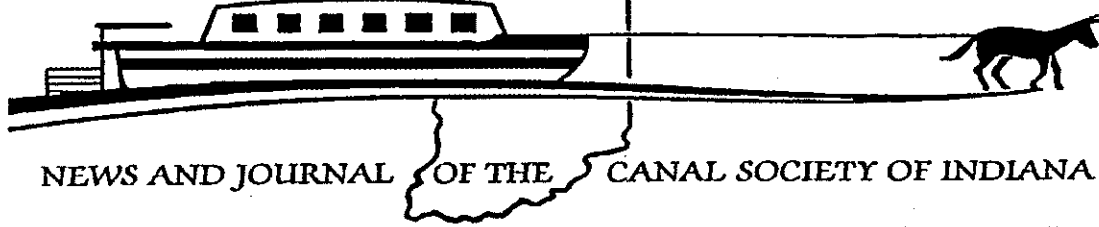


THE
HOOSIER-PACKET



NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 15 NO. 9

P.O. BOX 10808 FORT WAYNE, IN 46854

SEPTEMBER 2016

POINTING OUT SITES



Preston Richardt tells tourists how new I-69 cuts through the route of the Wabash & Erie Canal in Gibson county and how the canal was raised through this low lying area at Dongola Indiana. Photos by David Kurvach

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WABASH & ERIE CANAL TOUR IN GIBSON COUNTY

Preston Richardt, President of the Gibson County Park Board, organized and led a walk and talk tour of the Wabash & Erie Canal in Gibson county, Indiana on February 20, 2016 at 9 a.m. It was sponsored and advertised by Friends of Patoka River National Wildlife Refuge. He and CSI member David Kurvach of Newburgh, Indiana have been researching this section of the canal for several years and shared their findings with fifty tour attendees.

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Photos by David Kurvach

The tour covered some of the same sites seen by the CSI April 2015 tour, "Fruhling Kanal Ausflug mit Freunden." It was about 1½ hours long and included a walk of about a mile through wooded areas and along a power line right-of-way near State Road 57 and Dongola, Indiana.

Preston told the history of the canal, why it was built and why it was abandoned. He pointed out sections of canal as it appears today and told how to locate other abandoned sections. He helped them to understand how the canal town of Dongola was laid out with a basin and aqueduct #18 near by. Everyone hopes this becomes an annual event and plan to tour again in early October.

Preston and David have gained permission to convert the existing tow path that leads from Dongola to the Patoka River into a nice walking path that would extend from Dongola to the aqueduct site. They have also met Mr. & Mrs. Merta of Chandler, Indiana who own a large track near Squaw Creek and the intersection of Tow Path and Warrickton Roads. The Mertas are keeping the canal prism clean on their property. Preston and David would like funds from CSI to purchase signage for these two canal sections.

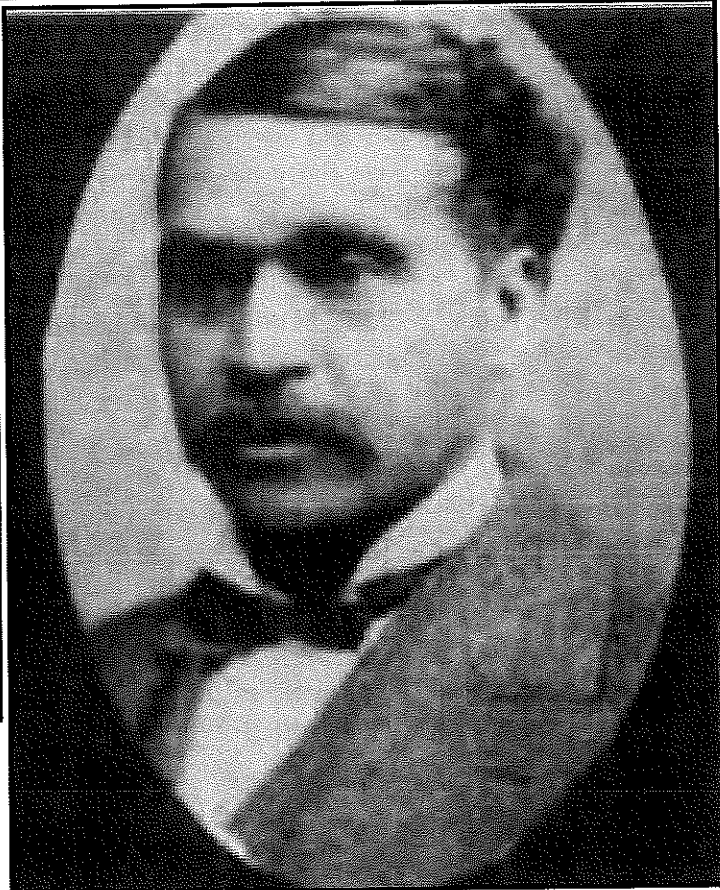
CANAWLERS AT REST

JAMES SIDNEY HINTON

Find-A-Grave # 7183765

b. December 25, 1834
d. November 6, 1892

By Robert F. Schmidt



On Christmas day, December 25, 1834, James Sidney Hinton was born in Raleigh, North Carolina. He was the son of free blacks, John Cook Hinton, a local businessman, and Hannah (Mitchell) Hinton, who was a piano teacher. Mrs. Hinton was also an active member of the African Methodist Episcopal Church. Moving from the South just prior to the Civil War to the free state of Indiana seemed to make sense and the family arrived in Terre Haute, Indiana in 1848, when young James was 13 years old.

James attended a private black subscription school that was founded by Hiram Rhodes Revels. Revels was also born in 1827 in North Carolina, had moved to the Midwest, attended school in Union county, Indiana and became a minister in 1845. He was also a religious teacher and established subscription schools to promote black education. Revels went on to later become the 1st US Black Senator from the state of Mississippi during Reconstruction in 1870-71.

It was at the subscription school in Vigo county that James Hinton began his formal education. Then, at age 16, he attended a Quaker School at Hartford (Pimento) in southern Vigo county. He later went to the Greenville Institute in Greenville, Ohio.

As James matured he was befriended by a Terre Haute physician who urged him to study medicine and become a missionary. James decided that school teaching and becoming a barber were more suitable for him at that time.

In 1859 James was elected Grand Master of the Black Masons. With the firing on Fort Sumter, James wanted to enlist in the Union Army at Indianapolis, but he was denied due to his color. In 1862 he moved to Indianapolis where he opened a real estate office. Also in that year he married a widow, Eliza J. Mitchell. Still determined to enlist for the war effort, he went east in 1862 to act as a recruiting officer for the 54th & 55th Massachusetts Colored Regiments. The 54th became famous after the attack on Fort Wagner near Charleston in 1863 and was featured in the movie "Glory." Upon returning to Indianapolis as a second lieutenant, he assisted in the recruitment for the 28th Indiana Colored Troops at Fort Fremont in Indianapolis.

Following the Civil War, James served as a

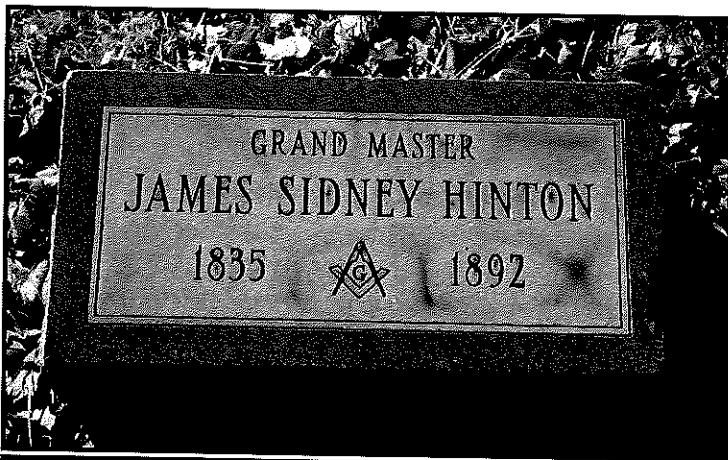
promoter for the Republican Party for African American voters in Tennessee, Georgia, Alabama, Mississippi, and Indiana. In his travels he also promoted education for black children and equal funding for their schools. In the Republican Party he served as a presidential elector in the election of 1872 which nominated Ulysses S. Grant for a second term.

