry to Maysville.....	178,519.40
" Maysville to Evansville.....	979,536.67
Damages and water power.....	111,865.39
Clinton Drawbridge.....	17,314.45
Engineering.....	114,046.78
Land Office, Vincennes District.....	16,565.76
Land Office, east and west of Tippecanoe.....	23,881.32
Office, house and lot.....	8,000.93
Suspended debt and refundings.....	81,138.92
Interest paid in advance by bondholders and Other value.....	605,370.93
Principal paid in advance by bondholders.....	244,940.00
Interest paid in Wabash and Erie Canal stock.....	112,439.18
Principal of four original Wabash and Erie Canal Bonds, with interest.....	<u>14,432.37</u>
Total.....	\$4,350,377.74
Balance on hand December 1, 1874.....	\$ <u>41,107.99</u>

General Statement of Receipts and Disbursements by the Board of Trustees of the Wabash and Erie Canal, from the commencement of the Trust, from the 1st of July, 1847, to the 1st day of December, 1874.

RECEIPTS.

Toll and water rents.....	\$ 1,657,710.42
Lands east and west of Tippecanoe.....	683,299.68
Lands in Vincennes District.....	1,583,121.98
Bondholders' subscription.....	815,900.00
Interest and exchange.....	63,185.88
Suspended Debt account.....	58,799.78
Rent paid by contractors.....	21,887.50
Office, house and lot.....	7,646.99
Wabash and Erie bonds (original).....	16,447.24
Miscellaneous.....	<u>3,480.26</u>
Total receipts.....	\$ 4,891,485.73

Statement of Receipts and Disbursements of the Board of Trustees of the Wabash and Erie Canal, from December, 1873, to December 1, 1874.

RECEIPTS.
From what sources.

Balance on hand, as per last report.....	\$ 21,456.00
Suspended debts.....	23,115.21
Lands in Vincennes District.....	10,441.28
Miscellaneous.....	<u>500.00</u>
Total.....	\$ 55,512.49

DISBURSEMENTS.
On what account.

General expenses of Trust, including Salaries of Trustees, Clerks, office Rent and attorneys' fees.....	\$13,080.00
Chief Engineer.....	1,200.00
Lands east and west of Tippecanoe...	<u>124.50</u>
	\$ <u>14,404.50</u>
Total.....	\$ 41,107.99

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On November 30th, 1869, there was charged to the Board of Trustees \$16,600 as collected from Suspended Debt and also charged to Charles Butler, Trustee, New York. This amount was erroneously charged him, and the mistake was not discovered for some years, and is now deducted from the balance reported to the Governor last year.

Table showing the Officers comprising the Board of Trustees of the Wabash and Erie Canal from its organization, in 1847, to the present time, each for the term of three years, except Mr. Palmer.

Statement of sales of Lands in the Vincennes District, from the first day of December, 1873, to the first day of December, 1887.

DATE	First Class	Second Class	Third Class	No. of Acres	Total Purchase Money
*no sale	\$2.50	\$2.00	\$1.25		
	Per acre	Per acre	Per acre		
<hr/>					
Dec. 1873*					
Jan. 1874*					
Feb. 1874	200.00			200.00	\$500.00
Mar. 1874		240.00		240.00	400.00
Apr. 1874*					
May 1874*					
Jun. 1874	280.00	106.94		386.94	913.88
Jul. 1874	5.00	40.00		45.00	92.50
Aug. 1874	37.96	180.00		217.96	454.90
Sep. 1874*					
Oct. 1874*					
Nov. 1874*					
Total	522.96	566.94		1,989.90	\$ 2,441.28

NAMES	COUNTY	HOW APPOINTED
1 N. B. Palmer	Marion	By Governor
2 Austin M. Puett	Parke	By Legislature
3 Wm. R. Nofsinger	Parke	"
4 Benj. R. Edmonston*	Dubois	"
5 G. G. Barton	Daviess	"
6 Richard Raleigh	Vanderburgh	"
7 Jos. S. Hanna*	Tippecanoe	"
8 David M. Dunn	Cass	"
9 Robt. H. Milroy	Carroll	"
10 Jas. V. Mitchell	Morgan	"
11 Jas. S. Hinton	Marian	"
1847 Charles Butler	New York	By Bondholders
1847 Thos. H. Blake*	Terre Haute	"
1850 Thos. Dowling	Terre Haute	"
1847 J. L. Williams	Chief Engineer	By Trustees
1848 J. M. Hager	Chief Clerk	"

*Died during time of service

Editors note: This report to the General Assembly was found in the *During the Forty-ninth Session of the General Assembly, Commencing Thursday, January 7th, 1875*, Indianapolis, IN: Sentinel Company, Printers, 1875. The Chief Engineer's report and the Superintendent's Report that were attached to this report will be carried in future issues of *The Hoosier Packet*.

9 on the Canal

9 on Canal is Indianapolis' brand new, high-rise community that is just steps off the Historic Canal District, the Cultural Trail and IUPUI. It offers 1, 2 and 3 bedroom layouts that include private bathrooms, complimentary internet and cable with HBO, and a washer and dryer.

