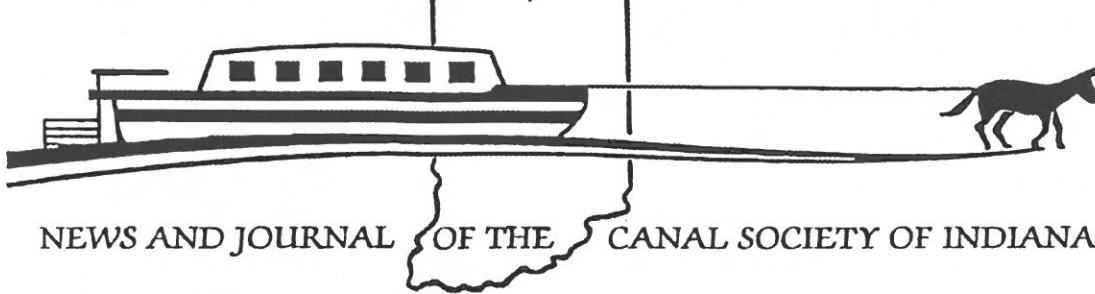


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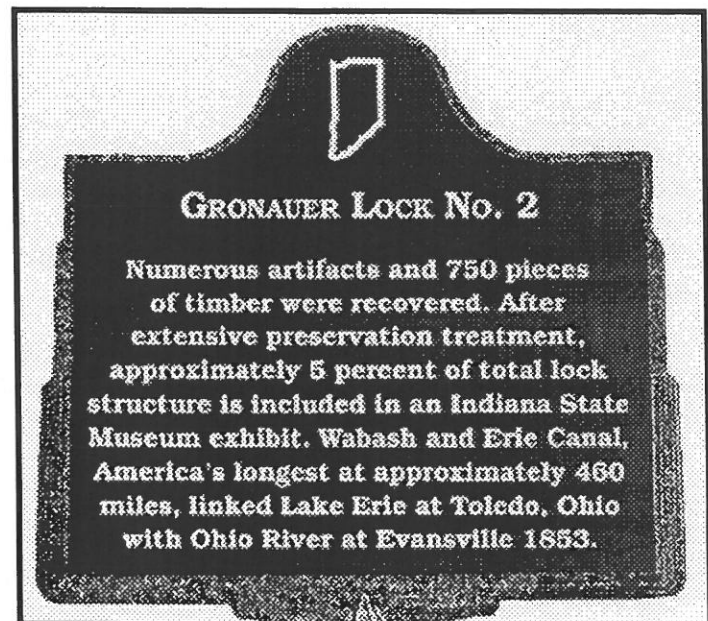
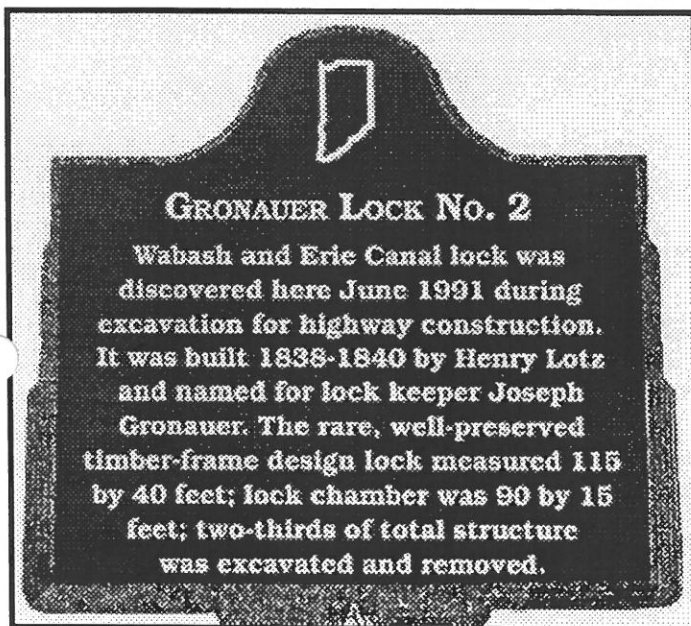
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 2 NO. 9

P.O. BOX 40087 FORT WAYNE, IN 46804

SEPTEMBER 2003

MARKER DEDICATION SET



The marker for Lock #2, the Gronauer Lock, will be dedicated on September 26, 2003 at Park Hill Center in New Haven, Indiana. The lock was unearthed in 1991 during the widening of U.S. 24 at the I-469 interchange east of New Haven. A small portion of the lock timbers is exhibited in the new Indiana State Museum in Indianapolis.

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Gronauer Lock Marker Dedication Set

The Canal Society of Indiana, the New Haven Kiwanis Club, and the Indiana Historical Bureau invite you to attend the dedication of the Indiana State Format Marker for the Gronauer Lock to be held on September 26, 2003 at 1 p.m. in Park Hill Center on Williams street in New Haven, Indiana. The choir from Highland Terrace Elementary School will perform several musical numbers and officials will participate in the dedication and unveiling of the marker. Children from area schools will be bused to the auditorium courtesy of the East Allen School Corporation. There is plenty of room for all. The auditorium is air-conditioned, has comfortable seats and seats 500. Refreshments will be served.

EDITOR: CAROLYN SCHMIDT

5205 WAPITI DR. FT WAYNE IN. 46804

260 432-0279

CANAWLERS AT REST

ALBERT SMITH WHITE

b. October 24, 1803

d. September 4, 1864

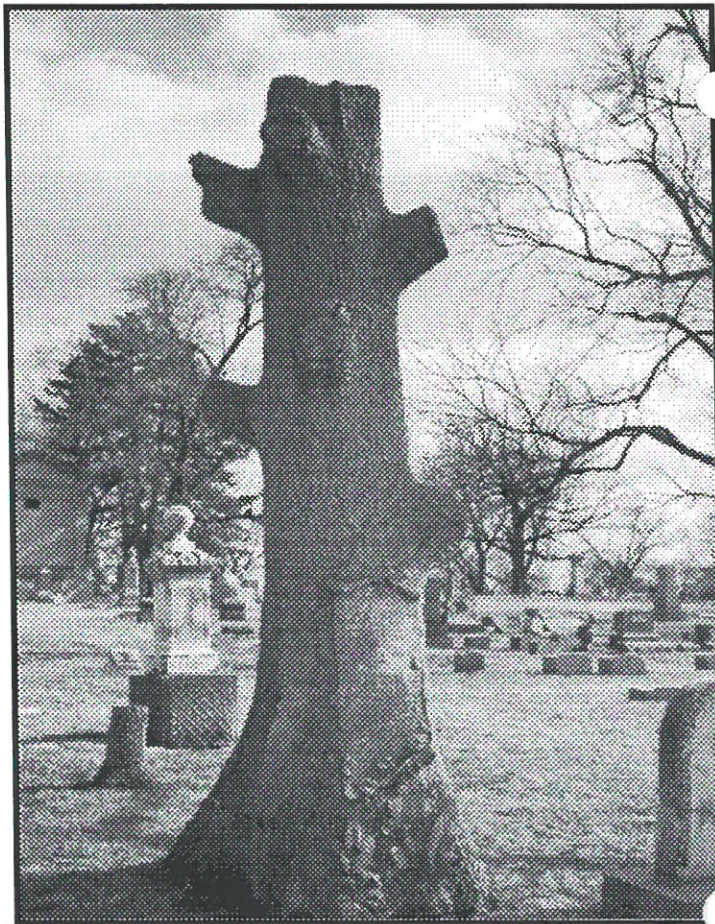
By Mark A. Smith

Portions of the article below are quoted from a sketch by Woolen, William Wesley. **Biographical and Historical Sketches of Early Indiana.** Indianapolis, IN: Hammond & Co. 1883, pp. 204-210. Much of it came from his obituary in the *Lafayette Daily Journal*, which is at the end of this article.

"Among the most scholarly men who have attained eminence in the politics of Indiana was Albert S. White. His writings were copiously embellished with classical allusions, and his speeches were rich in references and quotations from the most noted thinkers and publicists of the world.

"Albert S. White was born in Blooming Grove, New York, October 24, 1803. He graduated from Union College, New York in 1822...Mr. White studied law at Newburg, New York, and in 1825 was licensed to practice his profession. Soon after this he emigrated to Indiana and located at Rushville. After practicing law a year or so in that town, he removed to Paoli, where he remained but a short time, and then took up his abode in Lafayette. This was in March, 1829, and from that time until his death, Lafayette, and its near neighbor, Stockwell, was his home.

"During the session of 1828-29 Mr. White reported the proceedings of the Indiana Legislature for the *Indianapolis Journal*, the first work of the kind done in the State. He did it thoroughly and well, as the files of the paper will attest. In 1830 and 1831 he was the assistant clerk of the Indiana House Representatives, and from 1832-1835 he was its clerk. During these years of service in the House he was brought in close contact with the leading men of the State, a circumstance which was of great benefit to him in his future political career.



This monument to Albert Smith White stands in Greenbush Cemetery in Lafayette, IN. The first canal boat to travel from Lafayette to Toledo on the Wabash & Erie Canal was named in his honor.
Photo by Bob Schmidt

In 1833 he was a candidate for Congress against Edward A. Hannegan, and was defeated. He had neither the brilliancy nor eloquence of Hannegan, but he was the superior of that erratic man in education, culture, and in most of the qualities which go to make up the successful man. Four years after this he was elected to Congress from his district, defeating Nathan Jackson by a majority twice as large as the latter's vote. The year before he was on the Whig electoral ticket, and in the electoral college cast his vote for William Henry Harrison.

"On the expiration of the senatorial term of General John Tipton, in 1839, Mr. White was chosen to succeed him. A protracted struggle took place over this election, the candidates being Governor Noble, Colonel Thomas H. Blake and Mr. White. It was not until the thirty-sixth ballot was reached that an election took place; on the ballot Mr. White received a majority of the votes. He was then a young man, but his training had been such as to acquaint him with public business, and when he took his seat in the Senate he was no novice in the duties of the place. He actively opposed the annexation of Texas, as he did every measure which was calculated to extend the area of slavery. He was of a

conservative temperament, and usually voted with the moderate men of his party, but he was conscientiously anti-slavery man, and always acted with those who strove to confine slavery to the territory it then polluted. He was active in securing grants of land to aid in the extension of the Wabash and Erie canal, and it was largely by his influence that such grants were obtained.

"On the expiration of his senatorial term in 1845, Mr. White resumed the practice of the law, but in a short time he abandoned it and entered actively into the business of railroading. He was president of the Indianapolis and Lafayette railroad from its organization until 1856, and during three years of the time was also at the head of the Wabash and Western railway. He performed the duties of these places with ability, and to the satisfaction of the public and the roads.

"In 1860, when the country had need of its strongest and most experienced men, Mr. White was again called into the public service. He was elected to Congress from his district, and having had experience both in the House and the Senate, he at once took high rank as a member. He was made chairman of a select committee raised to consider the question of compensated emancipation. Mr. White reported a bill appropriating \$180,000,000 to pay loyal owners for their slaves and \$30,000,000 to aid in the colonization of the freedmen. This measure was recommended by Mr. Lincoln, and supported by him with all the influence of his position, but the madness of the Southern people prevented its adoption. Had the men of the South been wise they would have accepted this proffer as a solution of the slavery question. Had they done so there would have been no war, and the devastations that swept over the Southern States would have been avoided. In presenting the bill, Mr. White accompanied it with a report in which the social and political influences of slavery were elaborately argued. He contended that the white and black races should be separated, and the latter colonized in the equatorial regions of America. In his speech supporting the bill, he told the Southern members that if they did not accept the olive branch it would be withdrawn, and their slaves would be taken from them without compensation. The result is known. The offer was rejected and the slaves freed by a proclamation by the President.