For supporting the Republican Party in Indiana he was nominated as a Trustee of the Wabash & Erie Canal in 1873 and served until 1876. This turned out to be the final chapter in the history of the old canal as it was auctioned off to private owners. However, this was no reflection on James' efforts to save it.

In 1880 James was elected to the Indiana General Assembly from Marion County. He was the first black to hold this office in the State. After only one term he was defeated by Samuel A. Ebert. Even in his later years he continued to work for the Republican Party.

James was also involved with the African Methodist Episcopal Church and became a trustee of Wilberforce University, a negro college in Wilberforce, Ohio. Wilberforce is a small black community of 1600 just north of Xenia, Ohio.

James Sidney Hinton was a skilled orator and was described as a man with an "erect and stately carriage, and is possessed of easy, though dignified manners; is graceful, and is also a fluent and entertaining conversationalist and public speaker." He died at age 57 on November 6, 1892 after attending and giving a political speech at a rally in Brazil, Indiana. He is bur-



ied in section CG, lot 13-14, at Crown Hill Cemetery in Indianapolis, Indiana.

In 2007 the Indiana General Assembly authorized a permanent Black History display in the Indiana State House. In accordance with this act, the Indiana Department of Administration, Indiana Historical Bureau and Indiana Black Legislative Caucus decided that a public art legacy project should be installed to bring more diversity to the Indiana State House sculpture collection. Sculptor Jon Hair was selected to create two traditional bronze busts to celebrate the public service of James Sidney Hinton and Julia May Carson. Carson (1938-2007) served in the Indiana House and later represented Indiana's 7th District in Congress for 10 yrs. These busts were installed on January 16, 2014 as part of a Dr. Martin Luther King, Jr. Celebration at the Indiana State House.

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Find-A-Grave: James Sidney Hinton

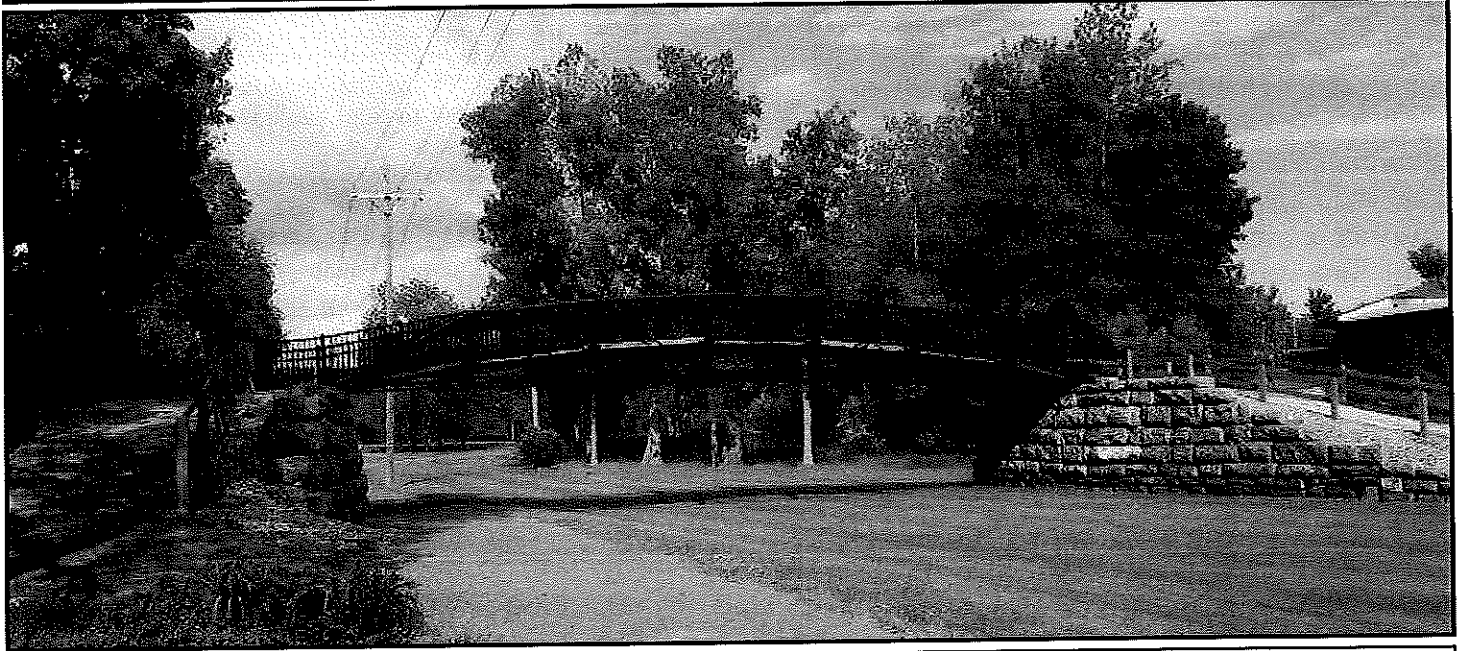
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This change bridge was seen on CSI's "CamaradERIE" trip on the Erie Canal in June 2-6, 2014 at today's Lock #29 at Palmyra-Macedon. Photo by Bob Schmidt

CHANGE BRIDGES

From Canal Comments No. 84
by Terry K. Woods

Many canal buffs scour the rapidly fading outlines of the old canal routes hoping to "discover" moldering remains of the old structures – locks, aqueducts, flood gates and sluices, even wasteways. But do you know of anyone seeking out locations and remnants of Change Bridges? For that matter, just what is a Canal Change Bridge?

According to Wikipedia, a Change Bridge, also called a Roving Bridge or a Turnover Bridge on the British Canals, "is a bridge over a canal constructed to allow a horse towing a boat to cross the canal when the towpath changed sides."

Now we have to ask the question, "why, and when, did a canal's towpath change sides?" We all are aware that a canal's towpath was generally constructed between the canal channel and that of a stream or river, the adjacent water course canals usually followed. The embankment between the canal and water course was designed to be a substantial one and could provide a smooth pathway for the towing animals to trod. Having the towpath on the river side allowed the berm

bank to conform to the terrain – providing some economy in canal construction. It also allowed port access facilities and basins to be built along the berm side, away from the adjacent river.

However, when the canal crossed a water course (upon an aqueduct or culvert, or across a slack-water pool) and proceeded along the opposite side, it was necessary to have the canal's towpath change sides so it was again adjacent to the river.

Another reason for the towpath to change sides would be due to a prior structure existing on the river side. The Blackstone Canal in Rhode Island had to do this to pass the Kelly Mill, which had existed before the canal. One more reason would be when a branch or side-cut canal connected with the main canal.

A final reason would be due to topography. It might be more economical or expedient to change the towpath side rather than to try to remove or surmount an obstacle in the terrain.

When the towpath changed sides along a canal, a change bridge was required. In many states, and in England, these were rather complicated, looping affairs, designed so that a mule team could enter the

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bridge on one side of the canal and arrive at the other with the canal and towline on the same side of the boat, and, as long as the deadeye was fastened near the center of a forward cabin, there was no need to unfasten, flip, and reattach the towline. On the U.S. Erie Canal and England's Macclesford Canal, a change bridge was an up, over and down spiral ramp. On England's Stratford-Upon-Avon Canal a change bridge consisted of two cantilevered halves, leaving a slit in the middle where the towline could be passed through.

On the Ohio Canal, change bridges were very simple wooden affairs, built across the lower end of a lock, when one was close by, and just a simple road-like bridge when a close by lock was not available. It was necessary to detach the towline from the boat's deadeye when crossing a change bridge in Ohio, but since Ohio boatmen normally detached the towline while "locking through," it was usually no additional problem.