This luxury apartment complex will soon have a \$37.25 million dollar expansion in its second phase adding 194 new apartments thus bringing the total to about 500 residences along the banks of the old Central Canal. The developer, Investment Property Advisors LLC of Louisville KY, plans to add 15,144 square feet of retail space on the lower level for restaurants and public restrooms. Although there are some 2-300 sq. feet food shops currently along the canal, the developer is looking for larger restaurants.

The current apartments are about 95% occupied. Rents start at \$1,300 for a studio apartment. The new apartments will help add to the commercial traffic along the canal. The Canal Walk was completed in 2001. Since most

buildings along the canal weren't designed to interact with visitors, it is important to make the new buildings more welcoming to the public.

The developer is seeking a 10-year tax abatement that would save \$2.36 million over this period. The complex would still pay about \$3.6 million in taxes vs. the \$6,437 being paid today by a 30,000 sq. foot warehouse that occupies the site. A decision is expected soon from the Metropolitan Development Commission. Investment Property Advisors hopes to break ground on this project in February 2016 with completion projected for July 2017.

Downtown Indy, a nonprofit that advocates for downtown Indianapolis, supports the project and its effort to expand retail on the canal. It has been a struggle in the past to make the canal more engaging for people who go there for recreation. Commercial projects such as this are the best way to assure continuing life for old canals. Without a commercial or recreational use the canal is a useless ditch that eventually gets filled in and lost to history. Frank Timmers, CSI Director, Carmel, IN

CANAL BOAT PROGRESS

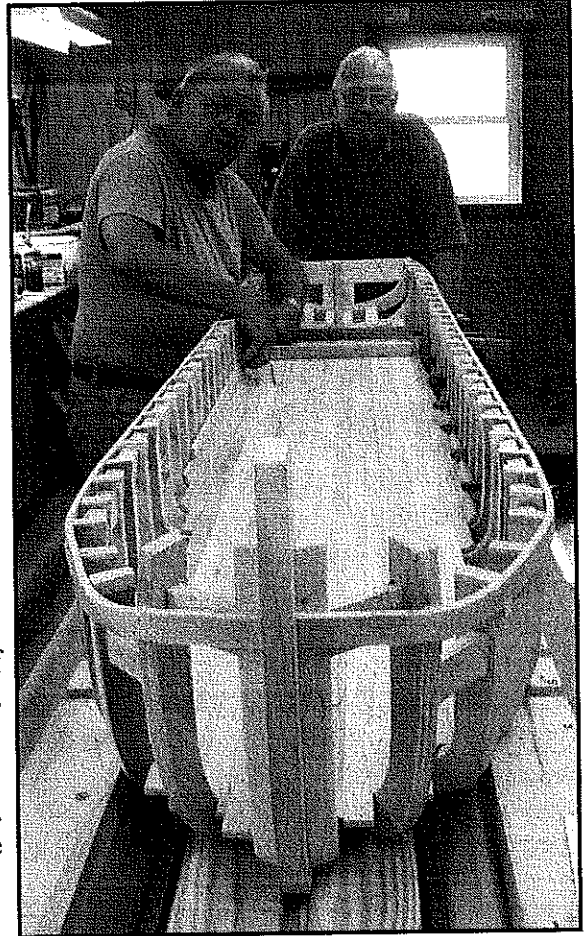
Winter months are providing Terry Bodine, CSI director from Covington, Indiana, with the time to build a canal freight boat model inside his home workshop. His friend and CSI member from Clinton, Indiana, Guy "Finny" Filchak, has stopped by several times to assist him with the project.

