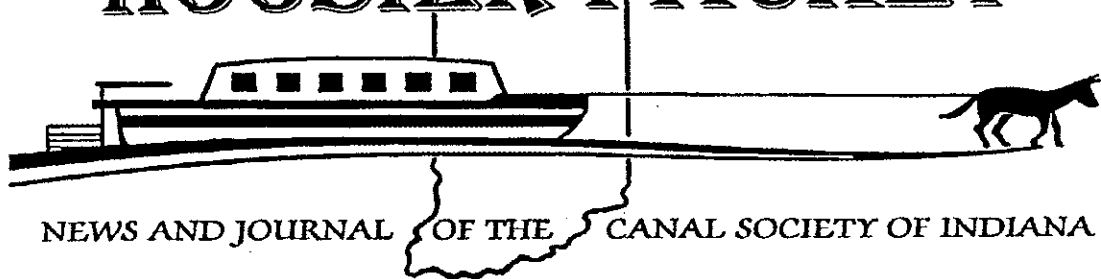


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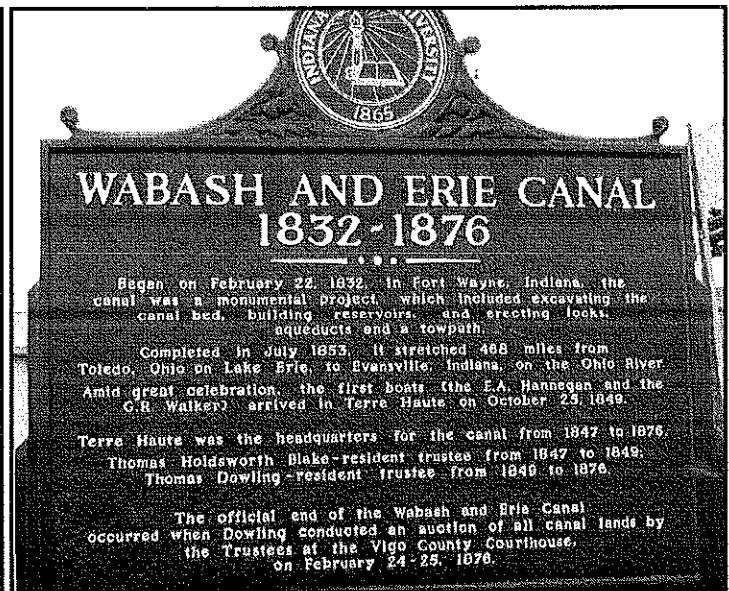
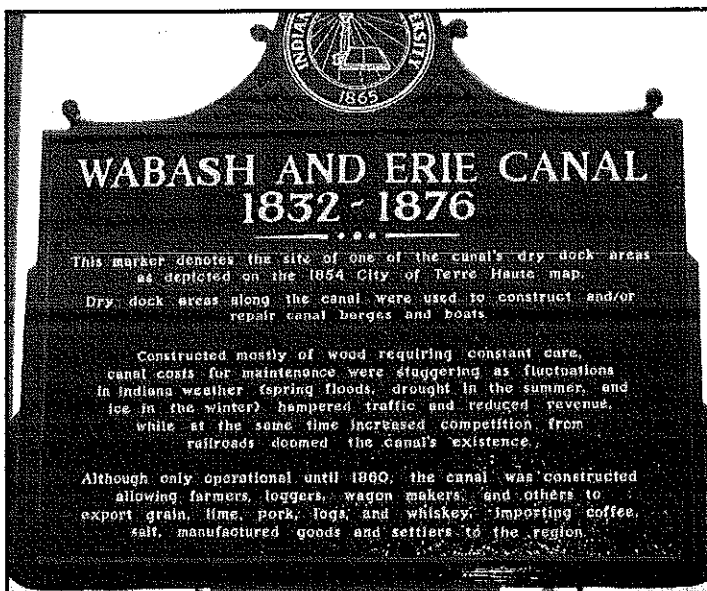
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 15 NO. 4

P.O. BOX 10808 FORT WAYNE, IN 46854

APRIL 2016

TERRE HAUTE MARKS W&E



"We attended the canal sign dedication today at 2nd and Chestnut Streets. Beautiful sign! Text on both sides. Marylee Hagan from the Vigo County Historical Society spoke first with a short narrative as if someone had ridden a canal boat through Terre Haute. She did a great job. Then Mike McCormick, Vigo County Historian, told the historical background of the canal, its 3 superintendents in the area and its financial troubles. Both TV stations (WTHI and WTO) were there to film short bits. Joseph Garza took photos for the *Tribune-Star* newspaper. Eighteen people were in the small group that stood out in the COLD wind to see the unveiling!" reported Sandy Billing, past CSI Director from Terre Haute.

Photos by Sam Liggett

FEATURES

1. Canal Marker Unveiled
4. Canawlers At Rest: Colonel Simpson Torbert
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13. Canal Warehouses
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15. Koehler Videos Canal Bridges
16. Olmsted Locks And Dam
17. Aqueduct Abutments And Portion Of Lock Wall To Be Removed, Fairfield's House Under Order To Demolish, Canal Boat Progress
19. New From Delphi: Calendar of Events & Festivals, Volunteers Busy During Winter
22. Whitewater Canal Scenic Byway Assoc. Honors Chuck Whiting
23. Scenic Byway Passports, Welcome New Members, Canal Boat Donated To MECCA, Lockington Locks Signage
24. Green Power: Mendahl Locks and Dam

CANAL MARKER UNVEILED

"A small group braved the cold wind and snow showers on the morning of February 25, 2016, to attend the dedication of a third historical marker on the Indiana State University campus in Terre Haute. This marker, located at the intersection of Second and Chestnut streets, is at the former site of the Wabash & Erie Canal dry dock on the northeast corner of the canal basin. It relates the history of the canal. February 25 was the 140th anniversary of the final day of the 1876 auction of canal land. Marylee

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Hagan of the Vigo County Historical Society and Mike McCormick, county historian, spoke to the group about the history of the canal. Kevin Runion, ISU Associate Vice President for Facilities Management, displayed a map showing the location of the dry dock and the path of the canal through Terre Haute." according to Jo Ligget, CSI member from Terre Haute.

The marker will call attention to the very important place the canal holds in Terre Haute's early history to those passing by. Hip Hip Hooray!

Wabash & Erie Canal was important to Terre Haute & Vigo County

1832 Three Canal Fund Commissioners, William Crawford Linton of Vigo County along with Nicholas McCarty and Jeremiah Sullivan were appointed to borrow money for canal construction.

1835 Linton died in Philadelphia on way to New York for canal business.

1845 Terre Haute hosted a canal convention in May

Thomas Holdsworth Blake, Commissioner of U. S. Land Office in Washington, D. C. moved to Indiana to fight for the canal after being encouraged by Charles Butler, leader of W & E canal movement

1846 Blake and Butler negotiated with canal bondholders in England

1847 Terre Haute served as W & E headquarters until 1876

1848 W & E receipts reached all-time high of \$146,148.90.

1849 W & E reached Terre Haute

Canal boats E. A. Hannegan and G. R. Walker arrived in Terre Haute
Glorious dinner, rejoicing, big guns fired in celebration on Oct. 25

Blake dies from cholera epidemic, buried in Terre Haute

Thomas Dowling replaces Blake as resident canal trustee

1850 Dowling used own money to cope with problems and canal receipts
rose

1876 Canal lands auctioned at Vigo County Courthouse Feb. 24-25 by
Samuel Barnes Gookins, helped by George Duy and John B. Hager.
Jonathan K. Gapen, a former Terre Haute undertaker, then living in
New York was the largest buyer. Solomon Claypool, former Terre
Haute lawyer was another major buyer.

Thomas Dowling died on December 8, buried in Terre Haute.

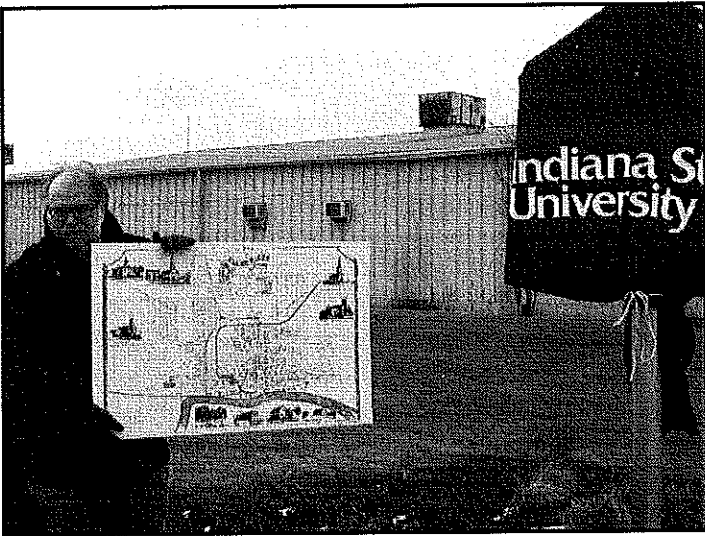
2016 Marker dedicated on the 140th anniversary of the sale of the canal by
Indiana State University at the former site of the canal's downtown
dry dock at Second and Chestnut streets.

The Wabash & Erie Canal was built from the Indiana/Ohio state line southwest. It entered Terre Haute from the North, just west of where Ft. Harrison was located. It continued southward on the west side of Water Street. There was a basin between First and Second streets and Eagle and Chestnut streets where canal traffic from the north stopped. In the northeast corner of this basin was the dry dock. There was a lock close to North Second Street that allowed boats to pass from the canal to the basin. The canal then went north to where the railroad later took over the right-of-way and then east to

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Eighth Street. It then headed south on 9½ Street, went under the National Road's covered bridge, passed by Bleemel's Flour and Feed and then turned slightly east along the railroad right-of-way leaving Terre Haute and heading toward Point Commerce near Worthington, Indiana.

CSI members attending the unveiling and following reception in the media center were Leon & Sandy Billing, Jeff Koehler, and Sam & Jo Ligget. Thanks to those who attended for the reports and pictures.



Top: Mike Runion of Indiana State University holds the sign showing the route of the Wabash & Erie Canal through Terre Haute.

Bottom: Marylee Hagan talks about a trip on the canal through Terre Haute.

Photos by Sam Ligget

Top: Mike McCormick, Vigo County Historian, tells how important the canal was to Terre Haute's history.

Center: Mike Licare, Provost and Vice-President of Academic Affairs at ISU, Kevin Runion, ISU Associate Vice President for Facilities Management, and Marylee Hagan from the Vigo County Historical Society unveiled the marker.

Bottom: CSI members Leon & Sandy Billing and Jo & Sam Ligget with Parker Ligget, all of Terre Haute, stand by the newly dedicated marker.

Photos by Sam Ligget

CANAWLERS AT REST

Colonel SIMPSON TORBERT

Find-A-Grave # 141573918

b. March 27, 1802

d. February 23, 1838

By Bob & Carolyn Schmidt

William W. H. Davis in his *History of Bucks County Pennsylvania From The Discovery Of The Delaware To The Present Time* gives a brief biography of our subject's great-grandparents and grandparents as follows:

"The Torbert family of Bucks county, Pennsylvania, is descended from Samuel Torbert, who came to Pennsylvania in 1726 from Carrickfergns, Ireland, and located at Newtown, Bucks county. His family sought refuge in Ireland during the religious persecutions in Scotland and, when the same contest of argument and arms that had wasted Scotland sprang up in Ireland, he joined the many Ulster-Scots who poured into this country after the period of Antrim evictions in Ireland. He was for some years associated in the tanning business at Newtown with John Harris, Anthony Teate (Tate) and David Lawell, all compatriots of his, and purchased of the London Land Company a tract of land in Upper Makefield township, which he named Silvan Retreat, and which remained the property of his descendants until 1873, being owned by his son James Torbert, his grandson James Torbert, and his great grandson John Keith Torbert. He married Elizabeth Lamb in Ireland, and his children were six sons and two daughters: William, James, Lamb, Thomas, [?] and Benjamin; Elizabeth, who became the wife of An-

thony Teate, a Provincial soldier and officer, who was one of the largest land owners about Newtown, and one of the most prominent men of his day; and Jane, wife of John Henderson, who removed to the west.