Below are listed the Change bridges on the Ohio Canal, and their general locations that fellow canal historian, Dave Meyer from Canal Winchester, and I have put together. I listed those on the northern portion of the canal, from Cleveland to just north of Bolivar while Dave took the lower canal portion. This listing does not take into account the existence and exact location of the Change Bridges required by the many branch canals that junctioned with the Ohio, and therefore, required a Change Bridge over either the branch canal or the Ohio Canal. If any of the readers of this listing can tell us of others, please let us know.

CHANGE BRIDGES ON THE OHIO CANAL

(Canal follows valley of Cuyahoga River flowing south to north)

1. **PENINSULA** left to right canal bank Over lower end of Peninsula Lock (No 29)
2. **AKRON** right to left canal bank Over lower end of Lock No. 15.
3. **AKRON** left to right canal bank Over lower end of Lock No. 11.
4. **AKRON** right to left canal bank Over lower end of Lock No. 7.
5. **AKRON** left to right canal bank Over lower end of Lock No. 3.

(Canal follows valley of Tuscarawas and Muskingum Rivers flowing north to south)

6. **CLINTON** left to right bank Over lower end of Lock No. 3.
7. **BOLIVAR** right to left bank At present location of Shepler Church Road (a short ¼ mile above aqueduct).

(Canal follows Wakatomika Creek and Licking River south-east to north-west)

8. **LICKING NARROWS** right canal bank to left river bank Over lower end of Guard Lock
9. **LICKING NARROWS** left river bank to right bank Over upper end of Outlet Lock (15)

(Canal follows Little Walnut Creek & Big Belly Creek flowing north-east to south-west)

10. **HIGHBANKS** left to right canal bank A short ¼ mile below Little Walnut Creek Aqueduct
11. **LOCKVILLE** right to left canal bank Over lower end of lock No. 11.

(Canal follows valley of Scioto River flowing north to south)

12. **LOCKBOURNE** right to left canal bank Over lower end of lock No. 30.
13. **CIRCLEVILLE** left to right canal bank Over lower end of lock No. 32.

THE TOW PATH RATS

The Wabash Courier
July 13, 1883

In the early days of the Wabash & Erie canal, a large number of employees were known as "towpath rats." They were usually light, but solidly built young boys who could go without sleep for a week at a stretch, capable of any hardship, they made the most excellent soldiers, for the reason that the physical privations imposed by either the camp or the field did not exceed those to which they were already inured.

They were exactly the character of fellow to respond to the first call for troops, but a large majority of them were rejected, as being under size. The tall, willowy six-footer was given the preference, when there were but hundreds wanted and thousands to select from.

But a time presently came when they were wanted, and then at least 50 who hovered around Camp Morton did not appear to embrace the first opportunity to enlist. Dam Sayre, of this city, was in Indianapolis one day, when an officer whom he knew approached and asked him to use his influence to induce the rats to enlist in his (the officer's) company. He was well acquainted with all of them and in a few hours had the requisite number sworn in. The company served with singular distinction and scarcely a man was ever off duty except by reason of wounds.

Pete Jones, CSI member, Wabash, IN

CSI THANKED

Carroll County Wabash & Erie Canal, Inc. has received a check from the Canal Society of Indiana for \$4,000 as part of its 2015 pledge "to support our work to improve and enhance our interpretive museum about the canal era. We appreciate your continuing support that as contributed greatly to our success for many years. You have helped immensely and faithfully. Currently we owe you special thanks for making several new exhibits possible that our visitors will now be enjoying."

CENTRAL CANAL USED FOR PLEASURE IN INDIANAPOLIS

Frank Timmers, CSI member from Carmel, Indiana sent a clipping from the *Indianapolis Star* showing a pedal boat and two kayaks plying the waters of the downtown portion of the Central Canal in Indianapolis that has been lined with concrete. It said that pedal boats and single and double kayaks can be rented behind the Indianapolis Fire Department Firehouse #13 at Wheel Rim Rentals, 428 W. Ohio Street. What a cool way to enjoy a summer day!

The more pristine section of the Central Canal near Broad Ripple cannot be used by boats of any kind. It is the conduit that carries water from the White River to the water treatment plant in Indianapolis. The canal carries about 70% of the city's water supply and an attempt is made to keep it as clean as possible.

A MURDER MYSTERY ON THE WHITEWATER CANAL!

Do you love solving mysteries? Then mark your calendar for the weekend of September 16, 17 and 18. A special bicentennial project held when the torch is coming through Franklin County is this murder mystery weekend, which begins on Friday night in Metamora with wine tasting at the Historic Mill that grinds grain when open. Browse the exhibits and watch the canal water pour down into the lower canal. Stroll through the village at twilight.

Metamora is on U.S. 52, eight miles west of Brookville in Franklin County. Both towns are historic and were located along the route of the mid-1800s Whitewater Canal. A section of the canal is watered and canal boat rides pulled by horses are offered at this state historic site. Watch for the torch bearers!

All day on Saturday, Sept. 17, clues to solving the murder will be offered all along the Whitewater Valley from Lawrenceburg in Dearborn County on the south to Cambridge City in Wayne County on the north. In the towns you will meet some of the participants in this drama as you travel our Scenic Byway through four of Indiana's southeastern counties, including Fayette.

At six p.m. Saturday evening all will gather at the Depot in Gateway Park at Metamora for a delicious banquet prepared by The Farmhouse Restaurant. A drama will reveal who was the victim and who was the perpetrator of this dastardly crime. An active auction will offer unusual items, including passes to Disney-World. There will also be a silent auction.

Only 200 tickets at \$40 will be sold for this fun weekend through Eventbrite.com, The Whitewater Canal Byway Association and the Indiana State Historic Site are jointly sponsoring this event. Check out their websites and facebook online!

Hang around on Sunday to take your canal boat ride and have a leisurely day shopping and seeing more of the scenic Whitewater Valley. Campsites are available at Gateway Park. Phyllis Mattheis, CSI Director, Cambridge City

IN THEIR WORDS

ENGINEER'S REPORT
FROM THE SENATE JOURNAL
Vol. 19, 1834-35

Whitewater Survey B

To the General Assembly of the State of Indiana:

In compliance with an order from the Board of Canal Commissioners, founded upon an act of the last General Assembly, the undersigned have made a careful examination and survey of the White Water valley, with a view to the construction of a Canal, and now respectfully submit the results.

The upper part of the route, as far down as the vicinity of Somerset (Laurel), is unusually favorable to the construction of a Canal, except the lockage which forms the principal item of expense of this part of the line. The valley is depressed but little below the general level of the country, and the descent towards the river, in most cases, is remarkably gentle and uniform, presenting the most favorable slopes for the location of a Canal, with reference both to cheapness of construction and safety when completed. But the descent of the river through this part of the valley, and indeed through its whole course, is so extremely rapid that the Canal where it might otherwise have been very cheaply constructed, will be rendered expensive by the great amount of lockage. In descending the White Water, its valley becomes deep and narrow, and the slope of the adjoining hills more abrupt. The river, in its serpentine course through the valley, frequently washes the base of these hills, presenting at each point of contact an expensive section of Canal. Some of these washed banks are composed of a kind of clay which is liable to slip; and at such points it will be necessary to guard against this evil by forming the Canal principally in the channel of the river, so that the present base of the hill will not be diminished, but rather increased by the operation of constructing the Canal. The outer slope of the bank must be protected from the abrasion of floods by a thick covering of stone procured from the adjoining hills and ravines; and in some instances it

will be necessary to enlarge the river channel on the opposite side to give sufficient space for the floods. A short distance below Harrison, the hills recede; leaving a highly favorable route for the Canal to the Ohio (River), through the wide alluvial bottom of the Miami (River).

In commencing their survey at the mouth of Nettle creek, the first question that presented itself, was in regard to the relative advantages of the two sides of the river. The fact that all the principal tributaries of the White Water are received from the east side, and must be crossed by the Canal if that route were selected, seemed to indicate the west side as the proper route.