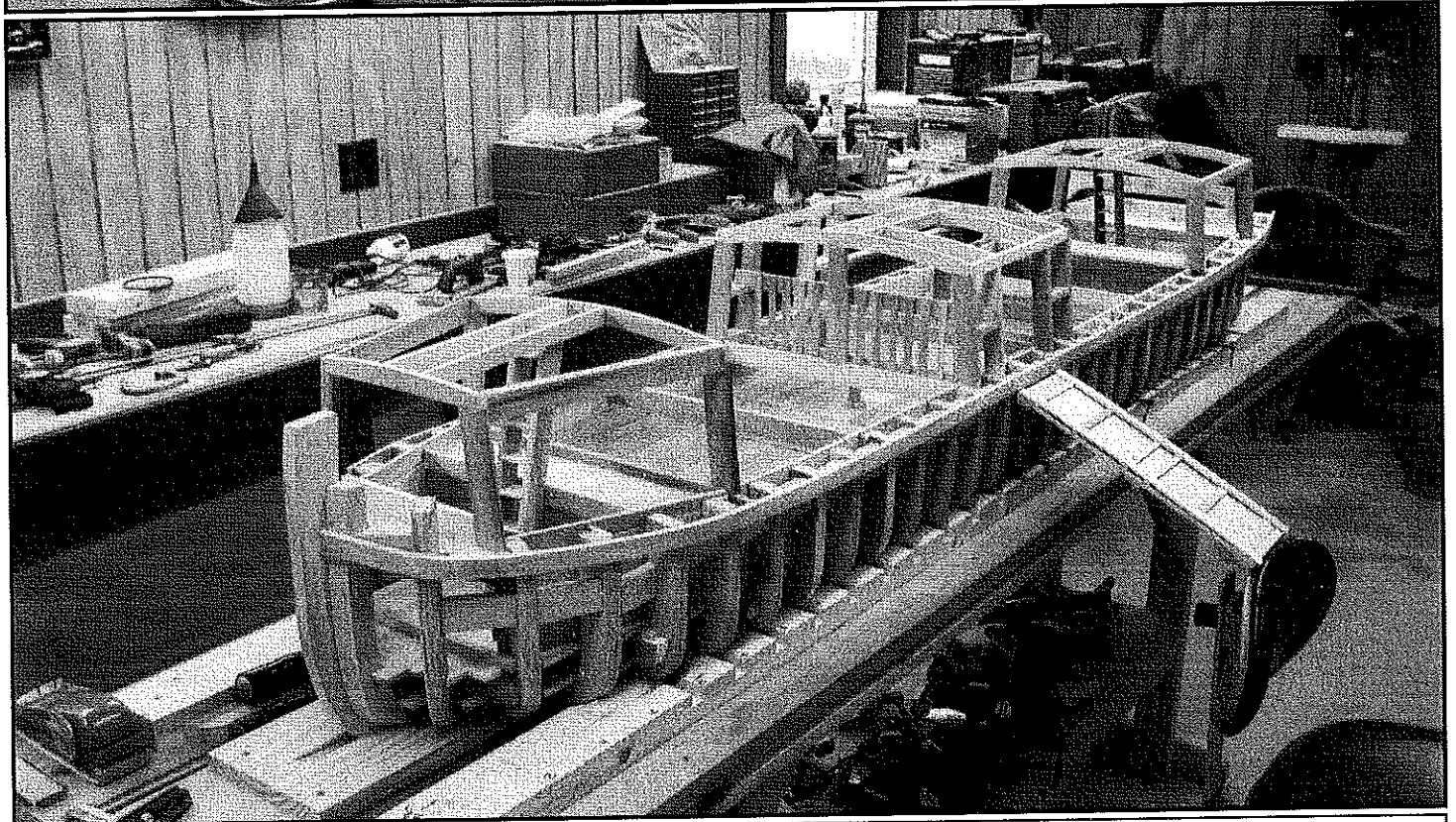
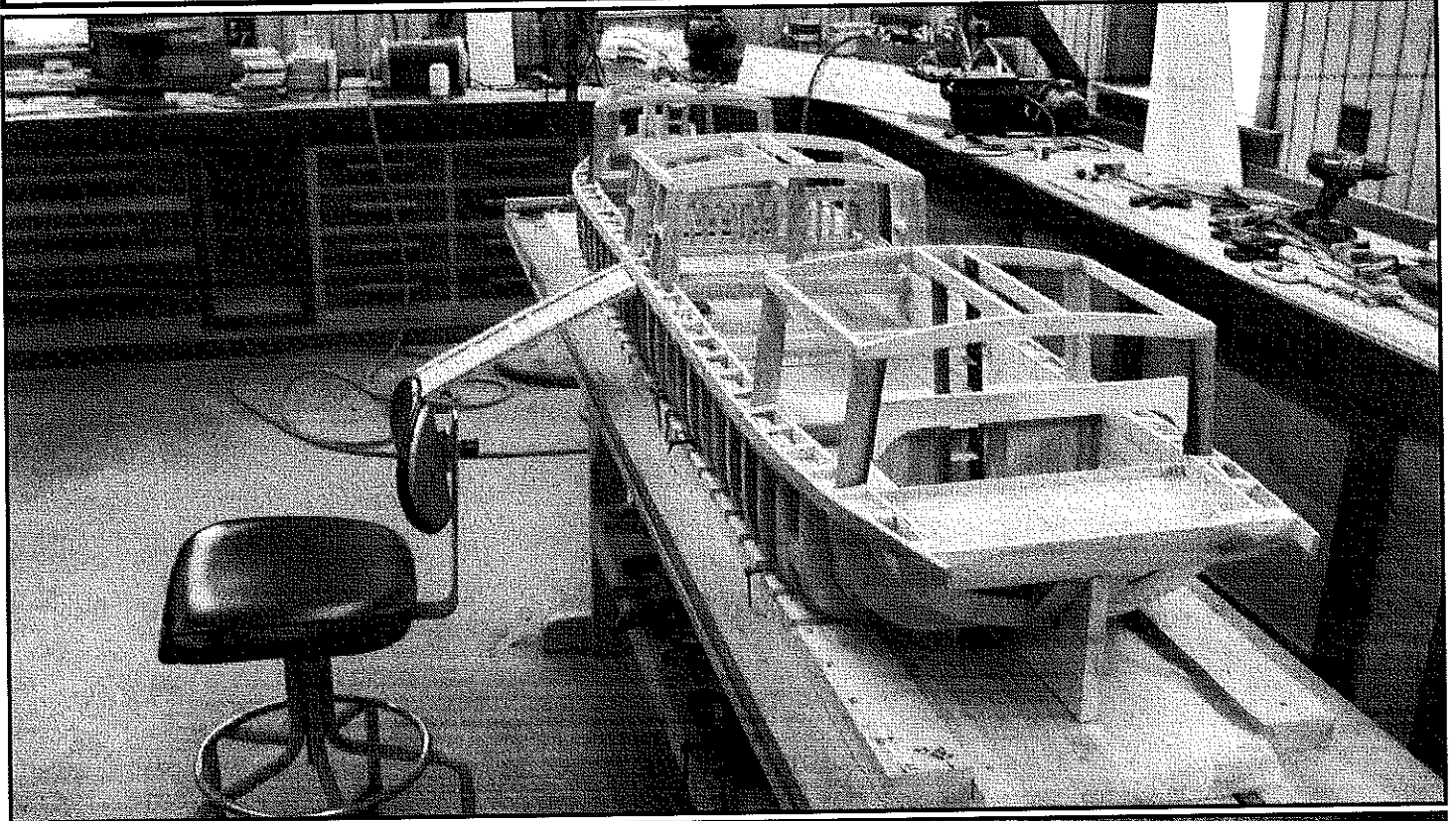
Terry and Finny are making great progress. Each detail is put precisely in its place. Terry has all the equipment to make this a work of art.

