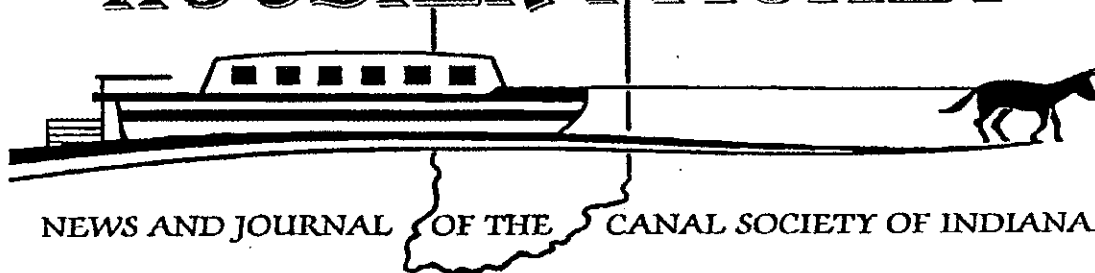


THE  
**HOOSIER PACKET**



NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 15 NO. 5

P.O. BOX 10808 FORT WAYNE, IN 46854

MAY 2016

## THAR SHE GOES!



Finished in time for Indiana's Bicentennial, the "General Grant," a canal freight boat built by Terry Bodine, is loaded by Terry's son and grandson to be taken to House of Lions Antiques in Covington, Indiana for display in April and part of May. Photo Anne Bodine

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### WABASH & ERIE CANAL LINE BOAT: "GENERAL GRANT"

In previous issues of "The Hoosier Packet" Canal Society of Indiana members have watched the progress Terry Bodine, CSI director from Covington, Indiana, has made on the canal line boat he is building for Indiana's Bicentennial. As finishing touches were made on the boat, Terry composed a brief summary about building it that gives a little canal history and will be placed beside it when it is exhibited at festivals, etc. His article follows:

## THE HOOSIER PACKET - MAY 2016

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1½" to the foot model of a typical line boat for hauling goods rather than a packet type boat for hauling passengers. This model represents the many boats that passed along the 468 mile canal from Toledo, Ohio on Lake Erie to Evansville, Indiana on the Ohio River. The Wabash & Erie Canal existed from 1832 to 1876 providing transportation for people and goods when the only means of travel were on foot or horseback at the beginning of its existence.

Through researching the existing toll books from the canal at the courthouse in Covington, Indiana, the "General Grant" boat with William Connell as Captain, cleared through Covington to the Ohio state line (another toll collection point) five times from June 22, 1862 to November 7, 1862. Some of the goods that the "General Grant" carried were as much as 2025 bushels of wheat, 2000 bushels of corn, many chimes of hams, barrels of salted pork and quantities of house goods — such as furniture, windows and doors. Four of the five entries in the toll book showed that these loads originated at Covington.

Boats (both line and packet) provided communities along the canal with the very important outside connections with other parts of our new country and actually other parts of the world. These small communities grew from the benefits of being on the canal.

The model of the boat was constructed to help people envision what passed through the remaining trace of the channel (or, the longest man made waterway in the western hemisphere — 468 miles). Very few pictures or drawings exist today that show these boats — the "works of art" they were — capable of carrying well over 100,000 pounds of goods pulled by horses or mules at a pace of three or four miles per hour. The coming of the railroads quickly put the canal at a disadvantage and eventually out of business.

Looking at the model, the front cabin was for the hired man (or men) to live in. The center cabin was to carry a fresh change or horses or mules, allowing them to rest and feed along the trip. The back cabin was for the Captain and his family to live in — sometimes year round. The wife of the Captain reared their children, schooled them and did the wash and cooking for everyone on the boat.

About 1400 hours were spent building the model. The wood that was used is from trees that were cut on our farm. It is yellow tulip poplar, our Indiana State Tree. With much help from my good friend, Finny Filchak, we boiled the planks to bend and cover the hull of the boat; just as they did on the real boats. Finny did the painting and lettering on the model.

Hopefully since this is Indiana's Bicentennial year, our effort constructing the boat will help people to envision some of the most important parts they played in the making of the beginning of our wonder state —

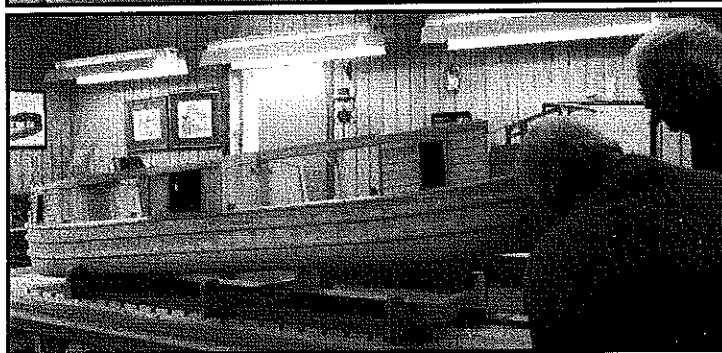
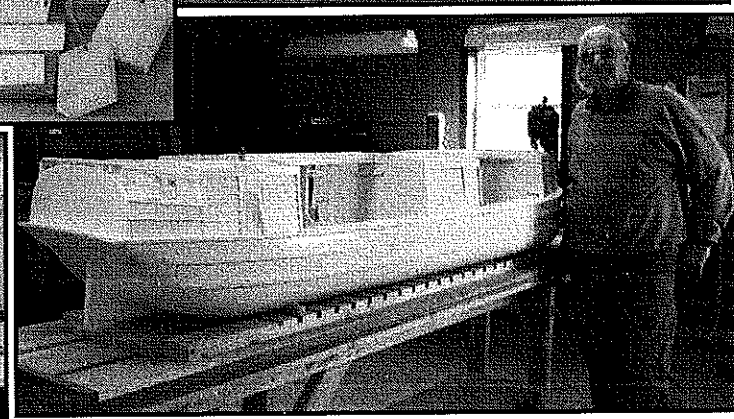
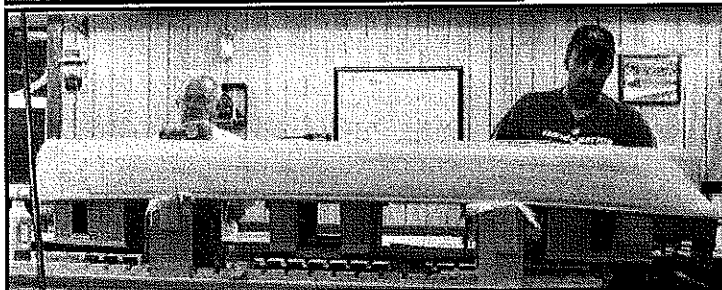
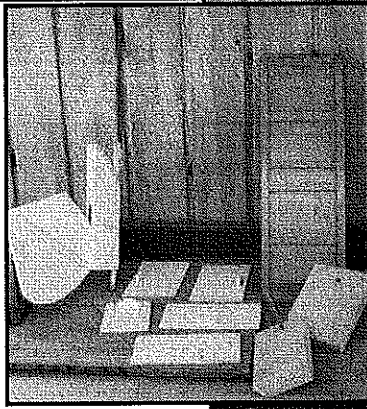
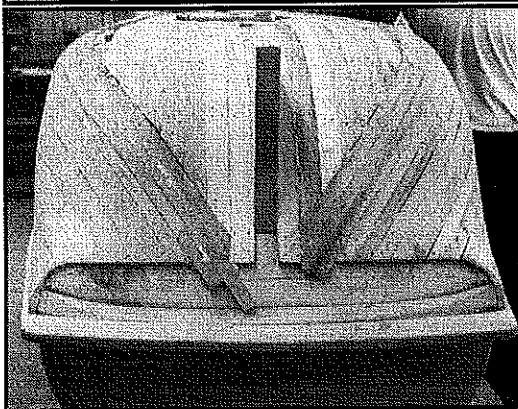
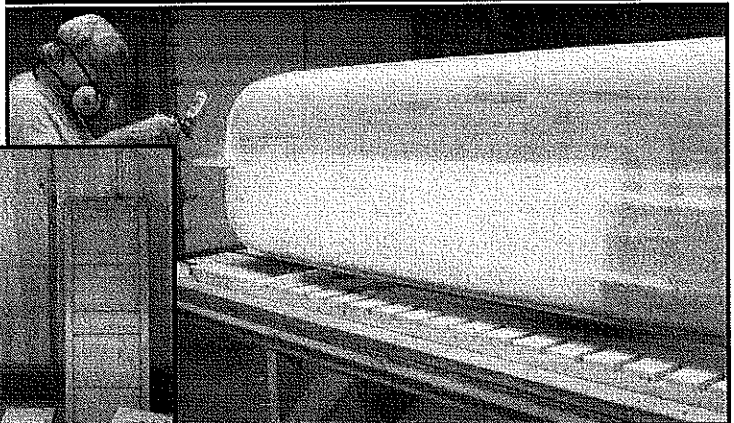
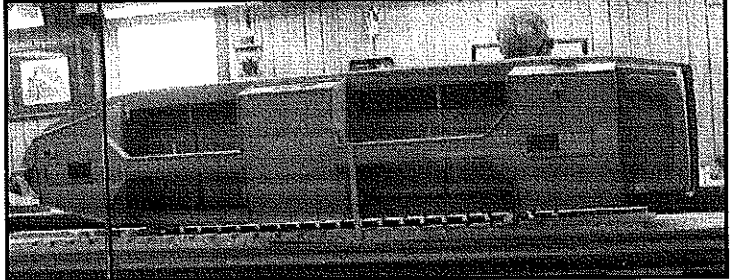
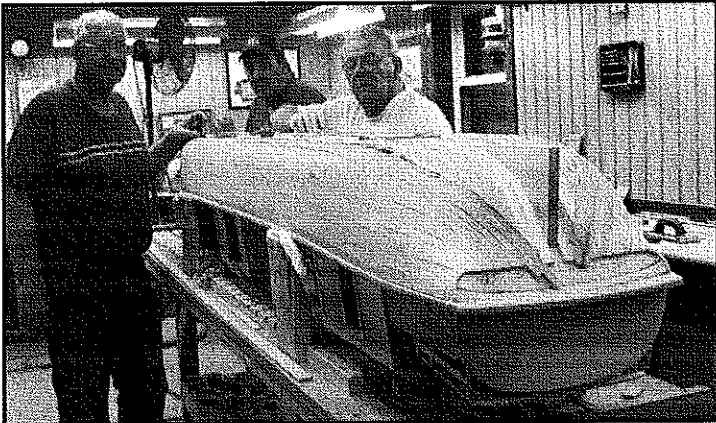
INDIANA — 200 YEARS OLD THIS YEAR! 1816-2016

Terry and Ann Bodine, Covington, Indiana

Guy "Finny" Filchak, Clinton, Indiana

Members of the Canal Society of Indiana

# THE HOOSIER PACKET - MAY 2016



- Left 1: Strips of wood are glued then nailed to the boats hull.
- 2: After the pieces are in place, they will cut off the excess.
- 3: The boat is upside down for a final sanding.
- 4: The boat is flipped over and set in a cradle.

Center: Doors, the rudder and other parts are painted white.

- Right 1: The boat is laid on its side to paint its bottom.
- 2: Guy Filchak sprays the bottom of the boat white.
- 3: Terry Bodine stands beside the boat which is painted white on the outside and gray on the inside.

