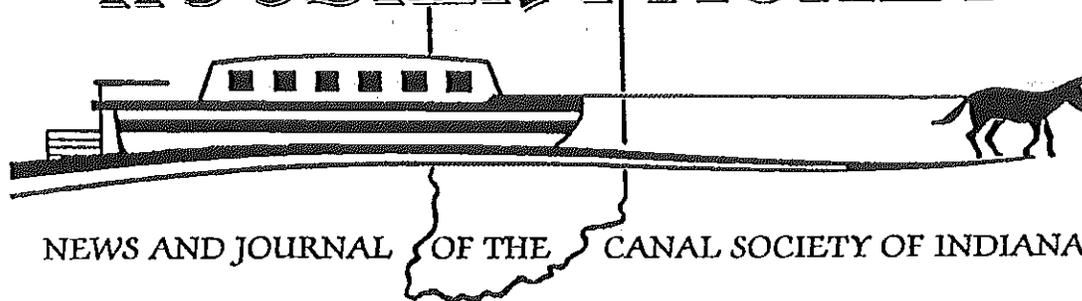


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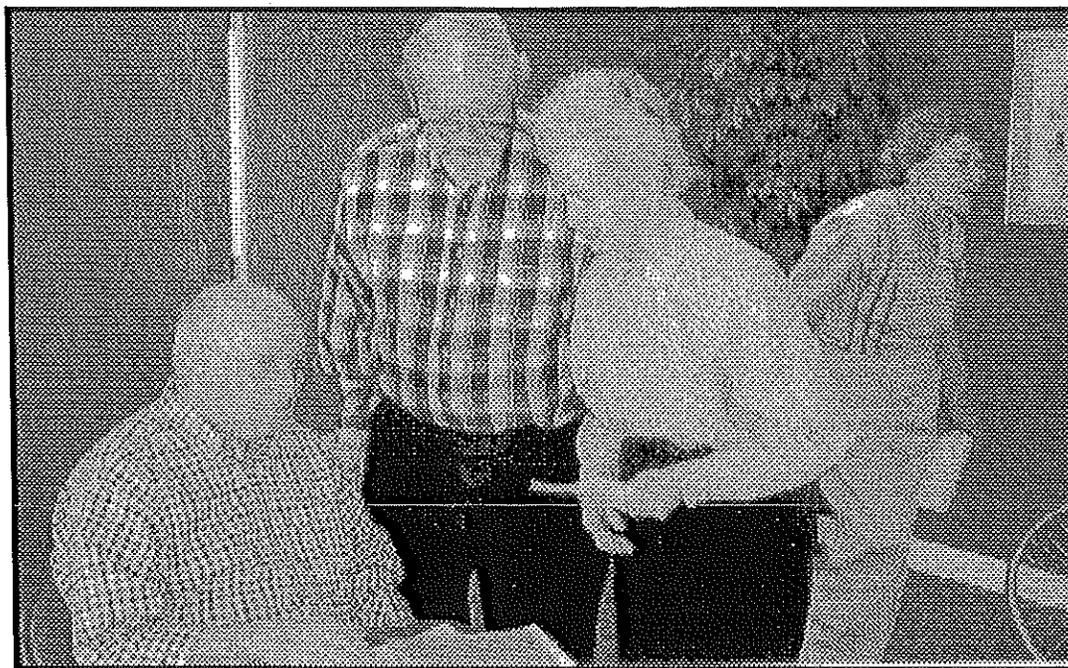
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 3 NO. 3

P.O. BOX 40087 FORT WAYNE, IN 46804

MARCH 2004

BOATS, BUILDINGS, & BUSINESSMEN



A. W. Kettler Jr. shows a "Bill of Sale" for the canal boat Wm. Edsall to other residents of The Towne House. It has been handed down through generations of his family. P- Bob Schmidt

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CANAL BOAT SOLD - 1854

An original document about the sale of the canal boat "William Edsall" in 1854 was shown to Bob Schmidt by A. W. Kettler, Jr., a resident at The Towne House Retirement Community in Fort Wayne, IN on January 29, 2004. Bob was at the center that day presenting a program about Indiana's canals with his wife, Carolyn. CSI often learns more about our canal heritage at programs such as these.

The document shows that Conrad Kettler purchased the boat for \$180. from Heinrich Kammeier on February 11, 1854. Both men were residents of Allen County, IN. Witness of the sale was Christian Piepenbrink.

EDITOR: CAROLYN SCHMIDT

5205 WAPITI DR. FT WAYNE IN. 46804

260 432-0279

Bill of Sale

Know all men by these presents, that I
 Heinrich Kammeier of the County of Allen and State of Indiana
 of the first part, for and in consideration of the sum of One
 hundred and Eighty Dollars lawful money of the United States,
 to me in hand paid at or before the ensaelling and delivery of these
 presents by Conrad Kettler of the County of Allen and State of Indiana
 the receipt whereof is hereby acknowledged, have bargained and
 sold, and by these presents do grant and convey, unto to the said
 party of the second part, his Executors, Administrators, and assigns
 all my share (claim) and intrest of the Canal Boat William
 Edsall to have and to hold the same unto the said party
 of the second part, his Executors, administrators, and assigns for ever.
 In witness whereof, I have hereunto set my hand and
 Seal, the Elevent Day of February A.D. 1854

Signed, sealed, and delivered in the presence of
 the presence of
 Christian Piepenbrink

1854
 Seal

Bill of Sale

Know all men by these presents, that I Heinrich Kammeier of the County of Allen and State of Indiana of the first part, for and in consideration of the sum of One hundred and Eighty Dollars lawful money of the United States, to me in hand paid at or before the ensaelling (?) and delivery of these presents by Conrad Kettler of the Second part of the County of Allen and State of Indiana to receipt whereof is hereby acknowledged, have bargained (bargained) and Sold, and by these presents do grant and convey, unto to the said party of the second part, his Executors, Administrators, and assigns, all my share (claim) and intrest (interest) of the Canal Boat William Edsall to have and to hold the same unto the said party of the second part, his Executors, administrators, and assigns for ever.

In wittness whereof, I have hereunto set my hand and Seal, the Elevent (eleventh) Day of February A.D. 1854. Signed, sealed, and delivered in the presence of Christian Piepenbrink. G. Kammeier (SEAL)

MONTEZUMA SANATORIUM AND HOTEL

By Charles Davis

The Montezuma Sanatorium and Hotel was built on the same spot where Erastus M. Benson's canal warehouse was once located on Benson's Basin. It was built in 1906. An announcement to the public about its opening follows:



Montezuma Sanatorium, Montezuma, IN. - 40 Elegantly Furnished Rooms.

"In introducing the Montezuma Sanatorium and Hotel to the public we indulge in a pardonable pride when we say it possesses the advantage of being new, modern, safe and substantial, having been opened on the first day of July, 1906. Under the glare of hundreds of glistening lights and beautiful floral decorations, amidst the strains of the Brazil (Indiana) band, some fifteen hundred people passed through its corridors and inspected its appointments and furnishings. It consists of some forty or more rooms, large, spacious and beautifully furnished, each room having an outside exposure, with all modern appliances and conveniences necessary for the welfare and comfort of its guests. It is situated on an elevation surrounded entirely by a large, double-decked veranda, making all the rooms cool and pleasant.

"DISEASES TREATED—An experience of many years has demonstrated the wonderful curative powers of this water in the treatment of rheumatism, rheumatic gout, stomach trouble, chronic inflamed joints, kidney and bladder trouble, disease of the liver, catarrhal, jaundice, dropsy, eczema, and all other diseases of the skin and blood, insomnia, lead and mercurial

poisoning, chronic malaria, general debility and all nervous diseases.

"OUR TERMS—Sanatorium rates, including room, baths and bath attendant and physician's advice and examinations, range from \$12.00 to \$21.00 per week, according to the location of rooms. Hotel rate, including board and lodging \$2.00 per day. Baths with attendant .50c, tonic bath without attendant .25c.

"Montezuma, Parke County, Indiana, is a beautiful little city with a population of two thousand, with fine churches, good school, cement sidewalks, splendid shade and surrounded by the most magnificent scenery, fine roads, beautiful drives, good fishing and boating on the Wabash river. This little city has been made famous by the wonderful Indianaola Mineral Water, whose medicinal properties have been known and recognized for years, and the water drunk by thousands of people, all of whom can testify to its medical virtues.

"Address all correspondence to Mr. C.L. Tyler, Manager, or Geo. B. Breedlove, M.D., Montezuma Sanatorium, Montezuma, Indiana."

The Sanatorium burned in 1907 less than a year after opening.

Some thought it was incendiary in nature. The swimming pool continued into the 1930s. At the time of the pool's demise, the artesian well was capped. An article in the Rockville Republican on April 3, 1907 reported the fire of March 28, 1907 as follows:

"It is said that the fire was the work of an incendiary as it was reported that a man was seen running in the direction of the river after the building was on fire." The hotel ceased to exist in "little more than an hour." Hand work, it was said, was required to save nearby homes and barns from the fire.

Irony of irony Scott Russell, who was to assume the management of the hotel to open on Monday, and Fred Wheeler, who was to manage the pool and bowling alley, were around the hotel all day Thursday, the day or the night of the fire, making preparations for the opening of the building.

Wrote B. F. Bowen in 1913: "Disastrous fires...have played their part in hindering the growth of Montezuma. Among these was that of 1907, which destroyed the newly built Sanatorium Hotel, a mineral water treatment facility."

CANAWLERS AT REST

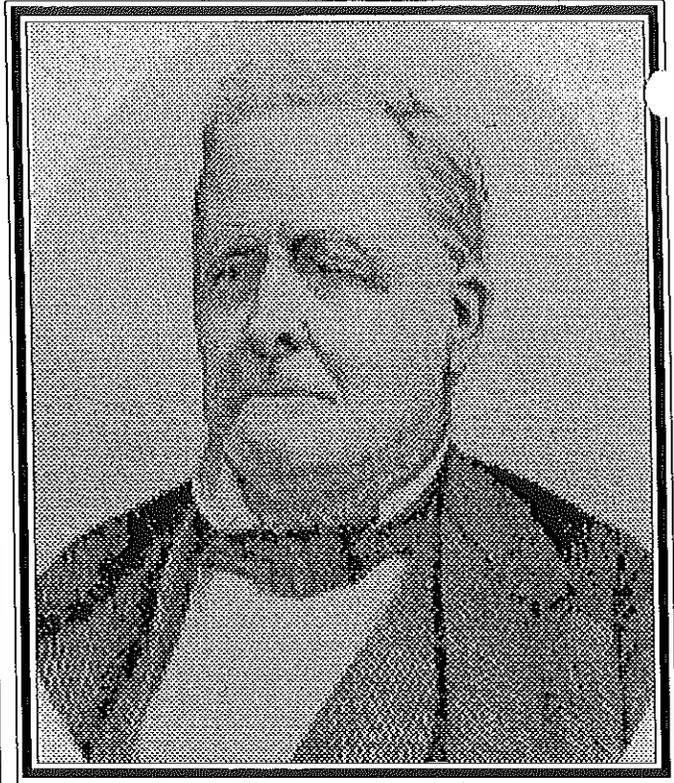
WILLARD CARPENTER

b. March 15, 1803

d. November 6, 1883

By Carolyn I. Schmidt

Photo from At The Bend In The River by
Kenneth P. McCutchan



Willard Carpenter Sr. (b. April 3, 1767, d. at Strafford November 14, 1854) and Polly Bacon (b. March 15, 1769, d. at Strafford March 4, 1860) were married at Woodstock, Connecticut on February 23, 1791. They had twelve children including Willard, all born and reared on the same farm in Strafford, Orange County, Vermont. Polly lived to see twelve children, fifty-two grand-children, fifty-three great-grand-children, and one great-great-grand-child. This totaled 118 lineal descendants.