"On the death of Hon. Caleb B. Smith, January 7, 1864, President Lincoln appointed Mr. White United States Judge for the District of Indiana. He had been in law practice so long that many doubted the wisdom of the appointment, but it proved a good one. He soon adapted himself to his new position, and had he lived would have proven a worthy successor of the eminent man who preceded him. But his term was of short duration, for, on the 4th of the next September, eight

- 1803 - Born in Orange County, N.Y. on October 24
 - 1822 - Graduated Union College, Schenectady, N.Y.
 - 1825 - Admitted to bar and practiced law
 - 1829 - Moved to Lafayette, Indiana
 - 1830-31 - Assistant clerk State House of Representatives
 - 1832-35 - Clerk State House of Representatives
 - 1832 - Unsuccessful candidate to 23rd Congress
 - 1836 - Presidential elector on Whig ticket
 - 1837-39 - Elected Whig to 25th Congress
 - 1838 - Declined to run second Congressional term
 - 1839-45 - Elected Whig to U.S. Senate
Chairman to the Committee to Audit and Control the Contingent Expense 27th Congress
Chairman on Indian Affairs 27th & 28th Congress
 - 1845 - Declined reelection to U.S. Senate
Married Harriet Wilson Randolph
 - 1850-56 - President of several railroads
 - 1861-63 - Elected Republican to 37th Congress
Appointed by President A. Lincoln one of three commissioners to adjust the claims of citizens of Minnesota and Dakota against government for Indian depredations
 - 1862 - Declined nomination once again
 - 1864 - Appointed judge of U.S. Court for District of Indiana serving until his death
 - 1864 - Died September 4, interred in Greenbush Cemetery, Lafayette, Indiana
- Source: **Biographical Directory of the U.S. Congress**

months from the time of his appointment, he died at his home in Stockwell, a town of which he was one of the founders. His death caused a gloom throughout the State, but its darkest shadows rested over Lafayette, where he had lived so long. A special train left there for Stockwell the Wednesday morning after his death, and soon returned with his remains. They were met at the Lafayette depot by an immense concourse of people headed by the mayor, the city council, and the members of the bar. The procession moved to the Fifth-street Methodist church, where an appropriate discourse was delivered by Rev. John L. Smith, after which all that was mortal of Albert S. White was taken to the Greenbush Cemetery, and there interred. Subsequently, William F. Reynolds, a wealthy citizen of Lafayette, and a great admirer of Mr. White, erected over his grave a monument which still stands to mark the resting place of the scholar and jurist. It is of Bedford stone, and represents an oak tree, thunder-riven, blasted, dismantled, its branches shattered by the storm, but enough of the trunk standing to show how loftily and nobly it towered toward the heaven. A pair of doves nestle on a broken limb, and an ivy vine clings and clammers around the root. On a scroll fastened to the tree is inscribed the name, date of birth

and death of Mr. White, and a simple tribute to his worth as a man, a legislator, judge, lawyer, citizen, friend. The inscription is as follows:

The grave of
Albert S. White
In all relation of life, admirable.
As a friend, sincere; a citizen, public spirited; as a
lawyer, honest; as a legislator, wise; as a judge, without reproach.

"In the *Fayette Observer*, of July 22, 1826, is the full text of an address delivered by Mr. White, at Rushville, on the Fourth of July of that year...It could only have been prepared by a scholar of great erudition, one familiar with the classic authors.....

"Mr. White was then a young men, fresh from college, and his address was somewhat sophomoric, yet its diction is such as to stamp its author as one who had drunk deeply of the waters of classical lore.

"Mr. White had but little in common with the typical Western pioneer, and it is, therefore, somewhat strange that he should have reached the eminence he did. He never sunk his manhood nor lowered his self-respect by trying to get down to the level of every man who approached him. He was in no sense a demagogue, and never sought to carry favor by pretending to be what he was not. He was always dignified, was always a gentleman. The last speech made by Mr. White was delivered on the 1st of June, 1864, at the dedication of Crown Hill Cemetery.....

"While Mr. White was in Congress Mr. Lincoln promised him the Lafayette post office for a friend, but after he left Washington the President changed his mind, and appointed Mr. James P. Luse. Mr. Luse was not Mr. White's candidate, and when word came to Lafayette of the appointment, Mr. White at once went to Washington to remonstrate against it. As soon as Mr. Lincoln saw him he knew his business and sought to mollify him before he had time to speak. "I see how it is, White," said the President, "but before you proceed to business I want to tell you a story. In one of our large towns in Illinois a new hotel was opened to the public with a splendid entertainment to a large number of invited guests. Among these came a big, lean man, who was supposed to be a guest, and at the table he made a tremendous havoc among the viands, eating with a voracity that struck everybody with astonishment. After dinner the man approached the landlord and said: 'I was not invited to your dinner, but I was very hungry, and came of my own accord. I have nothing with which to pay you for your bountiful dinner, and all that you can do in the case is to kick me out of doors, and I shall be greatly obliged if you do kick me out! I shall feel in that case that I have paid the debt.'" "Now, White, I promised you the Lafayette appointment; I admit it. Just before I left Springfield an old friend, with whom I had often

fished and hunted and slept, came to see me, and I asked him if I could do anything for him, but he said there was no office he wanted. Well, the other day this good old friend of mine came in, and, of course, was my bust; and before he left he asked me for the Lafayette post office for some friend of his, and I had to give it to him. You see, White, I admit I had promised it to you, but what could I do but give it to him? Now, if you will kick me out of doors, and go quits, I shall feel greatly obliged to you," whereupon the President turned his back to Mr. White, drew aside his coat tail, and asked for the kick. Mr. White used to tell this story, and add: "Just think of it! The president of the United States asking to be kicked!"

"In person Mr. White was small and spare. He had a thin visage, a large Roman nose and a narrow chest. Physically he was weak; intellectually he was strong. Had his career in life depended along upon his body he would have been a failure, but depending, as it did, upon his mind and heart as well, he was a success. He was one of the first men of the Wabash country and of the State, and his name will not be forgotten while learning and scholarship are cherished, and honor and patriotism revered."

The first canal boat to travel all the way from Lafayette to Toledo was named the "Albert S. White" in his honor. On September 15, 1841 the *Tipppecanoe Journal* and *Lafayette Free Press* editor wrote:

The **ALBERT S. WHITE**, of Lafayette is a new and superb Canal Packet built at this place for the Wabash and Erie Canal Transportation Company. She was to leave port yesterday for Fort Wayne, there to receive her furniture, etc., and we venture the opinion, that when fitted out she will 'take the shine off' of any thing in her line to be met with 'in these diggings.' She is commodious, and her apartments so arranged as that there can be no danger of indiscriminate mingling up of male and female passengers and crew, as is sometimes necessarily the case in boats of bad construction.



In 1850 Albert S. White was president of the Lafayette & Indianapolis Railroad Company, which was in the process of laying tracks. As a railroad advoca' as was his Delphi counterpart, Reed Case, he appealed to the foes of progress through an essay he wrote for the *Lafayette Journal*.

Hon. A. S. White on the Influence of Railroads

Of what account is our fertile soil and to what end shall we labor if we remain in pastoral and primitive seclusion? The ascent of the steamboat up our river and the completion of our (Wabash & Erie) canal have marked successive years of improvement in our condition, and if all the world stood still around us might continue to sustain our growth.

But are we content with this? For ourselves and for our children our ambition as citizens aims much higher. Planted in the best part of the Mississippi Valley where all the comforts and luxuries of civilized life may be reached in their highest excellence, we desire to see all our resources unfolded and our society advance in all its various forms. This will not only be realized in an increase of our wealth, but in the heightening of our moral and intellectual condition. In these channels of commerce, arts and manufacture will follow. The world will bring to us its intelligence.

We shall be visited by the best classes of emigrants, and with the increase and improvement of our population, schools, lyceums, churches, agricultural and mechanical societies will be instituted and sustained, general intelligence will increase, social intercourse will be refined and promoted.

It is the glory of the railroad system that it had brought the city into the country. Selecting its own track speeding through a thousand harvest fields and past as many workshops in a single day, it scatters its favors with the quickness of thought, fearing neither frosts nor droughts nor tempests nor embargo nor blockade.

To my way of thinking, these were prophetic words, speaking into existence a way of life we know today in the year 2003. In an article that appeared in the *Lafayette Journal and Courier* by Bob Kriebel about the relocation of the Monon tracks in Lafayette, he refers to White's prediction saying, "By the end of 1852, two railroads served Lafayette and by 1856 three. The railroads played important roles in a number of landmark success stories that followed: Purdue University in 1869;

the Monon Shops in 1892; the Belt Railway in 1893; the Indiana Veterans' Home in 1896; Alcoa in 1937; the U.S. 52 bypass in 1938; the Eli Lilly Laboratories in 1952; Harrison Bridge in 1960; Interstate 65 in 1972; Riverfront Park and Golf Course in the 1970s; Caterpillar in 1980; Subaru-Isuzu Automotive in 1987."

**Proceedings of the Lafayette Bar
on the Death of Albert S. White**

At a meeting of the Lafayette Bar at the office of Major Mace, on Monday last, Judge Petit was appointed Chairman, and Godlove G. Behm, Secretary.

On motion of the chairman appointed Daniel Mace, John A. Stein and John S. Williams, a Committee to draft resolutions.

The Committee reported the following resolutions, which were unanimously adopted, to wit:

Resolved, That in the death of Judge A. S. White, we have lost an eminent and worthy member of society, a man of profound learning, a courteous and elegant gentleman, and one who graced his judicial station with the highest order of legal ability, combined with a courtesy seldom equalled to the legal profession and that laying business of his court.

Resolved, That as a far-seeing business man, connected with our railroad interests in Indiana, the country is indebted to no one more than to Judge White; and especially was he the pioneer in the construction of the railroad system which has resulted in such important benefits to the Wabash Valley and the city of Lafayette.

Resolved, That we deeply mourn the death of Judge White, as a brother, friend and companion; that we sympathize with his bereaved family in their loss of a kind husband and father. *Resolved*, That out of respect to the memory of the deceased, we will attend his funeral in a body.

Resolved, That the Chairman of this meeting be requested to present a copy of these proceedings to the Tippecanoe Circuit Court, with a request that they be spread upon its records.

Resolved, That a copy of these proceedings be transmitted to the family of the deceased by the Secretary of this meeting.

Resolved, That the papers of this city be requested to publish the above proceedings.

On Monday Sept. 5, 1864 the *Lafayette Daily Journal* carried White's obituary. The microfilm was extremely blurry and difficult to read:

Death of Hon. Albert S. White

Honorable Albert S. White died at his residence near Stockwell on yesterday, September 4 (1864). The deceased had been sick but a few days and his condition was not considered critical until his immediate friends were astounded with the intelligence that he was already beyond hope. On Wednesday evening last he had a very severe attack of eldus morbus (?) during which he suffered intensely. Congestion of the bowels ensued and a stupor from which the deceased never rallied. The quiet which succeeded the first severe attack deceived many of his friends who saw not in it the stealthy approach of death. He expired ten minutes after 6 o'clock on Sunday morning.

Mr. White was in his sixty-first year of his age. He came to LaFayette in the spring of 1829. His life has been an active one. Much of it has been spent in public position and he has always been prominently connected with all enterprises for the public good. Ever since his settlement in the then young and almost unknown village of LaFayette, he has been one of the most influential and active citizens. His reputation is National. A brief notice of his life is due the memory of one who will today be

recollected for his many noble traits of character, his grand manners, his brilliant mind and the use he made of it.

A biographical sketch of Mr. White published some years ago in the Eastern paper informs us that his family was of English origin and emigrated to this country as early as the year 1683. The emigrating _____ was known as Captain Thomas White, of Weyworth, Massachusetts. His immediate decedents were educated at Cambridge, and furnished a long line of Presbyterian preachers; the great grandfather of the deceased, Sylvanius White, and his father Ebenezer, having between them preached over one hundred years in the same respective congregations at Southampton and Bridgehampton, on Long Island. The family removed to Long Island about the close of the 17th century. The father of the deceased—the late Judge White, of Orange County, New York, was at the time of his death in 1855, one of the oldest living graduates of Columbia College; having received his bachelor's degree in the year 1791.