Accordingly the survey was commenced and continued on the west side, passing through the towns of Milton and Connersville to Somerset (Laurel). From this point to the mouth of the east fork, the east side was supposed, from the hasty examination made, to be so much more favorable, as to justify the expense of crossing and re-crossing the river. The line surveyed, therefore, crosses to the east side near Conwell's mill (Laurel) and re-crosses at Brookville. Both crossings will be effected by means of wooden aqueducts, supported by stone abutments and piers. From Brookville, the line follows the west side to Lawrenceburgh, where it terminates in a basin near the bank of the Ohio (River). But it is a question worthy of examination, whether a cheaper line could not be obtained by continuing further down on the east side, and crossing about four miles below Harrison; and the propriety of the survey of this route previous to the construction of the Canal is here suggestive. The time allotted to the examination, did not admit of a careful survey of both sides. (This east side alternative was eventually selected with a slackwater crossing of the east branch of the Whitewater River at Brookville.) The total distance from the mouth of Nettle creek to the basin at Lawrenceburgh is seventy-six miles and forty-nine chains, and the total descent four hundred and ninety-one feet; which is overcome by fifty-five locks distributed to suit the inclination of the valley.

The supply of water for the Canal, must be drawn from the White Water, which can be introduced

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as often as necessary, and with very little expense. In the survey which has been made, seven dams, varying two to four feet in height have been located, and their cost together with that of the feeders, included in the estimates.

On the 5th of October last, the discharge of the stream was as follows, namely:

One mile below the mouth of Nettle creek	1,280 cu. ft. per minute
At the National Road	1,670 cu. ft. per minute
At Milton	2,900 cu. ft. per minute
At Connersville	5,670 cu. ft. per minute

These measurements show a sufficiency of water at the time they were made, as far up as Nettle creek, but it is believed that the stream, in seasons of extreme drought, furnishes less water than it passed at that time. Other means have been resorted to, with a view of collecting some further information, from which the minimum discharge of the stream could be correctly ascertained. And the facts obtained have been so far conclusive, as to remove all doubts in relation to the sufficiency of water during the driest seasons, at least as far up as the National Road. Whether the Canal can be supplied to Nettle creek, at extreme low water, is a question that must be settled by future examinations.

North of the National Road no stone has been discovered within reasonable distance of the line, but south of that point this material can in all cases be found. In the vicinity of Connersville and Somerset, quarries of limestone are found, from which excellent cut stone locks can be built, but the quarrying and dressing will be expensive. On all other parts of the line it is believed that stone can be obtained which will answer for building strong undressed walls though not for cut stone masonry. Four of the locks situated above the National Road, are estimated to be built of timber; twenty-three others between Connersville and Judge Mont's of cut stone masonry; and the remaining twenty-eight of stone and wood combined. All the streams south of the National Road except the White Water and Garrison's creek, will be crossed by permanent stone arches.

The total cost of the Canal, is estimated as follows, viz:

	Miles	Chs.	Lockage	Cost
Mouth Nettle creek— National Rd.	5	35	33.5 ft.	\$ 45,344.97
Thence to Feeder #4 — 6½ mi. above Connersville	5	71	67.5 ft.	87,869.53
Thence to Feeder #6— 2¼ mi. above Brookville	30	03	238.0 ft.	466,815.63
Thence to Feeder #7 — Near Harrison	20	29	116.0 ft.	382,139.43
Thence to Basin at Lawrenceburgh	<u>14</u>	<u>71</u>	<u>36.0 ft.</u>	<u>159,956.59</u>
Total	76	49	491.0 ft.	\$1,142,126.15

Average cost per mile \$14,908 (1142.1/76.612)
Average lockage per mile 6.4 ft. (491/76.612) (49 chs./80=.612)

These several sums include an addition of seven per cent, to cover the cost of superintendence and contingencies.... Both the law authorizing the survey and the order of the Board of Canal Commissioners under which we have the honor to act, seem to require some estimate of the probable advantages to be derived from the work.

The district of country for which it is supposed this Canal will form the channel of trade, is composed of the counties of Franklin, Fayette, Rush, Henry, Randolph, Hancock, and parts of Wayne, Union, Decatur, and Delaware. The country embraced, is essentially agricultural district, and from the climate and quality of soil, as well as the pursuits and habits of its citizens, is capable of furnishing as large an amount of Canal transportation, as any district of equal extent in the west. The staple productions are pork, flour and whiskey—articles for which a Canal will furnish the most suitable mode of conveyance. The surplus annually taken to market is already great, and must continue to increase as additional portions of the country shall be brought under cultivation. It is the transportation of this surplus produce to market, together with the salt, iron, and various other articles of merchandize which the country demands in return, that will constitute, principally, the business of the Canal; and the saving in the cost of this transportation; when compared with the present mode of conveyance, will form the prominent advantage of the work.

To ascertain with accuracy the amount of exports and imports of this district, is a task of difficulty, since the trade is carried on through so many different channels. Perhaps the method most to be relied upon,

is to compare this district of country with another similarly situated, where the amount of the trade has already been determined. With this view, efforts have been made to ascertain the extent of country which trades to Dayton, at the head of the Miami Canal, together with the probable amount of its trade. The similarity which exists between the two districts, with regard to the nature of the soil, the character of the products, and the occupation of the inhabitants, justify such a comparison.

With some important aid received through the politeness of the Collector at Dayton, the following facts have been obtained, viz:

1st. That the extent of country which sends its trade to Dayton and receives its supplies therefrom, is equal to about 1,519 square miles, and in 1830 contained a population of thirty-four persons per square mile.

2d. That the exports of this district, shipped from Dayton through the Miami Canal, during the year ending 31st Dec. 1833, consisting principally of flour, pork, whiskey, etc. amounted to about fourteen thousand tons.

3d. That the imports received for the district of country, during the same time, consisting of sale, iron, merchandize, etc. were equal to nearly three thousand tons, which added to the amount of exports gives 1700 tons as the whole trade of the district.

Table showing the probable extent of country for which the Whitewater Canal will form the channel of trade.

Counties	Square Miles	Inhabitants
Franklin	405	10,199
Fayette	212	9,112
Rush	400	9,918
Henry	440	6,498
Randolph	440	3,912
Hancock	340	1,569
Wayne (one quarter)	315	17,058
Union (one half)	84	3,979
Decatur (one quarter)	300	4,390
Delaware (one half)	220	1,186
Total	3,156	67,821

Average 21½ inhabitants per square mile

On referring to the above table, it will be seen that the extent of country which it is supposed; will trade through White Water Canal; amounts to 3,156 square miles, and contained in 1830 a population of twenty-one and a half persons per square mile. By comparison, it will be seen that the extent of country here embraced, is a little more than twice as great as that trading to Dayton; and that the population in 1830 was more than one third less.

From a calculation founded upon official documents in the office of the Auditor of State; it is ascertained that the increase of population in the White Water district; from 1830 to 1834, was thirty-three and one third per cent, and allowing the same ratio of increase to continue until the time when the Canal could be completed, say 1833, it will then be about thirty-nine per square mile, which must be as great as that which the upper Miami country contained in 1833—the period when these facts were collected. The average of population then being the same, and the extent of the White Water district being twice as great as the district north of Dayton, it follows that its trade would be twice as great, which will give 34,000 tons as the amount of exports and imports that would annually pass through the White Water Canal. But this amount of tonnage is calculated to apply to the circumstances and business of the country on the completion of the work, and must be increased as the improvements and products of the country increase.

The cost of transportation in wagons to and from the Ohio river under existing circumstances, may be averaged at ten dollars per ton. The Canal transportation for the same distance, could not exceed \$3.50 per ton, including tolls, showing a savings of \$6.50 per ton or an annual savings to this district of country, of two hundred and twenty-one thousand dollars.