It almost seemed from the time their son Willard was born that he would lead a remarkable life. He spent his boyhood days on the pioneer farm in Orange County where his father was one of the first settlers. The family cabin was in the forest. With the help of Willard and the other boys they cleared the land and conducted the farm. At the time children received little schooling. Three months a year were devoted to training them mentally to read, write and cipher. Willard helped his father until he was eighteen years old and picked up odd jobs to earn a few pennies.

Banking was learned early. Willard made his first twenty-five cents digging snake-root and selling it to his uncle. He immediately put the money into the bank where it earned six per cent interest. He kept adding to the account until he had accumulated seven dollars. That seemed a powerful lot of money and Willard decided to "go west." He made his way to the Mohawk River with a pack on his back, passing through Troy, NY around the time of the "fire of 1822" and reached

Albany where he purchased a stock of Yankee notions with his seven dollars. He proceeded up the Mohawk valley to Buffalo, NY, went down the shore of Lake Erie and on into Salem, OH, where, having disposed of his purchases, he visited an uncle and rested.

In the summer and fall of 1822, he joined forces with two other men and cleared eighty acres of forest. They received five dollars an acre in notes payable in grain, because money was scarce. He started teaching a district school and by spring had earned \$140, which again was paid in grain notes. He learned tanning and shoemaking, but gave it up after six months.

At about age 20, he got rid of all his effects and bought a horse and watch. With the remaining sixteen dollars he was ready to journey forth. En route to Buffalo he ran into some "sharps" who won his watch and all but \$1 of his money. Four of the dollars were returned to him, and he was glad to get on his horse and ride away. This was not his only problem before reaching Buffalo. He became seriously ill, but with determination he continued on passing through Buffalo to Manlius, a town located to the east, where he found an old schoolmate and remained with him for a few weeks to regain his health.

He then assisted in floating a raft down the Mohawk river to Schenectady, NY. Although he was to receive \$16 for the trip, when he arrived the raft was attached for debt and Willard was not paid. He had left his horse with his friend and walked back to Manlius to

get it. Upon his arrival he learned that the horse had died while he was away.

Willard found work on the Erie Canal. He, along with 1,000 Irishmen and Ben Wade, of Ohio, put their muscles to work using pick and shovel. Although the wages and work were fair, the living accommodations were not endurable. He sought other employment after working only a short time.

At Glenfield Corners, NY, he was offered a teaching position at the school where the previous teacher had been "ejected" by the larger, unruly boys. Willard took the job and managed to subdue the ringleader, who was older and larger than himself, using strategy and force. He had no further trouble.

In 1824 his father tried to entice him back home giving him a farm and, when he refused that, offering him \$600, but Willard refused both. In 1826 he visited his father and then he and his brother John went to Troy, NY and engaged in merchandising. Willard was bold and vigorous in his business interest, so much so that he dismayed his brother and they dissolved their partnership. Ephriam, another brother who was more like Willard, took John's place and they continued the business in Troy for 10 years.

In 1837 A.B. Carpenter asked Willard to come to Evansville, Indiana and work with him in the wholesale dry goods and notion business. Although the business promised to be good at first, the financial crash of 1837 took its toll. Sharp work had to be done if they were to get anything out of the accounts before the county correspondents got to them. Willard arrived in Evansville on a Sunday, learned that a group of merchants were leaving for the upper country viz Vincennes and Terre Haute, saw that his only chance was to outstrip them, and left Evansville at nine o'clock that night. At Vincennes he employed Judge Law to take charge of his business there, pushed on to Terre Haute, employed Judge Farrington there, and by Tuesday morning, at daybreak, was with an attorney in Danville, IL. Starting back to Evansville, he met the other merchants en route between Vincennes and Terre Haute on Wednesday at noon. By getting to the attorneys before the others, the Carpenters received their claims in full, while the others only received about ten cents on the dollar. This is one example of his energetic spirit and his subsequent conduct.

The following February, he married Miss Lucina Buralow. She was from Saratoga county, NY. They had 5 children

After the failure of Indiana's internal improvement system and the state's great debt, Willard violently

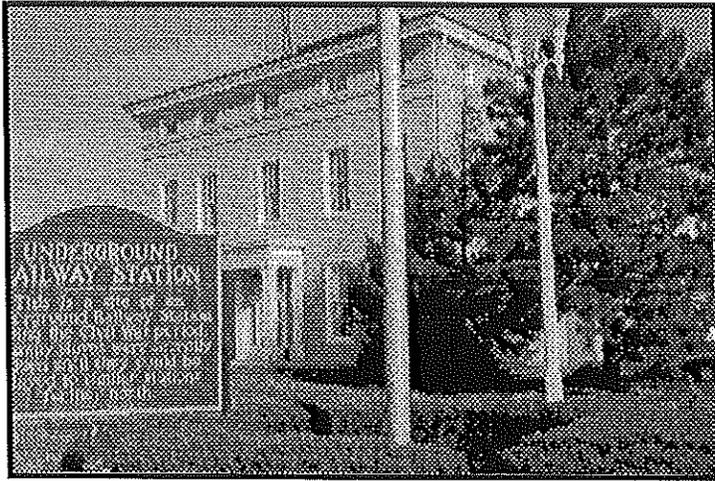
opposed every suggestion of repudiation and prominently sought a way of providing means to honorably satisfy all obligations.

In 1842 a public meeting was held in Evansville where it was resolved to ask an appropriation of lands to aid in the completion of the Wabash & Erie Canal. Willard circulated petitions for this purpose in seventeen different states and through five different legislatures. He defrayed his expenses out of his own pocket. The bill was passed by both houses of congress after much opposition and then was sent to the legislature to be ratified. Once again it received much opposition. Again Willard made himself useful in advancing the public good.

Willard was one of the principal movers in promoting and subscribing to the Evansville and Terre Haute Railroad. He took more stock than any other two men in the county. It was intended that this road should run through the White River valley to Indianapolis. Willard resigned as its director to enter into an agreement with Senator O.H. Smith in 1853 to build the "Straight Line," a railroad from Evansville to Indianapolis. Willard proceeded using his entire intellectual vigor and procured over \$900,000 for the line. He himself subscribed \$65,000. Grading the road progressed rapidly and soon the bed was completed for fifty-five miles.

Willard went to Europe to purchase the rails. At this point opposition sprang up. A pamphlet that contained many misrepresentations was published and distributed to banks and rail-makers in London, Paris and Wales. When the negotiations were completed with all except some minor details, Willard was stopped in his great undertaking. He then called upon Vorse, Perkins & Co., a commission business for railroad companies in America that had offices in London and New York. He contracted with them agreeing to pay \$12,000 of mortgage bonds per mile upon the road-bed, \$100,000 worth of real estate bonds, and \$100,000 of Evansville city bonds, which the city had subscribed, but not then delivered. He had all but the Evansville bonds with him. They were to be handed over to the commission-house in July of the same year. Willard wrote the vice-president of the Evansville city council, H. D. Allis, and urged him to immediately call together the council and deliver the \$100,000 bonds to Vorse, Perkins & Co. in New York. Those opposed to the railroad influenced the city council and it refused. Willard then offered to secure them by mortgaging all the real estate he held in the city and county, which was extensive, indemnifying the city, so that the road should be built and cars running over the first fifty-five miles to the Ohio and Mississippi crossing by December 1859 if they would consent to his proposal. The council refused owing to the selfishness of the opposition party. Thus the "Straight Line" failed, a

great detriment to Evansville and a blow to Willard, who had spent five years of his time, a trip to Europe, and 14 trips to New York, all at his own expense. Later the businessmen of Evansville realized their great mistake and built the railroad.



Willard Carpenter home with Indiana State Format Marker for Underground Railway Station. Photo by Bob Schmidt

Willard began construction on the Carpenter homestead, situated on Carpenter St. in Evansville, in 1848 and completed it in 1849. At the time it was probably the most imposing home in that section of the state. Many people came to view its southern style of architecture with a center broad hall, extensive piazzas and porches. All materials except the brick was shipped from Lawrenceburg, IN. Furniture was purchased by the Carpenters in New York and shipped to Evansville vis New Orleans. It was the most substantial building in the city at the time. The Carpenters lived there until their deaths. It was once a stop on the underground railroad. A historical marker on its lawn reads: "Underground Railway Station: This is a site of an Underground Railway Station during the Civil War period. Runaway slaves were secretly hidden until they could be relayed to similar stations further north." The building is now a home to a television station.

In 1865 the Christian Home was founded through Willard's donations. A large, new, twelve room house was built on grounds. This was a home to reform homeless girls who had gone astray. Willard donated \$10,000 and the churches of Evansville contributed over \$14,000.

In 1840 he erected a building upon his own land and established a poor house system. Paupers were kept there at a great saving to the county. This was during his five year service as County Commissioner. Willard also contributed liberally from his own means to repair and corduroy roads. His contributions were so greatly appreciated that he was elected for a second term over

his own protest. In 1851 Willard Carpenter was elected a member of the legislature. He served during the long term of the 1851-52 session. He was active in getting through several important measures, among them bills for the equalization of taxation; for lowering the salaries of county officers and for raising those of state officers.

Willard became knowledgeable of men and affairs as the village of Evansville developed into a town. He learned that the life of a republic in which every man is a sovereign depends on the education of the masses. He saw a need for a library where citizens of all classes might have access. He wrote the following letter to Thomas E. Garvin, Alexander Gilchrist, Henry F. Blount, John Laval, Matthew Henning and Charles H. Butterfield because he had personal knowledge of their "fitness for the important trust."

Evansville, August 23, 1876

GENTLEMEN: I have intended for many years to devote to some public use, a portion of the property and means which I have acquired by a long life of labor. I have, at various times, endeavored to benefit the community in which my life has been mostly spent, by inaugurating various enterprises. Legal difficulties and other obstacles, have intervened to render inoperative, schemes for the public good which I have at various times undertaken to put in operation.