At the right we see the floor has been planked. At the bottom we see the side planking being put in place. Guy Filchak is on the left and Terry Bodine is at the rear of the model.

The Bodines plan to exhibit the finished boat at various steam shows and schools as a way to advertise the Canal Society of Indiana. CSI provides them with brochures to hand out. This model helps bring history to life for both children and adults.

The pictures on this page were taken by Anne Bodine, Terry's wife, on November 19, 2015. Those on the next page were taken after Thanksgiving.

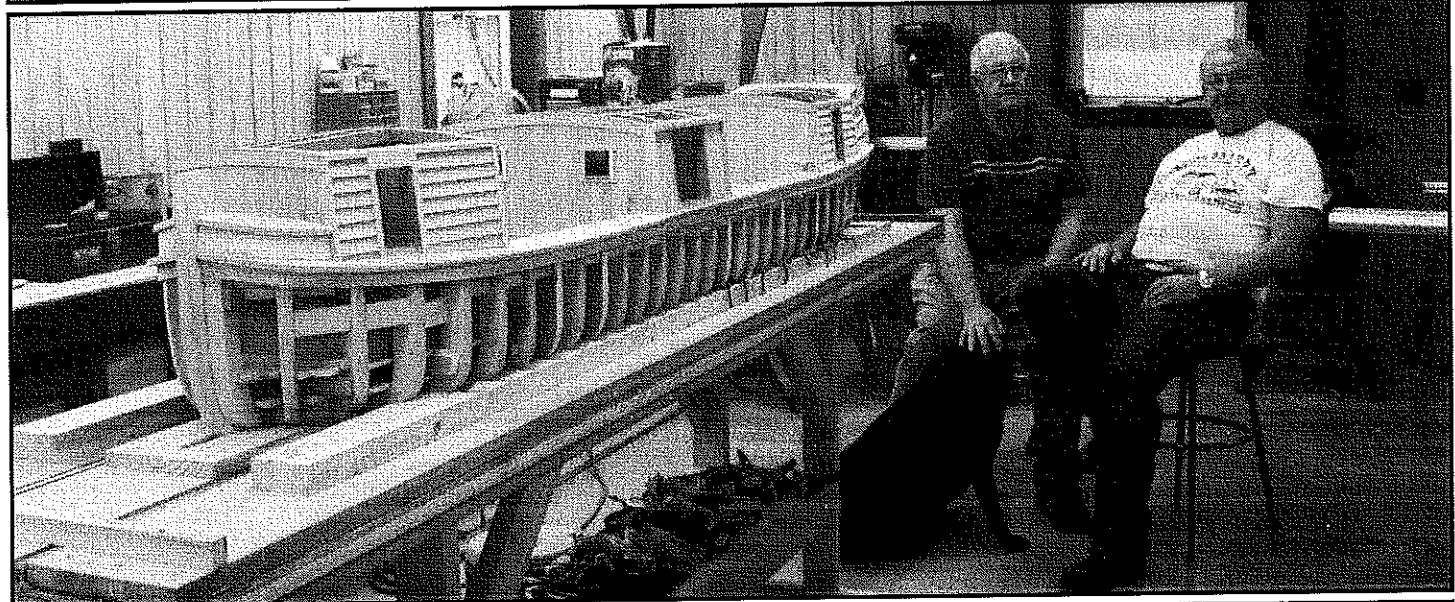
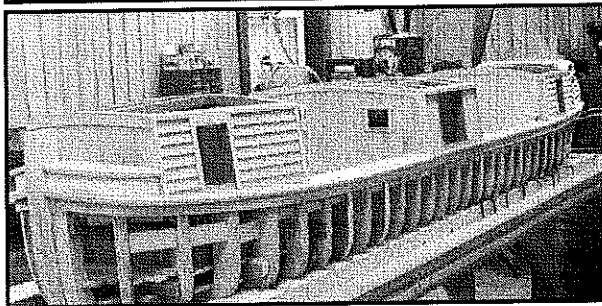
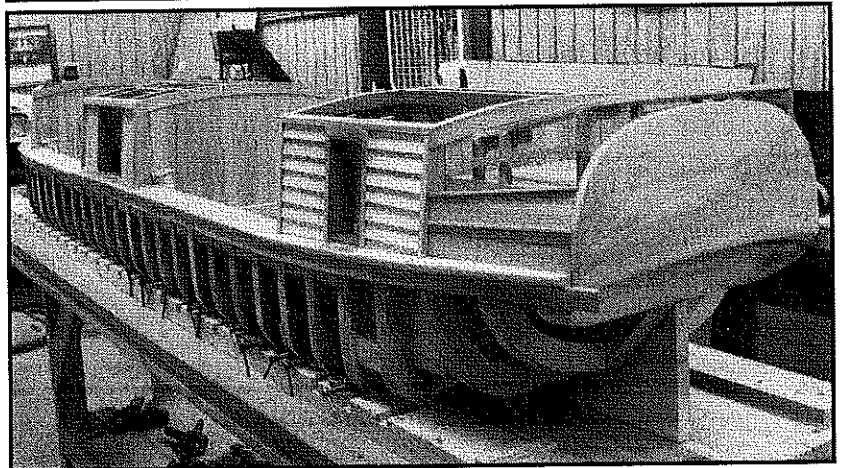
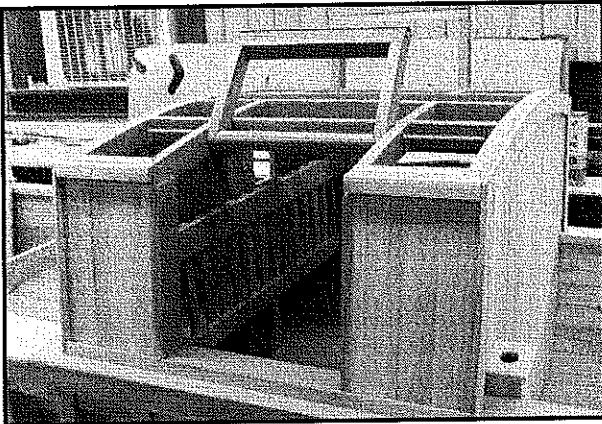
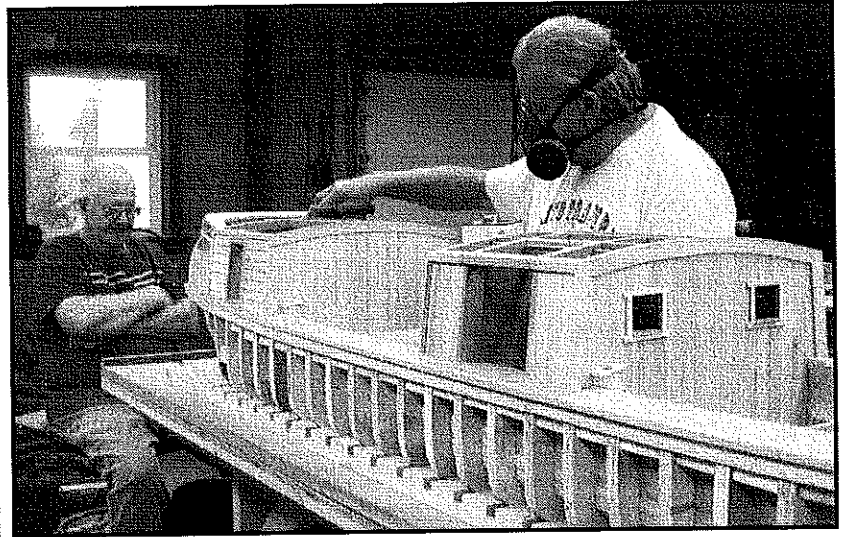
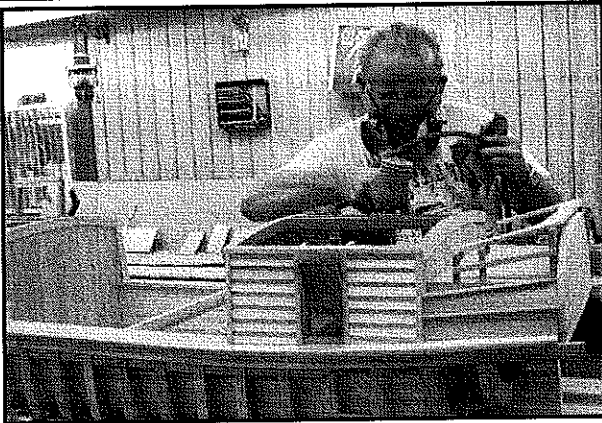




CANAL BOAT PROGRESS: Terry has been working daily on his model canal freight boat. Note the ladders, fall board to and from boat and manger in the cabin that housed the mules.