An important advantage will be found in the water power created by the Canal. Above Connersville, however, no advantage should be expected, but on the contrary, the power already in use, especially near the head of the Canal, will be somewhat diminished. Here the bed of the stream is narrow, and its floods inconsiderable; and owing to these circumstances, the water in its natural channel is susceptible of being applied to machinery with very little cost. But after the larger tributaries are received, the case is different.

The stream is more subject to floods, its channel becomes wider, and the cost of building and sustaining dams is so great, as to reduce materially its value; and much of the fall will therefore remain unimproved. By turning a part of the water into the Canal, the whole fall of the stream

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will at once be made available, and the safety and certainty of the power will be so much greater, that capitalists will be more ready to invest in valuable machinery, and the improvements will be made upon a more permanent and useful plan.

By measurement of the stream, it is ascertained that below the mouth of the Green's fork [2 miles below Milton] it passes, at common low water, a considerable surplus in addition to the quantity required for the purpose of navigation. From the feeder above Connersville, it will be practicable to introduce, say 2,200 cubic feet per minute for hydraulic purposes, and by replenishing the Canal at the several feeders below, the same surplus may be continued throughout the whole length of the line, without serious injury to the existing improvements on the river, affording a valuable water power at each lock. Between Connersville and Harrison, there are thirty-nine locks, averaging nine feet lift. The results of actual experiment show that on a fall of nine feet, three hundred and sixty cubic feet per minute will drive a pair of four and a half feet mill-stones, which gives a power at each lock sufficient for six pairs, or two hundred thirty-four pairs on this portion of the line. [6 x 39 locks] One fourth of this power will be at and near Connersville, and remainder distributed throughout the line. On the lower part of the Canal, a greater amount of power may be safely relied upon, as the stream is much larger after receiving the east fork [Whitewater River] from Harrison feeder, the quantity of water introduced may be limited only by the capacity of the Canal to convey it. It may be safe to say that four thousand five hundred cubic feet may be delivered at Lawrenceburgh and be used also at each lock on its passage down. On this portion of the line, there are four locks, averaging nine feet lift; at each of which twelve pairs of mill-stones may be driven, or forty-eight pairs at the four locks. From the level of the basin in Lawrenceburgh, to low water of the Ohio [River] is probably fifty feet. Throwing off one half of this, which will be rendered useless by the floods, and there will remain a fall of twenty-five feet. Dividing this into two falls of twelve and a half feet each, there will be water sufficient to propel at each fall, eighteen pairs of stones or thirty-six pairs at both.

If these premises and computations, be correct, the power which might be brought into use on the whole extent of the Canal, would be sufficient to keep in motion three hundred and eighteen pairs of mill-stones, or other machinery to an equal amount.

It is not to be supposed that all of this power would be immediately brought into use, yet a large portion of it

could be profitable employed soon after the completion of the work, and the remainder would be improved as the increase of business might warrant. The current that would be given by the passage of surplus water in the Canal, would rather improve than injure the navigation, inasmuch as the descending freight would greatly exceed that which will ascend the Canal. The value and usefulness of the work would be increased by the employment of the water power.

Besides being a direct source of revenue in itself, it would add to the revenue of the Canal by increasing the business and trade of the country. It is an important advantage that canals have over every other species of internal improvement, that while they furnish safe and cheap conveyance to market for the surplus products of the country, they also put in motion along their banks the necessary machinery for the manufacture of these products.

Perhaps some of the greatest benefits to the State, from the construction of the Canal, will be found in the encouragement it will afford to the settlement and cultivation of lands that are now unproductive; in the stimulus that will be given to every branch of agricultural and mechanical industry; and the inducement that will be offered to the introduction of capital which will add to the wealth of the State, and be employed for the benefit of its citizens.

All which is respectfully submitted,
J. L. Williams, Engineers
Wm. Gooding,

Indianapolis, Dec. 23, 1834

CSI BOARD OF DIRECTORS MEETING

10 a.m. - 3 p.m.
October 22, 2016

Terre Haute, Indiana
Jerry Lehman, host

Followed by tour
of the restored
1922
Indiana Theatre



NEWS FROM DELPHI

CANAL DAYS FESTIVAL

Carroll County Wabash & Erie Canal, Inc. held its annual Canal Days Festival on July 2-3, 2016 in Delphi's Canal Park. Over one thousand visitors representing a dozen states came to the event. A parade was held to begin the festival. The Delphi Lions Club sponsored the parade down Washington Street to the Court House and back. Dave Smith and his wife Janie showed off their restored Model T Ford. He and Janie are volunteers at Canal Park.



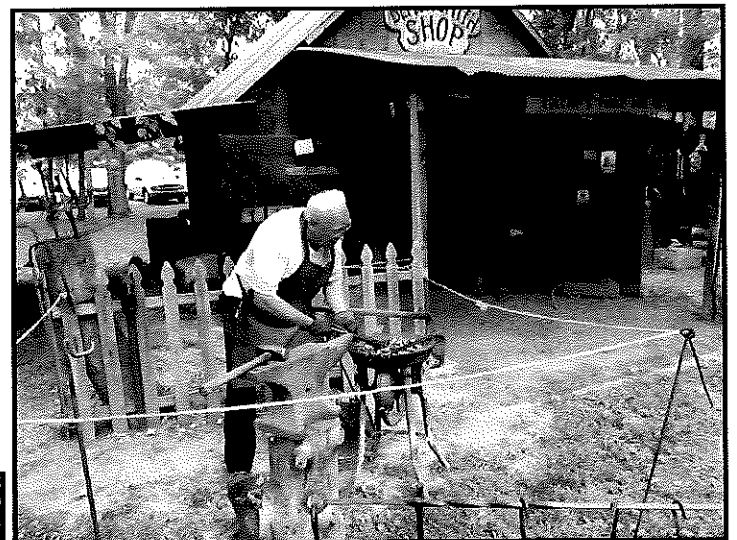
To celebrate Indiana's bison-tennial a bison has been selected as her mascot. This life-size colorful statue was painted by Lafayette artist Sonny Miller for the local sponsoring group Heartland Heritage Inc. It will be placed at the west end of Freedom Bridge to stand at the entrance of Deer Creek Bicentennial Park. David McCain, organizing chairman of the park planning group, waved as the float went by.



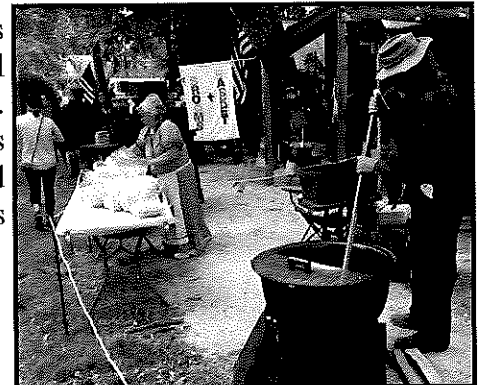
Summer is a good time to take the family and have a picnic on the bank of the Wabash & Erie Canal. A young family enjoyed the beautiful day and setting that included the foot bridge leading to the nearly finished church across the waterway.



During the festival Tom Johnson demonstrated his skills as blacksmith by heating and forming iron on his anvil to make a bracket.



Food was available in all shapes and sizes. Kettle corn was made outside and sold in huge bags to the visitors.



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The Vintage Brass, a contingent group from the Lafayette Citizens Band played on the dock as the boat crew prepared to leave on the next cruise.

