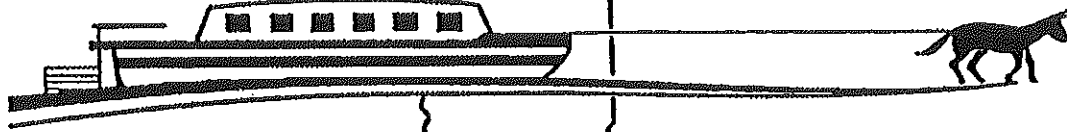


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P.O. BOX 40087 FORT WAYNE, IN 46804

FEBRUARY 2006

CANAL ICE



Nate Tagmeyer

When Indiana's canals froze over navigation stopped and the ice provided opportunities for commercial ventures and pleasure.

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CANAL ICE

By Carolyn Schmidt

Fort Wayne Times & Press November 10, 1852

"We understand, (the packets) will continue to run until the (Wabash & Erie) canal is closed by ice. Heretofore they have been laid up about the 25th of November, whether the canal has closed or not. By that time travel is about at an end, and the canal can hardly be expected to remain open much beyond that date; so it may be regarded as virtually the termination of Packet navigation.

"With the opening of spring, these fine Packets, fitted and refitted and repaired, with probably some new ones, will be again in motion on the line; and we hope to see them under the command of the same captains."

EDITOR: CAROLYN SCHMIDT

5205 WAPITI DR FT WAYNE IN. 46804

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Miami County Sentinel February 28, 1850

"The (Wabash & Erie) Canal will be open by the 15th of March."

Miami County Sentinel March 20, 1851

"Opening of Navigation. Mr. Holman informs us that the water will be let into the canal this evening, from the State line to Lafayette.

"The Packets, it is said, will leave Lafayette for Toledo, on Tuesday next. In five or six days we may expect business on the canal to be fairly renewed."

Navigation of the Wabash & Erie Canal was generally halted from mid-November to mid-March of the following year due to the danger of boats being caught when the canal froze over. This meant that not only passenger service and shipments of goods and produce halted, the mail had to be delivered by other means.

Alexander Newer and his brothers Jake and John hauled limestone from a quarry below Wabash, IN, owned by Mr. Baltus. Sometimes they made two trips a week on the canal. Charles Bechtol also worked on a canal boat. In their following recollections to Frank Sumner Bash they tell of ice hazards:

Huntington Herald Press January 25, 1931

"Navigation on the canal closed in November but sometimes early cold snaps in October formed thick ice hard to break through. At such times we had to put on the 'beads' consisted of round poles strung together and fastened around the bow as a complete shield of armor so the ice did not come in contact with the hull. Just to show you how serious it was to wait too long before going into winter quarters, let me mention an experience I had with Captain Tom McConnell when we were caught at Toledo and had a tough time getting our boat back to Huntington. Tom lived here and owned a boat called the 'Pocahontas.' He was a high grade captain and much liked by the people of Huntington. He made a specialty of lumber cargoes, carrying a vast amount of walnut and yellow poplar to Toledo for John Kenower and Ed Ayres.

"Well, the weather had been nice all fall and Tom figured he could make another trip and get back before much thick ice could cause trouble. But it was taking too much risk as we found to our sorrow before the trip ended. It was turning cold when we finished unloading at Toledo the 20th of November, and it stayed cold so we soon had to break ice every foot of the way. Of course we had a bitter time of it and suffered intensely, sometimes almost ready to give up in despair. We had to hitch the horses to a great heavy cog breaker made of casting. With this we would go ahead and break up the ice for some distance, then go back, hitch to the tow-rope and bring the boat up to solid ice. The splashing water froze as fast as it struck anything. It was a long and tiresome trip. Say! We never reached Huntington until Christmas morning. What do you think of that? We were completely worn out."