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By New Year's Eve Guy Filchak, a retired painter, was painting the inside of the canal boat while Terry Bodine observed his work. Photos by Anne Bodine



NEWS FROM DELPHI

OLD FASHIONED CHRISTMAS

Once again the giving spirit of an 1850s Christmas filled the air early in December. It has become a holiday tradition with many people and will be remembered as a first experience for many others. Old Fashioned Christmas at the Canal in Delphi was held in Canal Park, a dozen blocks north of the Court House on Washington Street, from 10 a.m. to 4 p.m. on Saturday, December 12 and noon to 4 p.m. on Sunday, December 13.

Visitors found dozens of items to fill their holiday gift list at the Canal Interpretive Center. The center was overflowing with talented crafters and artisans that demonstrated and sold their wares of cloth, yarn, thread and wood, or of other natural materials such as alpaca fiber or delicious food items.

Hot apple dumplings were sold and eaten at the park. Others were purchased frozen for cooking later at \$2.50 each.

Crafts and gifts could also be found by visiting Cabin Crafts Gifts in the log Bowen Cabin in the Pioneer Village. There a wide variety of more specialty items were found such as handmade hats and scarves, needle-felted ornaments, hand-made cards, wreaths and wooden Christmas items. There were one-of-a-kind pottery items to choose from as well as handmade

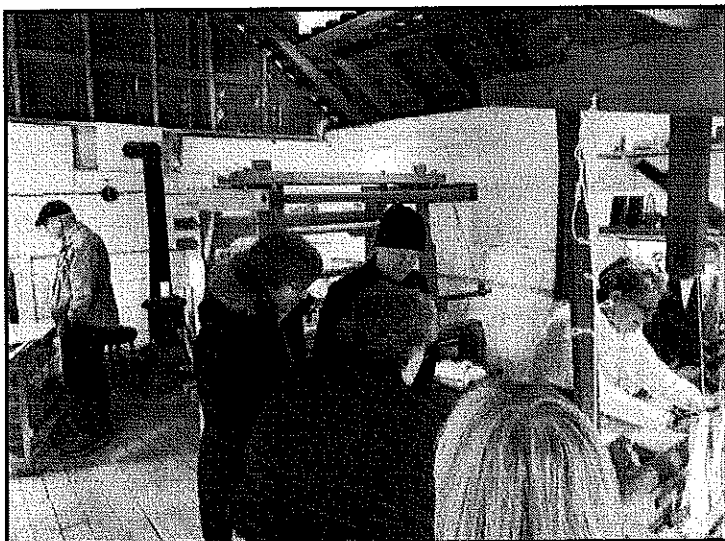
jewelry, antique linens, and quilted table runners and hot plate mats.

Visitors checked out the many improvements at the Loom House. Three different sizes of looms have been set up and were operated by the skilled hands of the Wabash Weavers Guild. The installation of new LED lighting helps them in their work.

Also in Canal Park the fireplace in the Fouts House spread its warmth. People watched the blacksmith at work and saw his iron wares. The cooper demonstrated bucket-making at the Cooper Shop, and elsewhere Christmas crafts were demonstrated.

The 1844 Reed Case House was open. At considerable expense this fall the exterior of the house received a new coat of stain and paint to prepare for the state's Bicentennial. Period docents guided visitors through this Federal style house featuring antique furnishings of the canal era. The house was built by Reed Case, the talented young gentleman who won the contract for building the Wabash & Erie Canal in the Delphi area.

Narrated trail walks were held at 2:00 p.m. on Saturday and Sunday. Delphi Historic Trails are always open dawn to dusk daily. Walkers saw many interpretive sites and looked inside the recently completed 1884 Leiters Ford Depot and a German Lutheran Church, which was recently moved to Canal Park and is being restored.



**15th ANNUAL DAY AFTER
CHRISTMAS WALK**

By Dan McCain

Since 2001, on the day after Christmas, the Canal Association has offered a narrated walk to some destination along the 10 miles of Delphi's Historic Trails. This year's event was held at 1 p.m. on December 26, 2015 at the Canal Center, 1030 North Washington Street in Delphi.

Participants had the opportunity to get out of the house and use their Christmas gifts of coats, hats, boots, etc. There were pets on leashes, kids in tow, and neighbors who wanted to get fresh air and enjoy the day.

The Delphi Trolley transported walkers from the Canal Center parking lot to the High Bridge Trail area east of town to begin the walk. After a short walk across the bridge to 'Freedom Park' walkers saw the new Bicentennial Monument site. Recently acquired by Heartland Heritage Inc. (HHI), the site honors Indiana's 200th birthday. The walk leader, David McCain, discussed the Bicentennial Monument and upcoming scheduled events. He said, "The new Hoosier Heartland Highway underscores the importance of transportation in Carroll County's development. The central sculpture of the Bicentennial Monument will honor the various changes in transportation since the time when all was wilderness." The west end of the trail and the site of the 1916 Centennial (Milroy) Monument was pointed out.