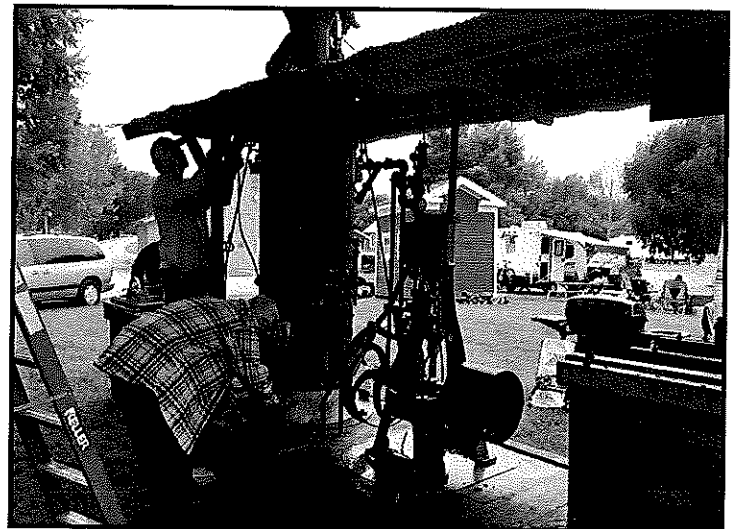


On display in the Canal Interpretive Center was "The General Grant," a line boat that was built by Terry Bodine with the help of Guy "Finny" Filchak. Terry (left) and Finny (right) stand with Terry's family, who came to Delphi to become "canawlers" even though their main interest is "steam power."



The time-honored Snack Shack finally served its original use as a Summer Kitchen. When the Kuns Cabin was moved to Canal Park nearly 40 years ago, one component of that log structure was the original out building that became used as a food outlet for festivals. Every year since this kitchen was set in the midst of Pioneer Village, it has served delicious food at Canal Days hosted by the extended family of Jim and Francie French. Jim was Canal President for a decade back in the 1990s before he died and Francie is still on the Canal Board serving as Secretary. Thanks go to the extended French family for decades of commitment as Canal volunteers.

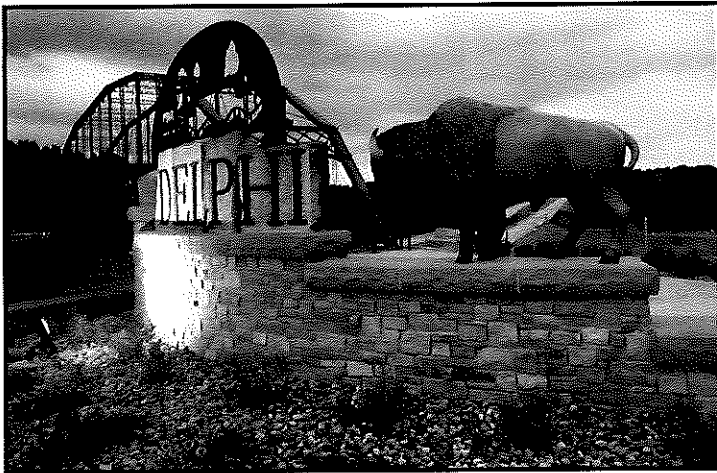
Terry and his son Don set up "Old Steamy," the engine and boiler that was saved from the scrap heap. They are also heavily involved with the Illiana Steam Power Show near Rainsville in Warren County, which held its festival on July 15-17.



Following the parade the bison float was displayed in Canal Park in a effort to get more sponsors. Soon it will be placed at a special spot at the overlook to Deer Creek Valley accessed by the Monon High Bridge Trail as its crosses the new Hoosier Heartland Highway.



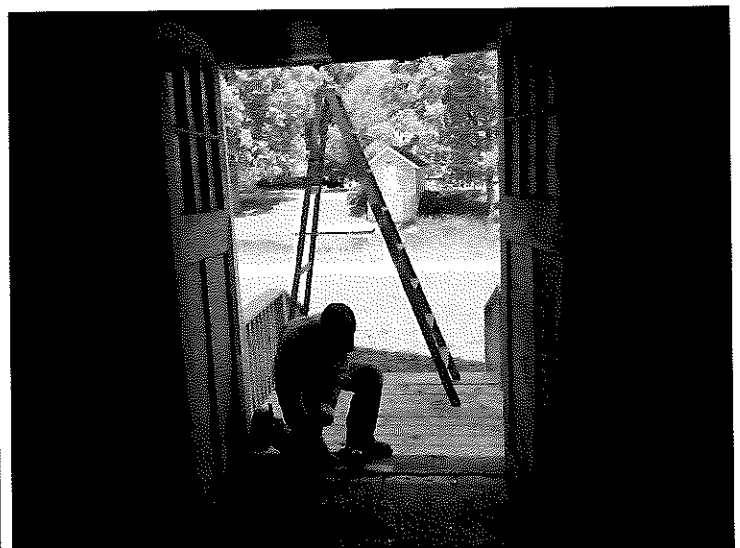
paint beyond the reach of ladders using a bucket truck. Both Brice Crowel and Dick Bradshaw squeezed into the tiny bucket of Dick's cousin's utility truck. The original shutters are still functional and are being cleaned and prepared for painting by Tom Peters.



The front porch deck is built by Brice Crowel (right) and John Day, a newer M-W-F volunteer who grew up in Warren County. John worked at Prophets-town, but he is now retired like the rest of the construction crew and brings very important skills needed with construction and restoration work.

CHURCH NEARLY DONE

The little 1889 German Lutheran Church that was placed across the canal from Pioneer Village in Delphi is nearing completion. Volunteers scrape and

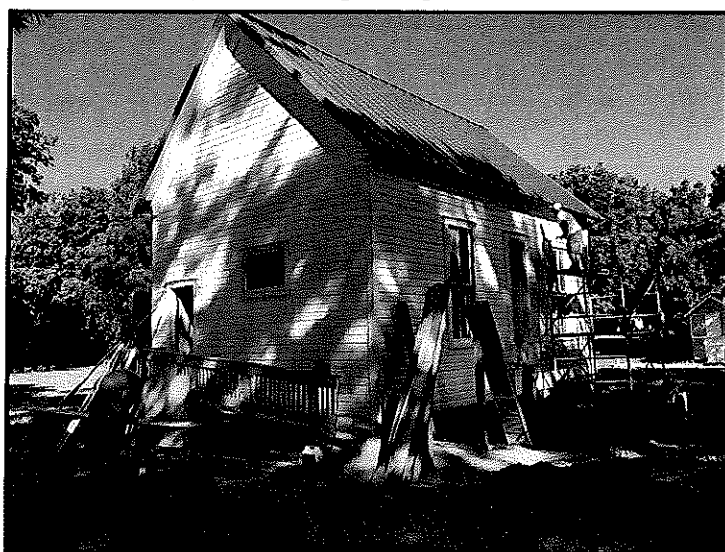


Roy Patrick, who has been a volunteer working three mornings per week "year round" on such projects since 1998, always carries tools, screws, bolts, etc. in his van to be prepared for about anything a handyman can do. Here he fits the entry double doors.

Brice Crowel (on the scaffolding) painted the last section of the siding as Al Auffart and Roy Patrick worked on details. They used a full color stain rather than paint for the outside coating on the Depot, then on the Case House and finally the Red Schoolhouse. The coating material seems to be worthy of stabilizing old siding on historic buildings. It seems that moisture can move more freely in and out during the seasonal weather changes without peeling.

owner of the Vinton House.

Respectfully,
Phyllis Mattheis



TOUR GUIDE ADDITIONS

The green tour book for April 2016 contains much information about the Hagerstown Extension of the Whitewater Canal. On page 35 some information is missing. Those who have a tour book might like to write in the following information on their copy: In the last paragraph after Schwegman add above the paragraph "for 44 years" and after November add "1945."

As the book reads, Schwegman's owned the Vinton House for only one month, which is a BIG difference from 44 years! All five of their children grew up living in the family quarters on the second floor and graduated from Lincoln High School in Cambridge City.

The rooms on the third floor were sleeping rooms for travelers, with a single bath in the hall to accommodate all of them. Some walls were removed on the east side to provide larger display areas for the exhibits of Western Wayne Heritage, the present

BOOK REVIEW

Heaven's Ditch God, Gold & Murder on the Erie Canal

Reviewed by Bob Schmidt

Canal enthusiasts everywhere know of the Erie Canal, the 360-mile-long waterway in upstate New York. They often focus on the mechanics of this canal, its locks, feeders, aqueducts, dates, mileage, towns etc. This book was released in July 2016 by Jack Kelly, a journalist, novelist and historian, who was raised in upstate New York. It deals with the social, political and religious upheaval created or augmented by the canal, which was built between 1817-1825.