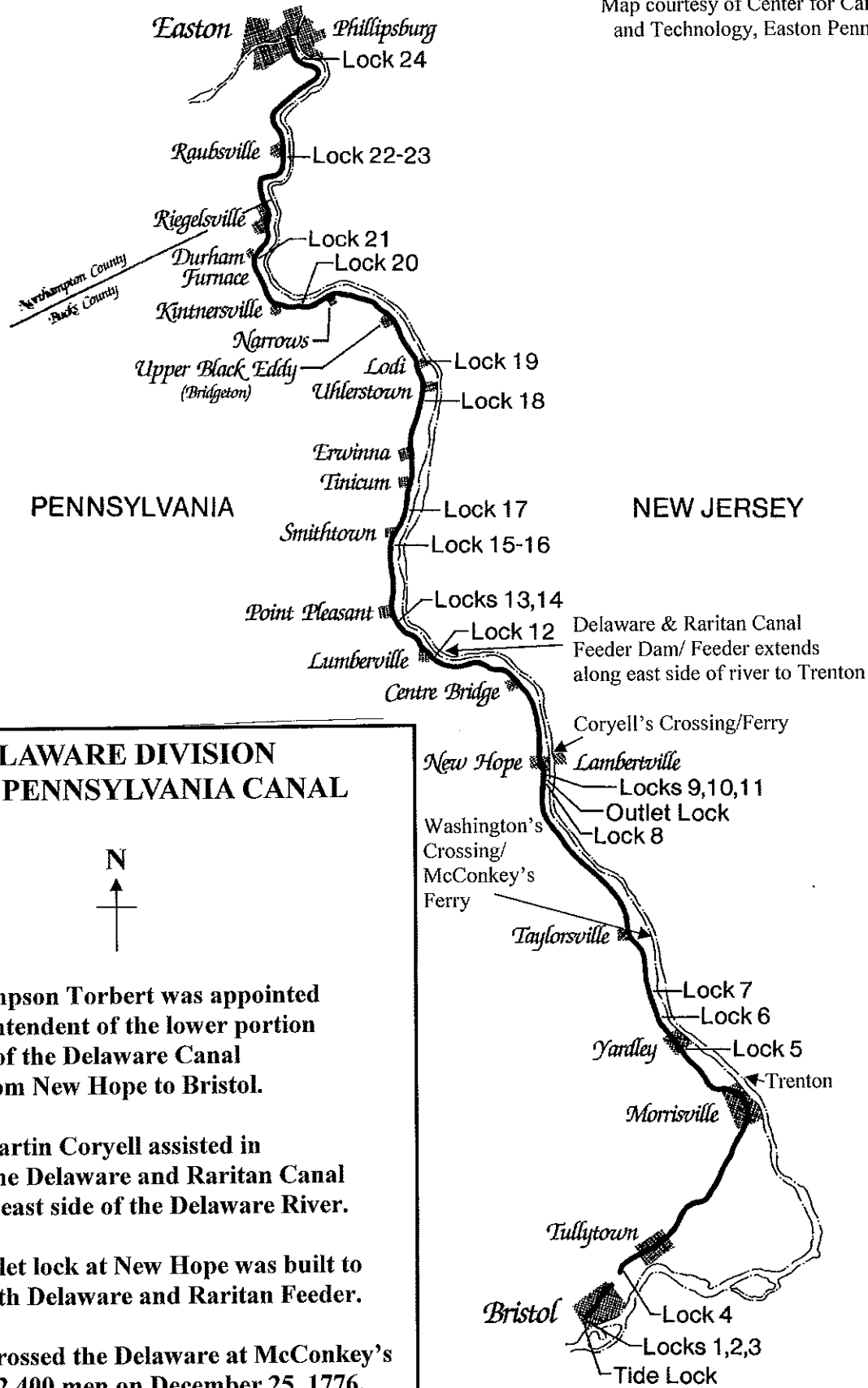
"James Torbert, son of Samuel and Elizabeth (Lamb) Torbert, was born at Carrickfergns, Ireland. Tradition relates that he did not accompany his parents to America, but remained in Ireland with his grandmother until ten years of age, and then accompanied relatives to Bucks county. These relatives were probably the Polks of Warrick, Bucks county, as an old paper filed in the common pleas court of Bucks county in 1752 shows that there were business dealings between his father, then of Carrickfergns, Ireland, and the Polks, in 1725. James Torbert married Hannah Burleigh (or Burley), daughter of John Burleigh, another Ulster-Scot, who settled in Upper Makefield at about the same date as the McNairs and Torberts, and died there in 1748. James Torbert became a considerable land owner in Upper Makefield, and died there in 1813. He and his wife Hanna were the parents of nine children, as follows: 1. Samuel, married Elizabeth Keith; 2. James, married Margaret McNair; 3. Abner, married Jane Gibson, and removed to Ohio; 4. Lamb, born May 9, 1769, and died in Lower Makefield August 23, 1849, his first wife and the mother of his nine children was Jane Slack, daughter of Cornelius, of Makefield; 5. Elizabeth, married Abraham Slack; 6. Alice, married James Slack; 7. Ann, married John Hare; 8. Amelia, married Christopher Search; and 9. Anthony." Anthony Burleigh Torbert married Margaret Simpson in Bucks county.

Simpson Torbert, our subject, was born in Bucks county, Pennsylvania to Anthony and Margaret Torbert on March 27, 1802. Few details are available for Simpson's early years, education or his training in engineering, but there was considerable canal building activity in Pennsylvania during the 1820s at the time he was seeking a future career.

The War of 1812-1815 with England necessitated the creation of local militia units to fight the war. After the war additional local militia units became popular with young men and by 1821 there were 19 companies formed in Bucks County alone. In October

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Map courtesy of Center for Canal History and Technology, Easton Pennsylvania.



DELAWARE DIVISION OF THE PENNSYLVANIA CANAL



Col. Simpson Torbert was appointed Superintendent of the lower portion of the Delaware Canal from New Hope to Bristol.

Martin Coryell assisted in locating the Delaware and Raritan Canal along the east side of the Delaware River.

In 1847 outlet lock at New Hope was built to connect with Delaware and Raritan Feeder.

Washington crossed the Delaware at McConkey's Ferry with 2,400 men on December 25, 1776.

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1821 some of these were formed into battalions and regiments. The 600-man, 1st Regiment Bucks County, 142nd of the Line was commanded by Colonel John Davis and became the pride of the community. Hundreds turned out to see them drill or watch their parades. In September 1824 the unit received General Lafayette at the Pennsylvania end of the Trenton Bridge, and, with other troops, escorted him to the Philadelphia county line.

Simpson Torbert followed Davis as the Commander of the First Regiment. It is here that he received the title of Colonel. His future father-in-law, Lewis S. Coryell, was the Adjutant. Coryell was a practical engineer and became a contractor on the Delaware Canal in Pennsylvania. He was a prominent businessman in New Hope, Pennsylvania and had been an early advocate for internal improvements. He had two sons, Martin and Miers, who also followed engineering careers.

By October 1825 the Erie Canal in New York, which was started in 1817, was now operational for 363 miles between Buffalo and the Hudson River. On October 27, 1827 groundbreaking took place in Bristol, Pennsylvania just 17 miles northeast of Philadelphia for the Delaware Canal. This canal was to proceed north from Bristol for 60 miles along the west side of the Delaware river to Easton, Pennsylvania, where it would connect with the Lehigh Canal.

The Lehigh Canal stretched another 46 miles to the anthracite coal fields of Mauch Chunk, Pennsylvania. Canvass White was the chief engineer for the Lehigh Canal, which was completed in 1829. Two industrialists, Erskine Hazard and Josiah White, began utilizing these canals to bring coal into Easton and develop their anthracite coal shipments to seaboard markets.

Canvass White, who is known for his development of the use of hydraulic cement, also came up with the idea of segmented canal boats that could be used on inclined planes such as those on New Jersey's Morris Canal completed in 1831. He made this concept known in 1826 when he said, "I would suggest the idea of making the canal boats in three or four pieces, to be

divided transversely, and transported over the Portage without changing the Cargo."

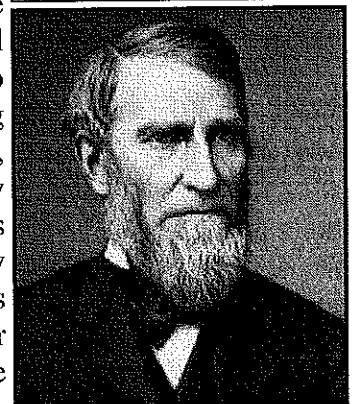
At about the same time Lewis Coryell, who was not only involved in establishing military units but was also a prominent local businessman in New Hope, became very interested in internal improvements along the Delaware river. In the late 1820s he became a Canal Commissioner for the Delaware Canal. Simpson Torbert, perhaps due to his association with Coryell, became the Superintendent for the 25-mile-long lower portion of the Delaware Canal from Bristol to New Hope. Both of these men were closely associated with Canvass White.

The tax records for Upper Makefield, Bucks county, Pennsylvania show Simpson owning property there from 1824-1836. They also show this property under his name in 1846-47 after his death. At that time Cornelius Slack is living on the property.

In November 1830 Canvass White was appointed Chief Engineer on the Delaware & Raritan Canal, another canal venture from the Delaware river into middle New Jersey. This canal was to run from Bordertown just south of Trenton on the Delaware Bay for 43 miles to New Brunswick on the Raritan river. The feeder for this canal was to begin somewhere to the north on the east side of the Delaware river. Many people wanted the feeder to begin at their town. Well's Falls near New Hope was one of the suggested sites.

"In the fall of 1831, and before the feeder of the Delaware and Raritan Canal was located, the water of the Delaware river was lower than it had been for many years. Canvass White, at that time engineer of the canal company, requested Col. Simpson Torbert to make permanent recording marks along the river shore, which he did, assisted by Martin Coryell." Martin was Lewis Coryell's son. Finally a location for the feeder was chosen. It was to extend for 22 miles along the east side

Martin Coryell



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of the Delaware river and be fed by a V-dam on the river .7 of a mile north of Lumberville, Pennsylvania, which is 6 miles north of New Hope. Canvass White was so impressed with the work of Martin Coryell that he gave the 16-year-old a job as rodman on the Delaware & Raritan Canal. (Later in 1847 an outlet lock was built at New Hope, which allowed boats to enter the Delaware river for transfer between the Delaware Canal and the Delaware & Raritan Feeder Canal via a similar outlet lock on the other side of the river.)

Earlier on March 16, 1831, Superintendent Simpson Torbert wrote a letter to the Board of Commissioners of the Delaware Canal stating, "This portion of the canal is now in navigable order from Bristol to New Hope. A daily line of Packet boats have been established to run upon it and all the boats engaged in the river trade will ascend by way of the canal." Although the Delaware Canal was begun in 1827, much to the chagrin of Philadelphia industrialists, it wasn't completed to Easton until 1832.

The Pennsylvania Senate passed a law on August 29, 1832 stating that, "the supervisors upon the Delaware division, be required to furnish the accountant department with the precise nature and amount of the expenditures upon the dams and water works in the river Delaware at New Hope, the dam and feeder at Durham creek, the feeder at Lumberville...with a view of enabling that department to judge of the proper fund out of which those several works should be paid.Provided, that the said supervisors shall furnish the superintendent with legal vouchers for the amount of the work so done. And provided further, that the said supervisors shall refund the money so received to the treasurer of the canal commission, to be by him restored to the fund for repairs..."