Eight years ago on the day after Christmas the weather was delightful and 146 people came out for the afternoon. That day INDOT's plans for crossing Deer Creek Valley east of town were explored on foot with comparisons provided by viewing maps and comparing drawings.

Participants expressed concern that the enormous cuts" through the hills on the south side of the

valley and the 40-foot high fill over Deer Creek valley would not produce a sensible way to maintain connection of the Monon Trail. That zone, used by the fabled Monon railroad until the 1990s, was established as a rail trail by the Canal Association a few years before the highway was being planned. As planned, construction of the new highway would have severed the trail and not allowed for pedestrian traffic except for the possibility of a four hundred foot long tunnel beneath the proposed roadway.

Delphi's new mayor, Randy Strasser, stepped up to the debate and hearing the dismay from many of the hikers that day, decided to use his new position in negotiating with INDOT to replan this section. Over the next two years there were major redefinitions to the plan for "cuts and fills" through the valley, yet the location of the new route was preserved. Later it was discovered that following the topography more naturally, with less excavation, saved construction dollars. Thus the possibility of the Monon Trail crossing OVER the highway on a bridge was declared possible.

INDOT left it to a local decision to find a suitable bridge. Immediately the call went out for an appropriate historic span. Joining in the effort were consultant help from Indiana Landmarks and a bridge historian, Jim Cooper. Several dual span possibilities (with a pier in the median) were considered. Finally the single-span three-hundred-foot-long Freedom Bridge from Owen County came to our attention. Conner Prairie in Noblesville had acquired the enormous White River Bridge from Freedom, Indiana, eight or nine years earlier and later found that they could not use it. It was offered to Delphi at no cost. Federal Transportation Enhancement (TE) funding was ultimately matched with Major Moves (State) funding and the process began that became the reality we enjoy today.

Beginning in 2013 the 115-year-old Freedom Bridge was transported in the form of hundreds of rusty parts from the original 1898 structure by a contractor and the process of restoration, cleaning and painting began. Details of the original fabrication by the Lafayette Bridge Company unfolded. Reuse as the reconnection across the new highway ultimately would

incorporate the Veterans Plaza with the Monon Trail.

The Canal Association had been given the railbed by the Mears brothers Sherry and Richard for volunteers to develop. The crushed stone trail finally found itself breached by earthmovers excavating the site for the highway. Traffic had to be diverted on IN 25 for a week while the placement and decking were completed.

The restored bridge was set on new concrete walls at both sides of the roadway by two huge cranes on a special day in September 2014. What was seen on the Day after Christmas Walk was the beautifully restored and adorned Freedom Bridge, its two ends marked as public gathering places or “plazas” with nightly lighting to show off this spectacular landmark.

Thousands of motorists have already noted the significance of this old iron bridge by its proximity to the Main Street exit entering Delphi. The Bridge is an entrance to the Monon Trail which connects to preserved natural land owned by NICHES, a land preservation organization, and to additional trail and historic site development by Heartland Heritage Inc. (HHI). Both share spectacular views of Deer Creek Valley much as the earliest Carroll County settlers found when they settled here in the mid 1820s.

The former farms on both sides of Deer Creek are noted by historians and nature lovers as some of the finest hillside and valley sections along Deer Creek made famous by James Whitcomb Riley with his poetry “on the banks of old Deer Crick” and highlighted in earlier walks by the more recent historian that ushered many hikers along the foot trail to the Monon High Bridge. That gentleman was the late Charles Gerard.

This year’s walk came at the end of Mayor Strasser’s term. It allowed us to declare this a “Thank You Randy” day.

There is optimism by the organizers that in the coming year they may acquire several hundred acres of adjacent landlocked, mostly forested, rural land that had to be bought by INDOT for construction of the

road. So watch for progress on acquisition of land and further development of the Monon Trail and High Bridge in the ensuing months.

Walkers this year had a chance to view and discuss the merits of the vision of the developing Deer Creek Bicentennial Park along the Monon High Bridge Trail east of Delphi. They saw natural areas beside the trail, a commemorative monument site, and explored trail extensions following the abandoned Interurban Line into Delphi. The acquisition of a section of the mystifying Deer Creek Valley into what could become known as Bicentennial Nature Park is part of that reality.

All told when the Deer Creek Bicentennial Park—Bicentennial Park for short—is completed according to current projections, the Monon High Bridge Trail may be more than a mile in length, important historical features will be preserved and the parkland could include roughly 150 acres, much of it as nature preserve. Participants were asked to fill out a survey about the park. This local input will go to INDOT and DNR.

The park will likely have a half dozen land owners with all of the land open to the public. The many sponsors of this year’s *Day After Christmas Walk* reflect the great community interest and involvement in developing the park. The sponsors are: NICHES Land Trust, Wabash & Erie Canal Association, Heartland Heritage Inc., Carroll County Chamber of Commerce and the City of Delphi.