Hon. Albert S. White was born at Blooming Grove, New York, in the year 1803, and, after the usual preparatory studies, entered Union College, from where he graduated in 1822. He adopted the legal profession and, having _____ finished the necessary studies at Newburgh, New York, determining to try the fair and fertile lands of the opening west, removed to

Indiana in 1828. He first settled in Rushville. From there he removed to Paoli in Orange County. While residing there (Lafayette) he was elected Clerk of the House of Representatives, a position which he held several terms, and in which he made, by his urbanity and courtesousness, many friends who remained such during his whole subsequent life. He removed to LaFayette in the spring of 1829 and continued the practice of the law. Until his election to Congress he was in the employment of a large and lucrative practice and while engaged actively at the law was considered one of its brightest ornaments in the State. In 1836 he was one of the electors who cast the vote of Indiana in favor of raising General Harrison to the Presidential chair. In 1837 he was elected to the Congress of the United States, as a Whig. Always anti-slavery, he nevertheless voted with Henry Clay and the conservative Whigs in the 25th Congress. In 1839 he was elected a Senator of the United States by the Legislature of Indiana. His election was secured on the thirty-sixth ballot, after an excited contest between the proposed candidates, the late Governor Noble, and the late Colonel Thomas H. Blake, both like himself, Whigs, which party then had a large ascendancy in the Legislature. In the Senate, he always earnestly supported the measures of the party which had given him his seat therein: Bank, Internal Improvement, Reasonable Tariff, etc. During his term

the two land grants were made to Indiana for the extension of her canal (W & E): first to Terre Haute, and afterwards to Evansville.

He married Miss Randolph of Tuckahoe, Virginia, in 1845. From 1845 to 1856, not having resumed the practice of his profession, he was engaged in various railroad enterprises and was President successively of the LaFayette & Indianapolis Railroad, and the Toledo & Wabash Valley Railroad. Mr White was always a zealous supporter of public improvements, and in fact, improvements of every description. He entered into the railroad enterprise of his day with energy, and his talents were peculiarly fitted for that work. The State of Indiana and the West owe much of their present prosperity to the earnest and eloquent adversary of their Internal Improvements by Mr. White, at a day which just such ability as he possessed was requisite to secure that aid from the people and Eastern capitalists which resulted in their permanent establishment.

In the fall of 1860 Mr. White was nominated for Congress by the Republicans of this District. In place of the lamented Rice, who died shortly after commencing the canvass. Mr. White was elected by a large majority and took his seat with the first Congress of the present Administration. As Chairman of the select committee on gradual immigration and colonization he reported bill intended to give practical offers to Presidential recommendation. It

appropriated \$100,000, 000 for compensation to royal owners, payable through a probable series of twenty years, in thirty years five per cent stocks of the United States and \$80,000,000 for colonization purposes, but in his remarks on the introduction of the bill he notified the border states that unless they showed very early a hearty and earnest acceptance of the measures so as to stop the waste and ravages of war, the motion could not continue the offer, so the condition on which it was made would have ceased to exist. The bill is accompanied by an elaborate report in which the political and social influence of slavery are reviewed and separation of the races ended. Colonization in the equatorial regions of America is proposed and the subject thoroughly discussed both in its political and constitutional bearings on the future of our country.

At the close of this term Mr. White was appointed by President Lincoln one of three Commissioners to adjust the claims of citizens of Minnesota and Dakota against the Government for Indian depredations. The position was one of great responsibility and its duties were discharged to the satisfaction of the Government. On the death of Judge Caleb B. Smith, Mr. White was appointed his successor, Judge of the United States Court for the District of Indiana, a position which he held at his death. It was feared by many of his friends that his long absence from the bar

would render his position onerous and uncomfortable to himself and that he would not be able to do himself that credit which he has in every other public position he had held. The same friends were surprised at the readiness with which he adapted himself to the duties of his new position and the energy with which he entered upon the discharge of them. His characteristic urbanity made him a favorite with all members of the law who came in contact with him, and it was the general opinion that he would have done better to the bench as he had to the bar and the house in other days. This position was one which pleased him and he had just made arrangements for devoting his entire time and talents to it for the remainder of his days before suddenly summoned himself to appear inside a higher court.

Such is a brief and review of the history of Albert S. White. A whole volume might be written on his biography that he was an active, intelligent man, who thought _____ to all the _____ which have others for the last thirty years (over one line unreadable). The sense of urbanity and the _____ of speech were his to a remarkable degree. As an _____ which submitted a proper display of his wonderful philological gifts, classical love and rhetorical elegancies, it is doubted if he had an equal in the land. He retained throughout life, and cultivated the laws of classical literature which distinguished him in his

college days. After spending years in active, out-door business, engaged briefly in public duties, having little connection with his library, if called upon, it was with no difficulty he addressed a literary society, without preparation, yet with all the readiness of scholarship and richness of reference which distinguishes the productions of the student whose days and nights are spent among his books. To the driest details of business he brought the richest gems of fancy and of thought. One who heard him converse or speak on a (two lines totally illegible) already and decidedly for literature, his library, and the quiet which the student affects, and yet his tastes, remarkable intellectual resources and fine _____ were meant to adorn and beautify the dull and laborious details of business and life. He was not a student but an active _____ enterprising business man, ever originating or perfecting some new plan for improvement.

The tongue from which but lately fell each noble sentiment, so elegantly perceived is still. The hand that passed so recently such graceful sentences so happily expressed is dead. It will be long before we know another we _____ of such expert _____, be ready ever to all his great powers for the public weal. It is but a few weeks since, at Indianapolis, on the dedication of a cemetery (Crown Hill) he delivered an address full of his characteristic elegancies of thought and expression, and yet indicating the full possession and mastery of his afore-time celebrated intellectual qualities and resources. Some of his sentiments read now over his remains, seem to fall with a yet sadder cadence than when they came from the lips of the speaker lending poignancy to the grief of relatives, sorrow to the sadness of friends.

GENEALOGY

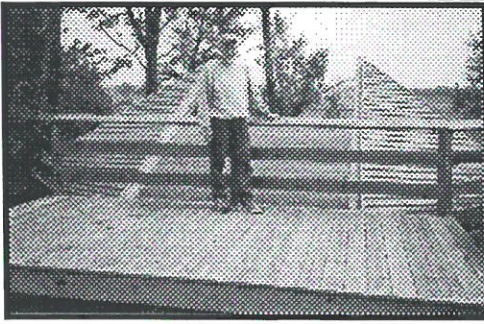
Albert Smith White married Harriet Wilson Randolph
children:

Gabriella Randolph White married John Brokenbrough Randolph, Jr.
children:
Louise Randolph & Frances Howell Randolph

Albert S. White, Jr. married Julia Cox
children:
Albert S. White & Arthur Cox White

Randolph White married Nellie Rowe
children:
Randolph White, Jr., Harriot White, Charles Russell White & Herbert White

Frances Howell White married Silenus de Witt Parsons
children:
Charles Francis Parsons & John Randolph Parsons



Sam Schwartz stands at the stylized wooden waste weir overlooking the Wabash & Erie Canal and the Portage Marsh in The Hamlets on the west side of Fort Wayne, IN.

Photo by Bob Schmidt

MARKER FOR THE HAMLETS

Sam Schwartz of Fort Wayne spoke with Tom Castaldi, Allen County Historian, about erecting a marker to identify a waste weir like structure that the developer of "The Hamlets," a housing addition, built. He said many of the residents wondered what it was and why it was built. Tom gave Sam the phone number of CSI and told him to speak to us knowing we had a marker program.

President Bob Schmidt met with Sam, viewed the structure, and determined that, since it actually was not a canal structure, CSI had no funds available to erect a marker. He volunteered to write a text for The Hamlets Association to place on a marker if they wished to purchase one and put it in place. The suggested text follows:

Overlooking the historic 50,000 acre Portage Marsh, this stylized wooden waster weir is a tangible reminder that once the Wabash & Erie Canal (468 miles, longest in U.S.) flowed toward Huntington at the base of this ridge. Operating from 1835 to 1872, at its zenith it extended from Toledo, Ohio to Evansville, Indiana.

CSI hopes the marker is erected. It will call attention to the canal and interest others in preserving it.



This beautiful, 22 acre, watered section of the Wabash & Erie Canal near Francisco, IN was auctioned off on July 18, 2003. Will it be preserved? Photo by Gene Paschka

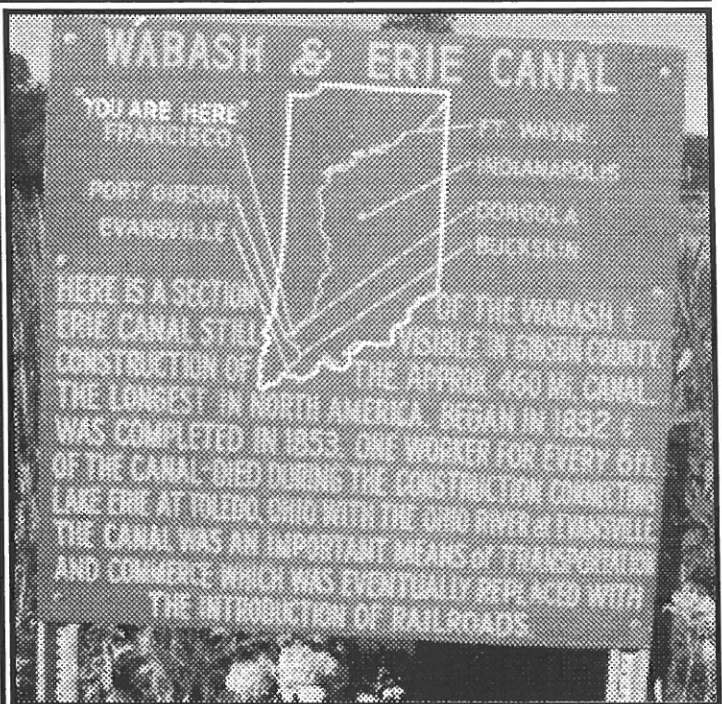
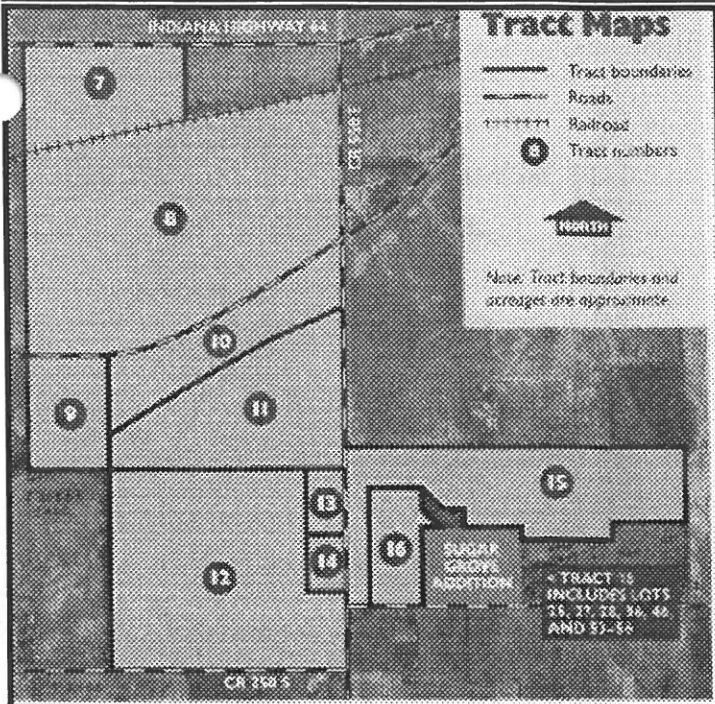
GOING, GOING, GONE W & E CANAL AUCTION

On July 7, 2003, Eric Heidenreich of the Gibson County Visitors & Tourism Bureau in Princeton, IN contacted CSI about an auction on July 18, 2003, of a section of the Wabash & Erie Canal near the small town of Francisco, IN., 5 miles from a Toyota plant. He asked if CSI might be able to give him any direction on how other canal communities have acquired or otherwise been able to preserve their sections of the canal. He asked if we knew of any grants which might be secured to help purchase the canal or any organizations which might be interested in securing the property? He said he knew that, as a whole, his community would like to see the canal preserved but had not yet found an individual, organization or business entity which was willing to step forward and take on such a project.