After consultation with many gentlemen of this city, I have concluded without further delay, to establish and endow a public library, to be located in a public park, on land owned by me, situate in the city of Evansville. I am induced to do this in the well-grounded hope that such an institution may become useful toward the improvement of the moral and intellectual culture of the inhabitants of Evansville, and collaterally to those of the state of Indiana; and also toward the enlargement and diffusion of a taste for the fine arts.

The city of Evansville has reached in population and commercial importance a period in which such a scheme should, and I have no doubt will, meet with the hearty approval and assistance of the municipal authorities and all private citizens.

In presenting to you the object I propose, I wish you to understand that the details proper to its organization and government, left to your judgment and discretion, and the perpetuity of that control I confide to you and your successors, to be appointed in the manner prescribed in this letter.

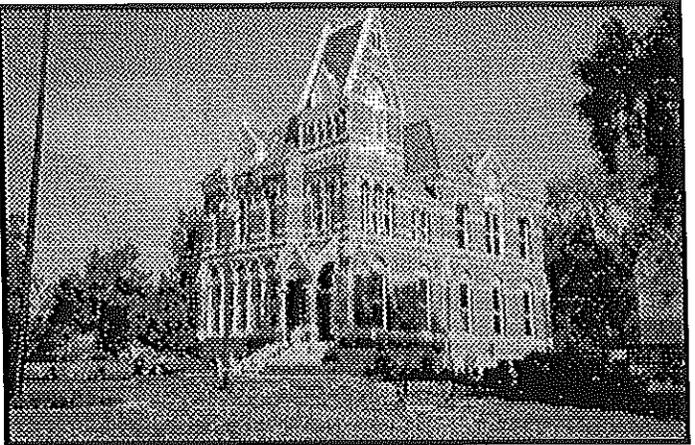
But I desire to present my views in general of the object and purpose of the proposed institution, in order that by no possibility shall the property hereby donated ever be diverted to any other purpose; and that the result of much thought and labor on my part, shall be commensurate with the high objects to be attained; and as a guide, and, as it were, an organic law for you, in the discharge of your duties.

I have directed skilled attorneys to prepare a deed

conveying to you the property therein described, estimated by me to be worth the sum of \$400,000; the said deed to be signed and executed by my wife and myself. The property thereby conveyed lies in the limits of Evansville or contiguous thereto.

I desire and direct that the building for the public library hereby proposed shall be located on that portion of the property designated in said deed which is generally known as Carpenter's field. The remainder of said tract of land known as Carpenter's field shall be forever kept as a public park. It shall be, at the discretion of the trustees, enclosed by a neat fence; and fountains, flowers, trees, grass-plants, and all the usual accessories of a park shall be provided and kept in order, so as to make the park a resort for the people for all time to come.

I desire that the co-operation of the city in this scheme of a public park shall be secured, so that the square now owned by the city adjoining this tract of land shall be made subsidiary to the general purpose of promoting public health and popular recreation. The control of the said public park under proper municipal regulations, shall remain with the trustees hereby appointed. You and your successors will constitute forever, a board of trustees, seven in number, to be maintained in perpetual succession for the accomplishment, preservation, and supervision of the purposes for which the library and park are to be established. To you and your successors, therefore, by virtue of the said deed and this instrument, I give full and exclusive power to take, receive and hold in fee simple, the said real estate in said deed particularly described, and to sell and convey in fee simple, at such times and for such prices as may be deemed advisable, all the said real estate except that which is particularly set apart for the said library and park, and out, of the proceeds of such sale to erect a suitable building to improve, ornament and adorn said park, and to purchase books, maps and works of art for the use of the people of all classes, races and sexes, free of charge, forever. A permanent fund shall be created out of the proceeds of such sale for the support of the institution.



The Willard Library is the oldest public library building in Indiana and specializes in genealogy. Photo by Bob Schmidt

was near completion and the trustees finished it, improved the grounds and held appropriate ceremonies before opening it to the public.

His endowment for the Willard library is an example of the success of Willard's noble life's work. Built in 1885, it is the oldest public library building in Indiana. Now listed on the National Register of Historic Places, it is a regional genealogy center and houses Carpenter's collection on abolition and slavery.

The library is said to be haunted by the "Lady in Grey." Probably Louise, a daughter of Willard and Lucina, the apparition was first noticed by a library employee in 1937 as he fired the furnace in the basement of the building. He saw a veiled lady dressed in glowing grey with grey shoes. Apparently she was jealous of the money her father left for the library, wanted the building and sued its Board Of Trustees for influencing her father in establishing the library when he was of unsound mind. Some claim she will continue to haunt the library until it is turned back to Willard's living heirs. Many staff members have seen the grey shadow of a female that appears suddenly and then vanishes. She has ridden the elevator, flung books from the shelves and turned on the faucet in the second floor bathroom twice. Two genealogists smelled her strong perfume. She followed one employee home where a cold draft of air, a strong perfume and an unseen presence was felt. The library now has a Ghostcam.

Willard Carpenter invariably threw his influence in favor of what was right and advantageous for all the community. He took an active part in all questions of the state and county policies. He devoted his latter years to philanthropic purposes. He was unpretentious, unassuming, and generous. He led a noble life.

The gentlemen accepted the trust and on August 23, 1876, the deed for the property was executed and soon placed on record. The public asked that the institution be named "The Willard Library" and the park named "The Willard Park." Willard agreed. He hoped to see the library in successful operation and immediately started implementing the plan.

James and Merritt Reid, architects of the famous Hotel del Coronado in San Diego, designed the building in the Victorian Gothic Revival style. It has pointed arches, an off-center tower, a steep roof, and terra-cotta owls, which symbolize wisdom, on the side gables. It cost approximately \$80,000. It was erected under the personal supervision and direction of Willard, who visited the building constantly and within two months of his death climbed to the very top of its walls.

Willard Carpenter died on November 6, 1883, before the library was opened to the public. The building

**NEWS FROM
DELPHI**

**CANAL RECONSTRUCTION
NEARS COMPLETION**

By Dan McCain

The Carroll County Wabash & Erie Canal, Inc. (CCW&ECI) is implementing important community milestones with the continued dredging of the Wabash & Erie Canal, a mid 19th century historic transportation system. The accomplishments are more noticeable to the traveling public now. The Canal Board has waited for the day when the last section along US 421/39 at the west side of Delphi will be completed. The land comprising the man-made waterway built through the edge of Delphi in 1838-40 was donated piece by piece to the association over the last decade. Gerry and Faye Underhill gave the section currently being constructed.

For several years progress was stalled waiting for the installation of the City's new water system. Then two years ago, at the time of early construction of the Canal Interpretive Center building, the canal section through Canal Park was completed. This recent work was made possible with a generous donation by John and Mary McCormick from south of Delphi.

Contractor Jack Cohee expected to work into mid winter with this dredging, however lately too many rainy days have prevented the continuation of work. Next in line for installation, when all agreements are signed with the railroad and Delphi Limestone Company (DLC), is the walk through pipe connecting the Underhill Towpath Trail. For the first time this will allow hikers an easy access from Canal Park to the southern trail sections. The benefit



The Wabash & Erie Canal dredging near US 421 on the west side of Delphi, Indiana has been stalled again by heavy rains. The Carroll County Wabash & Erie Canal, Inc. is anxious to have this important project completed. Photo by Dan McCain

of this trail connection will be possible when the DLC, City of Delphi and CCW&ECI complete their legal easement. This access under the DLC's railroad* will have a tremendous positive impact on numbers of hikers using this trail. In 1996 a similar agreement with the City and Canal allowed the Stone Company to provided three million gallons of clear water per day to the upper end of the Canal.

*The railroad is about a 1 mile section of the abandoned Monon / CSX line that was bought by US Aggregates, Inc. a.k.a. Delphi Limestone Company. They operate 70-80 cars per train carrying crushed limestone. They ship 2-3 loaded trains per week during better weather.

If you care to observe the work along Delphi's west side you can see the improvements ongoing between the old Monon railroad and Highway 421/39. With adequate funds now to complete the work our community and the many canal enthusiasts from miles around will be pleased with these accomplishments.

Paralleling the canal construction work is the near completion of the new Interpretive

Center's exhibits and displays. Volunteers have been the primary constructors of the indoor displays and exhibits of the interactive museum. A dozen galleries now present the cumulative history of the canal's conception, planning, construction, operation and final demise. Grant money for this project came as part of the release of "cultural and historical" funds through the Wabash River Heritage Corridor Commission. The Indiana Department of Natural Resources Division of Historic Preservation and Archaeology administered these funds. Funding for the building itself was mostly provided through the Indiana Department of Transportation.

The Canal Association is still looking for connections with people having family ties to the active canal era in the mid 1800s. Delphi was a bustling community with many varied businesses and industries. A connection to these families and the finding of documents and artifacts is important to the success of the displays. If you have family connections or important information relating to this era, call 765-564-6572.

HISTORIC TRAILS MEETING

By Dan McCain

Delphi Historic Trails volunteers gathered for a winter quarter meeting in the Canal Conference and Interpretive Center on Monday, January 19th beginning at 7 PM. This meeting was to prioritize the activities of this all-volunteer group. Specific plans for trail work, Earth Day, tree planting, scheduled walks, group tasks and a springtime recognition program were discussed and refreshments served.

FROM INDY TO IDAVILLE - MOORESVILLE TO MEXICO

BY Dan McCain

After the first six months, records of persons attending the Canal Interpretive Center in Delphi, Indiana provide an astounding jingle of success. The Carroll County Wabash & Erie Canal Association just announced the summary of "sign-in" registration sheets accumulated since the Center's Grand Opening last July 4th.

These attendance records show that people from 123 Indiana cities/towns have traveled to Delphi to see the Wabash & Erie Canal Conference and Interpretive Center. Not to upstage Hoosier travelers, this Carroll County attraction also hosted visitors from 25 states beyond Indiana and 4 countries outside of the United States.

The new Interpretive Center contains the unique display of history and mystique of our 19th century man-made waterway - the Wabash & Erie Canal. This man-made waterway, covering 468 miles between Toledo, Ohio and Evansville, Indiana, was built at a time when human labor and a team of mules were about the only sources of power. Delphi has the only usable, watered, accessible section of the Wabash & Erie Canal left in Indiana.