## DISPLAY SCHEDULE

April House of the Lions Antiques window  
Covington, IN on courthouse square

May 7 Covington, IN Clerk's building 516 4th Street  
during "Cemetery Walk"

May 14 Delphi, IN Canal Park, 1030 North  
Washington Street for "Transportation Days"

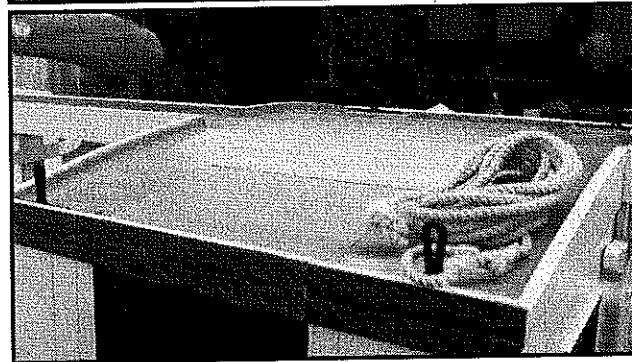
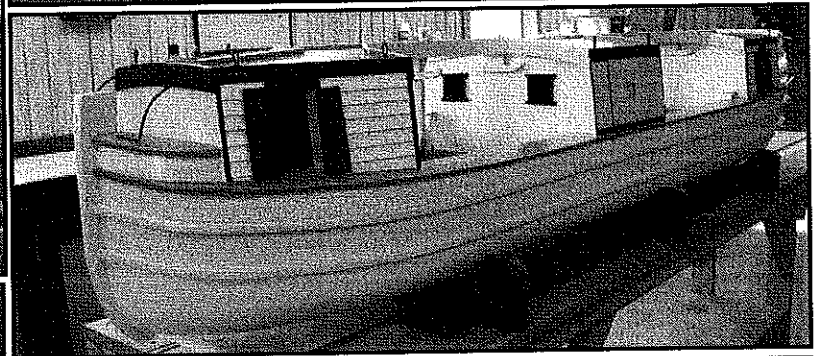
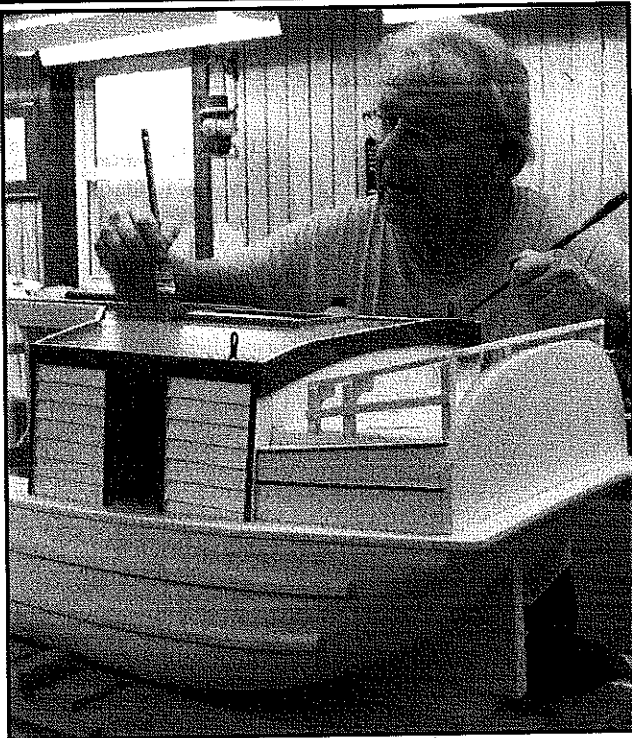
July Delphi, IN in Canal Park, 1030 North  
Washington Street for "Canal Days"

July 15-17 Rainsville, IN Illiana Antique Power Association's  
Steam Power Show

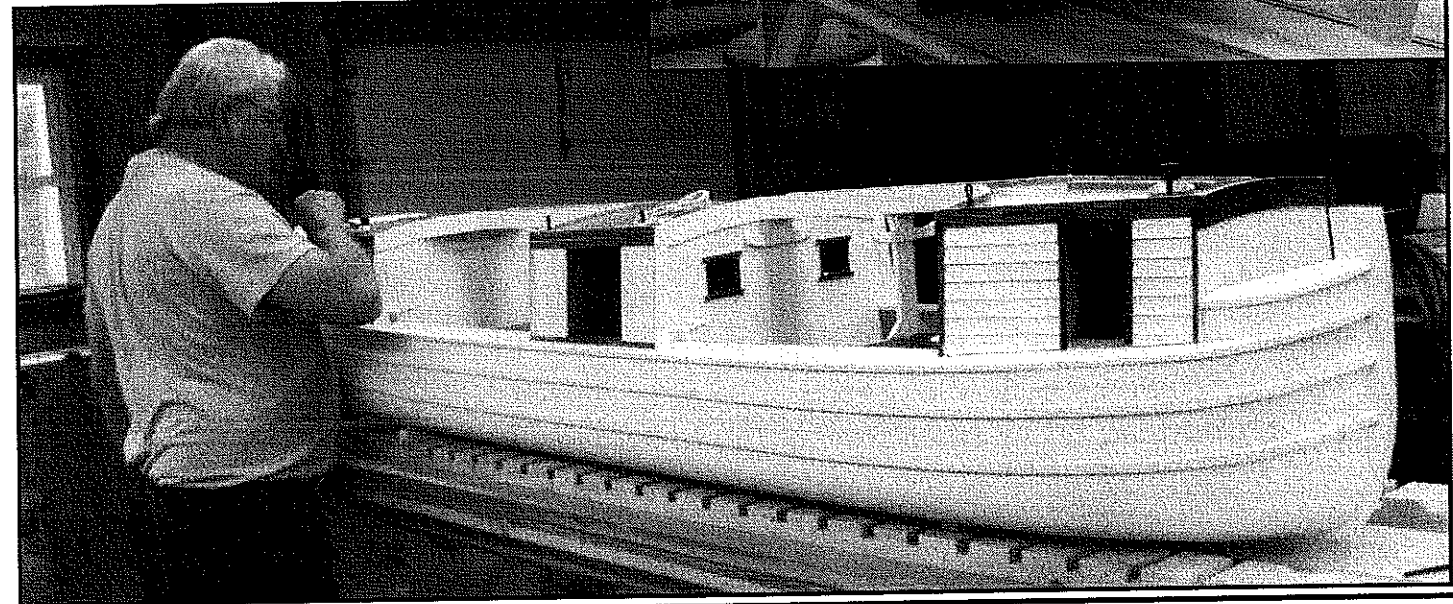
Oct. 12 Rainsville, Illiana antique Power Association's  
History Day" with Bicentennial torch running



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Guy Filchak paints the trim green. (cont. p. 23)



## CANAWLERS AT REST

### HENRY C. MOORE

Find-A-Grave # 132460241

**b. October 12, 1784**  
**d. December 7, 1866**

**By Robert F. Schmidt**

A convention of delegates gathered in Brookville in 1823 to discuss the possibility of building a canal along Indiana's Whitewater Valley. This group was successful in getting the United States' army to assign Colonel Shriver to make a survey for a canal. Shriver got as far up the valley as Garrison Creek, just north of Laurel, where he died. He was replaced by a Colonel Stansbury, who completed the survey. Despite the hopes of valley residents Stansbury's conclusion was that the valley was too steep and presented too many obstacles for a canal. For 10 years nothing more happened in the valley but the United States government did give a grant of land in 1827 for a Wabash canal in northern Indiana. With the latter project underway by 1832 it sparked canal attention throughout the state.

Whitewater canal enthusiasts would not give up and were successful in getting the Indiana Legislature to authorize another survey in 1834. This survey was to extend from Lawrenceburg on the Ohio River to Nettle Creek near Hagerstown in Wayne County. William Gooding was employed as Engineer-in-Chief and Jesse Lynch Williams was his assistant. Williams had been hired as the Chief Engineer on the Wabash & Erie Canal, which was begun in Fort Wayne in February 1832. This 2<sup>nd</sup> survey resulted in a favorable opinion that a canal was feasible and desirable.

The Whitewater Canal was authorized by the Mammoth Internal Improvement Bill of 1836. Construction on the canal began in Brookville on September 13, 1836. Some of the engineers who were involved in surveying and construction of the canal were: **Henry C. Moore**, Stephen D. Wright, Simpson Talbot, **John Minesinger**, John Shank, Martin Crowell, and John H. Farquhar. In the September 2015 issue of *The Hoosier Packet* we learned about the background of John Minesinger and his work on the Hagerstown Extension from Cambridge City.

Henry C. Moore, our current subject, was born in Monongalia county Virginia on October 12, 1784. The Monongahela river flows from West Virginia through this county north into Pennsylvania for a distance of 131 miles and then intersects with the Ohio River at Pittsburgh. The spelling of the county as Monongalia is probably a misspelling of the river. Locals call both the river "the Mon" and the county "Mon County." This county became part of West Virginia on June 20, 1863 when the state of West Virginia was carved from Virginia during the middle of the Civil War.

Henry remained in "Mon County" and on May 26, 1806, he married seventeen year old Rebecca Haymond, a local girl born in 1788. They had 4 children John 1807, Ahijah 1809, Sarah, 1812, and Mary Ann, 1815. They apparently moved into Indiana Territory around 1811/12 as Sarah and Mary Ann were born there. A year after their last child, Rebecca died in September 1816 in Indiana of causes unknown. The 1820 Census lists a Henry Moore in Franklin county.

A few years later (circa 1823) Henry took his remaining family to a farm near Shelbyville, Indiana and became one of its earliest settlers. In April 1823 he purchased 80 acres from the U.S. government there described as the eastern half of the NE quarter of Sec 29 Twp 12 Range 8. Then two years later in April 1825 he purchased the western half containing 80 acres in the same area. This is just north of Middletown and southeast of Shelbyville in Shelby county, Indiana.

On September 5, 1824 Henry, then age 39 married 19 year old Hannah Jacobus in Shelby county

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Indiana. She was born in Ontario, New York on December 23, 1804. The marriage apparently was a happy one as they went on to have 9 children from 1825 – 1844. Henry was 59 when the last child William was born.

Although in the various federal census Henry is listed as a farmer, he also must have had some skills as a canal engineer or as a supervisor in canal construction, as he is mentioned as an assistant engineer in early histories of the area. The early federal census did not list occupations and later he could have been predominately a farmer as canal construction was over in the Whitewater area by 1850.

Many persons from all walks of life in the area seemed in have some involvement in building this canal. For example, George W Julian, a Centerville lawyer and politician, worked as a rod-man for Whitewater Canal construction in his younger days.

Regardless of Henry's background, he apparently was considered an authority in canal construction. In 1840 a dispute arose in Daviess & Gibson counties on the Central Canal between the canal contractors, Hugh & Robert Stewart, and the State of Indiana. The dispute concerned the value of work that they had performed in excess of what they felt had been estimated by the canal engineers.

At this time, due to the state financial crisis, work was suspended on both the Whitewater and the Central Canal in November 1839 and contractors were trying desperately to get some payments for the work in progress. On the Whitewater work stopped with the canal only completed between Brookville and Lawrenceburg. On the Central Canal near Evansville, only 18 miles out of Evansville were completed to the Pigeon Creek Dam near Millersburg. Some work was also done near the Pigeon Summit in Gibson County.

The contractors, R & H Stewart, presented their claims to an arbitration board for additional payments due to their contention that work had been required that was not in the original estimates made by the project engineer and losses incurred due to the work stoppage. This board allowed the following charges, which

amounted to \$10,000 to settle this claim. However, the contractors still felt it was not sufficient.

<u>Sections 121-125</u>	<u>Pigeon Summit Sections 69 &amp; 70</u>	
Losses on shanties		
& wells for workers	\$ 249.00	\$ 417.00
Tools/wagons/ploughs/horses	126.00	582.30
Engineering changes	4,137.87	3,840.00
Other allowance	<u>1,022.84</u>	
Total Board allowed	5,535.71	<u>4,839.30</u>

Lazarus Wilson, an engineer who had previously worked on canal and National Road surveys and construction, was at that time working on surveys for the Madison & Indianapolis railroad near Madison. (See *The Hoosier Packet* September 2009). Wilson was asked to be a member of the arbitration board to review the Stewart claim. He was the one dissenting member, either to the claim entirely or the amount of the proposed \$10,000 settlement.

The Commissioners of the Canal refused to issue the payment agreed upon by the board and the case went to court in Daviess and Gibson counties. It was not settled by the courts and then was sent to the state legislature for resolution. The Stewarts asked that another engineering review be performed, so William J Ball, the Resident Engineer of the Cross-Cut Canal, was selected by Jesse Williams to perform this re-estimate. Ball came back with an estimated value closer to \$15,000 vs the \$10,000 offered earlier. The Board of Commissioners concluded that some of the values that Ball used were incorrectly applied and they rejected his valuations.

Noah Noble, who at this time was ex-Governor and was now the head of the Board of Canal Commissions stated in his report to the legislature the following:

“It is ordered, That the whole subject for its final adjustment be referred to T.A. Morris, late resident Engineer on the Madison and Indianapolis road; Wm. J. Ball resident Engineer on the Cross-Cut canal, and H.C. Moore, late resident Engineer on the Whitewater canal, with a request that they meet as soon as

practicable on the line in question; procure from the late acting Commissioner and Engineer all field notes, specifications, notice to contractors etc; and proceed to examine said work, and report their joint decision and estimate to the Board.”

“Mr. Ball being obliged to decline the appointment in consequence of engagements calling him from the State, the resident Engineer on the Wabash and Erie canal, Stearns Fisher, Esq., has been appointed to fill his place.”

After Morris, Moore and Fisher visited the site on January 11, 1840, they concluded that the settlement amount should be \$1,589.10. The petitioners claimed that these men did not actually measure the contested area but merely reviewed the prior data used by William Ball. The committee of the legislature now reviewing the data concluded that the three man review was sufficient and that the Stewards should be paid the \$1,589 and that no further legislative action was required.

In a December 1941 report to the Legislature by the Board of Internal Improvements several comments are of interest:

Stearns Fisher is listed as a superintendent of construction for the Steam Boat Lock at Delphi, Indiana. His compensation is not shown.