It appears that Simpson continued in the role of Canal Superintendent for several years. The *Journal of the Pennsylvania General Assembly* has a statement of funds distributed for new work, upon the Delaware division of the Pennsylvania canal from February 8 to October 31, 1833. It lists Simpson Torbert as superintendent, who was paid and for what purpose. Very few packet boats were ever used on this canal.

Like Lewis Coryell, Simpson Torbert was a Democrat in politics. One of the issues in 1832 was the role of states rights. In November 1832 South Carolina passed a resolution declaring that tariffs of the Federal Government would be null and void in their state after February 1, 1833. Congress rescinded most of the tariffs and the crisis was averted. Democrats rallied in support of South Carolina.

On April 14, 1834 a States Rights Rally to coincide with Thomas Jefferson's birthday was planned to meet in Philadelphia. Both Coryell and Torbert wrote letters to the organizers in support but expressed regrets that they would be unable to attend. Lewis Coryell wrote: "Nullification, - A freeman's Rights- That immortal Jefferson' "rightful remedy" which overcame the Alien and Sedition laws of 1798 - May his disciples remain true to those principles, and practice his "remedies" wherever there is attempted an unlawful or unconstitutional exercise of power."

On December 1, 1835 Colonel Simpson Torbert served as a groomsman for Gideon Burton who married Catherine Martha Torbert, the daughter of a William Torbert, who we think was Simpson's cousin. The Burtons went on to live in Cincinnati. He wrote *Reminiscences of Gideon Burton*, which can be read on the internet.

A month later on January 1, 1836 Simpson Torbert, then age 33, married 19 year old Mary Ellen Coryell, the daughter of Lewis Slate Coryell. The Coryell family was an extremely prominent family in the New Hope area. Lewis' great-grandfather Emanuel Coryell was granted a ferry permit on the Delaware river by the English Crown. The major "York" road between Philadelphia and New York crossed the Delaware river at Coryell's Ferry. When settlements developed on both sides of the river at this point, both were called Coryell's Ferry. After a major fire on the Pennsylvania side in 1790 the town was renamed New Hope. In 1814 the New Jersey side later was renamed Lambertville after a prominent local resident and one term U.S. Senator, John Lambert.

During the Revolution, as General Washington fled New York in the Fall of 1776, he crossed the

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Delaware river at Coryell's Ferry and removed all the boats for miles along the eastern bank of the Delaware so that British General Cornwallis could not pursue. On Christmas day of 1776, Coryell's Ferry became part of Washington's plan to attack the Hessian garrison at Trenton.

Future U.S. President Lt. James Monroe and Captain William Washington, a cousin of the General, were assigned the responsibility of crossing the Delaware here and stopping any British messengers traveling between Trenton and the forces of Cornwallis. These two men along with 57 privates carried out their mission while Washington's major force crossed the Delaware at McConkey's Ferry (Washington's Crossing, Pennsylvania) about 6 miles further south closer to Trenton. After completing this assignment, James Monroe and William Washington proceeded to Trenton along with a patriot physician, Dr. John Riker, who agreed to assist with any medical needs. When the battle of Trenton ended there were two men who had frozen to death on Washington's march and two serious American injuries at the battle, Lt. Monroe and Captain Washington. Dr. Riker took them both back to Coryell's Ferry and saved their lives. James Monroe carried a bullet in his shoulder until his death in 1831.

Lewis Coryell was a great friend of President Monroe and visited with him in Washington City while he was President. Simpson Torbert had married well into this prominent family.

In the spring of 1836 the Legislature of Pennsylvania appointed Lewis Coryell and Simpson Torbert as Commissioners with others to incorporate the New Hope, Doylestown and Norristown Railroad Company. But this was not to end Simpson's involvement with canals.

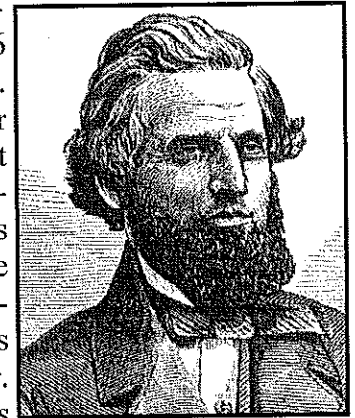
While canal building in southeastern Pennsylvania and New Jersey had been largely completed, Indiana had just passed its Mammoth Internal Improvement Bill in January 1836. One of the canals planned was the Whitewater Canal that was authorized from Lawrenceburg on the Ohio river to the mouth of Nettle Creek near Hagerstown, Indiana. News of this event soon swept east as Indiana began seeking funds

to implement its grand infrastructure plan of canals, railroads, roads and river improvements. In July of 1836 Dr. Isaac Coe negotiated, on credit and with a kickback to him, a \$440,000 loan with the Morris Canal & Banking Company of New Jersey.

Simpson Torbert may have heard about the plans to develop the Whitewater Canal in southeastern Indiana through Coe's negotiations. He also might have heard about it from his uncle, Abner Torbert (1781-1855), a veteran of the War of 1812, who had moved to Cincinnati, Hamilton county, Ohio before 1820.

Groundbreaking for the Whitewater Canal occurred September 13, 1836 at Brookville, Indiana. Sometime in the 4th quarter of 1836, Simpson Torbert was hired and came to Harrison, Ohio in early 1837 as the Chief Engineer of the Whitewater Canal. This position in other sources is given as Resident Engineer. His assistant was Erasmus

Erasmus Gest



Gest, a 17 year old youth from Cincinnati, who went on to write about his experiences on the canals. The Gest papers are stored in Columbus, Ohio by the Ohio Historical Society.

Gest writes, "On the 12th day of April 1837 (my 17th birthday) I left Cincinnati, and reached Harrison about noon, reported at once to Col Simpson Torbert the Chief Engineer of the White Water Canal, where also was the principal office of the Line. Mr. Martin Coryell, the principal assistant to whom I was detailed, being absent. The Col. set me to work copying some paper. In a short time I had it done. He gave me more work, in half an hour I reported it done and he gave me a plan of a Culvert to copy, which I completed about 3 o'clock, and showed him and asking him for more to do, he looked up at me and remarked 'Hell, I can't keep you busy, you will have to wait until day after tomorrow for Mr. Coryell's return;' in the mean time amuse myself the best I could."

Apparently his brother-in-law, Martin Coryell, single, age 22, also came with Simpson to Ohio/Indiana. Mary Ellen (Coryell) Torbert, Simpson's wife, stayed in Pennsylvania since she was pregnant with her first and their only child.

Canal work from Brookville to Lawrenceburg was in full swing. The engineers used Harrison OH/IN at the middle of their works as their headquarters. One of the earlier recommendations by some was for an aqueduct to cross the Whitewater river south of Harrison. Resident Engineer Torbert favored building a dam and a slackwater crossing, which was the method finally adopted. The pool created by this dam supplied feeder water for both the Whitewater Canal and the planned Cincinnati & Whitewater Canal, which was later completed in 1843.

On January 27, 1837, the legislature of Indiana directed the Board of Internal Improvement to survey and locate early the ensuing summer a canal from Richmond, Indiana to Brookville, to intersect the Whitewater Canal at or near Brookville. The Board was to use local engineers then employed on the Whitewater Canal and not to be funded by the state. Simpson Torbert was employed as Engineer-in-Chief and Colonel John H. Farquhar, Thomas Noell, Elisha Long, J.C. Moore and M. Dewey were to assist and be part of the corps of engineers for the Richmond and Brookville Canal. (This was to be a privately funded canal and not part of the state funded improvements.)

Colonel Torbert completed the task and reported to the Board of Internal Improvements on December 2, 1837. The canal proposed would be 33¼ miles long, 40 feet wide and 4 feet deep. It would begin at Richmond and follow the east branch of the Whitewater river alternating sides until it reached the Whitewater Canal Basin south of Brookville. There was an elevation fall of 273½ feet, requiring the following mechanical structures: 2 guard locks, 2 aqueducts, 7 culverts, 2 water weirs with gates, 16 road bridges 2 towpath bridges over the East Fork, 5 dams, and 31 lift locks. The locks were to be the standard Erie dimensions of 90 feet long and 15 feet wide. The entire cost to be privately funded was estimated at \$507,966. (In 1839 a stock company was formed and

some work for 4 miles was completed south of Richmond. With the financial collapse of the economy in 1839 the plans for this canal were terminated.)

Simpson Torbert's report to the Board of Internal Improvements in December 1837 were very optimistic, "There would be many advantages growing out of its construction, the benefits of which can scarcely be anticipated. It would be the channel through which all the trade of one of the most populous, fertile and wealthy regions of the western country would pass. Richmond, situated at the head of navigation, with its vast water-power, extensive capital, and enterprising inhabitants, might become the PITTSBURG of INDIANA. In short, the whole country within its reach would be invigorated—new sources of trade, which are now unknown, or lying dormant for the want of an outlet, would be developed; among which may be enumerated pine, and mineral coal from the Ohio river—the former for building, and the latter for fuel. As a natural consequence, large tracts of fertile lands, now an unproductive forest, would soon be brought into profitable cultivation, and thereby contribute towards the general wealth and prosperity."

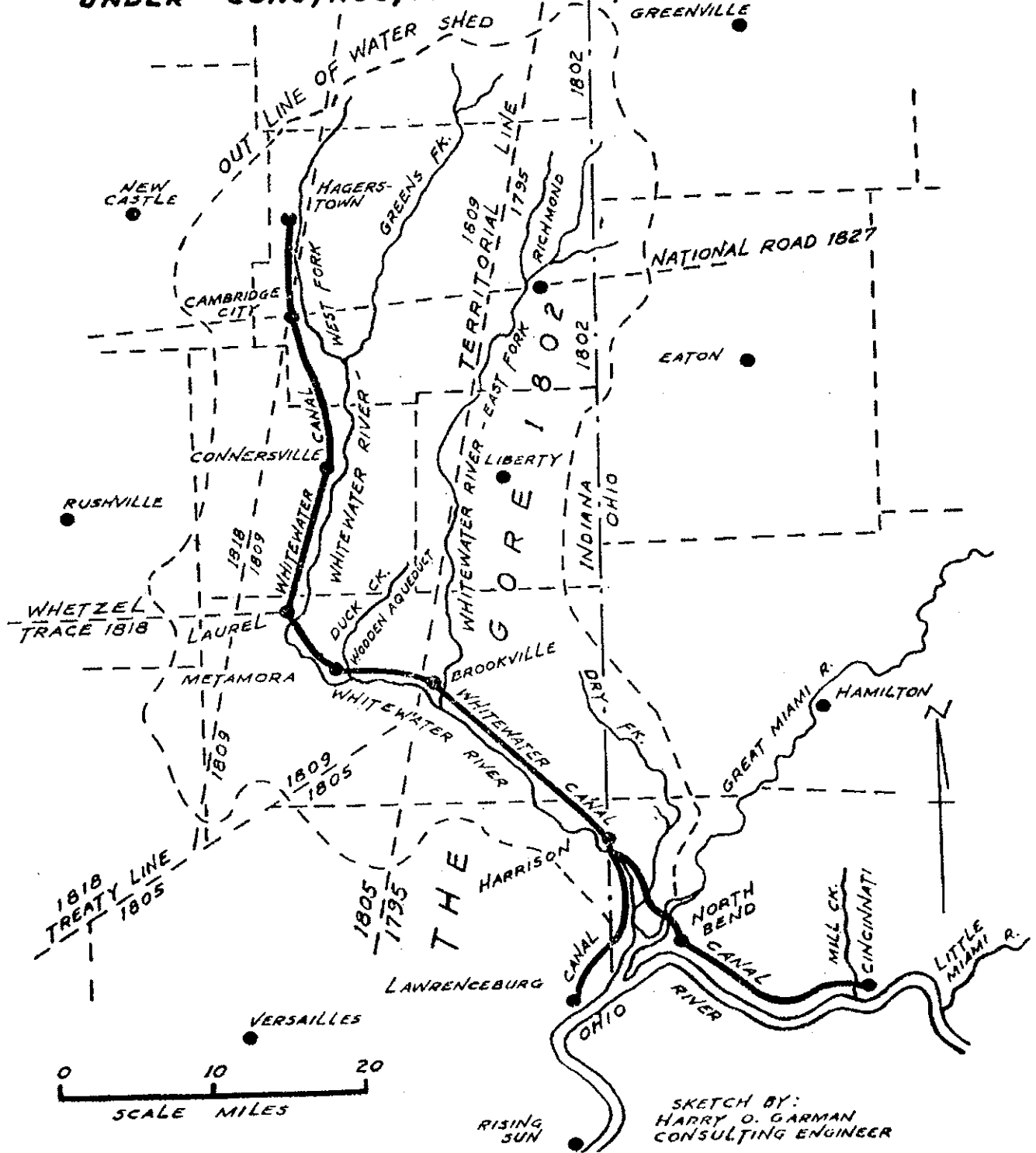
Unfortunately, a few months later Simpson Torbert, died prematurely at age 35 of bilious fever on the 23rd of February 1838 at John Godley's home near Harrison, Ohio. This probably is where he boarded while working on the Whitewater Canal. He was then replaced as Resident Engineer by Solomon Holman. The initial phase of the Whitewater Canal was opened between Lawrenceburg and Brookville in June 1839 when the "Ben Franklin" became the 1st boat to make the trip.