CSI responded saying that the Carroll County Wabash & Erie Canal, Inc. owns canal land, the Indiana Jr. Historical Society Alumni own the land on which the Riley Lock is located, and the Cleves tunnel in Ohio is being saved by local people. The names and phone numbers of individuals to contact at each of the above sites was sent to Eric for him to seek advice. He was also told that CSI does not have the funds or the manpower to purchase or upkeep property. We do contribute to projects well under way when we see local volunteers working on a major project such as Delphi's new Canal Interpretive Center, Cambridge City's Vinton House and the Whitewater Valley Railroad for signage of the locks on the Whitewater Canal.

On July 13, Gene Paschka, CSI board of directors from Fort Wayne, stopped by headquarters with a Gibson county map and a brochure telling about the auction. While visiting a cousin in Princeton, IN, he learned of the auction. He visited the site over the weekend. It was the beautiful section of canal that CSI visited on its "The Final Link" tour. He wanted to know if there was anything we could do so save the canal.

This was so close to the time of the auction that we agreed that CSI would send a letter to the Visitors Bureau supporting saving the canal.

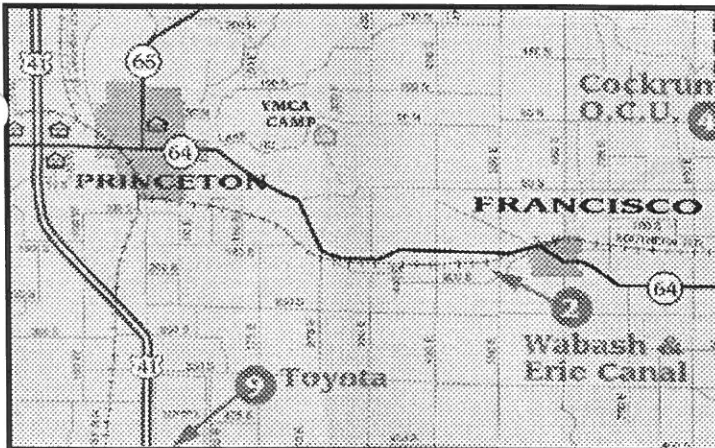


Tract Map courtesy of The Loranda Group auction brochure.
Road Map courtesy of Gibson Co. Visitors & Tourism Bureau.

Above: The marker at Site 10 at Francisco reads: **Here is a section of the Wabash & Erie Canal still visible in Gibson County. Construction of the Approx. 460 mi. canal, the longest in North America, began in 1832 & was completed in 1853. One worker for every 6 ft. of the canal died during the construction connecting Lake Erie at Toledo, Ohio with the Ohio River at Evansville. The canal was an important means of transportation and commerce which was eventually replaced with the introduction of railroads.** Photo by Gene Paschka

Don't take the statement concerning the number of workers who died literally. The canal was 468 miles long. 880 deaths per mile means that 411,840 men would have perished. The 1840 population of Indiana was 685,866. In a construction area there were 1,000-1,500 men working at a time who might have died from cholera.

Below: The Wabash & Erie Canal at Francisco is a very good example of a watered canal prism. It is still about 40 feet wide, but probably is not four feet deep due to silt from nearby fields washing into it. A county road now runs along the towpath to the right of the picture. This section of canal would make an ideal place to canoe. Photo by Bob Schmidt



Once the land is purchased we will try to find out who purchased it and send a letter giving its historical significance and encourage its preservation.

The auctioneer's brochure showed 424 acres divided into 16 tracts of which the Wabash & Erie Canal was part of Tract 10 and described as "22 +/- acres with unique historical significance. This tract contains one of the few remaining sections of the Wabash & Erie Canal. Completed in the mid-1800s, the canal served as a vital route for commerce throughout the state and is highlighted in the current Gibson County Visitor's Guide."

The auction took place on Friday, July 18 at the Princeton VFW Post 1147. Tract 10 sold for \$55,000 to Ed Wright, who outbid the local historians bid of \$50,000. Wright bid for another person who plans to keep the canal intact. The total acreage went for nearly \$1.9 million and appears to be sold as farm land.



SAVANNAH / OGEECHEE CANAL

In 1830, Savannah, Georgia was the largest town and principal seaport in Georgia with a population of 7,000 people - both free and slaves. It was no doubt inspired by Charleston, South Carolina's Santee Canal. Local business men thought that if a canal could be built to the Ogeechee River, a mere 15 miles away, trade from the forests and plantations of the rich Ogeechee basin could be brought more safely by canal boat directly to town. This would shorten the 60 mile trip down river to Ossabaw Sound where the products were loaded on ships, which sailed up the coast to Savannah.

Ebenezer Jenks (Jenkes, Jenckes), a local turnpike owner, was granted the first charter for the above proposed Savannah & Ogeechee Canal in December 1824 and four days later, was granted a second charter to extend the canal to the Altamaha River. The second charter even promised him a State loan for the project.

Jenks traveled to New York in 1825 to meet with Governor DeWitt Clinton, who recommended DeWitt Clinton Jr. for the project's engineer. Work started late and progressed slowly due to lack of support. Young Clinton met with several controversies about his age, experience, and style. He suggested that a sixteen-mile-long feeder canal be used to guarantee an adequate water supply. They ignored him only to regret it for decades thereafter.

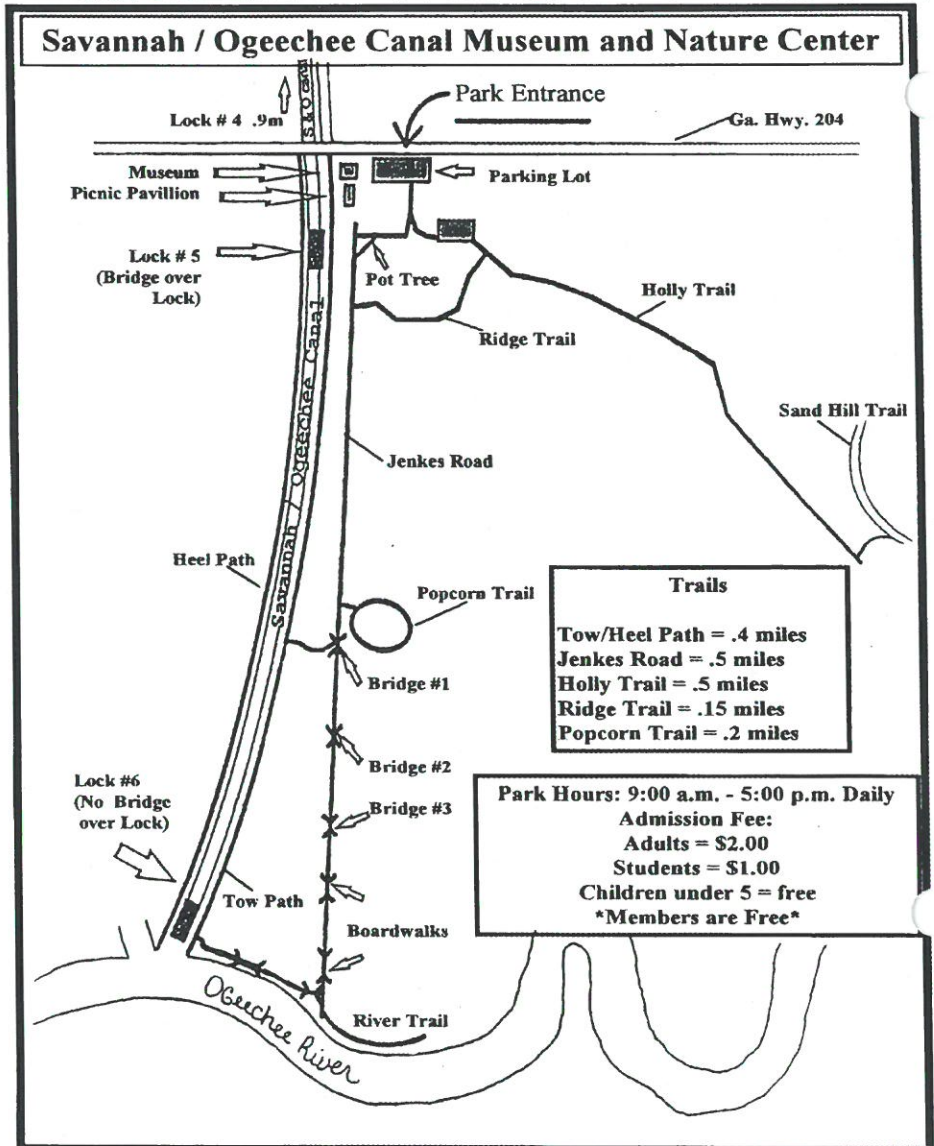
An Act in 1826 required Jenks to assign all his rights to a "new" company formed by merchants and planters of Savannah, exempted the canal from all taxes forever and promised a State loan of \$50,000. \$700,000 of capital stock was authorized. A new charter was granted on December 26, 1826 to the new company. There were more

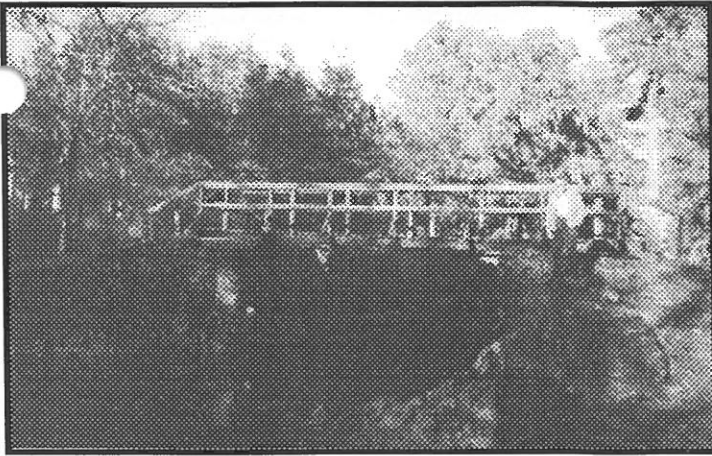
costs than cash on hand. Disputes arose among the board of directors, engineers, major contractors, sub-contractors, and stockholders. About two thirds of the outstanding stock was abandoned. Contractors cut corners, which led to further delays. DeWitt Clinton Jr. finally got fed-up and resigned as engineer in March 1827.

Other engineers with experience on northern canals came to the rescue - Daniel Van Slyke, E. H. Gill and Alfred Cruger. The canal company changed its ways and began using local planters as subcontractors. They prospered while the canal was being completed.

Although slaves received no wages, a system of leasing slaves permitted investors in the canal company to receive an immediate return and generate income. The work force - a majority of Afro-American slaves working with Irish immigrants, women, and locals - reached its peak of 577 in March 1827. For four years they cut timber, cleared paths, built embankments, and constructed locks under adverse conditions of heat, humidity, and pathogens.