The four toll collectors on the Wabash & Erie Canal at Fort Wayne, Lagro, Logansport and Lafayette were being paid \$15 per month (\$225 per year).

T.A. Morris is the Resident Engineer on the Madison & Indianapolis Railroad and the Central Canal with a yearly salary of \$1,500.

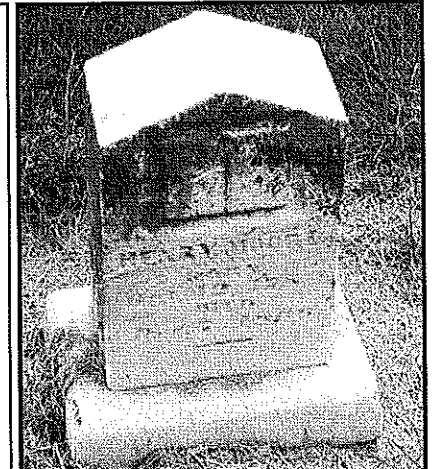
**Henry C. Moore** is employed as superintendent upon the Whitewater Canal at a salary of \$1,000 per annum.

Two collectors of tolls were employed on the White water Canal, one at Brookville and the other at Lawrenceburg, each with a yearly salary of \$100.

Henry Moore remained in Shelby county until about 1850 when he moved to Fairview, Fulton county, Illinois. His place of death is unclear, but he is buried in the City Cemetery in Shelbyville, Indiana, which is not far from his original home in Middletown. He died December 7, 1866 at age 82. Based on family records, his second wife, Hannah, lived until 1892 but her death and burial location are unknown.

**HENRY MOORE**  
**BORN**  
**OCT. 12, 1784**  
**DIED**  
**DEC. 7, 1866**  
**CITY CEMETERY**  
**SHELBYVILLE**  
**SHELBY COUNTY**  
**INDIANA**  
**Sec. 1 Row 20**  
**North to South**

Photo by James Cowin



Sources:

Ancestry.com;  
 Public Member Trees: Henry C. Moore  
 U.S. Federal Census

Find-A-Grave #132460241 Henry C. Moore

Fox, Henry Clay. *Memoirs of Wayne County and the City of Richmond, Indiana*. Madison, WI: Western Historical Association, 1912.

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**DALEY BROTHERS  
CONSTRUCTION COMPANY  
Of BOLIVAR, OHIO**

From Canal Comments #77

By Terry K. Woods

The Daley Brothers, there were three of them – William, John, and Joseph, were born in the various Virginia towns in which their parents resided during the late 1860s and early 1870s. William was born in 1868, John in 1870 and Joe in 1872. There were also two sisters in the family.<sup>1</sup> It isn't known what initially drew the three men to Bolivar, Ohio. We do know that John arrived around 1899, with William and Joe showing up no later than 1903.<sup>2</sup>

Though artificial stone (concrete) was used by the Romans, the knowledge of how to prepare it was 'lost' for awhile during the "Dark Ages," 'natural cement' not being rediscovered until the 15<sup>th</sup> Century. The British patent for Portland Cement was granted in 1824 with the American patent not appearing until 1871.

Concrete – cement, water, sand, and aggregate - was a relatively new engineering material that began getting good usage in the burgeoning U.S. railroad construction during the last couple of decades of the 19<sup>th</sup> Century.<sup>3</sup> The Daley brothers seem to have taken to this construction method extremely well.

We can assume that at least a couple of the brothers gained experience with this engineering material while working for other construction firms, either in Bolivar or elsewhere. Whatever the work experience of the three men, by 1906 the Daley Brothers Construction Company had been formed and a big local job, constructing the Wheeling & Lake Erie Railroad bridge across the Tuscarawas River near Bolivar was under way.<sup>4</sup> It was the next three years, though, 1907 through 1909, that the firm was busy in the area of work for which they are most remembered, refurbishing the Ohio & Erie Canal.

Though by no means a universal sentiment within the State, a "save the canals" movement gained

some ground within the first decade of the 20<sup>th</sup>. Century. People only had to look to Europe, or, more closer to home, at the State of New York to see what benefits an updated system of artificial waterways could bring to an area.<sup>5</sup> From February 14, 1905 to September, 1909, Ohio's Board of Public Works granted 158 contracts to 35 contractors to refurbish the northern division of the Ohio & Erie Canal from Cleveland to the lower Trenton lock (No. 16), plus the three locks leading into the Muskingum River.<sup>6</sup> The Daley Brothers began bidding on canal contracts when the work got close to their base of operations in Bolivar. On March 13, 1907, the firm received nine contracts, including those for rebuilding five locks – the one at Navarre (Lock No. 6), the three Bolivar Locks (Nos. 7-9) and the Zoar Lock (No. 10).<sup>7</sup>

The Daley Brothers immediately moved a crew out onto the canal and began rebuilding the three Bolivar Locks. They had a couple of gravel pits and a washing station north-west of Bolivar, near the canal. Local canal boatmen, out of work "for the duration" of the rebuilding, were hired to drive the teams of gravel wagons and take the aggregate to the various work sites. High, spindly derricks and windlasses (used to raise concrete buckets to the proper height of the forms) towered over the lock rebuild site. These and an ugly, black steam engine, apparently portable, but just barely, are shown in several work site photographs.<sup>8</sup> The upper two Bolivar Locks (Nos. 7 and 8) were completed early in June. These were relatively easy ones as the tumbles were not replaced. Only the lock chambers were rebuilt. The rework of the lower Bolivar Lock (No. 9) was a harder one, with a nine foot lift and the tumble rebuilt as well. The Zoar Lock (No. 10) was only a six foot lift, but with a combined, concrete tumble. The local newspaper for June 6 reported that the Dailey Brothers would complete everything they had contracted for on the Ohio Canal by the deadline of September, 1907.<sup>9</sup> With this in mind, the brothers promptly went out and obtained more contracts.

During the May 27, 1908 meeting of the Board of Public Works, the contract for the lock just south of Canal Fulton (No.4) was transferred from the Dayton firm of Fauver & Renich to the Daley Brothers Construction Company.<sup>10</sup> As part of the canal refurbish-



ment, the Zoar Community Dam across the Tuscarawas was purchased by the State and plans made to raise and extend it for use as a canal feeder dam. The pool behind this improved structure would be higher and that required the culvert between Locks No. 7 and 8 be rebuilt. The Daley Brothers Construction Company picked up that contract on June 23, 1908. At the same time, they picked up a big contract – the new Zoar Dam, itself, and the new twin-culvert feeder gate. The State had purchased another private mill dam in Tuscarawas County, the Hilton Dam. That structure was also slated to be rebuilt and the slackwater pool behind it raised to provide feed water to the Ohio Canal just below Lower Trenton Lock (No. 16) via the Trenton Feeder. The Daley Brothers had picked up this big job on June 23, 1907.<sup>11</sup>

They then took over the contract for New Castle Lock (No. 14) in Tuscarawas County from H. Minnich of the village of Tuscarawas, about that same time – June, 1907.<sup>12</sup> So by the summer of 1908, the Daley Brothers Construction Company had no less than thirteen contracts for the improvement of the Ohio Canal, including seven lock rebuilds, the capping of the Trenton Dam and the extension and capping of the Zoar Dam plus its feeder gate.

Photographs of four of the Daley's canal construction sites exist. Quite a few are of the Navarre lock, a couple each of the Trenton and Zoar Dam sites and one of New Castle Lock. From these we can get an idea of the size of the work crews—12 to 15. We can also see what mechanisms were used – the tall, traditional derricks, augmented by steam – at the lock sites and the hand car railroad tracks that allowed concrete-filled cars to be pushed along and dumped into forms for the dam rebuilds.<sup>13</sup>

The canal refurbishing project died, incomplete, after the 1909 work season due to insufficient funds and a change of heart among the Ohio State Legislature and populace. The Daleys went on to become even better known at the time as “Railroad Contractors.” Only a partial listing of their work has survived, primarily through a collection of old photos. They did jobs throughout Ohio: a railroad bridge in Norwalk, similar work in Bellville and Clarksville in 1911; then

one in Detroit in 1914, and something in New York a bit later. They came back home to pave the main street of Bolivar in 1920 or 21 and built a railroad bridge in near-by Mineral City in 1922.

Only John Daley and his wife had children, an older girl and a younger boy. When the jobs were far from home, John's wife and kids followed and “set up house” near the work site in a large white tent.<sup>14</sup> When the work was close the three Daley's lived in three frame houses along the east side of Depot Street (Route #212) in Bolivar. William and Joe lived side by side. One house separated John's house from those of his brothers and John's was slightly larger than the other two.

The three Daley men and their wives were active in the doings of the town and area. All three men were members of the I.O.O.F. and Masonic Lodges. All were also members of the local Evangelical Church. John's wife, Rose, sang in the choir and “had a beautiful voice.”<sup>15</sup>

When the Daley Brothers paved Bolivar's Main Street with concrete, local farmers were hired to haul gravel from the pits on either side of present Route 212 near the railroad bridge. Their wagons were fitted out with bottom planks that swiveled to let the gravel drop out. Children of the town were enthralled to see the cement mixer travel slowly along, spewing liquid concrete into the forms.<sup>16</sup>

Though the majority of their work was in formed concrete, the Daley Brothers were also capable of more traditional work. The railroad bridge at Mineral City was a traditional, and beautiful, stone-arched bridge. Two photographs of the work site give us an excellent picture of the way stone arch construction was performed over the years.

John died in 1924 at the age of 54. The firm survived him by only another ten years or so. When Joe died in 1940 at the age of 68, he was described as a “prominent retired contractor.” William died eight years later at the age of 80. One granddaughter still lives in Bolivar and a number of other grandchildren are scattered throughout Stark and Tuscarawas Coun-

ties. Few but the oldest Bolivar residents remember the Daley Brothers Construction Company. Their two gravel pit sites (on opposite sides of route #212 near the railroad crossing) are most easily recognizable from the air. It isn't even remembered if the firm had a formal office. Their business cards merely state – "DALEY BROTHERS CONSTRUCTION CO. Bolivar Ohio, Phones – Bell and Independent", and in the lower left-hand corner, "Printed by John Daley."<sup>17</sup>

Although the Daley Brothers Construction Company is poorly remembered in the town where they did business, the firm is better remembered by canal buffs throughout northeastern Ohio. This is due to the fact that each of the company's major canal jobs contained a 'logo' stating: "DALEY BROTHERS" and the date of the work, formed deeply into the concrete of the structure.

There were over 35 contractors involved in rebuilding more than 60 locks and numerous other structures in five counties for the attempted refurbishing of the Ohio Canal between 1905 and 1909. The Daley Brothers only rebuilt seven locks in two counties. Several contractors, notably those who had jobs around Akron and Cleveland, rebuilt more. Still, it is the Daley Brothers Construction Company that is best remembered today. Obviously, it pays to advertise.

\* \* \* \*

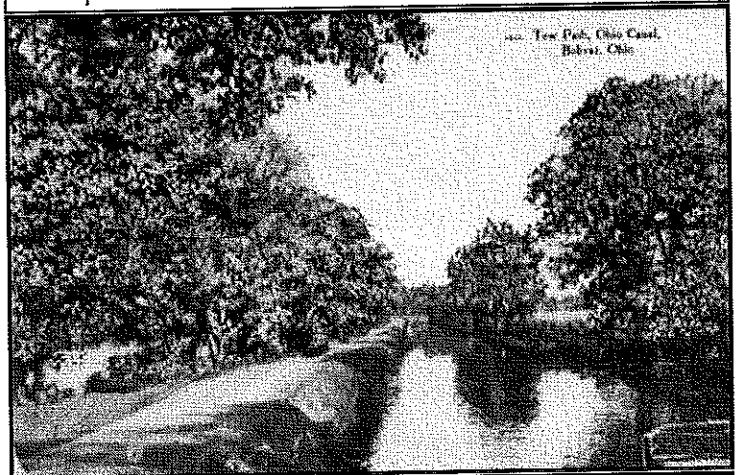
OHIO CANAL REBUILD CONTRACTS TAKEN  
BY THE DALEY BROTHERS

- 01: Fulton Lock (Lock No. 4), Stark County. Original contract taken by Fauver & Renick of Dayton on March 13, 1907 for \$4,832.25. Contract taken over by Daley Brothers on May 27, 1908.
- 02: Sluice (small) between Locks No 5 and No. 5-A, Stark County, by Daley Brothers for \$577.96 on March 13, 1907.
- 03: Wasteway between Locks No. 5 and No. 5-A. Stark County, by Daley Brothers for \$145.37 on March 13, 1907.
- 04: Navarre Lock (No. 6), Stark County, by Daley Brothers for \$5,875.12, March 13, 1907.
- 05. Sluice (large) between Locks No 6 and No. 7, Stark County, by Daley Brothers for \$811.38 on

March 13, 1907.