Huntington Herald Press September 4, 1926

Charles Bechtol, who worked at Charlie Thorn's boatyard in Huntington and then went to work as the

pilot on Captain Cheesbro's canal boat for \$40 a month, told of canal ice:

"At another time we were caught in a sudden cold snap. Ice was forming thick enough that it was hard to pull through. The captain was excited and as he stood on the edge of the bow, outside the slack towline, he gave orders to put on two teams. When this was done the sagging line straightened out, slipped over the dead-eye and struck the captain with great force, knocking him off into the water. He went under but came up and clung to the edge of the ice. I hurried to his aid, handed him a line and pulled him out."

This four month hiatus in canal navigation was not all bad. It was a time for repairing canal banks, locks, dams, and culverts. It afforded boat owners time to repair their boats or build new ones. Canal boat children stayed in one place long enough to go to the local school. And another enterprise was carried on — that of cutting and storing ice for warm weather.

Canal basins were ideal places to cut ice and canal widewaters often became ice ponds where water was let into the low lying areas during the winter to freeze and then cut into blocks and stored in ice houses until needed. The blocks often were shipped by canal boat when the canal reopened for navigation.

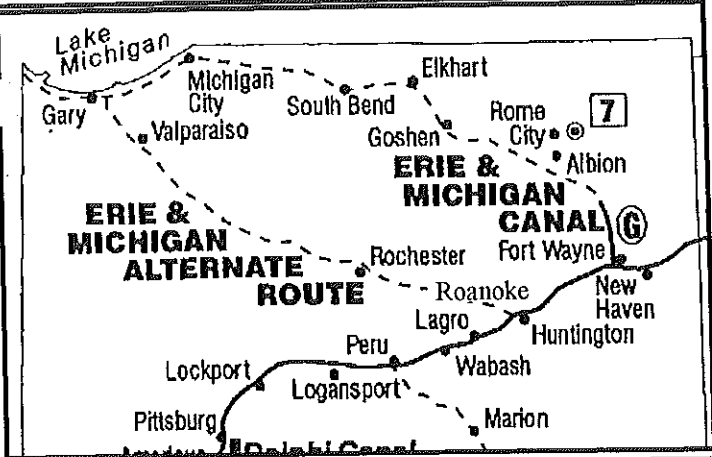
One of these ice ponds was located at Valley View (originally known as Ice Pond) where the Whitewater Canal and the railroad tracks separate. CSI member John Hillman found a plat map which shows that by this pond stood the Cincinnati Ice Company Ice Houses from 1882 to the early 1900s. One of the company's ice houses that was located 2 miles N. W. of Metamora (originally known as Post Office) was a 110' x 210' building that was divided lengthwise with walls into four sections. Each section was 28' high at the eaves and had a gable roof peak running across the building. At the south side of the building was a railroad siding. It approached from the west end and terminated in what appears to be a small jetty that extended into the pond area east of the building. Extending from the pond was an ice slide on the north side of the building. A small engine house about 27' x 36' was located beside the slide. It contained a boiler and a 40 horse power engine, which had a 42' high iron smokestack.

CSI director Mike Morthorst describes ice houses in his book *The Miami Canal in Hamilton and Butler Counties, Ohio* as follows:

"The ice houses were built of pine lumber. The walls were deliberately left hollow in order to place sawdust, sand or straw for use as an insulator. Usually these buildings had wood shingle roofs, Ice stored in these buildings would usually last through the summer season, and sometimes even longer."

Connersville News-Examiner (date unknown)

"The Canal Basin" by Kate Heron describes



Route of the Wabash & Erie Canal through northern Indiana.

Hegner, one of his surviving sisters, said: 'There was not a better skater in Indiana than my brother Albert. He could write his name as plainly on the ice as one could write it with a pen. Sometimes he would place a boy lengthwise on the ice and stack others on top several layers deep, then go back, get a good start and clear the whole bunch. If his father's shawl were stretched across the ice he could jump over it without touching a thread. And, oh, what a swift skater he was. Why, he'd skate to Roanoke and back in so short a time folks could hardly believe it. I wish I still knew the minutes it took him to make the round trip, but I just can't remember. But I do know it was considerably less than an hour. He died in the winter of 1870 at the age of twenty-five.'