The Cincinnati *Daily Gazette* of February 27, 1838 reads, "DIED. On the 23d inst. At the residence of John Godley esq. Harrison, Ind. Of bilious fever, Col. SIMPSON TORBERT, from New Hope, Pennsylvania, resident Engineer of the White Water Canal. He left a wife and young child to deplore his early departure from this world of trouble."

Simpson Torbert was buried in the Glen Haven Cemetery at Harrison, Ohio. His brother-in-law Martin Coryell returned to Pennsylvania to become a promi-

WHITEWATER CANAL

UNDER CONSTRUCTION 1836 TO 1847



Simpson Torbert headquartered at Harrison, Ohio/Indiana. Groundbreaking for the Whitewater Canal took place on September 13, 1836 at Brookville. "Ben Franklin" was the first boat from Lawrenceburg to Brookville in June 1839. Survey for the Richmond & Brookville Canal was in the summer of 1837. Torbert died and was buried at Harrison, Ohio.

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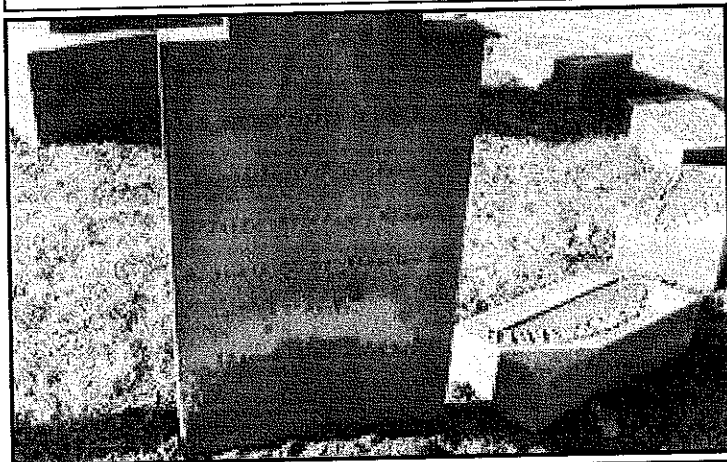
nent coal mining engineer. Simpson's wife Mary Ellen was now a widow at age 20. Just before his death they had one daughter, Mary Francis, who was born in October 1837 at Lambertville, never married and is buried with her mother and other Coryell family members in the New Hope Cemetery in New Hope, Pennsylvania.

Mary Ellen (Coryell) Torbert, at age 32 then married a physician, Dr. Samuel Lilly, age 44, of Lambertville, New Jersey on February 12, 1850. They had one son, John, born in July 1851. He and his family are buried with his father in Mount Hope Cemetery in Lambertville. Dr Lilly's first wife Mary Ann Titus died in 1847 and is also buried there. They had no children. Dr. Lilly served one term as U.S. Congressman from the 3rd New Jersey Congressional District from 1853-1855.



Glen Haven Cemetery
Harrison, Harrison County, Ohio
Photo by Seth Musselman

SIMPSON TORBERT
Resident Engineer of the White Water Canal
Native of Bucks Co. Pen
Photo by Julia Saylor



Simpson Torbert, like so many canal engineers and workers, began working in the east on the canals and railroads and then migrated west as construction opened up to new markets. John Minesinger, chief engineer on the Hagerstown Canal, also of Pennsylvania came west bringing his family. He died in St. Louis and then was buried in New Castle, Indiana. (The Hoosier Packet September 2015)

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Simpson Torbert's family

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SIMPSON TORBERT'S FAMILY

<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Cemetery</u>	<u>Place</u>	<u>Marriage</u>	<u>Place</u>
Torbert, Samuel	1695	Antrim Ireland	7-28-1778				
m. Lamb, Elizabeth	1695	Tarbet Claire Ire	1778				
Torbert, James	@1729	Ireland					
m. Burleigh, Hanna	9-02-1734	Bucks Co PA	10-29-1799	Presbyterian	Newtown PA	3-27-1802	Bucks Co PA
Torbert, Anthony Burleigh	2-13-1766	Bucks Co PA	4-04-1829	Presbyterian	Newtown PA	3-27-1802	Bucks Co PA
m. Simpson, Margaret	10-10-1772		3-23-1852	Presbyterian	Newtown PA		
Torbert, James Anthony	8-09-1794	Bucks Co PA	12-09-1835	Torbert	Marengo Co AL		
m. Cunningham, Ann R	12-25-1795	London England	5-22-1877	Torbert	Marengo Co AL		
Torbert, Rebecca Simpson	11-17-1796		4-24-1864				
m. VanSant, Amos	9-17-1798		6-29-1823				
Torbert, Cyrus							
m. Henly, Sarah Parmelia							
Torbert, Simpson	3-27-1802	Bucks Co PA	2-23-1838	Glen Haven	Harrison IN/OH	1-01-1836	Philadelphia PA
m1 Titus, Mary Ann	8-31-1818		3-16-1847	Mt Hope	Lambertville NJ		
m2 Coryell, Mary Ellen	12-04-1817	New Hope PA	8-04-1867	New Hope	New Hope PA	1-01-1836	Philadelphia PA
Torbert, Mary Frances	10-28-1837	Lambertville NJ	2-05-1910	New Hope	New Hope PA	2-12-1850	Trenton NJ
m. Lilly, Samuel	7-20-1851	Lambertville NJ	4-25-1916	Mt Hope	Lambertville NJ		
Lilly, John	5-03-1851	Lambertville NJ	5-28-1921	Mt Hope	Lambertville NJ		
m. Smith, Livilla	11-25-1880	Lambertville NJ	1-29-1944	Mt Hope	Lambertville NJ		
Lilly, William							

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CONTRIBUTIONS TO CSI

The following CSI members have contributed beyond the basic \$25 membership rate for 2016.

\$35 Other

Bauer, Carl & Barbara
Fontaine, Richard

\$50 Contributor

Kelley, Mary
Mattheis, Jerry & Phyllis
Paschka, Gene & Joyce
Stirm, Brian & Judy

\$100 Frog Prince

Williams, Steve & Sharon

\$1000 Life Membership

Lehman, Jerry & Barbara

CANAL WAREHOUSES

As railroads became more and more the choice for transporting goods, canal warehouses that could be found at all the major stops along the Wabash & Erie Canal were either torn down, used by the railroads or moved closer to the railroads. Details about these warehouses are given in "Extracts from the Report of the Canal Superintendent to the Trustees, 1861" found in the *Indiana Documentary Journal* of that year as follows:

"The season of 1860 opened by a phase in the management of the Railroad, perhaps necessary to its existence, but certainly unusual even in Railroad corporations. It sought to secure in its interest, at the several points of competition along its line, the business men having warehouses and therefore doing business upon the Canal, by renting and closing up or removing these warehouses to the Railroad, and offering their owners such special facilities for transportation as would enable them to defeat all efforts at competition on the part of the remaining friends of the Canal; where, from the peculiar character of the locality, warehouses could not be removed, or the usual street market was nearest the Canal, a side track was laid by the railroad to the warehouse, and its business secured by some special privilege to the occupant.

"At Huntington, they removed from and across the Canal to the Railroad, a distance of nearly half a mile, at great expense, a large warehouse, owned and occupied by a Mr. Parviance [Purviance], one of the most successful merchants and produce operators of the place, and they extended to him such facilities for purchase and shipment as enabled him to divert from the Canal the entire shipping business of the town. And although there yet remains other warehouses upon the Canal, the owners, not possessing the facilities of Mr. Parviance [Purviance], are unable to compete with him.

"At Lagro, the next point of importance below, a side track has been laid to the Canal warehouses and the largest portion of the business secured to the road.

"At Wabash, the road induced a Mr. Steele, the owner of a large Canal warehouse, and one of the avowed friends of the Canal, to close his warehouse and to do business in one upon the Railroad owned by the Company, and at rates of freight, I am advised, unknown to the public. But at this point their success was not as great as at Huntington and Lagro, for a large number of the most enterprising and liberal business men are yet the friends of the Canal and do business upon it.

"At Peru efforts were made to withdraw business men from the Canal by propositions for special rates of freights, removal of warehouses and otherwise, and by becoming, as I have been advised, purchasers in the open market, and competitors with those who were unwilling to accept the terms proposed or who preferred to do business upon the Canal.

"It is questionable whether this unjust competition at this point was profitable to the Railroad. I believe it has been discontinued.

"At Logansport the effort was more successful, for nearly all the business of the town is now done upon the Railroad. There, as at Wabash, gentlemen have believed it to be for their interest to close their Canal warehouses against Canal business entirely.

"At Lafayette the distance of the Railroad from the center of business and the canal market place for produce from the country, and the proximity of the Canal to it, have rendered the efforts to close Canal warehouses unprofitable; and we have therefore, received from that point a fair share of the business.

"At Attica, where the Railroad crosses the Wabash river and leaves the Canal entirely, the road has been successful in withdrawing the business from us; scarcely a boat load of grain having been shipped from that point to Toledo after their arrangements were perfected; and to induced shippers of freight from points below Attica, destined for Toledo or eastward, to ship by Railroad from Attica, instead of by Canal, the entire distance, the road has offered special rates of freight, and it could have been successful in diverting from the Canal a large share of the pork, lard, &c., packed at

Covington and points below, but for the imposition of the same tolls to Attica as were charged to the State line of Ohio.

"I may here remark that while the road has been thus active in its effort to destroy the Canal, and secure to itself the immense carrying trade of the Wabash Valley at such prices as it might thereafter choose to establish, I have heard no business man, however large his interest upon the Canal in warehouses or other property, express any hostility to the really permanent interests of the road, as they all believe that both Railroad and Canal are necessary to the best interests of the country, and that neither should be destroyed nor compelled to do business at other than remunerating rates.

"The Railroad having, by the means I have stated, secured to its interest the shippers as far as it could be done, but not to the extent it desired or expected, the next effort was to destroy the boat interests by fixing such low competing rates of freight as would leave no profit to the boats nor even to itself.

"The season of 1860 was devoted to securing as large a share of the shipping interest as possible. That of 1861 to the destruction of the boating interest."

RIVALRY BETWEEN IRISH FACTIONS EARLY THREAT TO BUILDING OF WABASH AND ERIE CANAL THROUGH WABASH COUNTY

By Mrs. Leola Hockett

Curator: Wabash County Historical Museum
From: January 22, 1946 Wabash Plain Dealer
(continued from previous issue)

David Burr had charge of the work in the east of the county.