- 06: Upper Bolivar Lock (No. 7), Tuscarawas County, taken by Daley Brothers for \$5,994.71 on March 13, 1907.
- 07: Middle Bolivar Lock (No. 8), Tuscarawas County, taken by Daley Brothers for \$5,725.25 on March 13, 1907.
- 08: Culvert under canal between Locks No. 8 and No. 9, Tuscarawas County, taken by Daley Brothers for \$3,185.22 on June 23, 1908.
- 09: Lower Bolivar Lock (No. 9), Tuscarawas County, taken by Daley Brothers for \$5,115.35 on March 13, 1907.
- 10: Zoar Lock (Lock No. 10), Tuscarawas County, taken by Daley Brothers for \$4,636.79 on March 13, 1907.
- 11. Zoar Dam (including embankment and regulator), Tuscarawas County, taken by Daley Brothers for \$11,212.21 on June 23, 1908.
- 12 Waste Way between Locks No. 10 and No. 11, Tuscarawas County taken by Daley Brothers for \$322.07 on March 13, 1907.
- 13. New Castle Lock (No. 14), Tuscarawas County, taken by H. Minnich for \$5,168.81 on March 13, 1907. Contract taken over by Daley Brothers in 1908.
- 14. Hilton Dam (for Trenton Feeder), Tuscarawas County, taken by Daley Brothers for \$14,074.35 on June 23, 1908.

Old post card of Ohio & Erie Canal towpath at Bolivar, Ohio.



Sources:

- <sup>1</sup> Obituaries for the three brothers. New Philadelphia newspapers.
- <sup>2</sup> Ibid.
- <sup>3</sup> History of concrete, <http://www.deeconcrete.com/concrete history3.html>.
- <sup>4</sup> Notes on the back of a photograph of the work in progress on this structure – Daley descendants.
- <sup>5</sup> THE REBUILD OF OHIO'S CANALS, Frank Trevorrow, TOWPATHS, Volume 1, 1990.
- <sup>6</sup> Board of Public Works Reports for 1909 and 1910. The plan was to continue the rebuild from Tuscarawas County to the Dresden Sidecut, but major appropriations were not forthcoming.
- <sup>7</sup> Board of Public Works Report for 1909, page 73. The March 13 contracts were also for a wasteway between Locks No. 5 and 5-AS; a sluice between Locks No. 6 and 7S, a sluice at Lock No. 7S; and a wasteway between Locks No 10 and 11S. The total estimate for the nine contracts was for \$25,545.72.
- <sup>8</sup> Photographs in the possession of the Daley family heirs. Interview with Wick and Ed Ludenberger of Bolivar, January 1972
- <sup>9</sup> DOVER DAILEY REPORTER, June 6, 1907. The BOARD OF PUBLIC WORKS REPORT for 1907 mention the Daley Brothers Construction in that, "This firm has been the first contractor with a contract of any considerable amount to complete their work anywhere near the time stipulated in the contract."
- <sup>10</sup> Letter from Joseph Daley, Secretary Daley Brothers Construction Company to J. A.
- <sup>11</sup> THE ZOAR SIDECUT AND ZOAR FEEDER, Terry K. Woods, AMERICAN CANALS, Summer 1992, BOARD OF PUBLIC WORKS REPORT FOR 1909, Page 73.
- <sup>12</sup> New Philadelphia Dailey Times, June 25, 1907, BOARD OF PUBLIC WORKS REPORT FOR 1909, Page 73. Minnich had picked up eight small contracts (for wasteways and sluices) and the one lock contract. Apparently believing this job was too big for him, transferred the lock contract to the Daley Brothers firm.
- <sup>13</sup> William Bennett, a well-known Navarre-area photographer, took many of the Lock Six shots. The rest were obtained from the Daley family.
- <sup>14</sup> Photographs from the Daley family show the tent, the relative ages of the children came from John's obituary, the New Philadelphia Times, April 28, 1924.
- <sup>15</sup> Interview with Mrs. Verna Maurer, Bolivar, Ohio, September 21, 2004.
- <sup>16</sup> Ibid.
- <sup>17</sup> From Daley children's collection.

**THE ERIE & MICHIGAN CANAL  
IN NOBLE COUNTY, INDIANA**

*From Counties of LaGrange and Noble, Indiana: Historical and Biographical. 1882.*

At the session of the General Assembly for 1836-37, A bill was passed called "The Internal Improvement Bill." By the provisions of this act, the State undertook a scheme of digging canals all over the land, and among the works contemplated was a canal from Fort Wayne to Michigan City. This was to enter Noble County in Swan Township, thence in a northwesterly direction through Swan, Green, York and Perry Townships, passing through Port Mitchell; and between Augusta and Albion, and into the Elkhart River west of the present residence of James J. Knox, in Elkhart Township. Here it was to enter the backwater of a seven foot dam, to be built across the Elkhart River at Rochester. Thence it was to pass through Rochester and Ligonier, and follow the river to the west line of the county. Near the place where the canal was to enter the river, it was to be intersected by a navigable feeder from Northport, where a dam was to be erected to form a reservoir. There was also a reservoir to be made in Green Township to feed the canal at the Summit, which is in this township. Work was com-

menced in Noble County in Green, and also at Northport, the work on the summit which divides the waters flowing north into the Elkhart River and the waters flowing south into the Tippecanoe. Here the greatest amount of work was done, but there was considerable done in the vicinity of Northport, where the feeder dam was erected and some of the canal excavated, and now, in passing from Albion to Rome City, the traveler passes along the bed of what was intended to be the navigable feeder, had this grand scheme ever been completed. But the State soon found that she had undertaken too much, and, being unable to meet her obligations, the work was suspended, and the amount expended became a total loss. The dam at Northport was built, but was subsequently washed out, and three persons who were on the dam at the time were drowned. Subsequently one of the bodies was found floating in a small pond below, but the others were never found. The State afterwards rebuilt the dam, and donated the water power to Noble County for the benefit of common schools, making the Board of Commissioners the custodians of the property. The Commissioners leased the water-power for a term of ninety-nine years, at an annual rental of \$30. A grist-mill, a saw-mill, and quite an extensive woolen factory were erected and propelled by the water-power created by the dam. The

factory was destroyed by fire since which only the mills before referred to are run by the water from the reservoir. The affairs of the canal were closed up in the spring of 1840, and all that is now left of this magnificent enterprise, is the dam, and some excavations here and there to mar the face of the country. Probably nearly \$200,000 was expended by the State.

When the project for building the canal was abandoned by the State, Mitchell and Weston succeeded in getting a lease of the water-power at Rome City (the reservoir was originally constructed as a feeder to the canal and is really nothing more than a huge dam), for the term of ninety-nine years at \$33.33 1/3 per year. It is said that they managed the terms of the lease in such a manner that they succeeded in avoiding making any payment. The lease is equivalent to a title in fee simple, because every time it is transferred, there is also a renewal of the period of the lease—ninety-nine years. These men leased the water-power about the year 1841 or 42, and kept it until about 1859, when the lease was purchased by William Geisendorff (he bought the grist-mill, the water-power and the necessary land, paying something like \$5,000) and his brothers perhaps; but sometime afterward, about the close of the war, William transferred his interest to his brother J. C., in whose name the title remained until two years ago, when, J. C. having died, the title passed to his wife. The writer cannot say whether the title is clouded or not. The dam has broken three different times, and each break has been attended with great destruction of property, not only at Rome City, but for miles down the valley of the Elkhart, together with loss of life. Eleven persons, including several women, have been drowned in the treacherous waters of the reservoir; but this has often been owing to their own carelessness.

In 1855, Bliss, Poole and Co. erected a large, three-story, frame woolen factory in which were placed "three sets of machines." The building was about 60 x 110 feet and soon became the great center of attraction. Stock in the enterprise was subscribed by large numbers of the farmers, who pledged their farms as security for the payment of the subscribed stock. The factory under the management of Mr. Bliss entered about a season of great prosperity. Some sixty

employees, nearly half of whom were women, were hired to operate the different departments, and soon there were turned out large quantities of flannels, yarns, cassimeres, jeans, broadcloths, full-cloths, shoddy, satinets, doeskins, etc., etc. Under the stimulus of the presence of the importance of this industry, the village of Rome City began to grow.

So far as now known, the first saw-mill in the township was built by William Latta, in the year 1836; it was located on the river near the head of Sylvan Lake, and in its time became a noted place. It did good work for a number of years, sawing large quantities of lumber for the dam at Rome City and culverts over the canal, but when this work was finished the usefulness of the mill had gone. It became a notorious resort for the "blacklegs" during the dark days when counterfeiters and horse-thieves overran Noble County. John Weston built a saw-mill quite early locating it on the outlet to the "reservoir;" it was a frame mill with an overshot wheel, and up-and-down saw; it was afterward owned by John Kessler, who sawed shingles, lath, etc.; it afterwards to the Geisendorffs, who permitted it to run down.

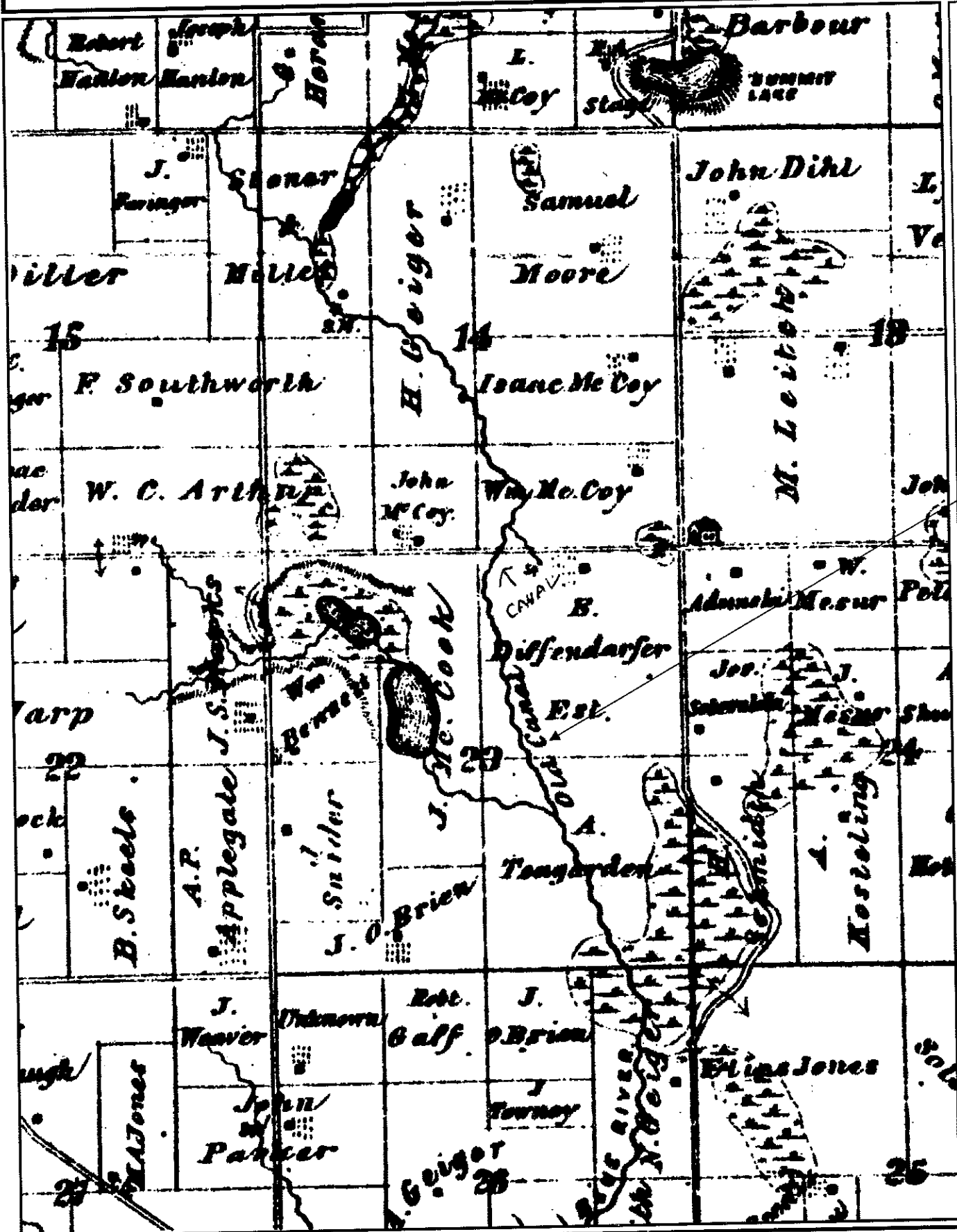
## SEARCHING FOR THE ERIE-MICHIGAN CANAL

By Ben Meek

In 1982 the Canal Society of Indiana was formed. Members of the society took trips around Indiana's canals to view any remains. They wrote articles about their findings in *Indiana Waterways*. The following article appeared in Vol. II No. 7, October 1982 and concerns the Erie-Michigan Canal in Noble County.