The Savannah / Ogeechee Canal was finally completed December 1830 at a cost of about \$190,000. It was the first canal completed in Georgia. In 1831, it





Dr. Neil Sowards, CSI member from Ft. Wayne, IN, stands by the bridge over Lock #5, a brick lock, of the Savannah/Ogeechee Canal in Georgia in January 2003. Photo courtesy Dr. Neil Sowards

opened to through traffic.

The Historic Savannah / Ogeechee Barge Canal is one of the prime relics in the history of southern canals. Beginning with the tidal lock at the Savannah River, the waterway continued through four wooden lift locks (built 33 feet wide at the bottom, 48 feet wide at the waterline and 5 feet deep raising the boats a total of 29 feet) as it traversed 16½ miles, before reaching another tidal lock at the Ogeechee River. Along the way the canal passed through Savannah's 19th Century industrial corridor, former rice fields, timber tracts, and a lush tidal river swamp with adjacent sand hills that was and still is the habitat for several unique species of flora and fauna.

The canal became an important partner in the economy of south Georgia. Its impact on the lumber trade was particularly important with one of the nation's largest sawmills located along the canal's basin. Bricks, cotton, guano, naval stores, peaches, rice and other goods also traversed the canal.

By the 1840s the canal needed many repairs especially to the wooden locks that had deteriorated. A reorganization took place, new capital was obtained and repairs were made. The locks were built with brick this time. Finally the canal began to make money. In the 1850s the canal company routinely paid stockholders dividends, which reached 20% by 1860.

The Civil War took its toll on the canal. In December 1864, skirmishes took place between Union and Confederate soldiers during Sherman's "March to the Sea." They cut the canal banks, damaged the lock gates, blocked the channel with trees, and Sherman's troops seized canal boats for their own use.

The canal was repaired again. Prosperity resumed but not for long. The canal suffered a gradual decline. Heavy June rains in 1876 seriously damaged its

embankments and a yellow fever epidemic fatally inflicted over 1,000 individuals. The canal was seen as a public health nuisance. It also fell victim to the railroad, deforestation, and economic and social changes.

By the early 1890's the canal ceased to operate as a transportation corridor. The Central of Georgia Railway bought various wharves, warehouses, and canal frontage properties.

Besides its use for commerce, the canal provided an opportunity for good things such as baptizing, bathing, boating, card playing, dancing, dining, drinking, fishing, romancing, swimming, and washing. It also had its bad side with records of drowning, fighting, homicide, industrial accidents, rape, and suicide.

Over a century after the canal ceased commercial operations, local citizens started to restore and interpret the waterway and its natural environment. In cooperation with Chatham County's Department of Parks, Recreation, and Cultural Affairs, the Savannah - Ogeechee Canal Society is working to turn the canal into a multi-purpose linear park. Currently most of the effort is expended at the Ogeechee River terminus where a small museum and nature center is open to visitors near Lock 5 with displays that emphasize both the canal's history and the natural history of the local area. A half-mile walk along the Heel or Tow paths provides a delightful and attractive setting to enjoy this unique waterway.

The **Nature Center** contains a total of 184 acres of pristine river swamp, pine flat-lands, and sand-hill habitats. There is a wide range of fascinating flora and fauna such as the protected gopher tortoise and the prolific mosquito fish, a predator of the mosquito larvae, which in turn provides food for much larger animals, which inhabit the wetlands of the area.

The **Museum** offers programs on the natural history of flora and fauna found in the region. The most popular are those that deal with reptiles and amphibians, are geared toward particular age groups, and have "hands-on" opportunities. Botanical nature walks are generally conducted during the spring when a wide variety of plants are in flower. Slide programs including botany, entomology, endangered species, and herpetology are also available.

The Savannah / Ogeechee Canal Museum is located off of Interstate 95 at exit 94 to SR 204 at 681 Fort Argyle Road south of Savannah, GA.

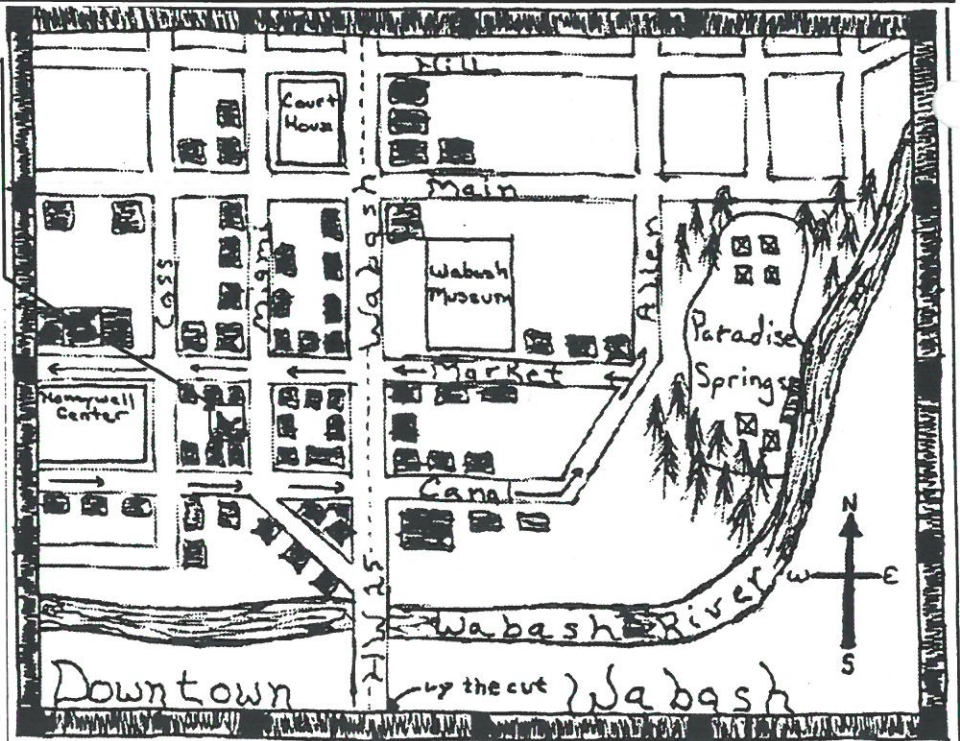
Sources:

The Best of American Canals

Savannah/Ogeechee Canal website

PRAIRIE HEN

During canal days, a tavern was more than a place to drink a pint of ale. Taverns were generally a town's central place to meet, a place where cargoes from canal boats were bought and sold, new companies organized, notices posted, and newspapers from home and abroad read. Some taverns were social focal points, where fraternal organization dinners were held, political causes championed, and live music enjoyed. They served food and drink and offered lodging for visitors passing through the area.



managers to ascertain the practicality at the dock. The "Indiana" was a of navigation. Boats had been packet or passenger boat.

launched farther up the line, and they only waited the orders of the chief engineer and his assistants, to be put in motion and pass down the newly constructed channel."

Charles White, CSI member of Auburn, AL., told headquarters about the restaurant and its can. theme. Its landlord, who gave Charlie the map and above information, hopes the Prairie Hen will carry on the tradition of early taverns offering good food, good drink and a place to socialize. A picture of the stone lock at Lagro hangs on a wall on one side of the restaurant. Above booths on the other side hang 8-10 drawings of canal boats, passengers, canal bridges, etc. carrying out the canal theme. It is open daily for lunch during the week and on Thursday, Friday and Saturday evenings.

The tavern's landlord was probably the best known man in town. He was often the most popular, picturesque and cheerful figure. He regulated the sale of intoxicating drinks.

Last October 2002 the Prairie Hen Tavern and Restaurant opened its door in Wabash, IN. It was named for the Wabash & Erie Canal boat "Prairie Hen." A newspaper article by Mr. Ferry reported, "It has been shown that the contracts for construction of the canal in this county were let at the Treaty Grounds of Paradise Springs (just 3 blocks east of the tavern's location) on the 4th day of May, 1834. Work progressed with satisfactory rapidity with the Irish work force until the spring of 1837 when it was completed to this point. The water was first let in to test the sufficiency of the embankments and enable the

"The first boat entered Wabash (the town) on the 4th day of July 1837. It had been previously arranged that Capt. Dana Columbia with his boat the 'Indiana' should be the first to enter; but Capt. Ed Patchen with his boat, the 'Prairie Hen', either by some trick [The mules walked through the woods while Patchin's crew silently poled the "Prairie Hen" around the "Indiana" while its crew slept.] or because his 'chicken' was lighter and more fleet than the other, got the start and was the first boat and crew to land at the wharf in Wabash. 'The Event' ended by a ball, and it has been whispered that the potions on the occasion were painted with something stronger than water, but the known habits of boatmen of that period being to take theirs straight, throws discredit upon the statement."

The "Prairie Hen" was seen thereafter loading or unloading cargo

Just a short walk down Canal Street is the location of the mill store on the canal by the local paper The Plain Dealer. At the west end of the newspaper building, a lock is buried. It was visible until the newspaper took over the land. On the south side of the building there are railroad tracks which were built upon the canal towpath. Following the track takes one to Paradise Springs, a recreation of the 1826 treaty site.



Water and a Mule

America's canal system combined the lifting power of water and the power of a horse or mule.

A pack horse, according to A. W. Skempton's *Canals and River Navigation Before 1750*, can carry 500 pounds on its back. When harnessed to a wagon, it can transport considerably more: on a soft road it can pull a little over 1,000 pounds; on a paved road it can pull 4,000 pounds; and if the wagon moves on iron rails, it can pull as much as 16,000 pounds. But if hitched to a barge, a packhorse can pull 60,000 pounds on a river, 100,000 pounds on a canal - that is 200 times what it can carry on its back.

JOSH BILLINGS ON THE MULE

The mule is haf hoss, and haf Jackass, and then kums to a full stop, natur diskovering her mistake. Tha weigh more, akordin tu their heft, than enny other kreeter except a crowbar. Tha kant hear enny quicker, no further than the hoss, yet their ears are big enuff for snow shoes. You kan trust them with enny one whose life aint worth enny more than the mules. The only wa tu keep them into a paster, is tu turn them into a medder jineing, and let them jump out. Tha are reddy for use, just as soon as they will du tu abuse. Tha haint got enny friends, and will live on huckel berry brush, with an ockasional chanse at Kanada thissels. Tha are a modern invenshum i dont think the Bible deludes tu them at tall. Tha sel for more money than enny other domestik animile. Yu kant tell their age by looking into their mouth, enny more than you kould a Mexican cannons. Tha never hav no disease that a good lub wont heal. If tha ever die tha must kum rite tu life agin, for i never herd nobody sa "ded mule." Tha are like sum men, very korrapt at harte; ive known them to be good mules for 6 months, just tu giet a good chanse to kick sumbody. I never owned one, nor never mean to, unless these is a United Staits law passed, requiring it. The only reason why tha are pashunt, is bekause tha are ashamed ov themselves. I have seen eddikated mules in a sirkus. Tha kould kick, and bit, tremenjis. I would not sa what I am forced tu sa again the mule, if his birth want an outrage, and man want tu blame for it. Enny man who is willing tu drive a mule, ought to be exempt by law from running for the legislatur. Tha are the strongest creeturs on earth, and heaviest, akording tu their sise; I hard tell ov one who fell oph from the tow path, on the Erie kanawl, and sunk as soon as he touched bottom, but he kept rite on towing the boat tu the nex stashun, breathing thru his ears, which stuck out ov the water about 2 feet 6 inches; i did'nt see this did, but an auctioneer told me ov it, and i never knew an auctioneer tu lie unless it was absolutely convenient.

JOSH BILLINGS, HIS SAYINGS, WITH COMIC ILLUSTRATIONS. New York: Carleton Publisher. 1867. Josh Billings (pseud. of Henry Wheeler Shaw) was an American humorist who made philosophical comments in plain language in newspaper pieces, books, and comic lectures that were widely popular after the Civil War.