The following contract was made with the builders "in all places where the natural surface of the earth is above the bottom of the canal and where the line requires excavation, all the trees, saplings, bushes, stumps and roots shall be grubbed and dug up at least 64 feet wide, that is 34 feet wide on the towing path side of the center and 30 feet wide on the opposite side

of the center, together with all logs, wood and brush of every description shall be removed at least 29 feet beyond the outward line of said grubbing on each side and on the space of 20 feet on each side of the said grubbing all the trees, saplings, bushes and stumps shall be cut down close to the ground so that no part of any of them shall be left more than 1 foot in height above the natural surface of the earth and shall also, together with all logs, brush and wood of every kind be removed entirely from said space. And the trees, saplings and bushes also shall be cut down 15 feet wide on each side of said space to be cleared and all trees which in falling will be liable to break or injure the banks of the canal and where situation of line may require grubbing, low chopping, clearing shall be extended in breadth so far that no uncleared land may be occupied with embankment or excavation.

"A contractor shall not permit any of the workmen in his employ while they are engaged in construction of his section to drink distilled spirits of any kind under the liability of forfeiting."

Besides the cutting of timber, grubbing, etc., the work included the building of locks, dams, feeders, and sometimes aqueducts to carry the water over a stream. When the work was finished there was a path about 175 feet wide through almost unbroken wilderness of Wabash county.

The first entry in Mr. (Stearns) Fisher's book bears the date Nov. 5, 1834, and final settlement was made Nov. 18, 1835.

Section 89, which included the lock at Wabash, was the work of Myers & Jones. This is the final report on that section. (see inset on next page)

The opening of a canal land office at Fort Wayne in October, 1832, attracted purchasers in great numbers. The government minimum price was \$2.50 per acre. The sale of the land granted for that purpose by Congress, provided the money with which to construct the canal. Up to 1835 land sales amounted to \$100,000. During one of the next two years the increase was \$2,000,000.

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Excavating earth.....	25,708 cu. yds	@ \$.11½	\$ 2,956.42
Grubbing and clearing.....	60.49 cu. yds	@ 10.00	604.90
Excavating rock.....	1,354 cu. yds	@ .64	566.56
Excavating lock pit.....	823 cu. yds	@ .30	184.60
Excavating rock pit.....	999 cu. yds	@ .64	639.36
Full embankment.....	2,340 cu. yds	@ .13	304.20
Puddle.....	371 cu. yds	@ .25	92.75
Timber.....	1,179 cu. yds	@ .06	70.74
2 inch planks.....	1,885	@ .06	113.10
Locks, gates and sills.....			550.00
Cut stone masonry.....	1,669.27 per	@ 9.00	15,023.43
Iron.....	600 lbs.	@ .14	84.00
Protection.....	190 per	@ 1.00	190.00
Upright timbers.....			48.00
Excavating detached rock.....	10 yds	@ .40	4.00
Snubbing posts and fender posts.....			20.00
Building and removing dam and taking drift, making new quoin post (word illegible) from canal.....			53.00
By change of plan.....			12.00

meantime the workers on the east end were armed and prepared to meet their enemies. The civil authorities of Huntington had become alarmed at the sight of so many armed men and sent for the Fort Wayne militia. Mr. Burr learned that help was coming from those two places and thinking that they could not cope with the situation alone, the newly organized militia from Lagro was sent to meet the help he asked from Logansport. A militia was organized at Wabash. Mr. Burr took with him a few of the 'Fardowns' to meet the 'Corkonians,' but the trouble was so serious that he said he had considerable difficulty saving them from being killed.

Boats began running between Fort Wayne and Flint Springs (Huntington) in 1835.

In this report to Gov. Noble, David Burr said about the Irish trouble: that the laborers were brought here after September 1834, from Williamsport, Md., and the Potomac, where for two years they had "engaged in bloody affairs." Many of the leaders came with them and, of course, brought their animosities with them. From then until July 12 when the general riot took place, their ill will was manifested by merciless beatings on such of each party as chanced to fall into the power of the other. "On a considerable distance of the line there was no justice of the peace in the newly organized counties. As these frays were confined almost exclusively to the Irish and, as supposed, to the least worthy among them, not much effort was made—and perhaps could not have been made, to suppress them."

The two factions were put to work on opposite ends of a 50-mile length of the line.

Threats of burnings and murders increased, and on the 10 of July, 1835, the workers on the west end stopped work, and started, armed, toward the center of the line. Mr. Burr learned of the move and met them less than a mile from his home at Treaty Grounds, and persuaded them to wait until he could arrange with the other faction for a postponement of hostilities. In the

"Two Magistrates, an Associate Judge, the Sheriff of Huntington and Wabash counties with six militias, arrested and committed eight of the ring leaders. As there was no jail on the line that was considered safe they were sent to Indianapolis for confinement.

"There were more than 600 armed men of the Irish and I am satisfied," continued Mr. Burr, "that no other course would have been sufficient to have restored order....The commissioning of justices of the peace and the organizing of militias at Wabash, Lagro and Huntington has restored, and I trust will preserve order."

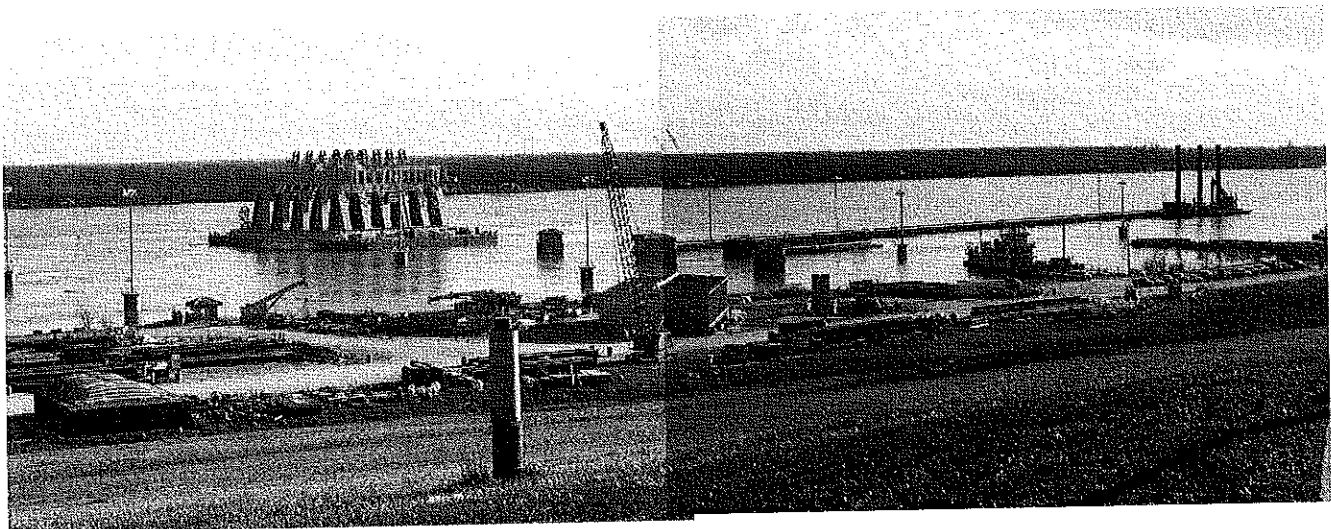
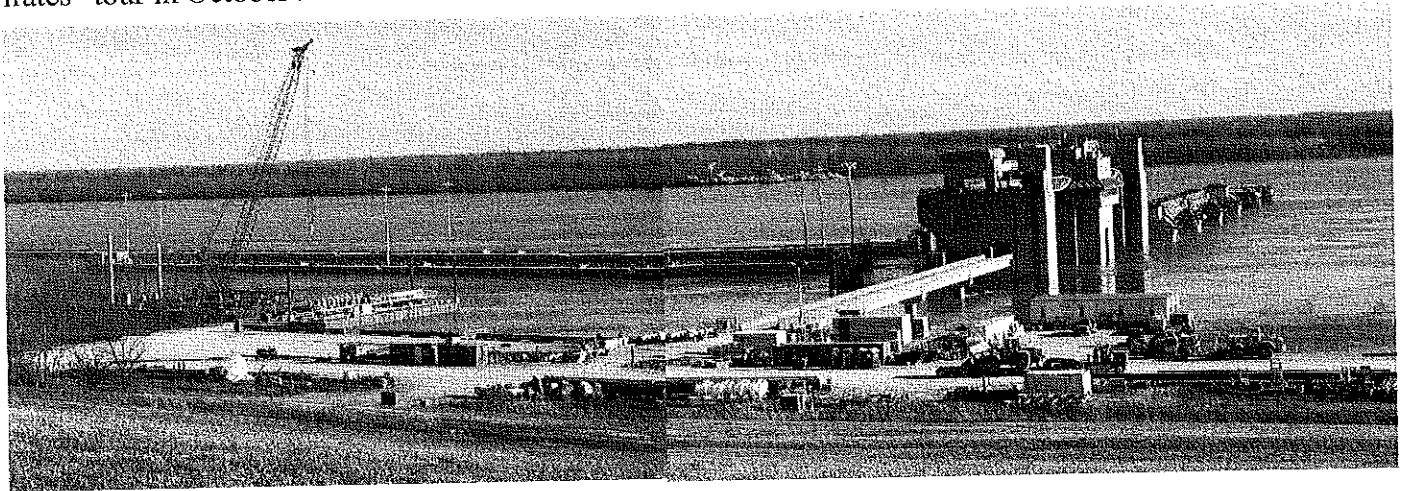
The trouble occurred in Wabash county. As the county had been organized less than a month, it had no money with which to pay the expenses caused by the trouble and the costs were paid by the legislature at its next session. (to be continued)

KOEHLER VIDEOS CANAL BRIDGES

At the request of Indiana Landmarks, Jeff Koehler, CSI Director from Center Point, Indiana, went to Delphi, Indiana to video the bridges over the canal and highway using his drone. He said he had a great time videoing this beautiful area. He has donated copies of his work to Indiana Landmarks and the Carroll County, Wabash & Erie Canal Park at Delphi.

**THE OLMSTED LOCKS AND DAM PROJECT
ON THE OHIO RIVER NEAR PADUCAH, KENTUCKY**

Sue Simerman, CSI Secretary from Ossian, Indiana, and her husband Steve went to Illinois to look at the flooding of the Springfield area and the Illinois River. They finished their trip along the Mississippi River, south of Saint Louis and down to Cairo, Illinois where the Ohio River meets the Mississippi. Along the way they stopped at the Olmsted Locks and Dam project on the Ohio River near Paducah, Kentucky. She took these photos from the visitors' observation area. They were taken on January 6, 2016 from the left to right and have been put together by your editor. There are to be five shells for the dam. You can see that three are completed. CSI passed this dam on the way to see the old Lock and Dam 52 near Paducah on the "Rappites, Riverboats, Pirates" tour in October 2010.



The Olmsted Lock and Dam project is the last project to replace some of the old locks and dams on the Ohio River. Construction began on Olmsted in 1992 to replace Lock 52 located on the Ohio River about 1.5 miles downstream of Brookport, Illinois, 939 miles below Pittsburgh, Pennsylvania, and Lock and Dam 53 located on the Ohio River approximately 11 miles upstream of Mound City, Illinois, 962 miles below Pittsburgh. Once the Olmsted Locks and Dam project is completed, it should be sufficient to meet tow traffic demands until 2025. The Ohio River Lock and Dam system operates twenty-four hours a day for 365 days of the year serving both the towing industry and recreation boaters.