We had heard rumors of parts of the proposed canal between the Wabash & Erie Canal and Lake Michigan having been excavated before work was stopped because of lack of funds. A *History of Noble County* published in 1892 gave the proposed route through Noble County as beginning in Swan Township in the South-East corner of the county and proceeding through Green Township to York and Perry Townships and into the Elkhart River in Elkhart Township. The river was to be stabilized with a six foot dam at Rochester, (near what is now Ligonier) and used as a waterway. A dam was to be built at Northport on the Middle Fork of the Elkhart and a feeder was to take some wa-





This portion of a map of Green Township, Noble County, Indiana carried the notation: Old Canal for a section of the stream crossing Section #23. This map is from the reprint of the 1880s Atlas of Noble County, and was furnished thanks to the courtesy of the Noble County Public Library at Albion.

ter to the main canal. Some of this work, especially the Reservoir, which is now known as Sylvan Lake, was well known, but there was also mention of work done in Green Township in places unknown.

I wrote to Mr. Holcomb, the County Historian for Noble County appointed by the Indiana Historical Society, and received a very swift and gracious reply. I quote Mr. Holcomb: "I have never gone to the diggings in Green Township, but a group of Irishmen were working there before the project collapsed. If you will go one mile North of Green Center, then about one mile East, people living in the area could probably show you where they dug. However, that's a long time ago. Old settlers died and new people moved in and may not know or care about the canal project."

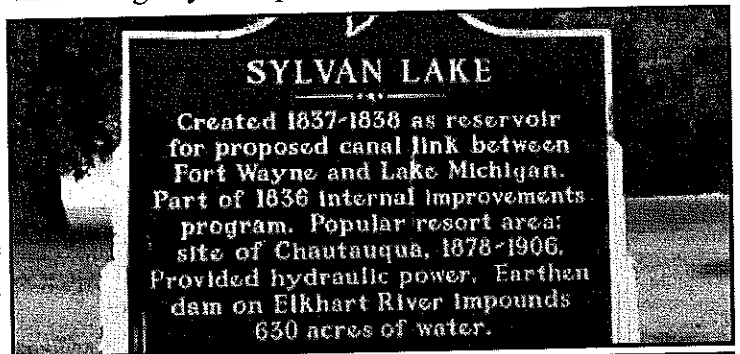
With this information (and a map of Noble County) son Thomas and I started one sunny morning on an expedition of discovery. The storekeeper at Green Center in Green Township, (population about 10) had never heard of the canal, so we proceeded according to Mr. Holcomb's directions. The map showed a summit lake and that seemed a good place to start asking since canals and summits seem to be inseparable. We talked to a fisherman, who wasn't having any luck, and a friendly couple, who were planting their garden near the lake. No, they didn't know about the canal, although they had heard of a "Canal Road" in the vicinity. However, a Mrs. Bonar, who lived two roads South might be able to help us. She could and did! We were directed West on County Road 400S about a mile to where we found the canal work.

Over the years it had been deepened for use as a drainage ditch and formed the headwaters of Blue River. Frankly, it isn't much to look at. We talked to several of the Troyer family, who owned the land along the canal ditch, to make certain we had the right place. It begins in Section 14 of Green Township, Noble County, and extends through Section 23 on a North and South direction. The work seems to have been begun on the property on road 400E owned by Jack McConnel and there are indications found by McConnel that there was a work camp there. He had found the remains of a well and a latrine as well as broken dishes, pipes, etc.

Everyone we talked to was helpful and interesting. Continuing our journey into Albion, we obtained some information and copies of old maps from the Librarians in the efficient public library on the court house square. Robert Gagin, editor of the Weekly Noble County American, was especially helpful and was so interested that he became a member of the Canal Society of Indiana on the spot.

From Albion we proceeded to Rome City and Northport. Again I quote Mr. Holcomb: "Take Indiana 9 North through Albion to U.S. 6, turn East on 6, a mile or so to Brimfield, turn North in Brimfield at a machine shop on the North-East corner, North a short distance, then East to a T-road, turn North and go until you cross a bridge (over Clock Creek) where the road forks to the East and West. Take the East fork, and you are passing over the bed of the Feeder Canal. Follow it into Rome City and onto Indiana 9, which parallels the dam built for the reservoir and feeder. The dirt from the feeder was used to construct the dam."

The story is told that there were many Frenchmen employed in the construction of the dam, as well as Irish. The groups did not get along too well. The foreman, Francis Aveline, who later built the famous Aveline Hotel in Fort Wayne, divided the crews up according to nationality and put the Irish, who were Roman Catholics, on the South end of the dam. The French stayed on the Northport end. Mr. Aveline said that anyone working on the South end would have to do "as the Romans do." so that is how Rome City received its name. Just North of Rome City on Indiana 9 is the Way College of Biblical Research. We turned here onto the overpass and went one block East. On the corner is the old Northport Tavern, all that is left of the early village of Northport. All in all we had a very interesting day of exploration and discovery.



**OHIO CANAL BOAT CREW  
OUTWITTED RIVALS AND REACHED  
THIS CITY FIRST IN INAUGURATION  
OF SERVICE IN JULY 1837**

By Mrs. Leola Hockett  
Curator, Wabash County Historical Museum  
January 23, 1946  
(continued from last issue)

The (Wabash & Erie) canal was finished through the county in 1836 but was allowed to lie until spring before the water was turned in. A crowd gathered at the feeder dam at Lagro on the day the water was to be turned in. There was great excitement as the water began pouring into the canal and started on its slow journey to Wabash, the crowd following in a body until it reached its destination. Three weeks passed before boats began running. That time was required to determine the lasting condition of the banks.

Regular travel was inaugurated on July 4, 1837. The boat "Indiana" was scheduled to be the first to reach Wabash. It stopped for the night near Lagro. Sometime during the night an Ohio canal boat, The "Prairie Hen" overtook the "Indiana." The story goes that the horses of the "Prairie Hen" were sent around through the woods and the crew, lined up on the bank, pulled the boat past the "Indiana" and reached Wabash first. On board were about 100 passengers, half of them being Indians who had availed themselves of a free ride, and also to partake of the liquor which was part of the cargo.

On the "Indiana" were several citizens of Ft. Wayne and Flint Springs (Huntington) and the Fort "Wayne" Wooden band. If we can rely upon the recollections of those who attended the celebration the music made by that band was anything but euphonius.

A horn announced the arrival of a boat and the Indians were welcomed by the residents of Wabash Town, together with Chief Allolah and his braves from their village south of the river. The celebration consisted of a big dinner, 'orations,' and a grand ball at night on the second floor of Hanna's brick (building located on the) northwest corner Canal and Wabash streets. The fiddle that made the music for that ball,

(played by George Myers) is still in existence and should be in the Wabash County Museum.

**Two Types of Boats**

There were two kinds of boats, cargo and packet or passenger. They were flat bottomed with straight sides that joined the bottom with a curve. The bow was semi-circular, the stern shaped to make steering less difficult. Three longitudinal "running timbers" were placed along the sides of the boats to protect the planking of the boat and the masonry of the canal. Freights were towed by three mules, hitched tandem, to a rope 50 or 60 feet long that was fastened to a post on the bow. Hooks along the deck edge over which the tow rope could be passed caused the draft of the rope to be so applied that the boat ran parallel with the tow-path. A cabin in the bow of the freight was dormitory for the crew; a cabin at the stern was the home of the captain and his wife, who was cook, and also kitchen and dining room for the crew. A cabin in the middle housed the extra mules. It was necessary to change the mules each ten miles or so.

The crew of a freight consisted of two steersman, a bowman, and two drivers, in addition to the captain and cook. Considering the stories of canal days the value of a mule driver was determined by his ability to use profanity and wield a whip.

Freights had a capacity of at least 70 tons and could not be taken through a canal "at a greater velocity than four miles an hour" because the movement of a heavily laden boat at a greater speed would have damaged the banks of the canal. Packets, being lighter, were towed by horses and were allowed to travel at the rate of six miles an hour. Extra horses were kept at stations along the line.

A packet crew consisted of captain, steward, pantryman, cook, two cabin boys, chamber maid, two bowmen, two steersmen and driver.

The canal was finished to Lafayette in 1841. No doubt there was a regular line of packets from that place to Toledo at that time but the first record I found was in the Indiana Journal of May 1846, when Doyle

and Dickey, of Dayton, O., began operating daily boats, which left Lafayette at 10 o'clock in the morning and made the run to Toledo in 60 hours, the fare being \$7 with meals included. Mail was carried on packet boats.

There was no telegraph in those days and for news of the progress of work on the canal people relied mostly upon the conjectures of newspaper editors. "We understand the water is slowly wending its way southwest in the canal and that it has by this time, perhaps, reached Terre Haute," so said the Gazette of Oct. 19, 1847. The canal was opened that year and then the company added more boats until they were operating 15 with 350 horses.

### Describes Journey

Mr. Best(e), an Englishman, with his family made the trip on the "Indiana" from Terre Haute in 1853. We are indebted to him for a description of travel by packet. "In the stern was a room which was kitchen, steward's room and office. In the middle was a large room which was sitting room by day, men's

sleeping room by night and dining room three times a day. Toward the bow was the ladies room, beyond that another cabin. In the latter were a looking glass, a hand basin, two towels and a comb and brush for the use of the ladies. The rule of all canal boats was that no gentleman could visit the ladies salon without the invitation of all the ladies present, even though one of them was his wife.

"After tea we all began a murderous attack upon the mosquitoes that swarmed on the windows and in our berths in expectation of feasting upon us as soon as we should go to bed; but those on whom we made war were soon replaced by others, and the more we killed the more they seemed to come to be killed. At last we gave up the task as hopeless and resigned ourselves as well as we could to passing a sleepless night."

The berths were simply shelves of boards three feet wide and about six feet long. There were seven tiers of three berths on either side of the room. The space between the top shelf and the roof was very small, between the others about three feet.

(to be continued)

## IN THEIR WORDS

**In this issue of *The Hoosier Packet* we begin a new feature that will draw information directly from reports found in the Legislative Journals of both the Indiana House and Senate that relate to Indiana's canal activity. There is a significant amount of detailed information about the canal building process that is interesting and informative as to timeline, distances, and how Indiana's canals came to be built. We will learn the thoughts of the builders and explore with them the alternative ideas that were being considered at that time such as the various routes surveyed, rail roads, rivers, etc., which were all part of the equation. Interpretative commentary will also be provided to make the text more reader friendly.**

### INTRODUCTION

As the western lands were being settled and

Indian lands acquired for future purchase, eastern states were in the process of developing internal improvements to accelerate economic development. The Erie Canal begun in 1817 was completed in 1825. From 1825-1832 New Jersey constructed the Morris Canal and Pennsylvania finished the Main Line Canal from 1826-1834. On July 4, 1828 President John Quincy Adams broke ground in Georgetown for the Chesapeake & Ohio Canal. Ohio broke ground for its two major canals in 1825. Although some Hoosiers were talking about canals at that time, the reality was that, since statehood in 1816 and the movement of the state capital to Indianapolis in 1825, Indiana was busy establishing her governmental functions.

Early evaluation of canal routes, based strictly on geography, found that the Maumee-Wabash portage route provided the easiest path for a canal. George Washington suggested this route after just looking at maps and Benjamin Stickney, the Fort Wayne Indian Agent, also proposed the concept in a letter to Dewitt



Clinton dated 1817. Two years later Captain James Riley surveyed the portage area and filed his report with U.S. Surveyor General Edward Tiffin. Canals were in the minds of Hoosiers and the Indiana legislators sent to Washington City were successful in getting an initial land grant from the Federal Government on May 26, 1824. This initial grant established a principle of land gifting, but it was totally inadequate to fund a canal in northern Indiana.

The problem with this 1824 offer was that it only provided for a land grant of 90 feet on either side of the canal route from Fort Wayne to the Wabash River. However, the Miami Indians still claimed the lands along the Wabash southwest of Fort Wayne.

The federal government sent Colonel James Shriver west in 1826 with a team of engineers to survey for potential internal improvement routes. He died of disease soon after reaching Fort Wayne and was replaced by Major Asa Moore, who worked in the Wabash valley for the next two years.

Also in October 1826 Indiana negotiated a treaty with the Indians at Paradise Spring in Wabash, Indiana. It provided for a canal along the Wabash River within the state's federal land grant and also land for the Michigan Road from Indianapolis to South Bend.

On March 2, 1827 Congress again responded by granting Indiana alternate sections of land for 5 miles on either side of the canal route from the Auglaize River in Ohio to the Tippecanoe River in Indiana. This provided for a total grant of 527,271 acres that could be sold to settlers at an estimated \$1,250,000. The federal government retained the balance of the alternate sections, which would become more valuable if a canal was completed. Terms were that the state was to begin construction in 5 years (1832) and complete it in 20 years. Also this canal was to be toll-free for federal government use. This bill passed near the end of that congressional session by one vote. John Q. Adams, a friend of internal improvements, signed the bill.