"Just what young Corlew's record of miles per hour may have been on skates is forever lost in the world, for no one now remembers it. Zeke Allerton does recall hearing the older folks tell how Albert beat a Wabash passenger train in the run from here to Roanoke. Edwin B. Ayres skated with Corlew a great deal and the two would skate clear to New Haven, thirty-one miles, at about a three minute clip, depending somewhat upon how the wind was blowing. Some of the other fast skaters of contemporaneous times of Albert and George Corlew were Sam Morgan, D.A. Purviance, W. W Hawley, Newt Crandal, Joe Purviance, Mart Brandt, Newt Daugherty and Elam Mahon. The last named skater was a resident of the village of Mahon a few miles south of Roanoke. He was a swell dresser and talked a great deal about developing a city out of the village named in honor of the Mahons. At that time trains stopped there and the place supported mills, shops, stores, saloons and residences. Is it not strange how a mysterious fate can seal the doom of towns and thwart the ambitions of man? Mahon slowly evaporated until a stranger now driving over the highway would never dream that in the '60's a lively town once claimed a place on the map at that point.

"But something I remember with keenest interest in connection with canal skating, was the old basin at Swaidner's mill at the north edge of Roanoke. The canal at that point backed up and formed a cove, or bay, consisting of several acres covered with shallow water which afforded ideal skating. That memorable basin is now devoted to Zent Brothers' baseball park provided with refreshment stands, rest room, amusement, handsome grove, and other resort improvements. During the past summer I witnessed hundreds mingling within the gates of this inviting park. As I watched the festivities of the younger generations my mind's eyes were also seeing another throng of pleasure seekers of a far different personnel — a swarm of skaters gliding over glassy ice that covered those very same acres in the long ago. As I stood and mused over the old basin's early scenes the ground seemed like the mystical isle in the river of time, where shadowy hills and kindly eyes and funny smiles flashed round the heart with a wildering wile. No, that old skating basin was a Mecca of reality — a place filled with delightful memories.

"When a mere boy I was told of an alleged incident that once took place and it impressed me greatly, but I was too young to retain any of the details. Now it is almost legendary but some of the early residents could have related it perfectly. A mere fragment of the story is that among the many skaters on the basin one night was a handsome and popular young man, a pub turner in the town employed at good wages at one of the places of business. His fine countenance bespoke for him a good standing

cutting ice:

"Men with long heavy sharp saws would cut the ice into cakes two feet long, sixteen inches wide and if ten inches thick the cake would weigh 200 pounds.

"Ice would form on the river, but not thick enough for commercial value.

"...Houses were built for storing ice for summer use. The cakes were packed in sawdust in which the ice kept perfectly.

"I remember an ice house on Washington street between Fifth and Sixth streets (Connersville). The ice that was stored there was used for cooling beer made at the Billau brewery.

"Joseph Groff and later George Waltz made a business of cutting and storing ice. Their ice houses were at the south end of the Claypool levy, and retailed in the rear of the Groff restaurant and store, which was on the east side of Central Ave., the second room south of Fifth street. The restaurant was entered from Fifth street.

"All ice that these men cut was consumed in Connersville and sold from 3 to 5 cents per pound and you had to carry it home with ice tongs, which the majority of homes owned."

Although the winter months provided opportunities for those who earned their livelihood from the canal, ice on the canal meant one thing to the general public — enjoyment — as can be seen from the following four articles by Frank Sumner Bash and one by Kate Heron:

Huntington Herald Press January 12, 1924

F. S. Bash related his personal ice experience:

"But going back to a more distant period in the city's (Huntington's) history, when the canal was still filled with water, skating emerged in a fine art. It was generally contended that Albert Corlew was Huntington's finest skater. The few remaining older inhabitants, who remember Al, as he was called, tell me he was the cynosure of all eyes when on the ice. The whole throng of skaters would stand motionless and marvel at his feats of skill, plied with enough water to afford a good skating surface below the dam, next to Jefferson Street, large assemblies of old and young would collect between the two old covered bridges and enjoy Albert's exhibitions. Mrs. Emma

and arguing that he had come there with clean hands and pure heart. He had been there long enough to win the affections of one of Roanoke's fairest girls. He was skating with her when whispers passed through the merry crowd that a stranger, an officer of the law, was looking for some one. A friend gave the young couple a quiet tip. They separated, the young man circling in careless, graceful curves until the main channel of the canal was gained where he went around the corner and made a dash for liberty, vanishing on the canal like a bird in its flight. He never returned and nothing was ever learned of his history."