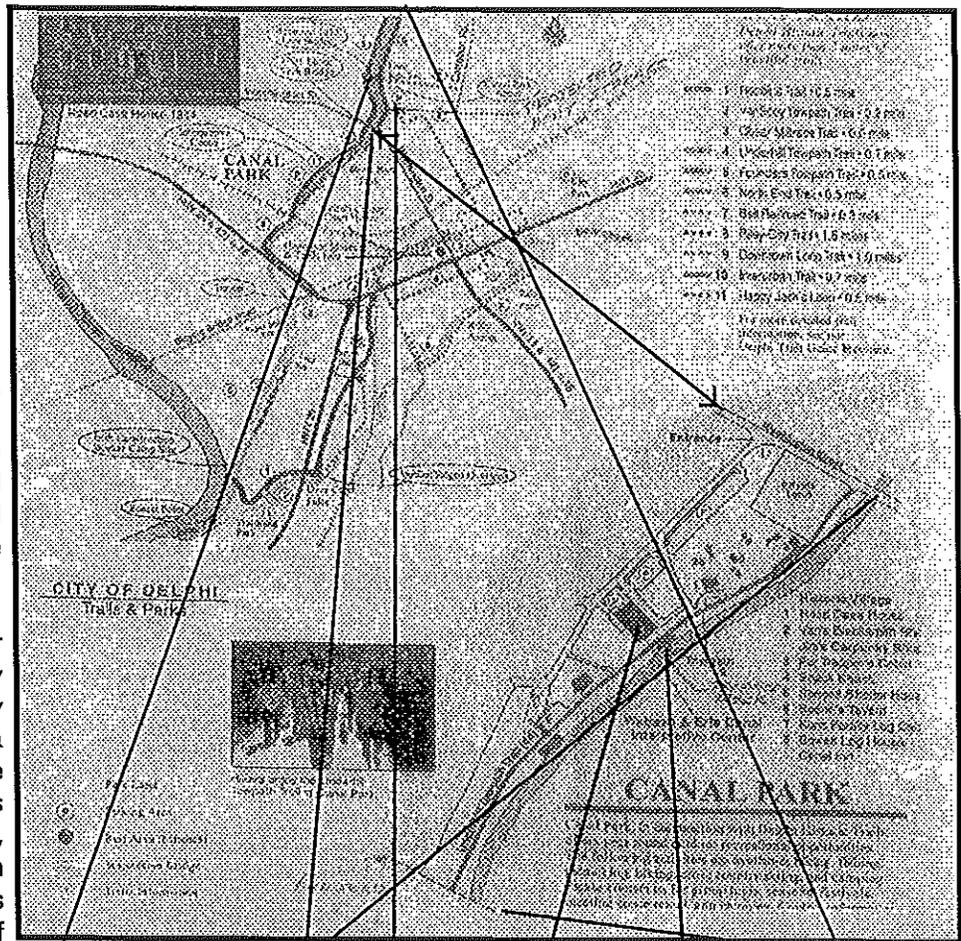
Construction was started in 1832 at Fort Wayne and progressed westward more rapidly than east at first. Reaching Delphi in 1840, the canal influenced the growth of this town. By the end of the canal era Delphi had reached a population just about equal to what it is today. Delphi connected to Toledo by canal in 1843 and a traveler could go all the way to New York City by water travel. That is impossible today.

The economic stimulus of attracting people on day trips to visit is significant to towns like Delphi. Money brought to the local businesses by travelers turns over seven times before it leaves town according to Department of Commerce studies. In 1998, the City of Delphi applied for a grant from the

Indiana Department of Transportation (INDOT) to facilitate the construction of the new 12,000 square foot building in Canal Park.

The Canal Association raised money from the Community Foundation, by donations and from two grants offered by the Wabash Heritage Corridor Commission. All in all the investment of money represented in the new building, the innovative galleries, displays and exhibits amounts to \$2.5 million dollars. Volunteers helped immensely to build the museum portion, but to match the INDOT project it still took over \$400,000 dollars.

There is great pride in the members of this local organization. Now events like wedding receptions,



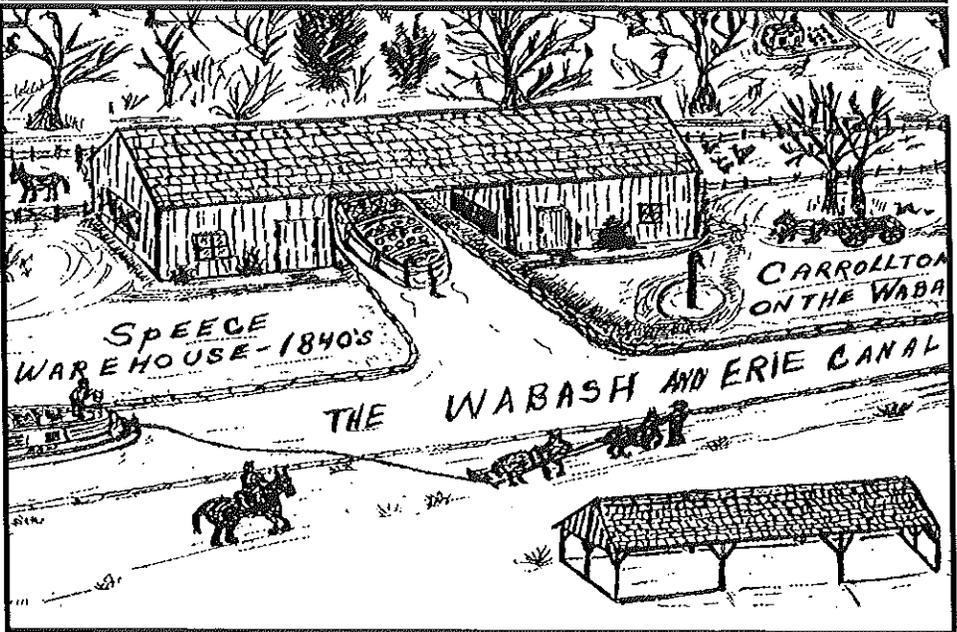
Restored 1873 Iron Bridge	Stone Arch Bridge	Proposed Boat Storage	Wabash & Erie Canal Interpretive Center	Proposed Dock	Founders Point to Railroad 8100 Feet
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programs, banquets, board meetings, youth groups and a wide assortment of activities in the building occur besides the museum attendance. People, who come to a wedding or meeting now, might never have discovered the canal and its history. The museum is free and visitors like what they see. Our volunteers feel rewarded.

The next "big ticket item" to be undertaken by this productive City / Canal relationship will be a Canal Boat. A planning effort is underway this month to attract funding from INDOT for the authentic replica boat, dock and storage warehouse - all on the water level of this 160-year-old historic transportation system that brought Delphi to the world.

PLANS UNDERWAY FOR CANAL BOAT AND STORAGE

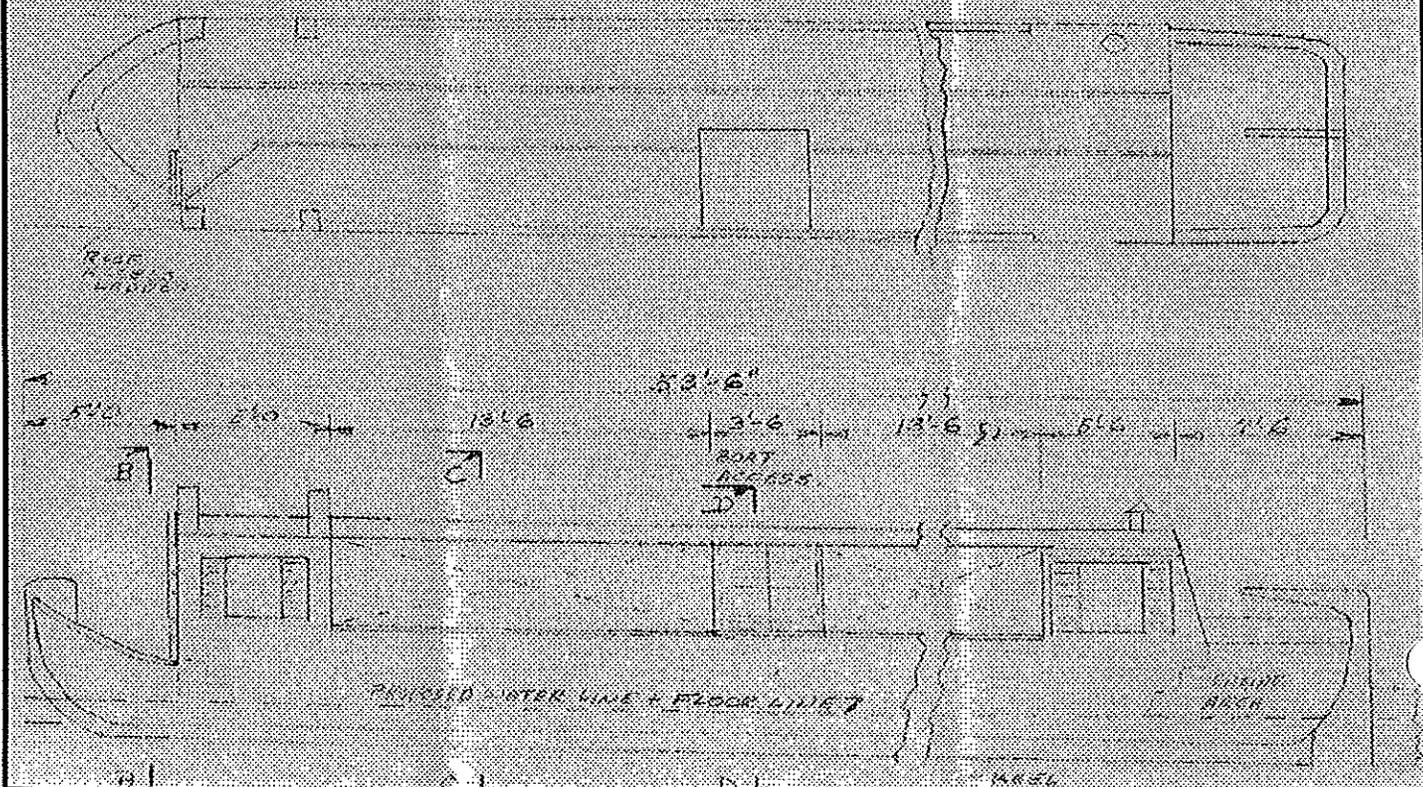
Carroll County Wabash & Erie Canal, Inc. (CCW&E,I) would like to have a canal boat ride as part of Canal