Note that later, in 1829, Andrew Jackson became president. He was less favorable to this type of

land grant. He vetoed the Maysville Road in Kentucky in 1830 on the grounds that it was a local and state project rather than a federal related issue. If Indiana had rejected the 1827 land grant there probably would have been no Federal funding for Indiana's internal improvements.

Indiana accepted the 1827 grant on January 5, 1828. However, this grant presented some problems. First, it was a grant for a canal not the rail road that Governor Ray favored. Second, the land grant was to the state of Indiana but extended into Ohio. The border between Ohio and Michigan was unsettled and any canal to reach Lake Erie had to extend beyond the rapids at Grand Rapids/Gilead, Ohio. Port Lawrence (Toledo) on the Maumee, based on the original survey of the Northwest Territory, lay in Michigan territory not in Ohio. The proposed Wabash & Erie Canal brought this boundary dispute that had festered from the 1820s to its head. Third, the 1827 land grant did not extend as far as Lafayette, the head of steamboat navigation. All of these problems came into play as Indiana sought to build the Wabash & Erie Canal.

In January Indiana moved ahead despite the problems and established a 3-man board of Canal Commissioners— Samuel Hanna, Robert John and David Burr. In Cincinnati on October 1829 the Indiana and Ohio commissioners agreed on the terms that the Ohio portion of the land grant would be given to Ohio if they would complete the canal to Lake Erie in 15 years. Unfortunately the Ohio legislature delayed in accepting these terms until 1833. In 1829 Robert John of Brookville resigned and was replaced by Jordan Vigus, a resident and first Mayor of Logansport. Then in early 1830 Hanna also resigned and was replaced by Samuel Lewis, a brother-in-law of David Wallace. This revised group of Canal Commissioners hired Joseph Ridgway of Ohio in mid-1830 to develop the engineering for the planned canal. He reported back to the Legislature in December 1830 with his detailed plan. This plan lay idle through 1831 and, finally, on January 9, 1832, his canal route for the middle division was accepted by the legislature.

**Let's pretend the year is 1830 and you have just been elected to the Indiana legislature of this**

young state. The state's financial resources are quite limited but there is a demand by your constituents for improved transportation in the state. In 1827 the federal government handed the state an opportunity to fund improvements by offering land for sale. You have heard arguments for rail roads, canals and waterway improvements. The committee on Canals and Internal Improvements has presented a review of the various options with a recommendation for canals. Read slowly and carefully their analysis and try to consider their arguments in the light of 1830 not with your future knowledge. Remember the scope of the canal that they are proposing and not the grand design that would come later in 1836. Does their analysis make sense? How would you vote?

Indiana Senate Journal  
December 5, 1830

The committee on Canals and Internal Improvements, to whom was referred a portion of the Governor's Message, and also the Reports of our Canal Commissioners and State Engineer, with other matters in Senate, have duly considered the same, and report in part:

That the message presents many objects of improvement, some of which have heretofore received partial aid, and legislative sanction – the Wabash and White Rivers more particularly. To procure means to expend on a speedy improvement of these important streams, together with the advancement of the Wabash and Erie Canal, and the adoption of a general system of State improvement, (of which these Rivers and the Canal must be the basis,) by a lateral work to connect them all with the Ohio, near the falls, at New Albany, must continue to be the cardinal policy of Indiana. To create and model such a system at the present time, would be premature, and if now established, its beneficial results would be questionable, until the chief parts to form a basis be completed, and then the lateral work of union will be rendered obviously proper. In the meantime, our State energies should be concentrated on this great basis of a general accommodation. Under existing circumstances, this course is evidently proper. Our State is happily exempt from such rivers and

mountains, as engender distinct interest elsewhere – ours have rather a pleasing tendency, like our language, our laws, and products, they are enjoyed in common, and our views of improvement should also be homogeneous, for such will soon become the entire character of our population. With a soil fresh and fertile, our citizens evince industry and enterprise; and a provident care of our means, with the exercise of a becoming emulation, must in due time enable us to perfect the glorious State object above alluded to. We have the example of sister states prosecuting works of utility, and becoming prosperous by their efforts. Mere professions of devotion to such measures will not benefit us now – the time has come for action. The increasing agricultural interest of our State calls aloud for the advantages of a more extended commerce; and our young manufactures, with every description of home industry, require additional facilities to increase the prosperity and happiness of all. The means of interchanging products at once increase a demand for them; and as a convenient channel of conveyance reduces the price of carriage, or opens new markets, it always tends to increase the value of labor. Communication must increase in proportion to its convenience; and population will continue to multiply at a pace correspondent with the means of employment. The improvement and extension of the navigation of the Wabash, to unite with the waters of Lake Erie, will present the nearest route by which four or five sister states can participate in eastern trade, and benefit by eastern markets. The ensuing ten years may be expected to double our population; and in much less time, this outlet, if completed, will double our trade – Our river navigation, with some other interesting objects of improvements referred, will constitute the matter of another report; and your committee confine their views, at this time, to the subject of the Wabash and Erie canal.

The period has come, when this work recommends itself to the interest and regard of every citizen; and as its prospective benefits are admitted, arguments on that view of the matter are unnecessary. The short-sighted delay of Ohio to ratify the compact for extending the line through her territory -- the "*ulterior project*" of a rail road intimated to be "*less expensive and equally valuable*" -- and an ideal apprehension of State exactions, by way of taxation, to complete the work,

## THE HOOSIER PACKET - MAY 2016

seem to be arguments, which this undertaking must encounter in its progress; therefore a few remarks on each point will serve to introduce the measures your committee have agreed to recommend. First of the delay of Ohio: Her resources and views are at this time directed to the accomplishment of a much more expensive project, exclusively her own; and some of the alternatives pointed to in the message of the Governor, show conclusively, that our acts in relation to our own important interests should not for a moment be regulated by any expulsive course that State may choose to adopt. That she should ratify the compact as submitted to her, so that the two States may act simultaneously, is now believed to be more essential for her benefit, than it may be for ours, inasmuch as another course may, it is thought, benefit Indiana in a greater degree. To apply to the United States for privilege to change the application of the donation of land, if we think it advisable, to create a slack water navigation on the Miami (Maumee) from our State line to the bay, and also for authority to adopt prompt and effectual measures to ascertain the practicability of making such application, (of which little doubt is entertained,) may soon determine the matter. If Ohio had no rival work, the profit to her of our proposition, would soon be found to elicit all her energies. And what is now our situation? Under the law of last session, and by previous acts, the grant of land was unequivocally accepted in conformity with the condition offered in the act of Congress. Since then an irrevocable covenant has been entered into by the State, expressly pledging the land, with all its proceeds, canal tolls & etc. for the purpose of constructing the work within the limits of said condition. Our duty then, in conformity with existing obligations, is clear, and happily coincident with the advancement of the canal, and the certain prosperity and glory of the State. For the purpose of demonstrating the vast advantage our canal will present to southern and eastern trade over the more expensive canal of Ohio, the following notice of distances from the Ohio river, at the junction of the Wabash, to Lake Erie, by the line of the Ohio canal, and the canal of Indiana, is submitted for reflection:

Ohio Route

From Cleveland to Portsmouth (canal line)	312 miles (309)
From Portsmouth to Louisville	260
From Louisville to the mouth of the Wabash	<u>300</u>
Total	872

Indiana Route

From Maumee Bay to our State line (canal)	75 miles ( 88)
From State line to Tippecanoe River (canal)	130
From Tippecanoe to mouth of Wabash (river)	<u>430 (??)</u>
Total	635

Difference is 237 miles favorable

Freight from New York can be delivered at Maumee Bay, as cheap as at Cleaveland: --the Wabash is almost one fourth the nearest: -- and there must be an immense savings of tolls in the difference of upwards of a hundred miles of the canal navigation, in our favor, the entire length of our canal line being but 205, while that of Ohio is 312 miles. If the anticipated effect of the foregoing difference holds forth inducements to prefer the Wabash route, and operates in any degree to deter Ohio from promoting our work, should it not, at least in an equal degree, influence Indiana to proceed vigorously to provide for its completion? -- A memorial and joint resolution to Congress, on this matter, is herewith submitted, praying a discretionary power to change the application of the land donated to improve the Maumee river by a slack water navigation. The Rail road scheme next presents itself. The relative expense, with the true value of this project, is forced upon us, tacitly claiming, that, like the canal, it might tend to unfold the capabilities of our State, and in some degree augment our industry, wealth and population. In the United States, there are many intelligent men who advocate the utility of rail roads, while in England, France and Holland, and all over Europe, such expensive facilities have been sanctioned only, where water could not be had for a canal, and for short distances. The longest rail-way in England is that from Liverpool to Manchester, thirty-three miles; and with every possible advantage of iron, engineers and mechanics, and laborers at hand, it cost upwards of eighty thousand dollars per mile. The time necessary to perfect such a road is in exact proportion to its great expense over that of a canal. The Baltimore Rail road and the State canal of Pennsylvania were begun about the same time -- a few months only intervening. Since then, science and means have been expending \$47,000 per mile to perfect about sixteen miles of the road, while the canal commissioners, at an expense of about \$10,000 per mile, have perfected about one hundred and twenty miles of the canal -- this shows the important difference. Although the point is settled beyond all

controversy, that, in an agricultural country canals are preferable, if the surface of the ground, water and other objects render navigation attainable, yet still it is annually made a question here, which structure, a canal or rail-way, offers the greatest advantages to us.

The experience of sister states, already adverted to, renders it unnecessary to make any laboured comparison. Mr. Josiah White of Pennsylvania, a skillful engineer of sound judgment, has estimated and compared the Mauch Chunk Rail-way in that State with the New York canal, and he shows, that the expense of construction, and of transporting bulky articles, to be about three times greater, as to a rail-way, than a canal. We should be entirely at a loss to come to any accurate conclusion in the State, where iron, the chief material to make a rail-road of any durability, must be imported at a greater expense, than it can be had at Baltimore; and the loss of capital such an experiment would create in our new country, so admirably adapted to canals, must prove the project "visionary" (in the language of a former committee,) or show it to be, if not imaginary, absolutely suicidal. But *wooden* rail-ways have been eulogised: -- the *duration* of which your committee need not remark upon. "The first rail-ways appear to have been used near New-castle upon Tyne, in England, about 1680. The rails were of wood, resting upon wooden sleepers; and in some places, near the Tyne, the same species are still in use. The wooden ones however are nearly abandoned for the iron ones, and of the latter there is an immense number branching from both sides of the Tyne to the various coal works." The lowest possible cost of a wooden rail-way has been recently estimated by Mr. Clinton, an engineer of New York; but to make it substantial it would cost \$13,000 per mile; and the estimate of our State Engineer of our canal summit level section is but \$7,500 per mile. By the Register of Arts, it does appear, that iron rail-ways have *one* certain advantage over canals for personal travel -- that is, *rapidity of motion*. Time, estimated as money, is valuable, but the power applied in each mode of conveyance supposed to be the same, there is at certain velocities, a great difference. At the several velocities under five miles per hour, the resistance to a boat in canal water is less, than to a carriage by friction passing over any hard substance; but at a quicker rate, that

resistance increases. On rail-roads, on the contrary, the resistance remains the same at all velocities. Horse power, by an increase of speed over five miles, is materially lessened, the canal banks are endangered, and the rate of increase of resistance in water is as the square of the velocity. It seems indeed difficult to limit the velocity of a steam carriage; *fuel* and *water* must be made to regulate this point. Horse power on canal is found to produce the best effect as to burden, at 2½ or 3 miles per hour; and after all that has been said as to the superior rapidity of rail road transportation, the experience near the Tyne in England, above referred to, has proved, that on level rails, and when they are in good condition, a horse will draw 25,000 lbs. including the weight of the carriage, but only at the rate of 2½ miles per hour.