AQUEDUCT ABUTMENTS AND PORTION OF LOCK WALL TO BE REMOVED

According to an article in Toledo's *The Blade* sent in by Dick Kudner, CSI member from Perrysburg, Ohio, a former aqueduct abutment and a portion of a buried lock wall of the (Miami) Wabash & Erie Canal in south Toledo will be removed to put in pilings for a new bridge for the Anthony Wayne Trail.* Ground-penetrating radar has been used to locate the buried lock. One of the aqueduct abutments can still be seen from the New York Central Railroad main line as the train passes beneath the Anthony Wayne Trail bridge where the old aqueduct once stood. The other is buried nearby. The old abutment was used for one end of the bridge when the Trail was built in the 1930s.

The old bridge was 58 feet long. The new one will be 100 feet long, cost about \$10 million and take 1½ years to complete. It will be located between a current Trail reconstruction project near South and Western avenues and a state project to rebuild the Trail's interchange with I-75.

The Ohio Department of Transportation (ODOT) will unearth and remove only a small portion of one of the lock walls and the abutments. They are deciding on a fitting place to put the stones that are removed.

*Anthony Wayne Trail is a street that follows the old Wabash and Erie Canal route through South Toledo.

FAIRFIELD'S HOUSE UNDER ORDER TO DEMOLISH

ARCH, Architecture & Community Heritage, of Fort Wayne has announced that the Fairfield-Nestel House, once the home of canal boat captain and founding father of Fort Wayne, Asa Fairfield, has been issued an Order to Demolish due to its dilapidated condition by the Neighborhood Code. ARCH has been an advocate of preserving this Italianate home and its storied past. It was built in 1858 for Fairfield, who died there in 1868. It later became the home of Eliza and

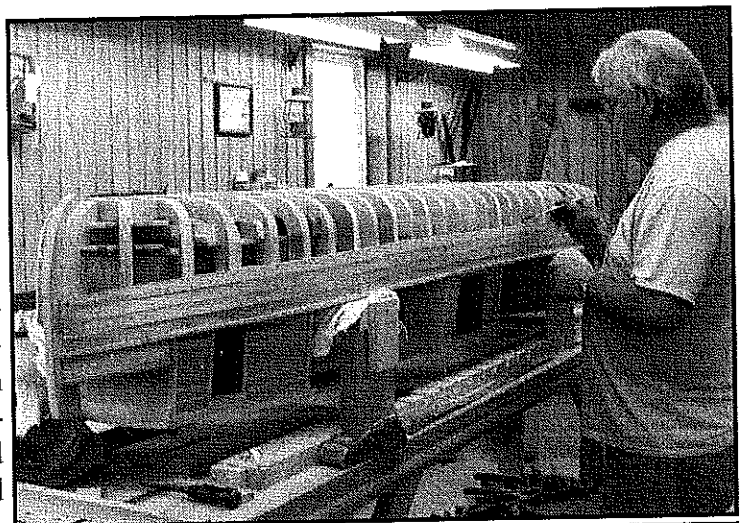


The Fairfield-Nestel house at 815 W. Creighton Avenue in Fort Wayne as seen a few years ago. Photo by Bob Schmidt

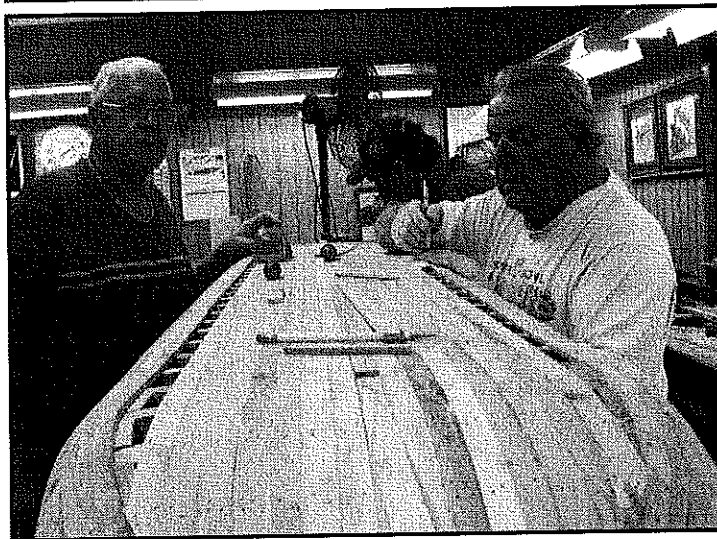
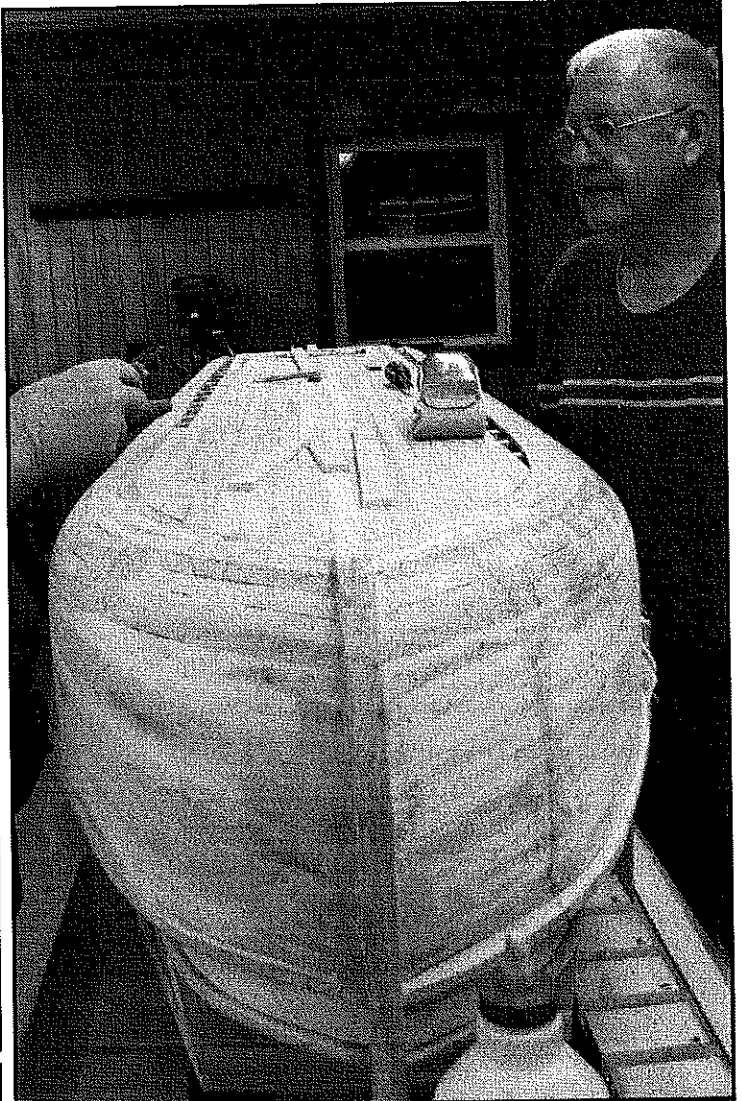
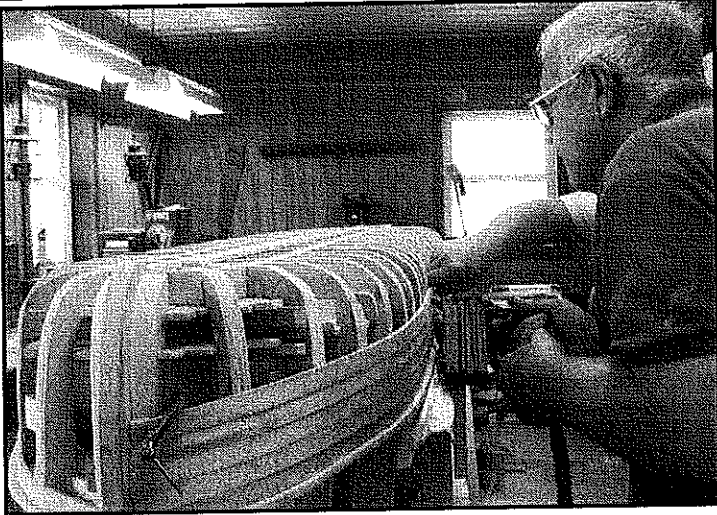
Charles Nestel, famous for their circus act as Commodore Foote and the Fairy Queen, then was used as a hospital, an apartment building, and, most recently, was purchased by an individual who had high hopes of restoring it. Unless a last ditch effort is made, the home will soon be demolished.

CANAL BOAT PROGRESS

Terry Bodine with the help of Guy "Finny" Filchak and another friend are nearing the end of their canal boat building adventure. The following pictures were taken in Terry's home workshop by his wife Anne Bodine. Below Finny applies glue to the hull.

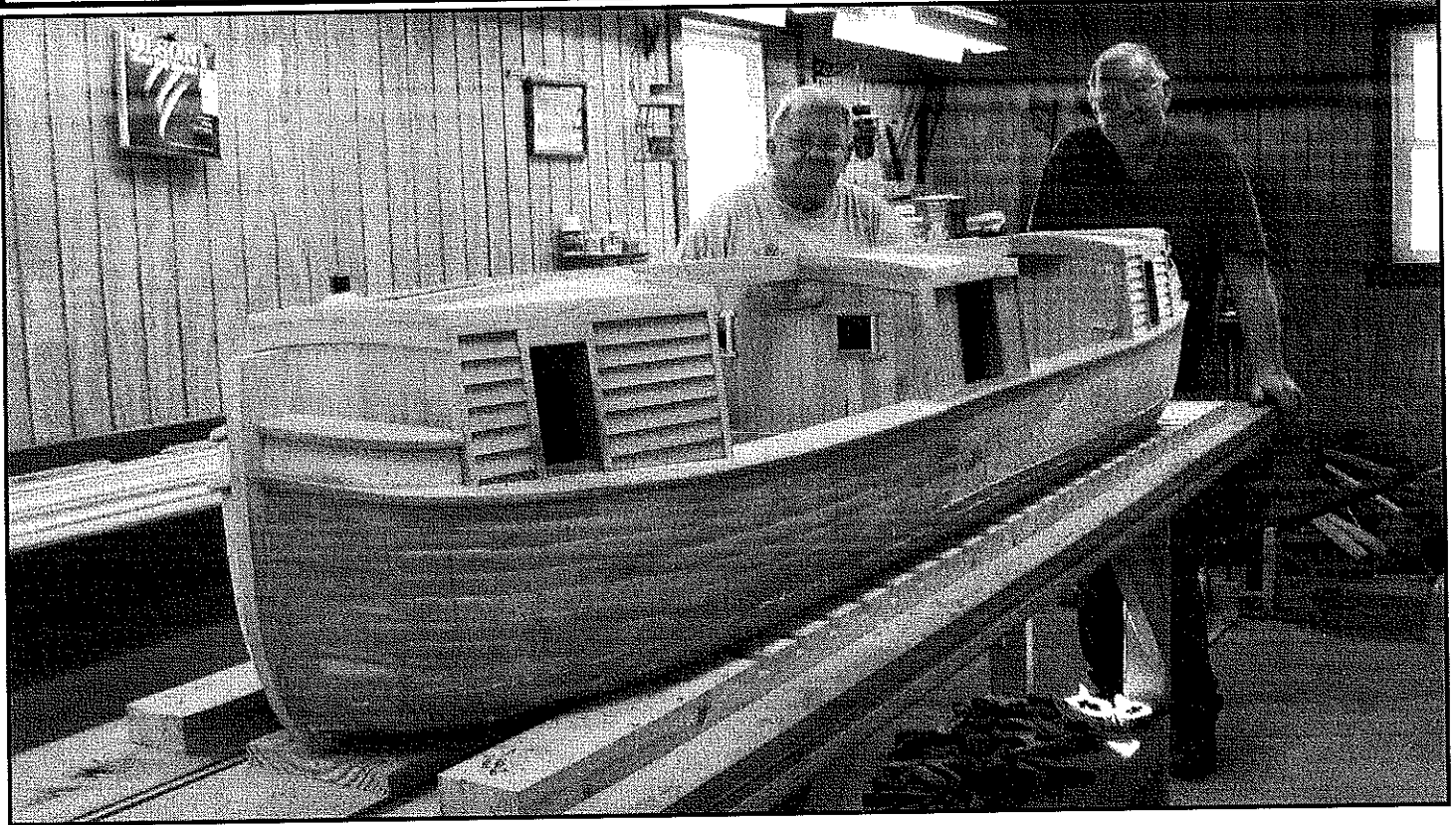


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The strips of wood are nailed into place on the sides of the boat. The boat is turned upside down and the gluing and nailing are continued on its bottom.