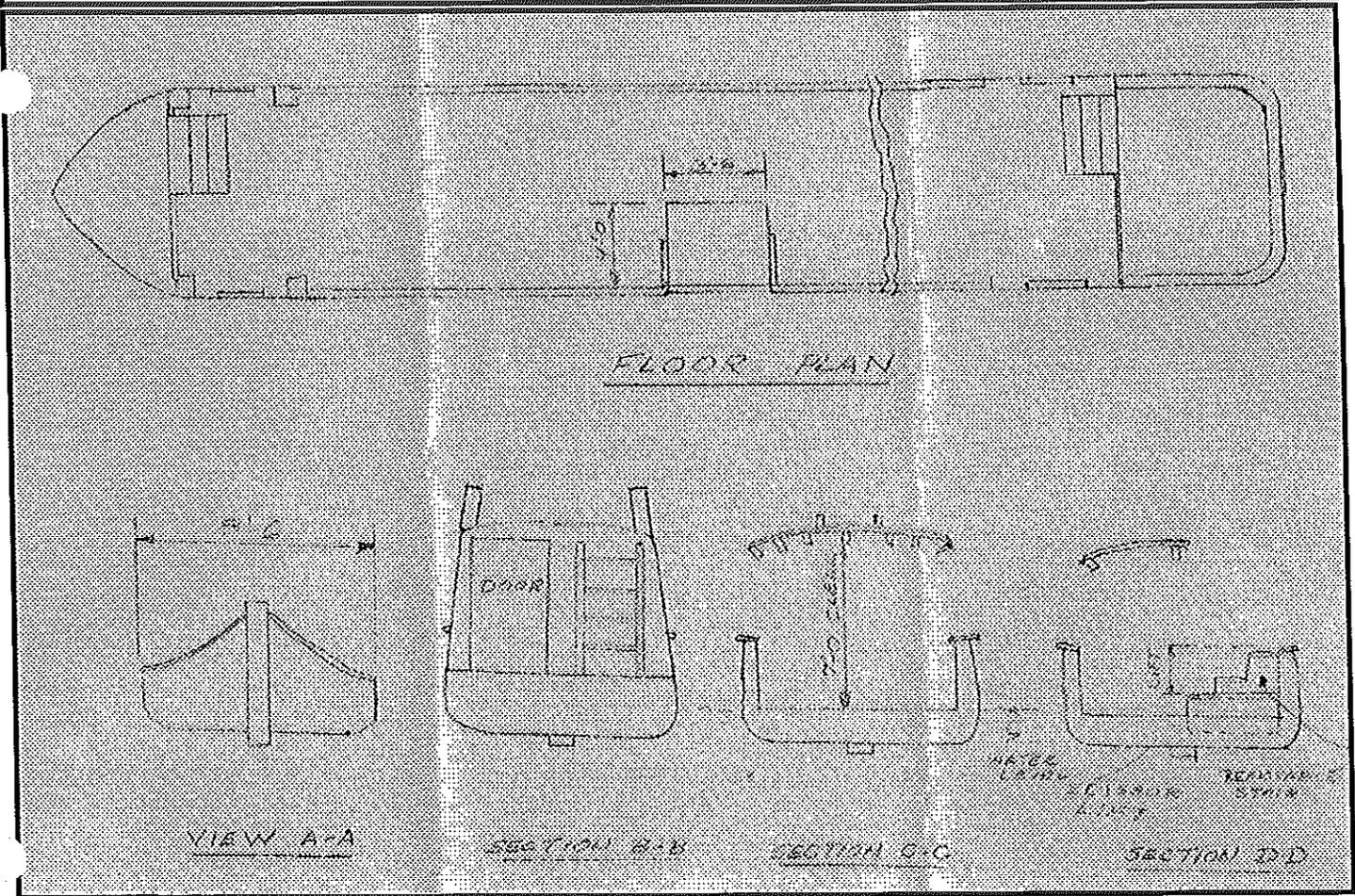


This drawing by Dennis McCouch shows what the canal boat overnight storage might resemble or if it is built on another design may carry the name Speece warehouse. Drawing courtesy of Dan McCain from Dennis McCouch

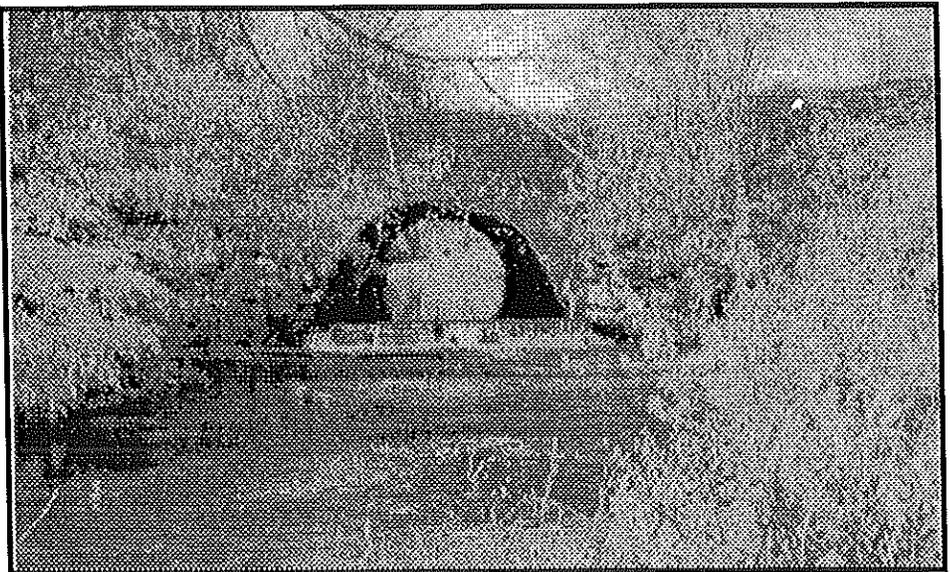
Park so visitors could get a complete group hopes to build a boat that can canal interpretation. CCW&E,I has a be boarded from a dock they plan to volunteer engineer working on plans build by the new Wabash and Erie for a 2/3 scale canal boat and a Canal Interpretive Center. The boat storage facility for the boat. The would travel up the canal passing

The proposed drawings for a canal boat at Canal Park that are shown here are not to scale.





under the stone arch bridge, which is limiting the width and height of the boat, and turn around at Founders Point where the canal is supplied with water from the Delphi Stone Company quarry. It would then proceed down the canal to the railroad, turn around and return to the dock. The distance between Founders Point and the railroad is about 8100 feet. In order to apply for a grant to help cover the cost of these projects a facilities plan was due on January 30, 2004 to INDOT (Indiana Department of Transportation). An earlier grant from them helped build the new Interpretive Center in Canal Park, which was opened to the public July 4, 2003 with a grand celebration and a wedding of waters from other canals. Dan McCain, president CCW&E,I, has supplied CSI headquarters with maps and drawings shown here.



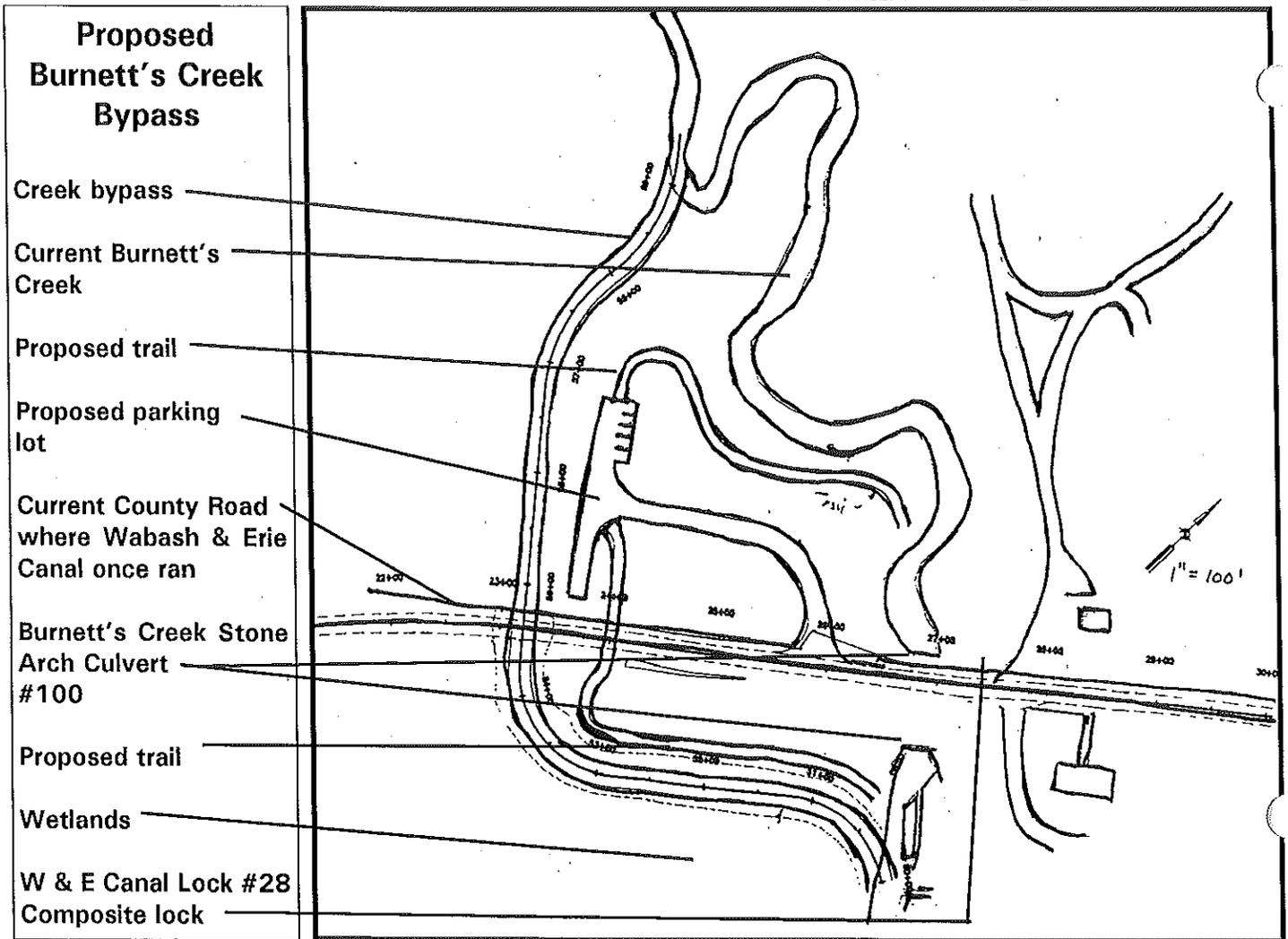
Burnett's Creek Arch in Carroll county is the subject of a proposed grant. P - B. Schmidt

**Grant Sought For
Burnett's Creek Arch Park
And Creek Bypass**

In the past the Carroll County Historical Society has nominated

Burnett's Creek Arch, stone arch culvert #100 of the Wabash & Erie Canal, for listing on the National Register of Historic Places. They needed to raise \$40,000 to purchase two acres of land from Ted Ratcliff to build a parking lot, walkway and add





landscaping so that the public could easily access the site. Due to a dispute between Ratcliff and the county, Ratcliff fenced off the property in 1997 and posted no bypassing signs. Over the ensuing years the land has become denuded by over use as a feed lot for steers.