Rapidity of transmission, in small vehicles, may suit small parcels, or be an object for personal accommodation; but the Farmer and the Merchant of Indiana have bulk to transmit and it is known that for such purposes canals have been preferred, wherever they have been found practicable. That a wooden road is subject to early decay, or an iron one at three times the expense, and that out of our own State, should be thought of in Indiana, as a "substitute" for the Wabash and Erie canal, must excite admiration. The iron rails alone, would cost us about eight or ten thousand dollars per mile here; and the engines, the carriages and other expenses, the constant repairs and frequent casualties, are all to be considered. A canal, being supplied with water, does not wear out; the locks are easily replaced; but the entire of *wooden rail road* is subject to decay. Your committee dismiss this proposed "substitute," and direct a few remarks to the idle and unfounded fear of taxation, also urged without reason, by some opponents of the canal. It cannot be necessary here to repeat former arguments to show that the Wabash and Erie canal will conduce to enrich the treasury, and can never, in any way, take from it. But as attempts have been made to alarm the people on this point, it becomes us now to advert to the matter, and exhibit the fact, that this canal can never induce taxation, or become dependent on our State Treasury under any circumstances. A casual view of the expanse of country to become tributary to its accommodation, must carry irresistible conviction to the mind of every



man, who can estimate population, products, markets and wants, that if it were now completed, its income would, in probably ten or fifteen years, reimburse the entire expense of its construction. With our donated means then, is it possible, that it will fail to become an enduring spring of wealth to the State? Injudicious management could only produce such a failure; and the intelligent acting commissioner at the head of the present Board, the established ability, and high reputation of our State Engineer and the wisdom of the representatives of the people must altogether be taken as sufficient to guard against this result. – Even in the progress of the work, an expenditure will be made, which (although proving only indirectly beneficial to the State Treasury) cannot fail to extend a diffusive impulse and capital to trade, stimulate our citizens throughout the State, to renewed energy in every branch of business. To make 128 miles of canal we had 409,000 acres of land; of this 41,931 acres sold for \$24,849.50 cash, and \$46,189.26 yet due on interest, at six per centum, payable annually in advance, averaging \$1.70 per acre, exclusive of the accumulating interest, which double the amount long before the period of credit expires. We yet hold for future sales 360,000 acres, which must increase in value, as the work progresses, and the country improves, far beyond the interest of money averaged by the late sales. But calculating the land donated at this average, and it will produce about \$700,000, which with the accumulating interest, the water power and tolls, would in a short period realize a much larger sum, than the estimated cost of the whole work. The late sale of land was made under the most unfavorable auspices – the reported uncertainty of prosecuting the canal; the demand of one fourth cash, with interest in advance on the residue – the neighborhood of a tribe of Indians – the rumored uncertainty of the location of part of the canal line, may severally have had some tendency in producing the result; but a measure has been now agreed upon, and is offered, which will tend to dissipate all such erroneous causes of depression at future sales. This measure will soon remove all doubts of the final completion of the canal, and must demonstrate, that under the influence of wise legislation, no possible danger of taxation or state enthrallment, or exactions in any way, can in reason be entertained. Indeed the finances of our State may soon receive contributions for this and other

objects of utility.

A bill now before Congress contemplates a distribution of the surplus revenue of the Union among the States, as soon as the national debt be extinguished. Next to allowing us the vacant unsold lands within our State, such a distribution may benefit, without interfering with the General Government. – The measure certainly affords some prospect, that all practical objects of internal improvement within the State may be accomplished by a general fund; and that instead of increasing charges, we shall soon have abundant means to enable us to answer all State purposes, and expunge whatever may be deemed exceptionable in our present revenue system, so as to reduce taxation. Apply the amount of the donated land sales to the construction of this canal, and long before its expenditure, a general disposition must be made of the public domain, or the surplus revenue of the United States, by which this and other State objects of improvement will be facilitated with abundant resources; and the idea of taxation in every point of view, is therefore obviously futile.

**June 1836 - Federal surplus redistribution act - funds distributed to the states**

The commencement of the work will comply with our plighted faith in the acceptance of the conditional donation, and give due confidence to future purchasers of canal lands; and no reasonable apprehension need exist, as to obtaining all the means required at present, upon the terms and in the manner your committee have agreed to recommend. The known aspect of our situation at this moment, and the obligation heretofore assumed, as well as the best interest of the State (which seem to be faithfully consulted by the judicious recommendation of our canal commissioners) have suggested to your committee the plan of operations for the summit section, provided for in the annexed bill; and, as this plan of beginning must, it is thought, be acceptable to the most timid, it is hoped, that it may for the present satisfy the most confiding advocate, both of our ample means and physical power to effect the great object.

Col. (Asa) Moore estimated the cost of the whole line of the canal at \$1,081,970, and the commis-

sioners inform us, although Mr. (Joseph) Ridgway, our State Engineer, calculates the cost of the middle or summit section, at about \$48,000 more than before estimated, they are confident the cost of the whole work will not exceed the original estimate – some think a considerable excess will be found. Mr. Ridgway, on a cross survey, and minute calculation of every particular, estimates the whole cost of this section of the canal at \$211,755.95, and requires \$24,194.90 for contingencies, making altogether an average cost of \$7,500 per mile; and a loan is contemplated to cover this estimate, (to be incurred and drawn only to the extent realized or arising by obligations for lands sold) on a credit of thirty years, redeemable in whole or in part, at the option of the State, in twenty years, bearing an interest of six percent; with the canal, lands, toll, and all benefits in any way arising therefrom, pledged in conjunction with a guarantee of the State for the payment of interest and principal. The loan is to be negotiated, so as to bear interest only as it may be drawn for use; and it is never to be drawn, or used to a greater amount, than the sum due, and bearing equal interest for lands sold. Thus the faith of the State will stand fortified beyond all possible casualties. The work to be contracted for is to be regulated by the sums secured by land sales, on the principle mentioned. This will afford full security for the State, and equal security of the sums borrowed, and there is no reason left to fear for the future safety of either.

Your committee will not extend this Report to give an analysis of the bill annexed. Its policy, however, is evidently and fairly calculated for, when the State, by covenant, stands bound to commence the canal in a certain period; and any defalcation on our part would not only justify defalcations on the part of purchasers of the canal lands, but have a paralyzing effect on all future sales and obligations. The bill vests some discretionary power in the commissioners; this is dictated by sound prudence, when the confidence is safely reposed. In commencing and progressing with the work, selling contracts, calling for means, and transacting all necessary matters, our commissioners will doubtless adhere strictly to the interest of the State, under the restrictions and responsibility of their duty. That funds must necessarily be kept on hand, at the immediate disposal of the commissioners, to meet con-

tingencies, is evident; and the plan proposed by Ohio in arranging with some safe bank, as a place of deposit, where services may be rendered, or interest received for all such sums will no doubt be pursued; the bill provides for this course. – The expenditure of the commissioners during the last year, with the amount of cash on hand, subject to future operations will be found in the annexed report of the Auditor of public accounts, together with an estimate of the cost of transportation to the New York market, when the entire work will be completed, at the rate of tolls on the New York canal, and freight as charged. This estimate has been furnished to your committee for publicity – and may be relied on.

Before concluding this report, it may be proper to remind the Senate, that in the growing population and products of the northern section of our State, and in the increased light, time and experience, cannot fail to produce a certain economy, and a fixed confidence will, it is believed, be found progressing in the undertaking. The extinguishment of all the Indian reservations, on and near the line of canal, cannot be long delayed, and on this, as on every other general state interest, the progress of this canal, as now proposed to be provided for, must have a salutary influence. Should a more speedy completion of the whole line, than the annexed bill will admit, be hereafter thought advisable (and your committee entertain but little doubt, that such will be the case) the knowledge to be acquired by this commencement, as provided for, will be found of service in promoting the security of the entire result.

With these views, your committee submit a bill, supplementary to an act entitled “an act to provide means to construct the Wabash and Erie canal;” and a Memorial and Joint Resolution on the subject of applying that portion of our canal lands lying in the State of Ohio, to improve the Maumee River.

**You have now heard the arguments for building a canal. In the next issue of *The Hoosier Packet* we will see what actions the Canal Commissioners and the Resident Engineer took during this year 1830.**

OLD LETTER FOUND

While Terry Bodine and Guy Filchak were going through canal boat clearance records at the Fountain County Courthouse trying to find a name for the boat Terry is building, they ran across the following letter. It was very hard to read some of the script. Underlined words may not be correct.

Apparently when J. Johnston took the boat Forest Belle back after using her, some of the things Capt. Stevens had left on the boat were no longer there. Johnston attempts to satisfy Stevens with a list of items he found on the boat and says he has added at least 50 per cent more than he found. We do not know if Wilcox is the boat owner or perhaps an attorney.

E. b. Wilcox

Dr. (Dear) Sir, The enclosed list comprises all that I found on the Boat and more to make all straight. If Capt. Stevens is dissatisfied, I will have a get him some more table furniture so that he will be I hope satisfied. I don't wish to give much more than what I no (know). I State to prevent disputes I am willing to stretch a little and I think the things I left in the office today and what I left on the boat is fifty per cent more than I found on it.

The man I found on the boat may have stolen off – before I knew anything of his being on it. Of this I am unable to ascertain.

Yours, truly,  
J. Johnston

List of articles on Boat Forest Belle when I first got on board of her

- 1 Cook stove Left on Boat
- 1 pot " " "
- 3 Bake pans very old " " "
- 1 very old Tea Kettle
- 7 rusty knives {1 set knives & forks}
- 4 " forks {left at C. (Covington) office}
- 6 good saucers
- 2 Broken
- 9 Tea Cups (2 broken)
- 1 Small Coffee Boiler Left on Boat
- 1 large white dish " " "
- 1 Small deep dish " " "
- 5 plates
- 1 very old table cloth " " "
- 1 jug " " "
- 1 Wooden " " "
- 2 old Wettress
- 4 Pillows Left at Collector
- 6 Small Bed Spreads 9 left on Boat
- 2 Boat pumps very old " " "
- 2 Wooden Buckets Left on Boat
- 1 Sugar Bowl Left on Boat
- 1 Molasses jug " " "
- 4 Lounge Mattresses Left on Boat
- 3 old Boat Stools I found in the house
- Brown bird in & took them to Portland
- 4 can of Maytrall

J. Johnston

(cont. from p. 4) "Fiinny" Filchak paints the chosen name "General Grant" on Terry Bodine's canal freight boat. Photos by Anne



NEWS FROM DELPHI

COMPARING DELPHI VENTURES  
TO CONNER PRAIRIE

Recently Carroll County Wabash & Erie Canal President Dan McCain made some comparisons to Conner Prairie's very popular indoor/outdoor museum at Fishers, Indiana. "Although we are in a much smaller community 50 miles north of Noblesville, we are somewhat in the same league since we have been attracting visitors from all over the United States and even from other countries in the world. On the Canal Center's weekly attendance register for the warmer six months of each year names of visitors signing in represent an average of a dozen states per week – even a country or two per week," McCain stated.

He was comparing successes of Conner Prairie as a historical site in a recent release by Indianapolis Business Journal quoting the new CEO from their 800 acre site in Hamilton County. "Conner Prairie is well-known nationally to museum insiders. The new CEO and President, Norman Burns II, wants to make the historical park even better." And so does McCain in envisioning an even bigger draw of visitors coming to Canal Park in Delphi. One recent example was the local hosting of a multi-state museum group's conference at Delphi. The Midwest Open-air Museum's Coordinating Council (MOMCC) brought eighty-six leaders from nine states and was assisted in program planning by Conner Prairie staff, MOMCC leaders, and locally by Julia Leahy and Mark Smith.

Mr. Burns is quoted as saying he plans to brainstorm new ways to generate revenue, draw more out of state visitors and fundraise to bring Conner Prairie into a growth commensurate with what the public will find even more attractive. CEO Burns added, "I plan to brainstorm new ways to generate revenue and fundraise and help community leaders understand why Conner Prairie needs donations."

At the local level here in Carroll County McCain said, "the Canal Association has begun a rigorous effort to add to our Endowment Fund and build

it to at least two million dollars by 2024. That would insure long term maintenance of our many buildings and protect our operations. A lot of people probably assume we don't need an endowment, but that's the furthest thing from the truth. Many local leaders don't realize how significant the Canal infrastructure is to the local economy."

Upon the recent appointment of Burns, the retiring CEO Ellen Rosenthal made this comment, "I think there's a benefit to having an outsider take over. The longer you're someplace, you get taken in by group-thinking and you start talking in an echo chamber. It's time for someone else to shape the future of Conner Prairie."

McCain reiterated the same feelings at the Canal Center by saying that he feels his 16 years as President of the Canal Association needs to be replaced by new leadership. "Someone that has fresh experience and ideas. That could happen soon as the Canal Association's Directors elect its officers in May."

McCain further stated, "I think the growth of the Canal's attractions including the national award winning Interpretive Center, ever popular Canal Boat, ten miles of beautiful trails and the rustic Pioneer Village have been a 'creative thing' to accomplish but it is time to focus on streamlining operations that include more educational efforts and exchanges with youth. That could come from new leadership. Compare this with businesses in the Delphi downtown being re-energized now with new facades from the *Stellar Communities* program. New businesses will come and we all are poised to take off with a burst of business growth."