An article entitled "Fountain County man builds a canal boat" appeared in the Covington paper. It also had information about the W & E Canal.



WOW! What a feat and what a way to spend those weary winter days. **Hip, Hip Hooray!"**

NEWS FROM DELPHI

2016 CANAL FESTIVALS & EVENTS

April TBA Spring flower walk with David McCain*

May 14th 10am-4pm Transportation Day Canal boat opening weekend. Village open with many crafters.

Car show and other modes of transportation.

June 11th Pioneer Kids Day 11am-3pm Time period activities for kids and their family to enjoy.

Bring your bicycles and enjoy the trails or hike one of the many trails.

Browse the cabins or enjoy watching the Blacksmith, Broom maker, Cooper, or Weavers in the loom house.

July 2nd 10am-4pm and **July 3rd** 12-4pm

Canal Days Festival

August 13th Settlers Day 10am-4pm

September 3rd, 4th, and 5th Labor Day Weekend

Last Weekend to Ride the Canal Boat Cruise In Car Show

Bridge Bash

More information on Web site

September 10th 9:00-3:00

Cycle through the County

Fund raiser for the Canal

December 10th 11am-4pm (set up from 7am-10am)

December 11th 1-4pm

Old Fashion Christmas

*Please check the Web site for any further events or information.

VOLUNTEERS BUSY DURING WINTER

Winter gave volunteers at Delphi's Canal Park time to plan for festivals and events.

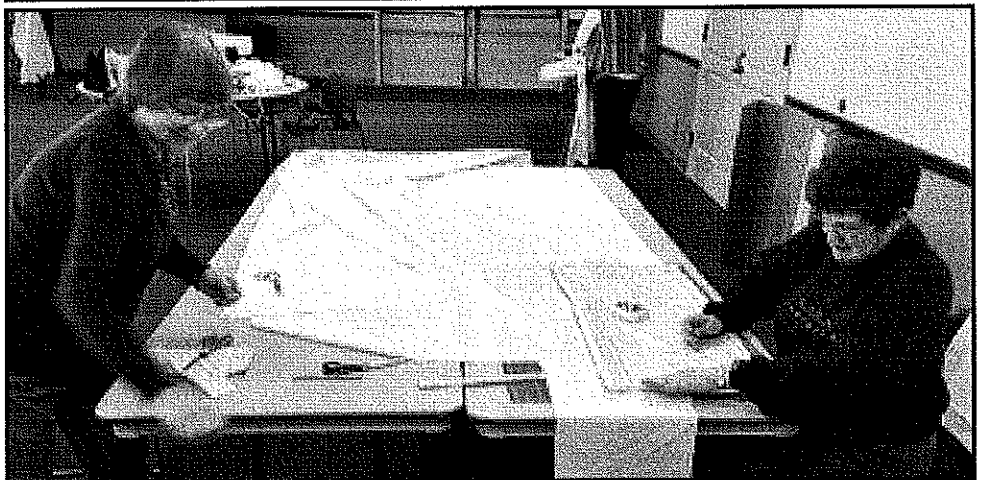
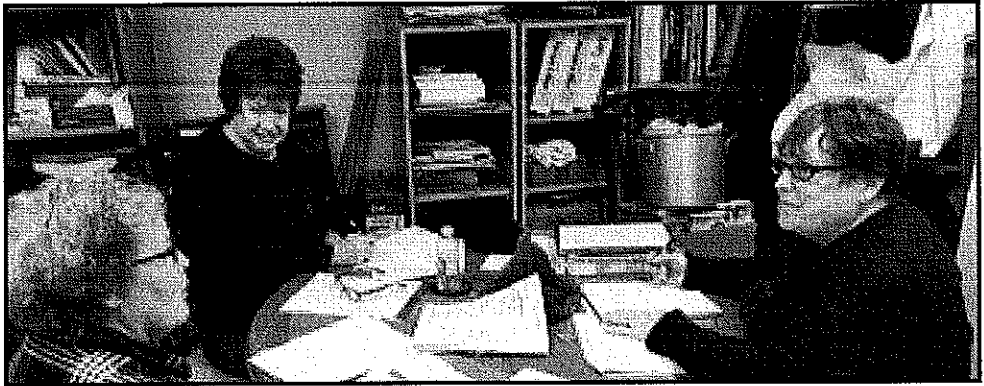
Top (l to r): Vicki Sickler, VP of Operations, met with Janet Ayres, Community Development Chair and Cecilia Henning, Volunteer Coordinator on one afternoon.

Center: Mary Crary, and Rose Mary Lybrook cut pieces of fabric for canal period shirts for the docents and crafts folks. Vicki Sickler ironed in the background.

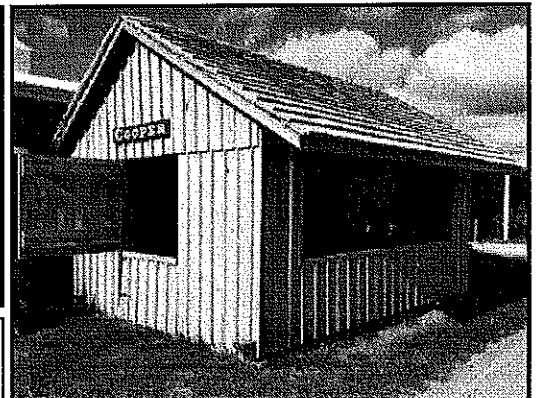
Bottom: Nancy Fowler, Charlotte Gray and Judy Crowel sewed the canal period shirts.

Following are some of the craftsmen in Pioneer Village as they appear with their period dress.

Below: Peter Cooper makes barrels, buckets and churns the old fashioned way in his Cooper Shop.



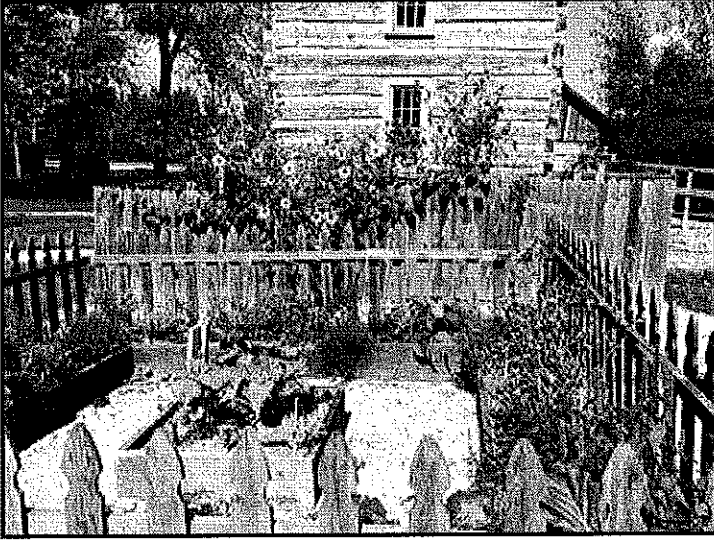
Peter has plans to build his own shop in Canal Park that will look like this one at the State Fairgrounds in Indianapolis. Peter and the State Fair Pioneer Ag team built this structure from his plans last year. They cut native oak into boards n' batten in Canal Park using a portable sawmill for the Cooper Shop at the fairgrounds.



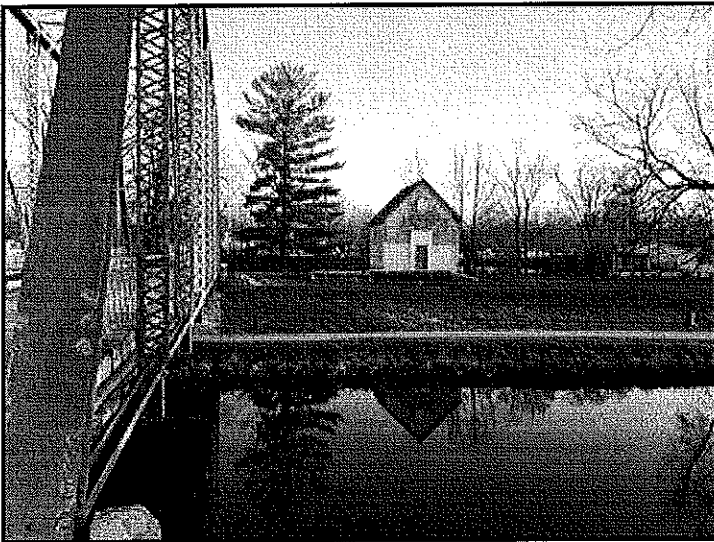
Pictures courtesy Dan McCain and CCWEC, Inc.

THE HOOSIER PACKET - APRIL 2016

Peter's wife, Linda Cooper, instituted gardening in Canal Park. She coordinated gardeners in planting flowers and vegetables and maintained the gardens. Below is the array of vegetables and herbs in the Fouts House kitchen garden last summer.



Last November the little German Lutheran Church was moved across the Wabash & Erie Canal from Canal Park's Pioneer Village and placed near the end of the Gray Bridge. By December it sported a new standing seam metal roof. This year lots of work is needed on a fieldstone foundation and in scraping and painting the building.



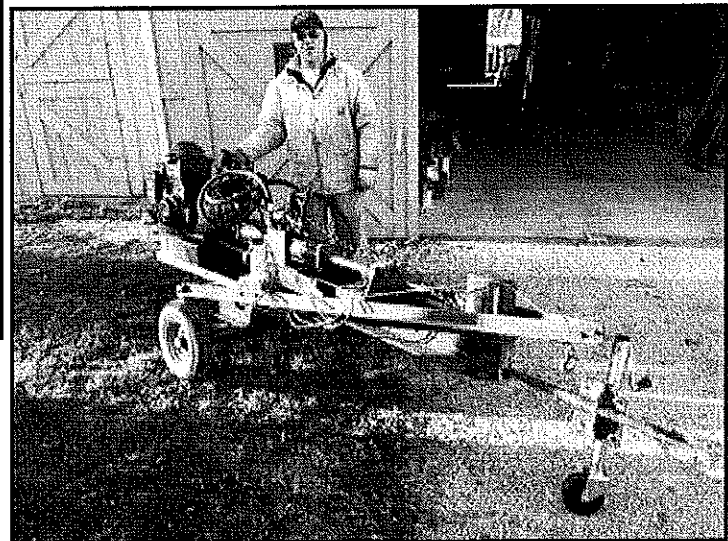
Al Auffart (left), Tom Peters, and other Monday-Wednesday, Friday volunteers disposed of the ceiling plaster and lath that had to be removed before the church was moved.



The wooden floor is in remarkable good condition. There is a raised section and a noticeable space where the minister once stood. In February work began on the building's interior. Eddy Graves (left) and Al Auffart took the sash out of the windows for glass replacement, painting and repair. The 1884 windows were protected by the permanent wooden shutters.