Robert Rippey, CSI member, Macomb, IL

STATE ROAD 62 AND THE CANAL

On July 11, 2003, consulting parties for the State Road 62 widening from Eickhoff Road to 1st Avenue in Evansville met at the Civic Center. Ball State University has completed an archaeological records check and submitted its recommendation to the State Historic Preservation Office that no further archaeological work be done.

Evansville's Preservation Officer, Dennis Au, said he was concerned regarding the Wabash and Erie Canal, especially along Indiana Street. Linda Weintraut, of Weintraut & Associates, said she had discussed that area with Rick Jones, head of archaeology for the State Historic Preservation Office, who said that any canal remnants discovered during construction will be dealt with correctly. Rich Ray of the Corradino Group said that the canal near the project area is currently covered by a roadway and that Ball State was given information about the canal that Au had provided. Stewart Sebree, National Trust for Historic Preservation and Historic Landmarks Foundation of Indiana, said he was surprised that the Wabash and Erie Canal was not on the National Register already.

HERITAGE HIGHWAY EXHIBIT

The Fort Wayne Allen County Historical Society has a new exhibit called the Heritage Highway at the History Center. The connections provided by the Maumee-Wabash Portage, the Wabash and Erie Canal, seven railroads, and the Lincoln and four other national highways have formed a network crucial in the history of northeast Indiana. The exhibit features the growth of the network using accounts of travelers from the last three hundred years. Visitors can hear the songs of French voyageurs and tales of the canal and see a plank road and the original

Lincoln Highway. The exhibit will be open until October 22, 2003.

The "History Center" previously known as the Old City Hall Historical Society is located at 302 E. Berry St. in Fort Wayne. It is open Tues.-Fri. 9a.m.-5p.m., Sat.-Sun. 12-5 p.m..



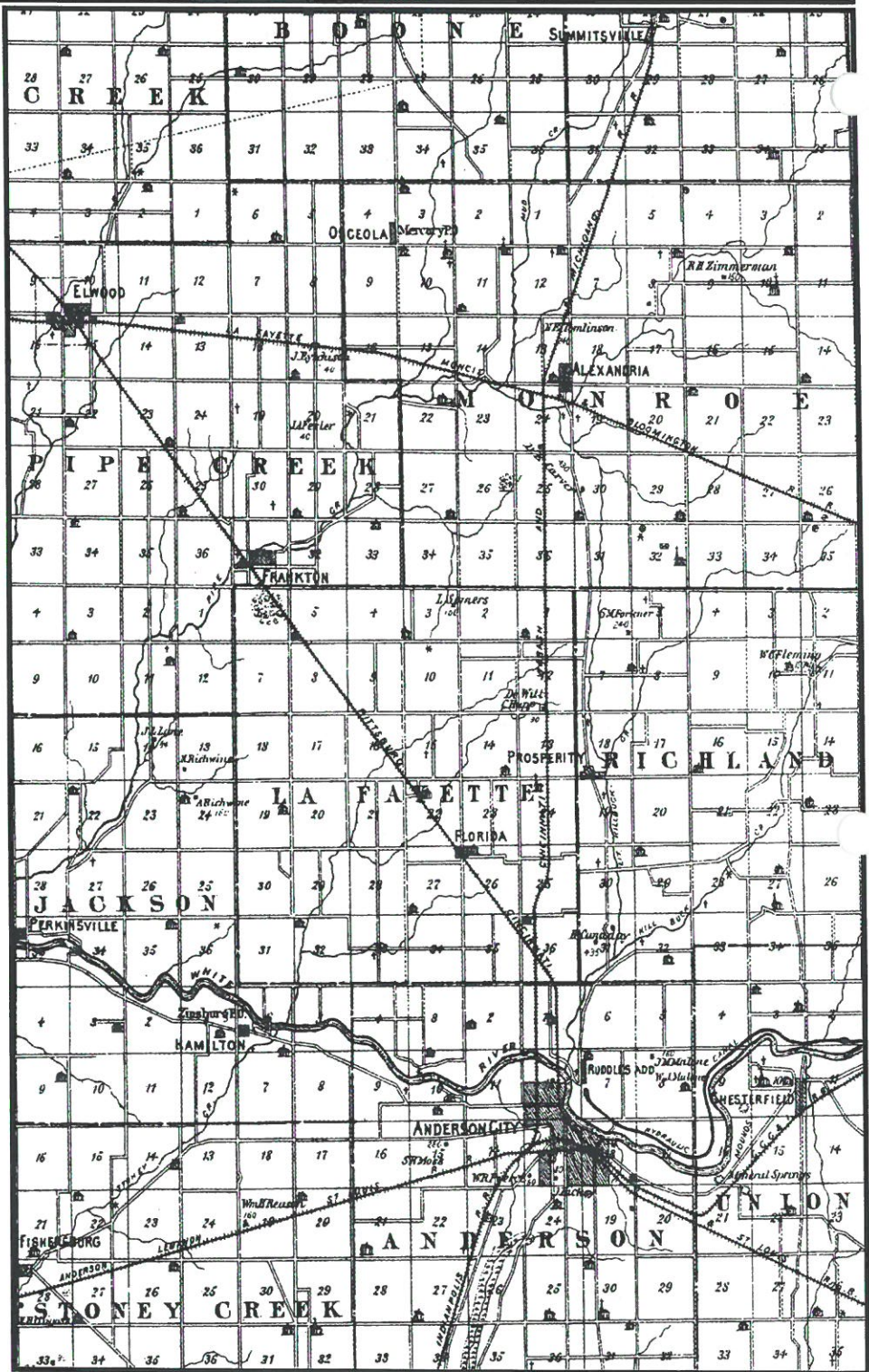
CENTRAL CANAL AND DALEVILLE FEEDER

When CSI headquarters receives letters or E-mail about canals they are often answered in great detail. A recent reply was written by CSI vice-president Charles (Chuck) Huppert to an inquiry from Burr Stephens concerning the Central Canal and the Daleville feeder. It relates what Chuck and his exploratory team found. It follows:

I think the history of the Central Canal in upper Hamilton, Madison and Delaware counties is one of the most interesting of all of Indiana's canal histories. There is quite a lot of data on the Wabash and Erie Canal and the Whitewater Canal but not much about the Central Canal, which was to be a 296 mile canal joining the Wabash & Erie at Peru, IN and extending to Evansville on the Ohio River.

The portion through Madison county is of particular interest because it is comprised of not only the direct transportation route — Alexandria, Anderson, west to Perkinsville, and south to Noblesville and Indianapolis, but also the cut to Muncie.

Daleville Feeder/Anderson Hydraulic
The 1836 act of the Indiana



A Portion of Madison county, Indiana showing the hydraulic canal from 1876 Illustrated Historical Atlas of the State of Indiana by Baskin, Forster & Co.

Legislature stipulated that either the the main-cut to Muncietown for the Central Canal would have to pass through Muncie, in Delaware county, for transportational purposes. The other consideration was the necessity of water for the highlands. Pipe Creek, north of Alexandria was the source canal of equal width and depth from for the summit (thus Summitville

for the summit (thus Summitville northeast of Alexandria). There, the water would flow both north toward the Wabash River basin and south toward the White River basin. Apparently the creek was insufficient for the southern route, which had to provide transportation from Anderson to Muncie and had to feed the Central Canal. Water must be found elsewhere. The problem was solved by building a dam across the White River north of Daleville, which diverted water into the transportation/feeder canal, which then joined the Central Canal.

Apparently when the digging was taking place in the Northern Division of the Central Canal, it was thought that, in order to get it into operation early, the feeder off the White River was of early importance. The Daleville Feeder, often referred to as the Anderson hydraulic canal, was constructed first.

A CSI exploratory team of which I was the leader found the original timbers at the dam north of Daleville. There is really good canal prism just south of it running to the southwest in the oxbow formed by the river. We tried to trace the feeder all the way to Anderson. It generally follows the river along its north bank.

We found a portion of the feeder in a subdivision. To get there take the road northwest of Chesterfield up to the bridge that crosses White river. Just after the Bronnenberg Cemetery, it turns north and "Ts" with an east-west road (100 North). North of the "T" is the hilly subdivision.

We've mostly found the feeder prism in Mounds State Park, the portion being on the north (right) bank of the White River just east of Anderson. This part of the park is not used because it is west of the river. Take 10th street in Anderson as far east as possible until it starts down a hill toward the river. Looking north and south the canal bed is seen.

Central Canal in Madison & Hamilton Counties

I think the main route of the Central Canal was dug about to Alexandria. I haven't found any up that far but along SR 9 to the east there are several places you can still see where the prism was dug. There is not any of the main route in Anderson that I know of until you go west of the downtown area, but a portion of the transportation canal was found west of Anderson. I think the feeder canal ended in a large basin east of White River between 4th and 8th streets at the athletic field.

Going west along 8th street past the sewage disposal plant you can go north and find the canal bed along the south side of the river. Just before you get to Moss Cemetery near the bend in the road there is a private drive down hill to a residence. North of that residence is a portion of canal prism.

As you drive along the Hamilton Road there are several spots where the prism can be seen. Further on a new housing developer found a huge amount of timbers from an old culvert. Then behind the Cunningham home there is a pristine section of canal bed, which needs some figuring out. Shortly after crossing SR 13 and entering Hamilton county there is a lot of canal bed behind the John Bundy factory.

Towards Perkinsville, there are significant portions of the Central Canal. It came from Alexandria and extended across Madison county to Perkinsville.

LETTER TO EDITOR HENNEPIN CANAL

Thank you for sending me a copy of the August 2 003 newsletter. I was particularly intrigued by the article on the Hennepin Canal. While I realize that the canal is in

Illinois and not Indiana, the article and the canal raise some questions. Unfortunately, I haven't had a chance to visit it although I did consider the idea for this summer's whirlwind trip westward.

As I understand it, there is a fully watered east-west canal 75 miles long with a watered, navigable north-south feeder 29.3 miles long. It connects with navigable waters at each end. The locks 30 feet by 130 feet have all (most?) been made inoperable. I do note a large amount of water coming between the blocks on the cover photo. The entire route is now a state park.

Many recreational boats are nowhere the size of these locks, but rather something less than the 8½ feet highway width limitation. Could not smaller locks be built beside the present chambers that could be operated by the boater as in England? Maybe the locks could be bypassed initially by a small, light, hand operated marine railway as in Switzerland on the upper Rhine and Wisconsin on the upper Fox River.

I note that some of the crossing road bridges have been replaced by "large" culverts. How large? England uses what they refer to as navigable culverts for their seven foot wide narrowboats.

This waterway seems to have huge, unrealized potential. Isn't it time for some imaginative solutions?

Sincerely,
Dave Barber
President
American Canal Society

Editors note: Dave sees America's canals as a great resource that is unused. Articles he has written for Americana Canals, the newsletter for the American Canal Society, express his hopes to get more people into boats in the U.S. and utilize our canals for recreation as is done in England and elsewhere. He writes:

"I believe an important part of preservation (of U.S. canals) is making the structures and rights-of-way of the past useful in the present and future."

"In the U.S., we now have thousands of miles of dry prism, derelict locks, and missing aqueducts. We have no towpath canals open for public navigation for anything larger than canoes and other portable boats. Where Britain has a major tourism industry, we have nothing."

"....right now in Great Britain, there are over two thousand miles of navigable canals with connecting rivers. Every year, many folks...fly across the ocean to cruise them."

"The canals were built to carry freight, not pleasure craft, and when freight disappeared, so did their apparent usefulness....Hard work by concerned individuals and groups changed that view-point and now recreational use is the solid foundation for the system (canals in England). When we change the focus from 'commercial navigation' to 'tourism,' the picture changes."

"Boating doesn't work with the segmental approach...Boating involves a clear channel, working locks, and bridges with sufficient clearance."

"I have come to the conclusion that part of the problem is that we are thinking too small and asking for too little....With a big vision and the right people, a great deal is possible."



**THINK
BIG!**

CSI ARCHIVES

CSI wishes to thank the following for their donation to our archives and library.