The book begins with Jess Hawley, a middle man grain dealer in western New York, who, after seeing the water flowing over Niagara Falls, envisioned a manmade canal flowing from Lake Erie to the Hudson River. Transportation was a real problem for his grain business since wagons filled with grain had to be pulled over terrible roads. He thought a waterway would be a boon to all and published a series of 14 articles in the *Genesee Messenger* of Canandaigua, NY, supporting a canal with branches to serve all parts of New York state and even proposed a canal across the Isthmus of Panama. Jefferson described the plan for New York as "a little short of madness."

The book contains a series of short biographies including Joseph Smith, the founder of Mormonism, and Charles Finney, who shook the city of Rochester to the core in a wave of religious revival. The Erie Canal is the thread that ties all of these lives together. Each of the book's chapters are 2 or 3 pages in length and weave back and forth between the canal and the various players.

By 1808 the New York legislature authorized a study of the feasibility of building a canal across New York. They chose James Geddes, a central New York

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salt merchant and self-taught surveyor to make this study. With a favorable report the legislature appointed an eight-man commission to travel all the way to Buffalo. DeWitt Clinton, who was at first skeptical of this canal, soon saw the political potential and became its most enthusiastic supporter.

The war with Great Britain from 1812-1815 put a damper on the canal plans since much of the war occurred along the Niagara frontier. During this time period we are introduced to more religious persons, Jemima Wilkinson and William Miller.

Plans for a canal in New York were resumed after the war. In February 1817 the U. S. Congress passed the Bonus Bill, which included a Second Bank of the United States that was to support the Erie Canal. In his last 3 days in office, James Madison vetoed the measure after finding no authority for such in the Constitution. It was suspected that Madison did not want federal help for a competitor to southern canals planned, such as the Chesapeake & Ohio and the James River & Kanawah. If a canal was to be built in New York, the state would have to go it alone.

Throughout the book readers are introduced to most of the main personalities who built the Erie Canal such as David Bates, who engineered the Irondequoit Valley raised embankment, to Nathan Roberts, who engineered the dual Flight of Five locks at Lockport.

During canal construction a wave of religious revival swept the Mohawk Valley along the canal route to Buffalo. The canal itself created a significant social upheaval by bringing in Irish and German construction workers, who lived in shanty towns. These young men formed an entirely different environment than the more traditional family members and farmers, who lived in this wilderness. Fighting, brawling and liquor were the common denominator for these workers. The canal boatmen were also a rough and rowdy bunch. They brought with them gamblers, prostitutes, taverns, and longshoremen by the dozens. This boisterous lifestyle attracted the reformers.

Towns such as Rochester, which before the canal had a population of about 400, soon began to grow

and became the milling center of the U. S. At Rochester, the Genesee River falls about 90 feet in a high falls creating a great milling potential. Learn about Dan Patch's dare devil jumps at Niagara Falls and then at the falls at Rochester.

What about the gold and murder? You will have to read the book to learn all of the secrets of adventure and intrigue. There were always stories of buried treasure and gold. Local farmers were sure that the Indians or Spanish/French explorers had buried a treasure on their farms. One religious leader even got into the business of divining for gold.

The Anti-Mason movement was led by William Morgan, an ex-Mason, who threatened to publish the rituals of the Masonic Order. Morgan developed a following including Thurgood Weed, a leader in the Anti-Mason Party, who became a Whig and then a Republican. Weed was the sponsor of William Seward, who ran against Lincoln at the political convention in Chicago in 1860. What happen to Morgan? This mystery is followed throughout the book.

Even Lafayette appears in June 1825 at the Flight of Five locks in Lockport just before the canal is completed with its grand opening on October 26, 1825. The gala opening event is covered from Buffalo to New York City with cannons booming and hoopla all the way.

The book is very concerned with the spawning of religious sects in this godless society. Revivals and religious awakenings led to the temperance movement and from there into abolitionism. There were predictions for the end of the world and the Second Coming. The key date was 1843. Learn about the Millerites/Seventh Day Adventists, the Mormons and Joseph Smith, and other religions that began in upstate New York at the time of the Erie Canal, "Heaven's Ditch."

I highly recommend Heaven's Ditch. Its 264 pages are filled with adventure, mystery and excitement all built around the Erie Canal and are easily read. Published in 2016 by St. Martin's Press, 175 Fifth Avenue, New York, NY 10010



A GOSPEL CANAL BOAT
Novel Mission Work on the Erie Canal,
The Gospel Fishpole

Evansville Journal
November 5, 1893

A few months ago a Salvation Army post of San Francisco announced its purpose to "advance on Satan's host by land and water, to mobilize the army and add a navy." They accordingly bought a steam launch which they named "The Salvation Cruiser Little Nell," and properly equipped and manned the little craft was sent out to do mission work among the sailors and boatmen of San Francisco harbor and the Sacramento river.

Now, the Rescue mission of Syracuse has adopted a similar method of evangelization, and that great waterway, the Erie Canal, which was so long a stronghold of the devil, has been seized upon by Christian workers. Mr. H. B. Andrews, an officer of the International Evangelical alliance, bought an old canal boat which had been used by a circus, repaired and refitted it and placed on board a crew of five earnest souls who are making the vale of the Mohawk ring with the songs of Zion.

The plan of the mission is to carry the message into all the cities, towns, villages, and hamlets along the waterway from Buffalo to Albany. The boat, drawn by one horse, attracts great attention, with the Scripture texts from stern to stern, and these are read from daylight to dark. At night a large transparency flashes out the joyful message on the dark waters.

When the boat draws near a town the workers hang out on the upper deck large signs announcing the meeting, such as the following:

Meeting Tonight: Man or woman, boy or girl, rich or poor, black or white, large or small, short or tall, come one, come all.

Meeting Tonight: Don't fix up. Come in your working clothes.

Meeting Tonight: Drunken men especially invited. Welcome, drunk or sober.

Meeting Tonight: Mother, bring the baby. It won't disturb us if it does cry.

Meeting Tonight: Come and bring your father, mother, sister, brother and all the rest of the family.

A bugle is blown, attracting the attention of the people to the boat, and as they pass along they are invited to the meeting. A central place is selected and the workers, with tracts and invitations to the meeting, visit all the saloons, and a general house to house visitation is carried on. Special efforts are made to reach drinking men and nonchurchgoers. At evening an open air service lasting an hour or so its held from the deck, the people gathering on the bridge and banks of the canal.

A short sermon is preached and testimonies are given, followed by an invitation to accept Christ, after which an inquiry meeting is held, to which the unsaved are invited. The names of those professing conversion are sent to some of the pastors of the place where the gospel canal boat happens to be.

The work is carried on with canalmen by means of a gospel fishpole with packages of tracts on the end, which are handed over to passing boats. Little floats with cardboard sails, on which are painted Scripture texts, are dropped at intervals and float away with their message, to be read by many passing and to be fished out by the small boy and taken home as a curiosity.

Stan Schmitt, CSI member, Evansville, IN

1850 CANAL BOAT WRECKAGE FOUND

Sometimes canal boat remains are uncovered when bodies of water that were part of canals are drained either by an accident, as was the case on the Illinois & Michigan Canal in July 1996, or for repairs, as was the case on the Ohio & Erie Canal just recently. On CSI's "The Canal That Built Chicago" tour twenty years ago canawlers were able to see the remains of canal barge "Pekin" at Channahon, Illinois after a flood damaged the dam that was holding back the Des Plaines River to create the canal's slackwater crossing. Later archeologists found six more canal boats in the muck and mud from which they learned how canal boats had been built.