After the walk everyone regrouped indoors at the Canal Center. There they saw maps and displays, heard interpreters and enjoyed hot refreshments



IN MEMORIAM

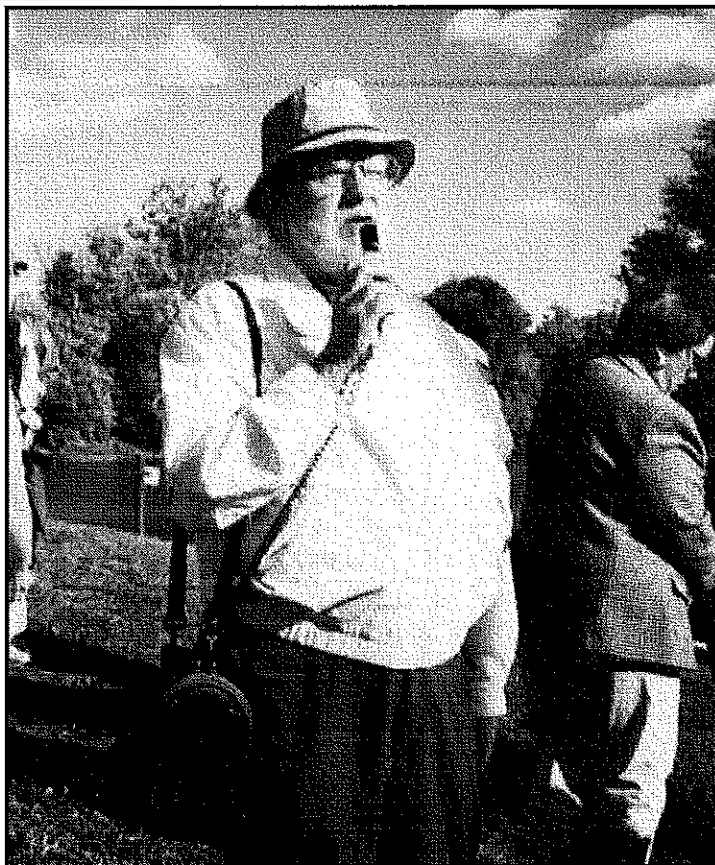
J. DARRELL BAKKEN

Darrell Bakken, 85, of Bloomington, formerly of Indianapolis, died Saturday, November 28, 2015 at Meadowood Health Pavilion in Bloomington, Indiana. He was born September 29, 1930, in Wahpeton, North Dakota to John and Marie (Folstad) Bakken.

Darrell earned a B.S. in Civil Engineering from North Dakota State University and a M.S. in Civil Engineering from the University of Minnesota. He served as a lieutenant in the Medical Service Corps of the U.S. Army from 1954-1956 in Germany and France. He married Ruth Partridge of Ayer, Massachusetts, on April 21, 1956. They moved to South Dakota, where he worked for the State Department of Health. In 1965, Darrell accepted a job with the Indianapolis Water Company, where he worked until his retirement in 1994, serving as Vice President and Director of Engineering from 1983-1994.

As a life member of the American Water Works Association, Darrell was a diplomat of the American Academy of Environmental Engineers, and a member of the American Society of Civil Engineers, the Water Environment Federation, and the Indiana Water Pollution Control Association. He was also a member of the Indianapolis Sciencetech Club.

While working for the Indianapolis Water Company, which gets much of its water from the White River at Broad Ripple and carries it to its filtration plant via the old Central Canal, Darrell became interested in canals. He joined the Canal Society of Indiana. He was able to obtain the records of the water company and research the canal. In 2003 his book *Now That Time Has Had Its Say: A History of the Indianapolis Central Canal 1836-2002* was published. It included a list of owners of the canal, a time line of events, and pictures of the canal as well as other documents. Later he donated his research materials to Carroll County Wabash & Erie Canal, Inc.'s archives in Delphi. He attended several CSI canal tours over the years. He was a docent at the 1999 "Tracking The Central" canal tour. He will be missed.



Darrell Bakken spoke at the intake structure between the White River and the Central Canal in Broad Ripple when CSI members toured the Central Canal in 1999. He told how the Central Canal was used to carry water to the filtration plant in Indianapolis while members looked at the structure. The White River is in the background.

Photo by Bob Schmidt

In 2008, Darrell moved to Bloomington to live with his daughter. He was preceded in death by his mother and father, his sister, and his wife. He is survived by his daughter Dawn, his brothers and sisters-in-law, and nieces and nephews.

Friends and family gathered at Day & Dere-miah-Frye Funeral Home in Bloomington, on Friday, December 4, 2015 from 3:00 p.m. to 6:00 p.m. His funeral service was held at St. Thomas Lutheran Church in Bloomington on Saturday, December 5, at 1:00 p.m. Memorial contributions may be made to Water for People or the New Hope Family Shelter of Bloomington.