The arch was described in an October 14, 2000 article in the Lafayette Journal and Courier as a "masterfully built, gray stone aqueduct, circa 1840, that once carried both freight and passenger canal boats across the creek and today is used as a road bridge. The keystone arch is nearly 90 feet long, 20 feet wide and 10 feet high. Some of the hammered limestone blocks from the Georgetown Quarry in Logansport are 12 feet long, 2 feet thick and several feet wide. They were assembled without the use of

mortar and rest on three layers of submerged walnut timbers."

Now Carroll county wants to divert water from Burnett's Creek around Burnett's Creek Arch. In order to do this, they must purchase the land for the new stream. This purchase would allow room for a parking lot and trails. This would be a great project both allowing public viewing of the arch and beautifying the now "ugly" feed lot. The downside of the plan is that the county is applying for the same T-21 Indiana Department of Transportation money as the Carroll County Wabash & Erie, Inc. is applying for to fund a canal boat. Hopefully there is enough money for all.

CSI headquarters questions how the rerouting of Burnett's Creek might affect the walnut timbers that support the stone arch. If they are not kept watered, they will deteriorate and the arch will eventually fall in. Also questioned is the possibility of combination Lock #28 being jeopardized since it is beside the arch. Hopefully those planning this project will take these things into consideration.

Lock #28 is beside the arch.
Photo by Bob Schmidt



ACTIVITIES PAGE -
CAN YOU HELP US FILL IN THE BLANKS OR
RESEARCH ANY OF THE FOLLOWING?

Wabash & Erie Canal Packet Boat Captains

Captain	Boat Name	Owner	Captain	Boat Name	Owner
Byron D. Angell*	Queen City		William Phillips		
George Alvord			James Popple		
Benjamin Ayres			Charles Sherwood		
William Dale			Clark Smith		
George D. Davis			J. R. Smith		
Thomas B. Filton			Christian Snavely		
Geroge Hoskinson			William Sturgis		
W. S. B. Hubbell			M. Van Horne		
Thomas B. McCarty			Elias Webb		
J. E. Motherwell			John M. Wighton		
Nathan Nettleton					

*One of these packet boat captains, Byron D. Angell, stated in 1917 that "The Dickeys owned a packet line on the canal which, in 1849, was purchased by Jerome Petrie, of Little Falls, New York. Mr. Petrie purchased a number of packets which had been in use on the Erie canal and when they reached the Wabash and Erie canal it was found that they were twenty feet too long to enter the locks. A section was removed from the middle of each boat. In 1852 I (Byron Angell) was sent to Terre Haute as the agent of the canal at that place, and in the following year was made a captain of the Queen City, one of the best packets plying between Terre Haute and Lafayette. Later I was the captain of boats running between Lafayette and Toledo, and finally had charge of the canal office at Lafayette...." Griswold, Bert J. The Pictorial History of Fort Wayne, Indiana. Chicago, IL/Robert O. Law Company. 1917.

WABASH & ERIE SHIP CANAL languished...the ship canal idea withered away."

According to Paul Fatout's book *Indiana Canals*, "In the late 1870s and early 1880s...(there was)...a furious effort to convert the Wabash & Erie Canal into a ship canal....Committeemen, circulating petitions asking Congress to restore and enlarge the canal, got eighteen thousand signatures in Indiana, twenty thousand in Ohio...Advocates enlisted the support of Indiana congressmen, Godlove Orth, W. G. Colerick, James B. Kenner...(who) ...bustled about on canal speaking tours to persuade country audiences...The pressure induced Congress, in 1880, to appropriate \$15,000 for a survey, and the committee on railways and canals to provide an estimate of \$25 million for building a ship canal between Toledo and Lafayette. By the end of the year a surveying party had worked down from Toledo almost to Lafayette, but within another six months the project

The following article was found in *The Roanoke Weekly Post* Vol. 1, No. 27, Saturday November 20, 1880 by your editor:

The Ship Canal.
Wm. H. Goshorn and his corps of assistants passed through this place (Roanoke) last Tuesday Surveying the Wabash & Erie Canal preliminary to its contemplated enlargement to a Ship Canal. The corps consists of Chief Goshorn and seven assistants, who starting at Toledo, have made the survey thus far, since the 27th of September, they are averaging about five miles a day at present. The contemplated enlargement of the canal is to be seventy two feet wide, surface of water, fifty two feet at the bottom,

and eight feet deep.
The proposed enlargement is a great undertaking but considering present advantages it is not nearly as great as the original construction, and the (Roanoke Weekly) *Post* with all good citizens says "let the good work go on."

There is no mention as to how they planned to water this canal. The cost was too great for the Federal government. Eventually the building of a railroad line decided the issue.

CSI headquarters challenges members to find more news articles about this proposed canal for inclusion in *The Hoosier Packet* and the archives. If they were averaging 5 miles per day, newspapers from September - December 1880 might contain articles about the ship canal.

2004 CONTRIBUTIONS TO CSI

Thanks to the following members who contributed to the society above the \$22 membership rate.
We also thank those who gave memberships to their family or friends.

\$30+ Contributor

Sharon Andersen
Bonnie Andrews
Leslie Arihood
Sally Bankcroft & Charlotte May
Brian Banta
Anthony & Barbara Blake
Curt & Debra DeBaun
Dorothy Keller Bonecutter
Paul Brandenburg
Bill & Berky Davis
Robert & Mary Devinney
Karl and Catherine Dietsch
John Droege
Dwight & Ann Ericsson
Hank & Mary Fischer
William Garringer
Dr. Ralph & Beth Gray
Don & Betty Haack
Webster & Dorothie Hall
George & Joyce Heilman
Robert & Kate Hoffman
Phama Hudson
Charles & Lynda Huppert
Charles & Joanne Keaton
Gerry & Susan Knight
Richard & Joan Krause
Dick & Martha Kudner
Michael & Judith Lacy
Charles & Sally Lehman
Larry & Lucinda Ligget
Samuel & JoAnn Ligget
Linn & Sandra Loomis
Jerry & Phyllis Mattheis
Don & Florence Mauch
Curlis & Mary Sue Meaux
Dennis & Corinne Meinert
David & Judith Melton
Brian & Laura Migliore
Howard & Alice Mills
Paul & Suzanne Moffett
Mike Morthorst
Frederick & Ellen Munds
Miami County Museum
Dave & Michelle Olson
Ed & Cynthia Powers
Bob & Darlene Rose
Charles & Rose Runge
Stan Schmitt
Margaret Smith

Mark Smith
Brian & Judy Stirm
Nate & Aleda Tagmeyer
Michael Thrall
Allen & Becky Vincent
Albert & Carolyn Volz
Daniel & Judy Warkentien
Robert & Janet Weber
Dan & Ceri White
Charles & Anne Whiting
Wendell & Wanda Woods
Whitewater Canal Historic Site

\$50+ Patron

Darrell & Ruth Bakken
Carl & Barbara Bauer
Patricia Beilke
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Virginia Bushong
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Jim & Francis French
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Carl & Martha Leiter
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Gene & Joyce Paschka
Steve & Sue Simerman
Richard & Marian Small
Paul & Susan Spurgeon

Mr. & Mrs. David Trainer
Bob Vonderau
Walker and Sons
Charles & Bonnie White
J.R. (Dick) & Linda Winchell
Robert Zent

\$100+ Frog Prince

Elmer Brown
Tom & Linda Castaldi
Kendall & Mary Moses Cochran
Dr. Tom & Mary Grimes
Ed & Cleone Gruber
Steve & Sharon Williams

\$500+ Canal Commissioner

Richard Ford
Bob & Carolyn Schmidt
-Prudential Match

WELCOME NEW
MEMBERS

CSI welcomes aboard the following new members who have joined at the \$22 membership level unless otherwise noted.

James & Debra Bertsch - Cambridge City \$30
Dr. Charles Gish
Mayor Lee Hoard - Delphi, IN
Terry Lacy - Delphi, IN
Jeannie Logan - Delphi
Dan Schuster - North Royalton, OH
Gerry & Faye Underhill - Delphi

CSI Spring Tour

March 26-28
Turkey Run State Park

The Wabash & Erie Canal
in Parke and a portion of Vigo county



IN MEMORIAM



Dale L. Stedman

Dale L. Stedman died Tuesday, December 16, 2003 at his home in Fort Wayne. He was 81 years of age.

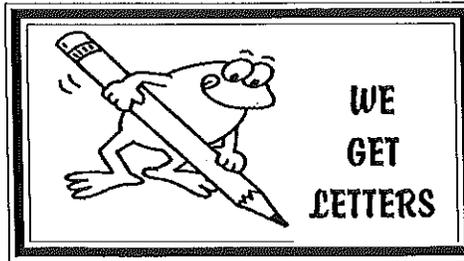
Dale was born July 20, 1920 in Wadena, Minnesota. He studied photography and allied arts at the Minneapolis School of Art, the Signal Corps School of Photography, Rochester Institute of Technology, Carleton College, the Winona School of Photography and the Fred Archer School of Photography. In 1952 he founded Stedman Studios, a commercial photographic studio. In 1964 he received his Master Photography award in Chicago. While in the Signal Corps Pictorial Division for 1½ years during World War II, Dale served in London, Normandy, Paris and Brussels. He was the past president of the Professional Photographers of Indiana.

Dale was also a 33 degree Mason and baritonist in the Shrine and Legion Post 47 bands. He was a member of the Canal Society of Indiana and enjoyed taking pictures on the tours. He collected Indiana Professional Photographica and antique letterpress printing type and equipment. He kept busy in his home workshop and with lake projects.

Dale and his wife Mary Jane were married for 54 years. He is

survived by her; son, Jim; and daughters, Jan (Tom) Gibson, Linda (John) Escosa, and Marti (Brad) Cooper; and five grandchildren.

A memorial service was held on Friday December 19 at Plymouth Congregational Church, 501 W. Berry St. in Fort. Wayne. A reception and visitation with the family followed. Arrangements were made by Klaehn, Fahl & Melton Funeral Homes Winchester Road Chapel, 6424 Winchester Road. Memorials to Parkview Home Health Care and Hospice, Plymouth Congregational Church or the charity of one's choice.



Civil War Canals

The January 2004 issue of The Hoosier Packet featured a Civil War item, Island #10 and Wilson's Bayou Canal. It so happens I am the speaker of the month for our Starved Rock Civil War Round Table, Jan. 21, 2004. My topic is "Guns on Western Waters", gunboats etc. on the Ohio, Cumberland, Tennessee, Mississippi, Yazoo, White, and Red rivers. Island #10 was the tenth island on the Mississippi river below the confluence of the Ohio and Mississippi. It was on a very sharp bend in the river where steamboats had to slow down thus they were quite vulnerable to the Confederate batteries on the island. Both sides of the Mississippi were swampy, which made it difficult for infantry and artillery attacks by the Union. The river was high and the swamps were navigable except for the trees and that is the subject of one picture in Sue Simerman's article, which showed Union troops with an improvised underwater saw. The "canal" was successful as a

bypass of Island #10 until the river dropped. Then they ran two gunboats by the batteries without casualties and Island #10 was taken by the Union with 7000 Confederate prisoners. General Pope took credit for the navy's conquest and was put in command of the Army of the Potomac for the 2nd battle of Bull Run, a fiasco for both Pope and a distant uncle of mine, who was in the 86th NY Infantry and was fatally wounded.