Those canawlers who attended the CSI-CSO tour "The Ohio & Erie Canal: Newark & Buckeye Lake" in September 2015 saw the work that was being done to stabilize the dam at Buckeye Lake. This past spring while replacing the lake's deteriorated dam they found planks and pieces of wood that they thought were the remains of the "Black Diamond," a coal-hauling boat swallowed by the water in 1850. They also discovered other artifacts such as square nails and over 400 pounds of coal nearby that corresponded with historical records that detailed the crash. Apparently the boat hit an obstruction along the north bank while hauling tons of coal to a mill. The crew survived.

While working on this article about the discovery, CSI headquarters received the following from Terry K. Woods:

THE WRECK OF THE BLACK DIAMOND

Many Ohioans are familiar with the Gordon Lightfoot song THE WRECK OF THE EDMOND FITZGERALD on Lake Superior, but how many are familiar with THE WRECK OF THE BLACK DIAMOND on an Ohio Canal Reservoir?

David Meyer, the well-known canal historian from Canal Winchester, first brought the tale of the BLACK DIAMOND to my [Terry] attention through a copy of an article in the newsletter of the Buckeye Lake Yacht Club by Steve Harris. I sent a request for

additional information to Andy Hite, Site Manager at the Ohio History Connection's Johnston farm in Piqua, Ohio. Andy promptly replied with the following "Guest Column":

In 1850, a family by the name of Simpson moved from Somerset Ohio to Thornville, or Thornport, as it was along the east shore of the enlarged Licking Summit Reservoir. Mr. Simpson had just become the owner of a steam grist mill near that small town. Several previous owners of the mill had failed to turn a profit, but Simpson was determined to make a go of the venture. The previous owners powered the mill's steam engine with wood, but wood, at that time, was becoming more and more expensive to procure – thus eroding the small income that could be derived from the business. Simpson chose to switch to coal to fuel the boilers that powered the mill's machinery. He was convinced that coal would provide more heat at a less cost than wood.

In order to obtain the needed fuel, two canal boat loads of coal were ordered from a Hocking Valley yard to be shipped to Thornport. It was necessary to boat the coal along the Hocking Canal to Carrol and the junction with the Ohio Canal then up that canal to the Licking Summit Reservoir. From there, the journey into the Reservoir, itself, and along its north shore to Thornport was a perilous one at best.

When the Licking Summit Reservoir was originally constructed, time and cost were at a premium. Trees and brush, whole forests, were allowed to remain untouched when the waters of the Reservoir were impounded. When the "new Reservoir" was constructed in 1839-40, the former western embankment became the canal's Towpath and cut through the middle of the enlarged reservoir. Two new locks, Mithorn's on the south and Pugh's on the north, were required for canal boats to now enter the raised reservoir.

A channel had been cleared in the reservoir's bottom from near Seller's Point to the east to Thornport. It was planned to have a horse-powered towboat bring craft the several miles to Thornport. Some accounts state that such an operation was actually performed for a season or two. By 1850, however, a boat

trip to Thornport required being towed by a team from the bank for a couple of miles then an arduous 'poling' down a bit of an enlarged creek to their destination.

The reservoir in 1850 was a far cry from the idyllic Buckeye Lake, the 'Playground of Ohio' that it later became. Outside of the shallow channel, this body of water became a route amid half sunken stumps, large dead trees, logs, and floating islands of Sorghum Moss. An experienced man at the tiller was a must to keep a craft in the shallow boat channel. The eastern portion of the reservoir presented a very desolate looking landscape. It was into this landscape that the BLACK DIAMOND entered in 1850 with a rather inexperienced man at the tiller.

The BLACK DIAMOND was a Scow-Built (flat-bottomed) craft with cabins bow and aft and an admidships capable of carrying 60 tons of cargo. The first boat-load of coal had arrived safely in Thornport without any problems on its journey. None were expected now.

Though the craft's steersman had little experience in boating on the Reservoir, Captain Ward was from the area (Newark) and had considerable experience on both the Hocking and Ohio Canals. He had earned the title of 'Hocking Ranger.'

On that fateful day in 1850, the BLACK DIAMOND cleared Millersport, entered the reservoir proper through Minthorn's Lock, then passed into the Thornport Channel near the "Hole in the Wall." After about another mile, Captain Ward came to the point that bears his boat's name to this day. It was here, as if a choir of 'sirens' was calling to the BLACK DIAMOND and her crew, that she met her demise.

Accounts differ as to exactly what happened next. Some say that the inexperienced steersman allowed the craft to veer out and beyond the relatively safe confines of the channel. Others say that the team stumbled in the undergrowth along the bank, causing the towline to go slack, as the boat continued under headway, and picked up a weighty load of moss. The craft then swung out into the uncleared Reservoir.

Whatever the exact reason the BLACK DIAMOND veered out of the Thornport Channel, she struck a preserved stump lurking just under the water's surface with such force that a large hole was ripped in her bottom, allowing water to rush in. The crew immediately acted to reattach the towline to the stern in an attempt to pull the craft back off the stump. Instead of coming free, however, the boat pivoted on the stump with the stern coming up against the embankment.

This allowed all members of the crew to scramble safely to shore, but the BLACK DIAMOND quickly filled with water, 'broke her back' and, in two pieces, sunk, spilling her cargo along the bottom of the reservoir.

Captain Ward traveled to Simpson's Mill to deliver the bad news of the loss of both the BLACK DIAMOND and Simpson's 60 tons of coal.

Simpson accompanied Captain Ward back to the scene of the accident to find the remaining three crew members and the cook, sitting on the embankment playing cards and drinking whiskey.

An argument soon began among the three crew members as to whose fault the sinking of the boat was. A fight next broke out, as the cook, Captain Ward and Simpson stood by and observed. There is no record as to the outcome of the argument or the fight.

For many, many years after the boat's sinking, grateful 'Snake Hunters,' as many Buckeye Lake residents have been called, visited the final resting place of the BLACK DIAMOND to 'rescue' and take home small loads of coal. Even the boat's stove and copper bilge pump were eventually salvaged from the wreck.

A plank from the old wreck was recovered in 1991 during a spillway repair project and is presently displayed at the Buckeye Lake Historical Society Museum. Then, on February 19, 2016, a large quantity of remains from the sunken wreck were pulled out of 4 feet of lake bottom muck by men working to repair the Lake's embankment.

"What I'm seeing is a barge that sank in the

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1850's," said Brenda Ballis, a buckeye Lake Museum volunteer. She says, "We suspected that there had to be more of the sunken wreckage down there and workers on the project were asked to rake through the muck in a specific area. The Ohio Department of Recreation stated that the State Historic Preservation Office is handling the preservation of the pieces. The final destination for this historic find is yet to be determined."

REFERENCES:

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NEW PANAMA CANAL: CONCERNS & RISKS

On Sunday June 26, 2016, the Chinese-owned, Cosco Shipping - PANAMA became the first large container ship to pass through the new Panama Canal at the official opening. Thousands (30,000) cheered with flags waving as the vessel carrying 9,000 containers passed from the Atlantic Aqua Locks on thru Gatun Lake to the Cocoli Locks on the Pacific side.

This event marked the beginning of a new era as container ships up to 1,200 feet long move into 3 -

1,400 foot locks on each end of the canal. This allows only 100 feet at each end of the lock for the tug boats used in the new system to pilot the large ships thru the lock leaving little room for error.

Despite the water saving basins the new system will double the total water required from Gatun Lake to operate the locks. In good times the lake is about 85 foot above sea level, but, due to drought, the current level is 81.75 feet. Under these conditions the large ships are required to reduce their container load.

Leaks occurred before the locks, which were supposed to last 100 years, opened. The concrete that lines the walls of the locks was bid at 71% lower than the next bidder and the amount of steel used for reinforcement was 25% less as well. Repairs already had to be made.

Overcapacity and economic slowdown could substantially reduce the traffic through the new Panama Canal. Although a Chinese business man was planning a competitive system in Nicaragua, since its initial "ground breaking" not much has happened, which is good news.

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