Brian Banta - Seven 1973 plat maps of the Penn-Central Transportation Company (formerly the Cleveland, Cincinnati, Chicago and St. Louis Railroad Company) showing the exact location of the Miami and Erie Canal in relation to Interstate 75 through Springfield township, Hamilton county, Ohio.

Priscilla Davis, librarian Attica Public Library - "Chessie's King" by Kathleen Karr - a young lady's life and romance on the Chesapeake and Ohio Canal. 223 pp.

Linn Loomis - Letters from officials concerning highway encroachment on the Ohio & Erie Canal

Dan McCain - Ready For The Treat by Roseland McCain, received from Dan White

WELCOME NEW MEMBERS

CSI welcomes aboard the following new members. Most of them joined at Delphi's Canal Festival.

- Community Education Coalition - Connersville, IN
- Bruce Cunningham - Battleground, IN
- Joe Fountain - Lafayette, IN
- Eva Mae Garrett - Marion, IN
- Linda Gingrich - Delphi, IN
- Loren & Karen Hylton - Logansport, IN
- Marge Kirk - Monticello, IN
- Jack & Patsy Kisler - Logansport, IN
- James, Lowe - Lafayette, IN
- Pam Maranville - Warren, IN
- Bill Ruch - Rossville, IN
- Darrell Schulze - West Lafayette, IN
- Wilma & H J Shackelton - Pine Village, IN
- Burr & Phyllis Stephens - Anderson

NEWS FROM DELPHI

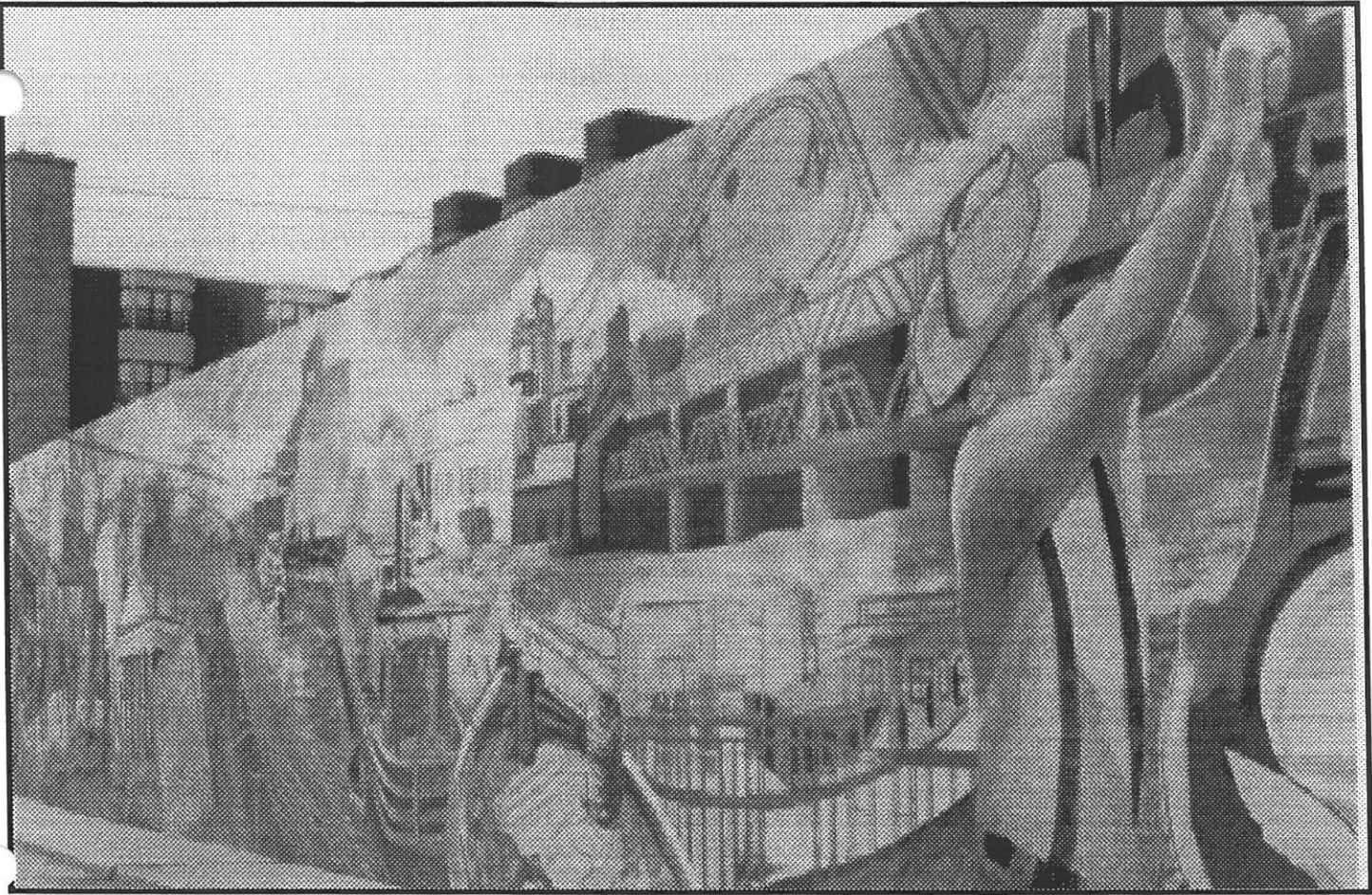
SCHERMERHORN REUNION By Mark & Kay Smith

The newly-dedicated Canal Interpretive Center and Community Meeting Room, located at 1030 North Washington Street, Delphi, Indiana, was the staging site for the eighty-eighth reunion of the descendants of Ryer Jacobus Schermerhorn, who was the ancestor of John Freeman Schermerhorn, pioneer Presbyterian pastor and Indian agent, formerly of Delphi, Indiana.

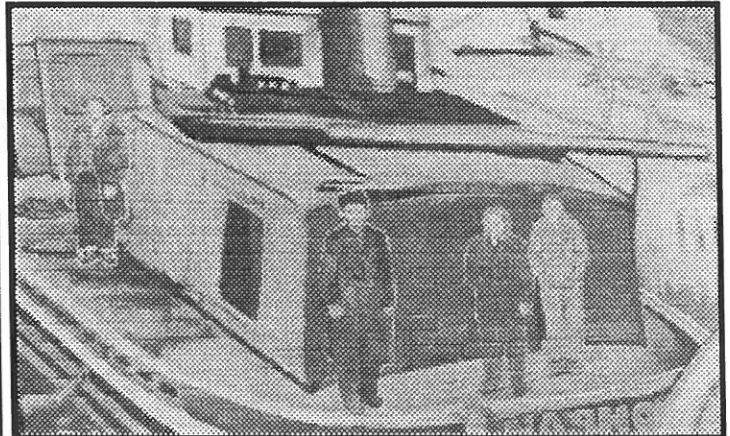
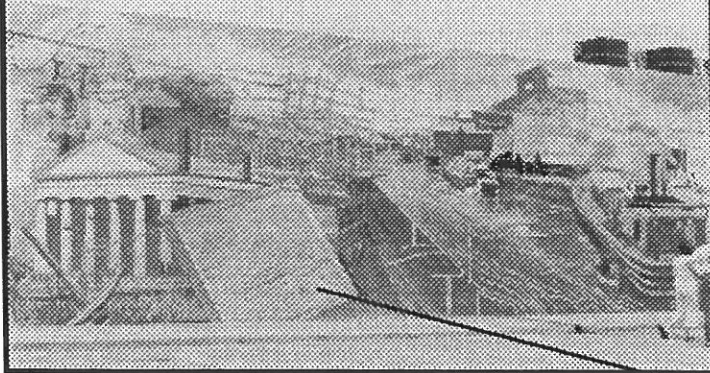
The Schermerhorn family came to Delphi, Indiana via the Canal system from Utica, New York, settled in Tippecanoe Township near Delphi, and blessed the Delphi area with many illustrious offspring such as Bernard, a State Representative, surveyor for the Air Line Railroad, president of the Sunday School Union, and son-in-law of Reed Case, the engineer of the Canal in the Delphi section. Other Schermerhorn siblings included Jannetta Egmont, wife of attorney Judson Applegate, and Sarah, who married Dr. Edmund Spottswood in Perrysville and followed him to Terre Haute where he was instrumental in the founding of Indiana State Normal School.

Honored guests were Frances Demaree Miller, benefactor of the Schermerhorn Room at the Center and granddaughter of Dr. Spottswood, and John Neff Schermerhorn, grandson of Bernard and Josephine and great-great-grandson of Reed Case.

Following a short business meeting and an unanimous vote to reconvene there next year, a tour of the Interpretive Center was taken and a visit was made to the nearby Reed Case House, where the portrait of John Freeman Schermerhorn hangs in the grand parlor.



Photos by Gerald Hulslander, CSI member from Marseilles, Illinois



CANAL MURAL UNVEILED

Many communities have instituted mural programs and are telling their history through the use of murals. On the Canal Society of Ohio's spring tour at Portsmouth, OH, wonderful murals were seen painted on the flood wall. One was of a canal boat.

Ottawa, IL has such a program. On July 25, 2003, they unveiled the above mural showing the Illinois and Michigan Canal. On it are pictures of the canal, canal boats, canal workers and a copy of a plaque for the I & M Canal. It reads:

ILLINOIS AND MICHIGAN CANAL (LOCK AND TOWPATH)

HAS BEEN DESIGNATED A
REGISTERED NATIONAL
HISTORIC LANDMARK

UNDER THE PROVISION OF THE
HISTORIC ACT OF AUGUST 23, 1955
THIS SITE POSSESSES HISTORIC VALUE
IN COMMEMORATING AND ILLUSTRATING
THE HISTORY OF THE UNITED STATES
US DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
1963

SYLVAN LAKE

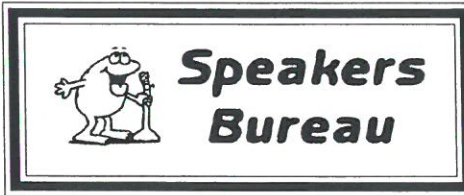
Aleda Tagmeyer, CSI member from Fort Wayne, IN called headquarters after reading the "Canawlers At Rest" article about Francis S. Aveline and Sylvan Lake in the August 2003 issue of The Hoosier Packet. She said that as a young girl she spent many hours playing on the dam that backed up the water for Sylvan Lake. The lake was originally built to feed the proposed Erie-Michigan Canal that was to link the Wabash & Erie with Lake Michigan. It eventually was part of Rome City with a resort type of atmosphere.

Aleda says her great uncle Bill Buker regulated the spillway of the dam for many years. His home was located at the north side of the dam. He put the steep embankment to use for his vegetable garden. Aleda recalls climbing up and down the embankment and playing amid the vegetables. At that time she had no idea that it had anything to do with a canal. She only found out why it was built after joining CSI.

The area at the time was rather wild. After Al Capone was killed, it is claimed that his chauffeur built a home between the Buker home and the dam. This man and his wife lived a quiet life to themselves.

Aleda said she had heard that Rome City got its name because many Catholics moved into a very Protestant area. She said it was first known as Rome, but since there was already another Rome in Indiana, it became Rome City.

The article said the French built the canal dam. She said she did not know of many French people in the area and questioned the source of information. She said she thought she had read it before in some book. Headquarters found it in an article by Ben Meek published by CSI years ago. He had used a published history from the area as his source.