All this reminded me of another Western Water canal. Grant had a similar situation at Vicksburg where two hairpin turns on the river took riverboats directly in front of Vicksburg. Artillery on top of the bluffs were difficult for gunboat attack so Grant dug a bypass canal. There, as before, the river dropped so much that the gunboats and transports had to run the gauntlet. Part of the canal still exists and can be visited.

Whitewater Canal

Patricia B. Smith, a retired real estate courthouse researcher of land titles in Brookville, was looking for a verbatim copy of the Indiana or U.S. act authorizing the building of the Whitewater Canal in Franklin County, Indiana for the Franklin County Historical Society. She said the law firm she worked for had a complete set of old Indiana Laws but they were tossed out years ago.

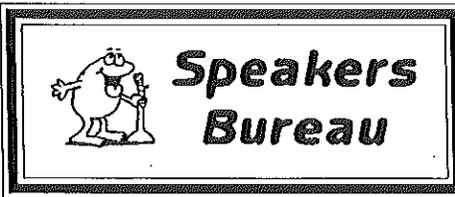
Dear Patricia,

In response to your question the Laws of Indiana, 1835-36 provide an answer:

Extracts From An Act To Provide For A General System Of Internal Improvements
(Approved January 27, 1836)

Sec. 1 Be it enacted by the General Assembly of the State of Indiana, That six persons shall be appointed by the Governor by and with the advice and consent of the Senate,

who, together with the present Canal Commissioners, shall constitute a Board of Internal Improvements...

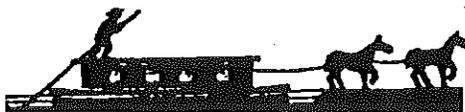


Sec. 4. The Said Board of Internal Improvement is hereby authorized and directed to adopt such measures as may be necessary to commence, construct and complete, within a reasonable time, the following public works, viz:

1st. The White Water Canal, commencing on the west branch of the White Water river, at the crossing of the National Road, thence passing down the valley of the same to the Ohio river, and Lawrenceburgh, and extending up the said west branch of the White Water above the National Road as far as may be practicable; also a connexion between the said White Water Canal and the Central Canal, by a canal, if practicable, if not by a Rail Road, to commence at some point near the National Road, thence to be continued to some suitable point on said Central Canal in Madison or Delaware counties, as the same may be found most practicable and best calculated to promote the interests of the State; and for the construction of said works the sum of one million four hundred thousand dollars is hereby appropriated.

It goes on to list the connection of the Central Canal with the Wabash and Erie Canal, the extension of the W & E to Terre Haute, a railroad from Madison to Lafayette, A McAdamized turnpike from New Albany to Vincennes, a railroad from Jeffersonville to Crawfordsville, remove obstructions in the Wabash river, and a canal or railroad from Ft. Wayne to Lake Michigan.

Sec. 42. For the commencement and completion of the several works of Internal Improvement, contemplated by this act, so soon as the interest of the State will justify, the faith of the state is hereby irrevocably pledged.



Fort Wayne, IN

Bob Schmidt, CSI president, and his wife, Carolyn, CSI editor, presented a program about Indiana's canals and the Wabash & Erie Canal from Toledo to Fort Wayne to 57 residents of The Towne House Retirement Community at 2:30 p.m. on Thursday, January 29, 2004. There was a good turnout for the program, because the residents were eager for something to do. Fort Wayne had received over 10 inches of snow. The center's bus wasn't running. The tour of the Allen County Court House was cancelled for the following day due to 5°F temperature and wind chill.

Bob compared the failure of the canals with today's internet saying that although the canals lost money for their investors just as the internet has done, they were a good thing just as the internet is a boon to communication. They opened the west to settlement, provided smooth transportation for goods and people when roads were almost non-existent, transported things to the east where they received higher prices for the goods, carried the mail, etc.

Dressed as a canal traveler, Carolyn talked about her 24-27 hour trip from Toledo to Ft. Wayne and how expensive the trip was at \$4.25 including meals. She described her stay on the canal boat, canal structures and how they were built, and the pride the craftsman had in their accomplishments.

Many good questions were asked following the presentation. At that time Carolyn pointed out that the St. Joseph feeder canal was just several blocks away from the center.

A lady, who was originally from New York, said she knew all about New York's canals but had never before heard of canals in Indiana. One gentleman brought an original document showing the sale of a canal boat. Copies were made for CSI.

Anderson, IN

Darrell Bakken, CSI member from Indianapolis and author of *Now That Time Has Had Its Say*, presented at program in the third floor meeting room of the Anderson Library entitled "What Happened to the 1836 Central Canal for Anderson and Muncie?" The one hour program, which started at 7 p.m. on Tuesday, February 10, 2004, was the result of the sale of his book about the Central Canal and the Indianapolis Water Company to the library.

Darrell pulled out all the stops to advertise the event. He delivered to his contact at the Indiana Room a promotional stand-up poster board containing a 1934 newspaper article telling the history of Indiana canals 80 to 100 years ago, an 1876 map of Madison county, a Central Canal sketch map and some excerpts of the 1835 Canal Engineers' reports to the State showing that 5 or 6 routes were surveyed from the Wabash & Erie Canal to the White River at both Muncietown and Andersontown.

Darrell opened his speech with some material from the 1835 and 1836 Reports of the Canal Commissioners and Canal Engineers. He used transparencies of Central Canal maps to illustrate his talk. He asked Chuck Huppert, CSI vice-president, to speak about the Central Canal route, what is left, and what we saw on the CSI tour of it. A short question and answer time was held after the talk.



ROSE FINDS MORE LETTERS

Last month's The Hoosier Packet article "Wabash & Erie Used to Transport Logs in 1876-1882 pertained to letters from Hoffman Bros., Manufactures of Black Walnut Lumber and Chair Stuff, &c. that concerned shipment of logs on the Wabash & Erie Canal from Roanoke, IN. Further investigation of the shoe box full of letters by Bob Rose, CSI member of Roanoke, produced the following letters, three from Hoffman Bros. (H.B.)

they were afraid the water was going to be let out of the canal. This probably was for repair also. One letter looks like they had a new sill for the lock on a wagon ready for delivery - another type of repair. Keeping the canal and its structures in good operating order was a major problem. The banks were eroded by the wake of canal boats. Muskrats dug holes through the banks letting water out. Heavy rains called freshets washed out the banks. The wooden structures like the locks rotted away if not kept wet. Special boats called state boats carried men up and down the canal to make repairs.

H.B. November 28, 1872

Mr. Dinius
Dear Sir

I have made arrangements with two teamsters to come down to go to work Monday morning if you still want them and if you ha—(hole torn in letter)—and dont want them —(another hole)—now or next day if they prove to be good men all right and if not we will keep on until we do find some good ones. Where are you hauling from now and what are your calculations for keeping the teams at work it will take some headwork. I keep logs cut and kept the teams doing full work and keeping feed for them &c. Let me know before you cut the Shively timber how much have you got north of the canal(?) Don't forget the Christian tree while you have the double team in order. I was at the Depot and saw that they had not sent the Rope that I took up yesterday but I think you will not need it for some time. If you cannot get any ground find another. Will chene (sp) let us know Hay is at. I will want some if the Horses get feed for it is not good to feed Dry Hay if sick. the Ponies have been —(soot covered)—among the —(piece torn out)—is very bad but back leg—(hole in letter)—n forget. Yours truly, I. W. Crammer

The Burl has not come to hand yet maybe it will come in tonight. I.W.C.

H.B. April 18, 1873

Mr. Dinius
Dear Sir

Henry telegraphed you to go to Rafting those logs at Roanoke. he was afraid the Water (in the canal) might be taken out again and also he want(s) the logs as soon as you can get them ready will send teams down. You Can Report by letter about the trees you went to look at and now need not go up expressly to brand those logs unless you have been up as we shall have them brot (brought) up as soon as you get those at Roanoke up. Will you have any traces left that you can bring up to those other logs or shall we have some made here to send down. Will send your rafters (the rest is illegible and covered with soot)

The Wabash & Erie Canal passed through Roanoke, IN. and the St. Joseph Feeder Canal entered the mainline W & E in Fort Wayne, IN. The feeder dam was going under repair in one letter. Another letter said

The letters also show rafting logs on the canal. This was cheaper and probably faster than loading them on canal boats. When rafts of logs approached a lock, they were broken down into smaller rafts and locked through. They were reassembled on the other side of the lock. Since boats had precedence over rafts, passing through a lock could take many hours. Rafting logs was dangerous. A man could get his legs crushed or drown.

Roanoke April 1st, 1878

Mr Dinius

__ll right on the wood ash every thing right side of with care and raining gently. We sent in to (two) car loads off (of) logs and have one on the road, and in all about half off the Snyder logs on the canal. if it don't rain to(o) much we will have all out in a few days. the horses seem to be all right to judge by the way they eat, i have noticed none having any tendency to sore throat and hope they will not have. I will give Richard some mory (money) in the morning. did not get your letter till last night. John asks you to fetch the sill—(hole)—the lock on his wagon when you come for—(hole)—is in Wagon. Your son was at Sundy (Sunday) School to day and i think liked the exercises very well when i saw him there. I wondered if the father was as well engaged as the child. Will the boy have to set the example or the father. tell me wil(l) you.

Michles drugstore burnt out on the night of the 8th. Insurence (sp) \$3 ,000 how is that for a burn (?)

D. Clippi—(hole)

H.B.

No date

P.S.

We would like if (you) will come to Warsaw tonight and catch night train and come through here to Roanoke.

Don't walk to Warsaw by R. R. as tramps are dangerous along there but ride through same way. If you don't get this in time to come today come through on the Dinkey in the morning, & you can report what kind of poplar logs you have at Roanoke & then learn what is wanted. If you come through in the night (you) better come to my house as I go south at 6½ in the morning to be gone balance of the week. Papers say they have again gone to work on the feeder dam. How are your teams & teamsters getting along, (J.W.) Sale

IN THE NEWS

December 24, 2003

In an article entitled "Around The Neighborhood: Tangier" in The Parke County Sentinel it said that Charles Davis led a fall mini-tour for CSI in Parke County with 17 persons present including President Bob Schmidt and wife Carolyn and Vice-president Chuck Huppert and wife Lynda. Charlie took them to the Wabash at Whitestown; the old ferry site west of Lodi on old 234; the site of a canal basin at Lodi where canal boats were tied up; the Coal Creek dam and guard lock site; the nearby round barn, which has a deadly history; and the Miller Cemetery, where Lodi guard lock tender Joseph Gill is buried. They then saw the Howard basin and saw the original site of the village in the woods. Also seen were the remains of an aqueduct that once carried the Wabash & Erie Canal over Mill Creek. Leaving Liberty township, they went to other canal sites in Reserve, Wabash and Florida townships of Parke Co.