"Paralleling Conner Prairie and the Canal, a big Indiana attraction this fall will be the passing of the State's Bicentennial Torch. Both are directly involved in this 200<sup>th</sup> anniversary statewide event on different days. Individual torch bearers will carry the flame along city streets, county and state roads and into their respective parks as well. This comes to Carroll County on October 6<sup>th</sup> as the cross county parade with the State Torch being carried by selected residents passing through towns and country roadways from south to

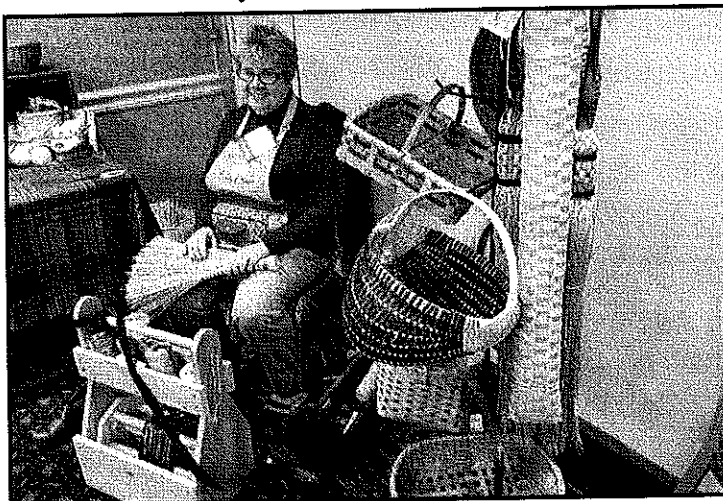
north. Near the end of that day the Canal Boat will be the conveyance for the torch and the celebration concludes," McCain said. That special Bicentennial day's events are being coordinated locally by Bonnie Maxwell and includes efforts by the Delphi Public Library staff developing a program honoring our county.



Bonnie Maxwell explained the three R's — 'Readin, Riten and Rithmatic' — at Martin School, a nineteenth century one-room restored facility in northeast Carroll County.



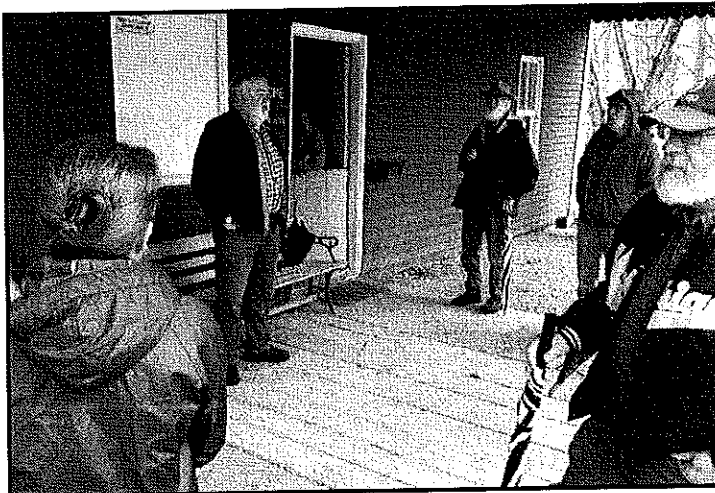
Participants from the recent Midwest Open-Air Museums Coordinating Council's field tours in Carroll County tried out the Monon Trail bridge safely perched over the new Heartland Highway east of Delphi. This multi-state outdoor museum leaders group also viewed other historic trail and county highway bridges on their day long bus trek radiating out from Wabash & Erie Canal Park. Besides other iron, concrete and covered bridges on the route they visited Adams Mill near Cutler and the one room Martin School near Burrows. Conner Prairie blessed this Monon Trail project four years ago when the Noblesville organization donated the massive pieces of this 1898 metal span bridge to Delphi Historic Trails when it became apparent that their site could not reassemble it due to land restrictions.



Bev Larson, a vendor at the MOMCC conference displayed her crafts of baskets and brooms.

**MIDWEST  
OPEN-AIR  
MUSEUM'S  
COORDINATING  
COUNCIL  
TOURED SITES  
IN CARROLL COUNTY**

Al Auffart (center left) explained the operation of Adams Mill near Cutler on Wildcat Creek.







One of the many breakout sessions of the MOMCC conference featured local and state speakers.

### WABASH & ERIE BREAKS & REPAIRS

*Fort Wayne Times & Peoples Press*  
May 10, 1845

Notice: In consequence of a break in the canal near New Haven on Thursday May 1st our New Goods, which were advertised would arrive this morning, will not arrive until Tuesday next, May 6th, at which time we will open a very extensive assortment of Dry Goods, Groceries, and Hardware calculated for the present and approaching season, all who want Goods at wholesale or retail will find it to their advantage to call at the Green Store. J. W. TOWNLY & Co.

*Fort Wayne Times & Peoples Press*  
May 24, 1845

Important to Boatmen. — We learn by a notice in the Logansport *Pharos*, that the water will be drawn from the canal between Lagro and Carrollton for the purpose of making repairs, on the 1st of June, and that navigation will be suspended on that part of the canal for about ten days.

*Fort Wayne Times and Peoples Press*  
June 14, 1845

We were under a slight mistake last week in saying that the water will be taken from the canal on the 10th of July of account of the St. Mary's Aqueduct. It will be in order to make some repairs at the Aqueduct across Beckett's run, near the feeder dam. — We were right as to the time.

### Panama Canal Trip

Saturday, March 4 –  
Thursday, March 9, 2017

The Canal Society of Indiana's Panama Canal trip for next year is underway with 19 persons signed up so far with RoadScholar. The tour capacity is 51 and is open to anyone wishing to join this group. Cost is \$1,748 per person with joint room occupancy. They will book your flight from anywhere in the U.S. and take care of all the tour logistics.

The five day excursion includes touring Panama City with a special program on Panama's past and present. We will visit the Miraflores Locks' Visitor Center on Monday. Tuesday is a full day trip through all the locks and Lake Gatun from the Pacific to the Atlantic on a special tour boat. Wednesday we will visit the New Locks' Visitor Center and learn about the latest in lock operations and then conclude the day with a train ride across the Isthmus. Thursday we return to the U.S.

To join this tour call RoadScholar at **1-877-426-8056** for an easy registration and all the details. This is "Grit & Glory: Exposing the Panama Canal" #990RJ. You will need a valid U.S. Passport that is good through July 2017.

We highly encourage trip cancellation insurance of \$186 per person through Aon for weather or medical emergencies. The initial registration fee for this tour is \$250 per person with the balance due in December 2016.

When you are signed up, please notify Bob Schmidt at [indcanal@aol.com](mailto:indcanal@aol.com) so that we can follow our group members. We will keep tour participants informed via E-mail.

Currently we have 27 persons who originally expressed interest but have not officially signed on. If you want to go with this group we encourage signing up soon. Remember others outside our group may sign up as well. This is a very popular tour.

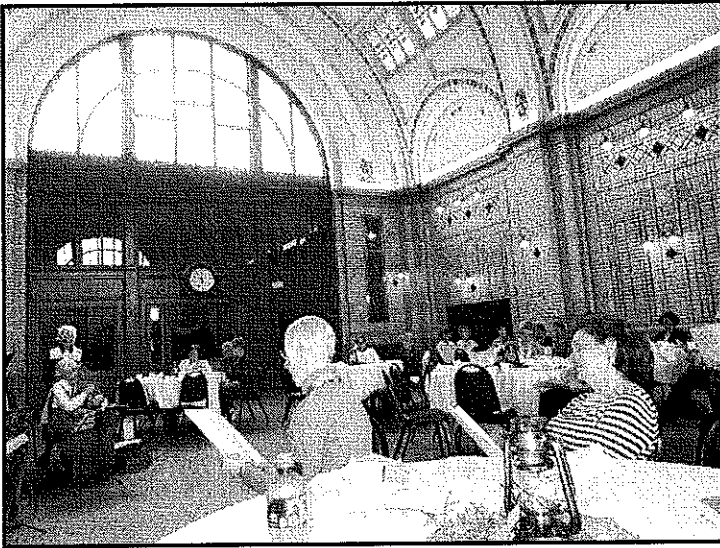


# THE HOOSIER PACKET - MAY 2016

## SPEAKERS BUREAU

FORT WAYNE — MARCH 10, 2016

Settlers, Inc. of Fort Wayne, Indiana, is a non-profit volunteer organization dedicated to preserving and teaching pioneer skills and hand arts. They offer classes in various hand crafts and guide tours of historical sites. Their March 2016 meeting was held in the lobby of Fort Wayne's revitalized Baker Street Station, once the depot for the Pennsylvania Railroad. During World War II over 3000 people passed through this station a day. There were fifty-four people in attendance.



Genevera "Gen" Dornbush was the program chairman and had chosen the theme of "Moving Along." She hung one of her homemade quilts showing the symbols that hobos used to mark houses to alert others as to which places were hospitable and which were not. She decorated the tables with railroad lan-

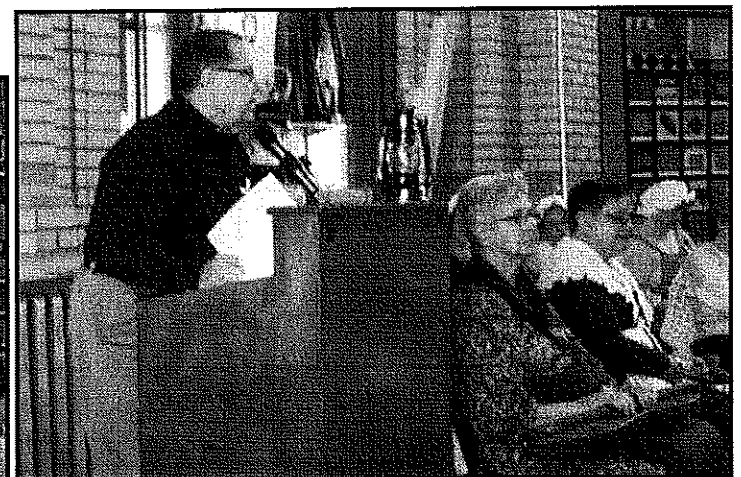


terns and greenery. Everyone had a railroad engine name tag and was presented with a book of songs related to transportation for a sing-a-long.

"Gen" introduced the two-hour long program saying that it would explore the ways people moved in and around Indiana and elsewhere over the last 200 years. The audience was to sing-a-long with the Hearthstone Singers, one of the Settlers groups with 13 members present. They sing and play early music accompanied by autoharps, zithers, etc. The songs sung at this meeting ranged from one about walking, the earliest mode of transportation, to airplanes and space travel. They concluded with Back Home Again In Indiana.

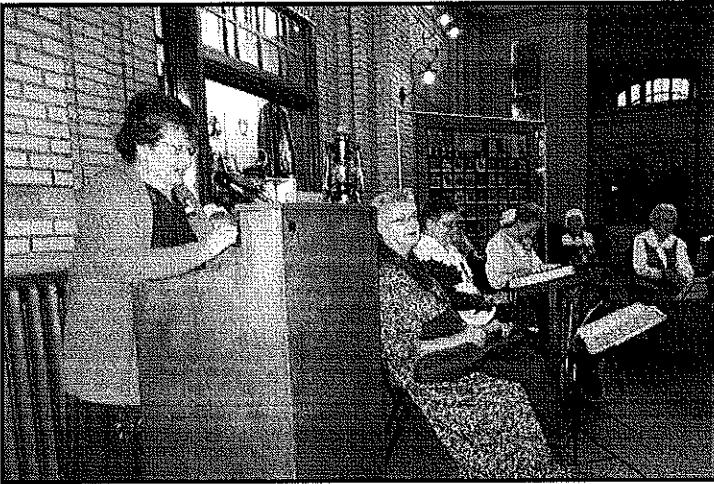


After singing about the Erie Canal, Bob Schmidt, CSI president, told why Indiana chose to build canals over railroads. His half-hour-long speech



## THE HOOSIER PACKET - MAY 2016

concluded with a true story about the Meyer brothers who came to Fort Wayne by canal boat, worked on a canal boat, and became major druggists. Attendees were given a map of Indiana's and Ohio's canals and a copy of The Hoosier Packet. Bob answered several questions about canals and many attendees remained after the program to speak to him.



After a song about working on the railroad, Linda Huge, one of the Settlers, gave a fifteen minute presentation about railroads. She mentioned how they laid their tracks upon the old towpath and how the first

railroad engines were brought into town on canal boats. She also talked about restoring the Baker Street Station.

“Gen” then related how hobos would get off the trains coming into Fort Wayne on the east side of town and get back onto them once they had cleared the town. If the hobos had been caught on the trains by the railroad officials while in town they would have been jailed. She told how they stopped at her home and her mother fed them with what little the family had to offer.

From bicycles to automobiles to airplanes to space travel — all was covered, and everyone was glad to be “Back Home Again in Indiana.” Before this delightful program a delicious breakfast buffet was catered by Goegleins Catering.

### WELCOME NEW MEMBERS

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

Johnson, Robert & Joan      Peru, Indiana

Welcome aboard!

### CANAL SOCIETY of INDIANA MEMBERSHIP APPLICATION New Renewal

**Membership year January 1—December 31**

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