Fort Wayne, IN

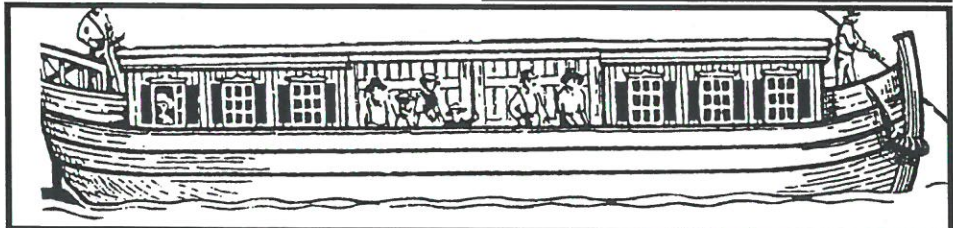
The "Keenagers," a group of lively senior citizens, learned more about Indiana's canals at their monthly luncheon. Bob and Carolyn Schmidt presented a canal traveler program on August 6 following a luncheon at 11:30 a.m. at Casa DeAngelo in Fort Wayne. The twelve ladies and gentlemen were so eager to hear about the canals, how they were built, how long they lasted, and where they were located that they began asking questions during the luncheon before the program began.

Afterwards a man said he had an old photograph of a canal boat in Roanoke that was in very poor condition and was looking for someone to repair it if possible. CSI hopes to get a copy of the

photograph.

A lady thought it was important to put up a marker about glacial Lake Maumee which Bob mentioned during his explanation of how Fort Wayne was on the summit of the Wabash & Erie Canal. She said this continental divide was very important since it divided the St. Lawrence Seaway from the Mississippi River. It was this divide that the canal crossed connecting Lake Erie to Evansville, IN on the Ohio river.

BOARD MEETING
November 8, 2003
 10 a.m. - 3 p.m.
Wabash & Erie Canal
Conference and
Interpretive Center
 Canal Park on north
 Washington St.
DELPHI



CANAL BOATS ON THE MIAMI, WABASH & ERIE

The following names of boats that plied the Miami, Wabash & Erie Canal both east and west of Providence (Grand Rapids), Ohio were found in a state account book of 1858.

A. Hopkins	Diamond	Live Oak	Sceptre
Arctic	E.D. Busick	Louisville	Shamrock
Bill Conwell	Frog	M. Nellis	Snow Storm
Bob Bell	Fulton	Miami Valley	Summit City
Bob Hull	G.W. Chapman	New Orleans	Syracuse
Border City	George Cecil	Northern Lights	V.M. Kimball
Cataract	I.G. Deshler	P. Heagen	Vesper
Cedron	Invincible	Potomac	
Chameleon	J. Austin	Racine	
Clipper	John Orff	Relief	

IN THE NEWS

May 17 - Ft. Wayne, IN

Fort Wayne's *The Journal-Gazette* ran an article in the Couples column about Bob and Carolyn Schmidt entitled "Canal Lovers' Marriage Connected Through History." Although the column's basic premise is to tell about how couples get along, what makes their relationship work, and what are their peevs and pluses, it did include a lot of information about the Canal Society of Indiana. After telling how the Schmidt's met, married and reared their family, it said that their home is filled with frogs — the mascot of CSI — given to them by members after the society produced the video "The Wabash & Erie Canal: Where Frogs Their Vigil Keep."

Bob, CSI president, said the society was put on the map by its efforts to save the Gronauer Lock east of New Haven, IN. "It stimulated canal interest up and down the state."

Since then, Carolyn, the society's editor and tour planner, gets many calls from governmental agencies when they are planning roads, shopping centers, etc. Society headquarters, located in the Schmidt's home, is "lined with book shelves stuffed with books, maps, photo albums and newsletters — more canal history, she says, than you'd find in most libraries."

Bob's interest in history was stimulated by his uncle, who talked to him about the Civil War, presidents, inventions and politics. Bob learned about the Wabash & Erie Canal when his Cub Scout den went to the Evansville courthouse lawn to see the canal marker located there. "A Canal Society meeting in 1989 at The History Center focused his

interest on America's canals, particularly those in Indiana." Carolyn decided she'd better get interested in canals when she woke up in a corn field with Bob nowhere in sight while traveling to Evansville to see relatives. He was searching for canal remains. "It was either join him or not see him...Since then, they've had many adventures together, trekking through fields and along streams — following maps of the known locations of the 19th century waterways that provided transportation for people and for commercial trade before trains came on the scene."

The Schmidt's enjoy going places, learning new things, and "having someone to show it to — like when the boys (their sons) were little." When Bob was asked why he and others were interested in canals he said, "it's like solving a mystery...Where did it go?" and finding bits and pieces of canal prism or associated features.

A picture of the Schmidts standing on the timbers of the Aboite Creek Aqueduct accompanied the article.

June 26 - Peru, IN

"Fourth of July Fest To Raise Funds For Firehouse, Toll House" was the title of an article in the *Peru Tribune*. This year a group got together and planned a festival and picnic to raise funds to help the Miami County Historical Society purchase the old firehouse located at Main and Miami streets in Peru. They are attempting to get it on the state historic registry soon. Half the profit from the festival went toward its purchase. Several concerts have been held on its lawn.

The other half of the profit went to the Ole Olsen Memorial Theatre Inc., which has taken possession of the Toll House located aside the Wabash & Erie Canal that took tolls from those using the

wagon bridge to cross the Wabash river. They hope to have the Toll House renovated by next summer and open it as a tourism and information center.

The festival included a picnic where people could have an old fashioned meal for \$10, eat around the Depot that was renovated several years ago, listen to entertainment and watch fireworks. Festival planners hope the idea will take root and continue in the future.

Sharon Anderson, CSI member, Mexico, IN

June 27 - Ft. Wayne, IN

"Hoosiers Love Festivals" proclaimed an article in *Aboite & About*, a monthly local paper. This year the Indiana Dept. of Commerce, Tourism Division published *The Indiana Festival Guide*, which has 786 events listed that can be wonderful one-tank weekends with lots of good food and fun. Whether called birthdays, fairs, festivals, markets, observances, regattas, rendezvous, shows, etc. they cover a multitude of interests:

- | | |
|----------------------|------------------|
| American Indians | jazz |
| antiques | kites |
| apples | maple sugar - 11 |
| archery | morel mushrooms |
| blueberries | mountain men |
| bugs | rendezvous |
| canal days - 4 | navy beans |
| (Oct. 3-5) | onions |
| (Metamora) | pickles |
| circus. (July 12-19) | potatoes |
| (Peru) | pumpkins |
| Civil War | quilts |
| reenactments | raspberries |
| corn | strawberries |
| covered bridges - 5 | Swiss |
| early farm tractors | wood carving |
| combines | |
| farm toys | |
| German - 3 | |
| Hawaiian steel | |
| guitar | |
| historical | |
| military | |
| equipment | |
| Italian | |



July 23 - Terre Haute, IN

The Terre Haute Tribune-Star article "Bottling Success" said that CSI member Michael Rowe will start bottling Champagne Velvet beer again. Founded in 1837, the Terre Haute Brewery was by 1892 the seventh largest brewery in the U.S. It was adjacent to the W & E Canal, which supplied water to cool the beer and transported the early product. The company was closed in 1958.

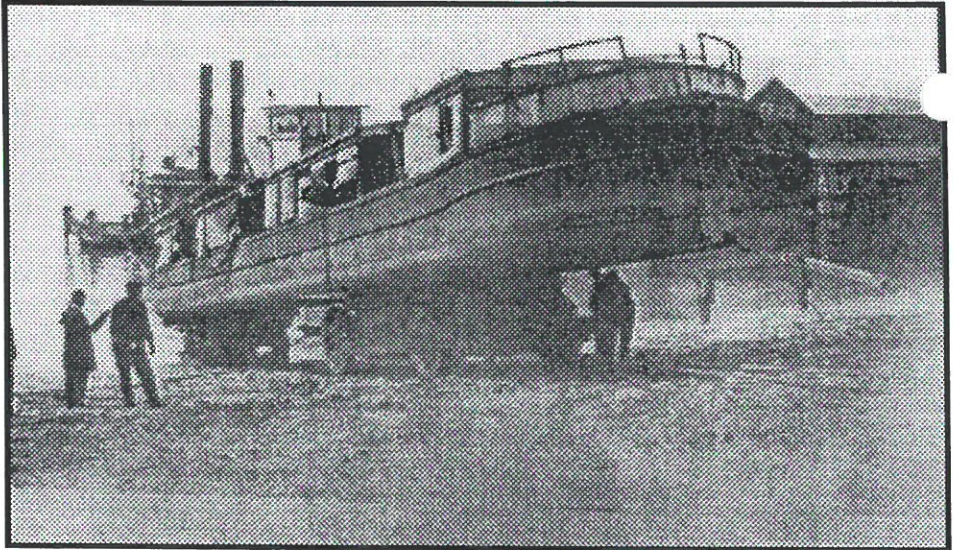
Rowe bought the brewery property, excavated the tunnels and cooling towers, renovated the building for a restaurant and started a micro-brewery in 2001, which makes a Pilsner, an amber, a bock and a pale ale.. During the renovation of the building he found a 1901 recipe, which uses corn flakes, hops, malt, water and yeast, in an assistant brewmaster's book from the Terre Haute Brewing Co. He purchased the Champagne Velvet trademark from the Pabst Brewing Company in 1999.

Rowe recently acquired the almost new, 7 feet wide and 24 feet long CEMline system that fills fifty long-neck bottles per minute from a micro-brewery in Hartford, CT, which never used it. Its original owner, a Wyoming micro-brewery, only used it for two years. The system, which would normally cost \$150-200 thousand dollars, was bought for "nickels on the dollar." It is operated by three people and will allow the current 600 gallons of beer produced a week to be doubled. The first bottles of Champagne Velvet will be distributed September 26-27 during Bleemel Days "Brewfest"

Chuck Huppert, CSI vice-president, Indianapolis

July 26 - Ft. Wayne, IN

In an article entitled "Dining Inn" in the Ft. Wayne News-Sentinel it said that an ornate antique settee upholstered in red velvet was brought to Roanoke, IN by canal boat. It now is one of the special details found at The Inn of Joseph Decuis. The bed



Launching a canal boat at Cincinnati.

Photo courtesy The Waterway Journal - Steamboat Photo Company.

and breakfast is located in a stately Parkway in Cincinnati was built on 1912 American Foursquare on Main street in Roanoke.

The idea for the inn originated when guests, who had traveled long distances to eat at Joseph Decuis, a four star restaurant, needed a place to stay overnight. Only those who dine at the restaurant may stay in the inn.

July 28 - Ohio

The Waterways Journal, a weekly publication, ran an article entitled "Early Intermodal" that pictured launching a canal boat at Cincinnati, a motorized ex-canal boat handling two trading scows, and a map of Ohio's extensive canal system. The article said that in the first half of the 19th century shipments could be made from New York City to New Orleans via rivers and canals. In 1844 Albert C Koch took such a trip in 16 days only having to travel 15 miles by rail between Troy and Schenectady, NY.

The Miami and Erie Canal connected Toledo through Defiance, Piqua, Dayton, and Hamilton to Cincinnati. It also gave the ports on Ohio's other canals. The canals were within fifteen to twenty miles of the interstate highways of today. Central

In Ohio the canal boats operated for many decades exchanging freight and passengers with river and lake steamers at Cleveland, Toledo, Marietta, Portsmouth and Cincinnati. Some canal boats were even moved by river towboats on the Ohio and Mississippi to save the money it cost to break down the bulk and move it to a river boat. "Breaking bulk then involved armies of men carrying sacks of grain, rolling barrels of pork or toting lumber, and even at a dollar a day for wages, costs mounted rapidly."

Fitting canal boats with steam power was tried, but the wake of the powered boats destroyed vulnerable canal embankments. Thus, relying on horse, mule or oxen power, twenty miles per day was considered fast and cheap enough for heavy freight and far more comfortable for passengers than stage coaches.

Today the following canal boat replicas offer short rides: Monticello II at Roscoe Village, Coshocton, OH; General Harrison II Piqua, OH; and St. Helena at Canal Fulton, OH.

Bill Shive, CSI member, Belleville, IL