Charles Davis, CSI member, Rockville, IN

December 26 - Clay City

Have you ever heard of Indiana's K & E Canal? An article entitled "IDEM Investigates Southern Clay County Manure Spill" said that a manure spill into the old K & E Canal occurred on Wednesday, December 24 southwest of Clay City in Clay County near County Road 1100 South and Canal Road. Indiana Department of Natural Resources (IDNR) notified Indiana Department of Environmental Management (IDEM) whose on-the-scene coordinators saw manure flowing to a ditch from a nearby field tile. The manure had been applied to the land by a contractor for Heartland Pork, a large confined feeding operation. Wet

weather was blamed for the spill.

To contain the spill efforts were being made by Heartland Pork to build a containment dam in the affected portion of the ditch. They will then remove the manure from the ditch to apply to another farm field.

Water samples showed ammonia levels that were potentially dangerous to aquatic life. This was a concern since the "K & E Canal" is a tributary of Eel River. Apparently no fish were killed.

IDEM and IDNR monitored the site to determine the extent of the contamination. They decided on the necessary cleanup procedure. It is IDEM's job to oversee and implement federal and state regulations about the environment and to take enforcement action when violations, which would harm the health of Indiana's air, land and water, occur. It also encourages citizens and businesses to be active in protecting and improving Indiana's environment.

But why was the canal referred to as the K & E Canal? Jeff Koehler, CSI board of directors and Clay County Historian, writes:

"The Wabash and Erie Canal made the news last week in Clay County. Not the kind of news we like to hear though. On first reading this article you might wonder where the canal is located, however it is in Clay county. For some reason I have noticed on some old plat maps and topographical maps that it is listed as the old K & E Canal. I don't know where the authors of these maps came up with the title, but it has carried through the years and shows up now and then. The K and the W are not even close on the keyboard. It must have been some bad handwriting and the reporter, IDEM or IDNR used one of the old plat maps as a reference."

Jeff Koehler, CSI board of directors, Center Point, IN

December 31 - Delphi

An article entitled "Rails And Trails In Carroll County" appeared in the Indianapolis Star. It was written by Dan McCain, CSI board of directors and president of the Carroll County Wabash & Erie Canal, Inc. He had read an earlier article in that paper about the old interurban rail bed being used as a detour when sections of the Monon Trail were being worked on around Indianapolis. He told how a portion of the old Fort Wayne and Wabash Valley interurban rail bed has been developed in Delphi as part of the historic trails system. He named the various trails in the 7 mile system and also told about the new Canal Interpretive Center. He praised the work of volunteers.

Chuck Huppert, CSI vice-president, Indianapolis, IN

CANAL SLEUTHS

CSI sent members a form to become a canal sleuth and join a group to conduct field investigations of canal sites throughout Indiana. These unstructured (no meals, no frills) field events will include hiking in rugged terrain and the use of four-wheel drive vehicles. Everyone is responsible for his own expenses. CSI vice-president Chuck Huppert will head up the group of sleuths:

- Leon & Sandy Billing
- Tom Castaldi
- Ralph Gray
- Tom & Mary Grimes
- Don Haack
- Chuck & Lynda Huppert
- Mike Morthorst
- Jeff Koehler
- Sam & Jo Ligget
- James Parks
- Michael Thrall
- Bob & Carolyn Schmidt
- Steve & Sue Simerman
- Neil Sowards
- Brian & Judy Stirm
- Dan Warkentien
- Dan White

LOST BIRDS OF CANAL DAYS

THE PASSENGER PIGEON

By Cynthia Powers

Indiana was well within the prime breeding area of the Passenger Pigeon, probably our best-known extinct species. Canawlers could not have missed noticing their huge flocks which darkened the sky, making them the most abundant land bird in North America. During the canal era of the 1830s to 1870s they declined steadily, until by 1880 they were probably beyond recovery. The last captive individual was the famous "Martha" who died in September 1914 in the Cincinnati Zoo. Now their name survives in the numerous "Pigeon Creeks" and "Pigeon Rivers" that dot the map of Indiana.

Passenger Pigeons resembled the common Mourning Dove but were larger and brighter in color with orange necks and slate blue on the wings. After breeding they fanned out as far north as southern Canada and the Gulf of Mexico, but only in the eastern half of North America. Their huge flocks would settle wherever they found their favorite foods: beechnuts and acorns, the very foods Hoosier pioneers counted on to feed their half-wild pigs. They also ate maple seeds, berries, earthworms, caterpillars and snails. They would flock to salt licks, and hunters sometimes would bait them by spreading salt on the ground. Under their communal roosting places, droppings would accumulate to several inches deep, according to Audubon in 1831.

Like Mourning Doves, Passenger Pigeons built flimsy twig nests, sometimes so flimsy you could see the egg or young right through it. The difference was that Passenger Pigeons nested in huge colonies that sometimes covered several acres. By doing so they were protected from animal predators, because no one predator could hope to eat a significant fraction of the colony. It didn't help them against human hunters, though.

Each pair laid only one egg, although some females participated in "egg-dumping," that is, laying an egg in someone else's nest. (Paternity studies in birds can get complicated!) The pair stayed together at least through each nesting season, because as is the rule in doves, both parents were needed to secrete "crop milk" for the baby. That is a curd-like slurry of cells sloughed off from the inner walls of the crop, very rich in fat and protein. It is the only food of the young dove for the first

few days. It's interesting that the production of crop milk in doves is governed by the hormone prolactin, the same hormone that governs milk production in mammals.

Baby Passenger Pigeons, or squabs, were very fat and hence much desired as food for humans. Market hunters used a captive tethered "stool pigeon" whose flapping attracted a flock, which was then trapped by the hundreds in nets. When netting disturbed the nesting colony that whole year's nesting was lost.

Probably the advent of the railroad (to ship out barrels of dead pigeons) and the telegraph (to alert professional trappers to the location of flocks) helped seal the doom of the Passenger Pigeon. Destruction of the beech and oak forests reduced the amount of "mast" (beechnuts and acorns) available for food and also disrupted the huge nesting colonies. Michigan did pass laws prohibiting disturbance of the nesting colonies, but it was too late. There wasn't much of a conservation ethic until the extinction of the Passenger Pigeon and the near extinction of the American Bison made people aware that even abundant species can be lost.

A short story published in *Analog Science Fiction and Fact* in 1993 was quite amusing to us as bird watchers. It posed the question "What would happen if a group of birders, going about their usual activities, suddenly observed a Passenger Pigeon?" First we would think, "That's just another Mourning Dove." Then we'd think, "Wait a minute—something's different!" Then we'd get out our books, call the local expert, and so on. It was very realistic in its description of bird watcher behavior! When you realize that the story was published a few years after the success of "Jurassic Park" you can now guess the plot: a weird geneticist succeeded in extracting DNA from the foot of a museum specimen and had re-created a small flock of Passenger Pigeons!

By using our imaginations, we can see what the canawlers must have seen—huge flocks that darkened the sky, now gone forever. And we can imagine a future in which each species is cherished, and in which it is unthinkable to lose even one.

References:

Blockstein, D. E. Passenger Pigeon (*Ectopistes migratorius*). *The Birds of North America*. Philadelphia, PA: The Birds of North America, Inc. 2002. No. 611.

Schmidt, Stanley. "Johnny Birdseed." *Analog Science Fiction and Fact*. July 1993. pp 218-247.

The following article was found on microfilm at the Fort Wayne/Allen County Public Library by your editor. Places where the microfilm was unreadable are indicated by a line.

NOVEMBER 29, 1845 SATURDAY
FORT WAYNE SENTINEL

WABASH AND ERIE CANAL A DANGEROUS PROPOSITION

The last session of Congress made an appropriation of 800,000 acres of land, in the Vincennes district, for the purpose of extending the Wabash and Erie Canal from Terre Haute to the Ohio river, and on the 22d of May last a convention of the friends of the Canal was held at the latter place, to consult upon the proper dispositions of the lands, and the practicability therewith of completing its construction. We have before us an a _____ adopted by that convention containing their proposition the principal one of which is that the State shall proceed to borrow the sum of one million two hundred and seventy six thousand three hundred dollars, and keep the lands for the use in the market, this sum being the estimated cost of the extension.

The arguments of the address are placable at first view, but we confess have failed to convince us of their propriety. The projectors of the Canal never thought of extending it to the Ohio River, as is sufficiently evident from its name of Wabash and Erie, that the head of steamboat navigation never having been found on the Wabash, public opinion has _____ and we believe correctly, _____ only legitimate termination is in Ohio. The struggle between the friends of the river, and those of the canal, was long and ardent; but the latter finally trumped and obtained the donation of land. The next thing to be done it to obtain the circulating medium where with to carry on operations, and this was the object of the convention.

In our humble opinion the convention overrated both the value of the lands donated, and the importance of the extension. When it is considered that these lands lie in the oldest district in its State, and have been thirty years in market, at ten shillings an acre, without finding a purchaser, it is comparatively valueless. We doubt much whether they would be worth fifty cents an acre, and for the State to attempt to speculate in them, would be about equal to the Soap Factory bubble, and other fancy operations of a by-gone day. At this estimate, the State, would be minus 800,000 dollars, and this sum is to be added to a debt which has already paralyzed our energies, crushed our enterprise, and covered us with dishonor—The speculation of the convention can never be realized—it is hopeless.

We confess to a warm friendship for the canal, and would gladly see it completed, but we doubt much whether that portion below Terre Haute will ever pay the interest upon the cost of its construction. There are too many outlets for the trade and produce of the country, for the canal to monopolize the business to any extent. The river on one side, and the Madison Rail Road on the other, will of course, divide the business of the country, and it is not to be hoped that the Wabash and Erie can successfully compete with the Ohio canal from Cleveland to Portsmouth, or the Miami canal from Toledo in Cincinnati. There is but one Queen city on the Ohio, and there never will be another. She already commands a large proportion of the _____ on the river, and will continue to do so, and it would require a super-human exertion to divert the trade from that channel.

We doubt, indeed, whether it could be possible for the State to effect this loss, even with the backing of 800,000 acres of culled lands, but if she could do so, we feel it our duty to protest most solemnly against it. Our debt is already too large, and no visionary, speculative schemes should ever induce us to add a dollar to it. We are already unable to pay our annual interest, and how then could we pay seventy thousand dollars more per annum? It is a problem we cannot solve, nor shall we attempt it.

We say to our Legislature beware how you add a feather to the burden already imposed upon the people, and from whatever source comes a proposition to add a dollar to your debt, weigh it well in all its hearings and as you shall answer to your constituents.