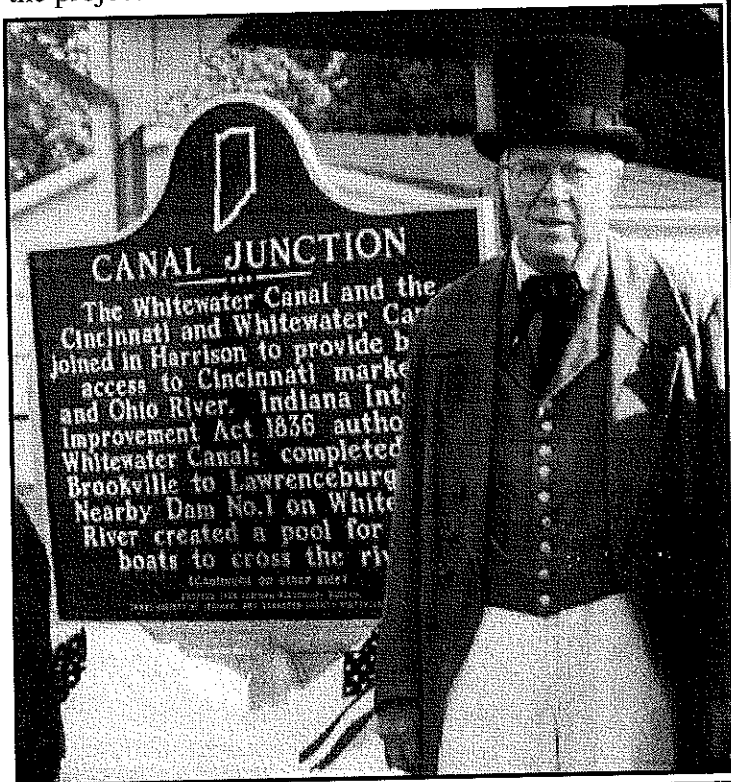
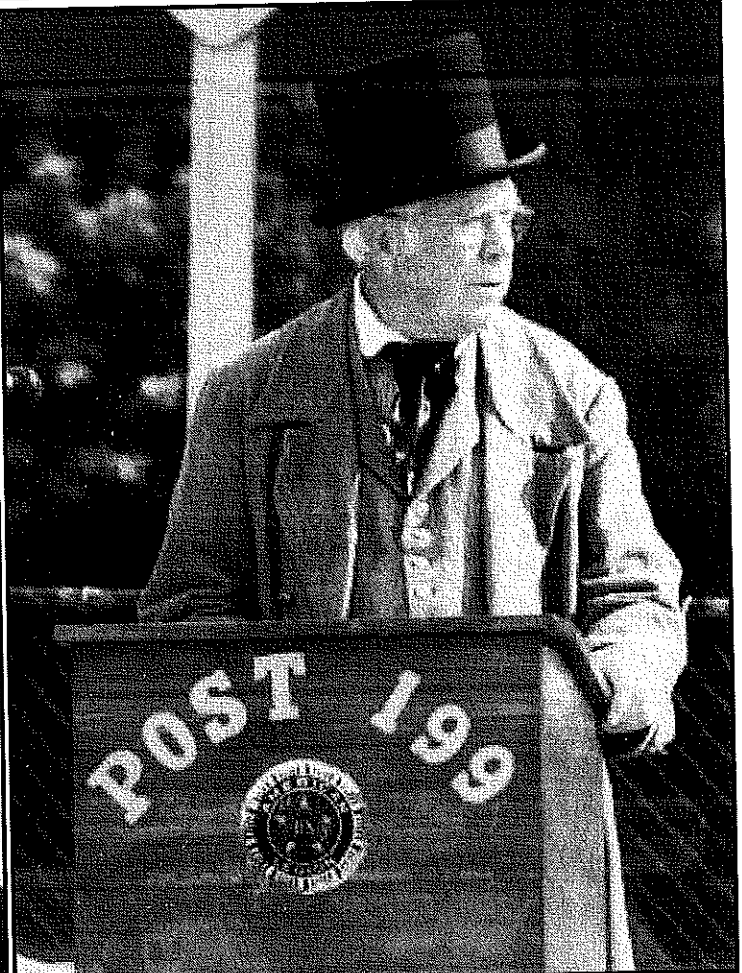


Dave Smith stood ready to start the gas motor on the hydraulic log splitter the M-W-F crew assembled from bits and pieces of iron and machinery laying around the barn.



**WHITEWATER CANAL
SCENIC BYWAY ASSOCIATION**

The Whitewater Canal Scenic Byway Association held its 2016 Annual Dinner and Bi-Centennial Celebration on Thursday, February 18, 2016 at 6 p.m. in Gateway Park's Old Depot in Metamora, Indiana. Besides a delicious banquet, Allen Lucas Messer, U. S. Representation for Indiana's 6th Congressional District spoke. Using video equipment provided by funds from CSI, former president Candy Yurcak showed a brief video about activities at the park in 2015 and outlined the projects scheduled for 2016.



Chuck Whiting was instrumental in getting this two-sided marker placed at the junction of the Whitewater Canal with the Cincinnati & Whitewater Canal at West Harrison, Indiana. It was partially funded by the Canal Society of Indiana. Photos Bob Schmidt

mowed Gateway Park, helped sponsor fireworks in Gateway Park, and parked cars during the Canal Days Festival. Besides these events, this year they plan to published a passport for traveling on the 7 Byways, start on the first room of the museum at the Visitors Pavilion using funds contributed by the Canal Society of Indiana, work more on the Little House Nature Center at Gateway Park, walk Loop 1 & 2 of the Byway on May 22-29 with Candy Yurchak, place directional signage along Loop 1, raise funds to sign Loop 2, and hold a 2-day mystery event entitled "Murder on the Whitewater Canal" on September 16-17. The event will begin on the canal boat "Ben Franklin" at Metamora on Friday night where someone will be killed. On Saturday clues will be found as to "who done it" along one of the Loops and conclude with a banquet.

The annual Spirit of the Byway Award was presented to CSI member, Charles (Chuck) Whiting of Lawrenceburg, who was a founding board member of the WCBA and a long time supporter. Chuck and his wife, Anne, represent Dearborn County at the south end of the Whitewater Canal. **Hip Hip Hooray!**

In 2015 WCBA hosted the Blue Grass Festival,

Check out a wonderful video about their accomplishments and plans on their Facebook page:
www.facebook.com/pages/Whitewater-Canal-Scenic-Byway

SCENIC BYWAY PASSPORTS

By Phyllis Mattheis

A mock up of the 2016 Bicentennial Passport was shown at the annual meeting of the Whitewater Canal Scenic Byway Association. Scenic Byway Passports will be available during the year at locations along the seven scenic byways in Indiana. The Indiana National Road Scenic Byway, headquartered at the Huddleston House in Cambridge City, is heading up the project. Others are Historic Pathways, Ohio River Scenic Byway, River Road, Michigan Road, Lincoln Highway and the Whitewater Canal Scenic Byway and Loop Routes. Go online to read all about them. Passports will be stamped at locations. Collect your stamps and tour our beautiful, historic Indiana during its bicentennial year.

WELCOME NEW MEMBERS

The following have joined CSI at the membership rate unless otherwise noted:

James R. Crouse Fort Wayne, Indiana
Welcome aboard!



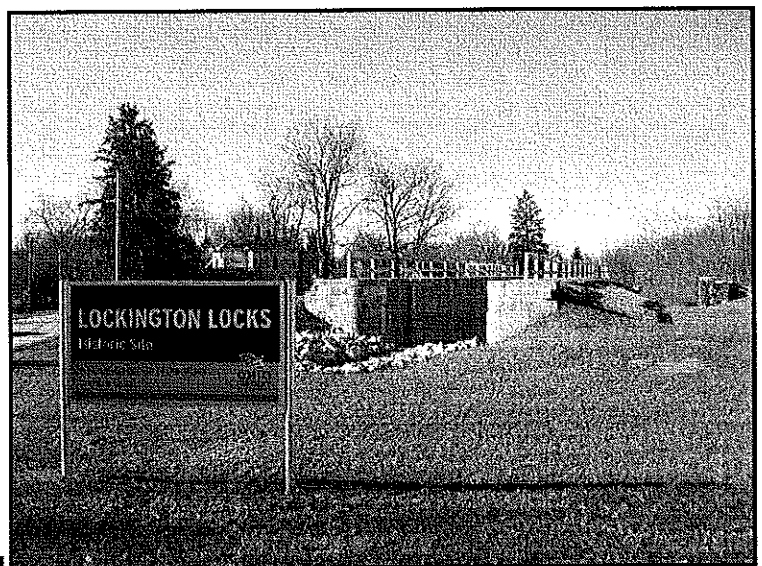
Neal Brady (left) received this 1950s canal cargo boat model from Michael Antonelli for MECCA's headquarters' museum.

CANAL BOAT DONATED TO MECCA

The Miami and Erie Canal Corridor Association headquartered in St. Marys, Ohio, has received an 1850s canal cargo boat from Michael Antonelli, a na-

tive of Dover, Ohio and a retired Army Veteran. This is the third hand-crafted model that Antonelli has donated to local Ohio canal history groups to use in interpreting how goods, materials and passengers were moved on the Miami and Erie Canal and how the canal brought economic development to Ohio. The model was constructed of original timber from Lock 1 North in New Bremen that was salvaged in 2007. The wood is estimated to be 350-400 years old. It was under water and buried in the lock for 170 years.

Photo and information courtesy MECCA



LOCKINGTON LOCKS SIGNAGE

The above sign was recently placed at the Lockington Locks in Lockington, Ohio, which have been preserved as part of the historic Miami & Erie Canal that ran from Toledo to Cincinnati in Ohio. The following "statement of significance" of the locks is from the 1969 National Register.

Lockington Locks are the greatest single and most spectacular concentration of original canal features in Ohio. The standing remains of six locks and turning basin are visible from a single vantage point. The locks, when constructed represented one of the most expensive and daring engineering feats in all of the 1000-mile state hydraulic system. This portion of the 249-mile Miami and Erie Canal, originally called the Miami Extension Canal from Dayton to Junction, near Defiance was promoted by John Johnston (1775-1861), federal Indian agent and farmer, whose farmstead is under restoration by the Ohio Historical Society.

Photo and information courtesy MECCA

THE HOOSIER PACKET - APRIL 2016

GREEN POWER

It won't be long before Hamilton, Ohio can use the "Green (carbon free) Power" produced by the Captain Anthony B. Meldahl Dam and Locks along the Ohio river. Despite delays due to weather and river conditions, the plant, located in Foster, Kentucky, has two of its turbines generating power and, after a part in the third turbine is replaced, it too will be running. These turbines' total capacity will be 105 megawatts per hour. They can generate an average of 558,000 megawatt hours a year. Although originally scheduled to be open by the end of 2015, electric generation for commercial purposes didn't start until March 2016.

Visitors to the site will only see the power house that is above the waterline. There is a massive 10-story-high concrete structure beneath the surface.

The \$500 million project is one of the largest hydroelectric power plants on the Ohio river. It is a partnership between Hamilton, Ohio's local government, which owns 51 percent, and American Municipal Power, Inc., a nonprofit that owns and operates multiple power plants to generate electricity for its mu-

nicipal members in seven states including Hamilton.

Once Meldahl is in operation, 48.6 per cent of the current hydroelectric power plant on the Ohio river at Greenup will be sold by Hamilton to American Municipal. The city expects to receive about \$139 million as a result of the sale. It plans to use this money to pay off the debt owed to Greenup. What remains will be spent on programs that benefit the electrical customers. They plan to set aside \$5 million for electric capital improvements of which they would like to spend \$3 million to buy property and improve neighborhoods if it can be used in that way.

Hamilton hopes to partner with the Hamilton Community Foundation or the CORE Fund, local private sector organizations, to prevent neighborhoods from deteriorating. CORE has already revitalized Main and High streets. Some of the areas that might be considered are Main Street, Lindenwald and German Village. They hope to attract new families and retain residents already living there. They may create incentives for older homes to become more energy efficient.

John Geyer, CSI member, Hamilton, OH

CANAL SOCIETY of INDIANA MEMBERSHIP APPLICATION New Renewal

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