Huntington Herald Press January 19, 1929

Norman Richard Teninge skated about 12 miles from Huntington to Roanoke:

"When a lad Joe did a good deal of skating on the canal. He said a dozen boys would grasp a long slender pole when making a long trip on the ice. This tandem method aided the weaker boys and was also a safeguard if the ice happened to break. The dredge during the previous season had scooped out a place about nine feet deep where there had been trouble with the channel filing. It was at the overhead bridge near what is now called the Grossman spring. Matt Hier had taken out ice at this place, but in the morning it was frozen so the boys glided over it while starting for Roanoke. Coming back the ice had thawed and some of the boys went down. They clung to the pole and were saved." He also reported "Once I walked to Whippoorwill school house and back, and skated on the canal to Roanoke and back, and did it more easily than I could now walk a few rods east to the spot where I was born."

Huntington Herald Press July 26, 1931

George Beeching recalled skating on canal ice as follows:

"In my early days I enjoyed skating on the canal. Occasionally we young people skated to Roanoke, but as I glided past this point I little dreamed that some day, long after the canal was abandoned, I would be living here so close to the canal bed. Time brings about many queer things. Yes, speaking about skating, there was one time that Fonce Gourley, Elmer Martin and myself skated to Roanoke. By the time we reached that town snow began falling, so we turned right around and struck out for home, fearing the snow would get so deep as to hinder us from skating.

"Gourley was all of six feet tall, and oh, how he could make his long legs speed up on skates when the ice was right. We had gotten back as far as the Cheesbro brick house near the suburbs of Huntington when down through the ice Gourley plunged, in an air-hole or spot where a spring may have made the ice thin and rotten. He was in to his armpits but didn't get under the ice. We were soon busy doing our best to pull him out. The icy bath sure did make his teeth chatter. When we got him out on solid ice, we rushed him into a boat belonging to Cheesbro. It was tied up there for the winter. People were living in the boat and had a good fire, so it was not long until Gourley was clad in borrowed clothes and could proceed to his home."

Huntington Herald Press April 7, 1926

William H. Drover recalls a scene on ice. "I remember when my father and mother drove in Huntington on the ice in the canal. It was before moving here (Huntington). My

brother Henry, sister Ricka and myself were in the sleigh with our parents. Right out at the hill where Paul Taylor's home is located the horse took fright and upset us, but father hung in to the lines. When all was straightened out my father and mother wondered what could have caused the horse to act so strangely. They looked around and saw a black bear near the canal. That was my first sight of a bear."

Connersville News-Examiner (date unknown)

"The basin of the canal (in Connersville) extended almost to the wall of the 'Town Hall' now the City and Masonic Hall...In winter the basin and Claypool's levy were the Mecca for skaters. The bridges were built high with stone steps on the four sides that led to the floor of the bridge. The bridges were built quite a bit higher than the boats permitting them to pass under in safety. During the skating season the bridges would be crowded with people of all ages, watching the antics and fancy skating.

"A number of skaters became experts and received prizes given by the merchants for the best skater. Will Hankings and James Heron were among the best prize winners.

"...we skated on ice that would often freeze to the thickness of eight, ten and in extreme cold, as much as fourteen inches."

As seen from these newspaper excerpts, ice played an important role in life on the canal. It was also a part of the reason the canals failed since it kept them from operating year round.

Skating and riding in sleighs on Indiana's canals must have been much like the idyllic scenes painted by Currier and Ives. One can almost imagine the crisp air in one's face while skimming over the ice.

WELCOME NEW MEMBERS

The Canal Society of Indiana welcomes aboard the following new members who have joined at the \$25 membership level unless otherwise noted:

- Jimpsie Doyel—Camden, IN \$30
- Susan Feller—Lafayette, IN
- Eldon & Marsha Fredericks—W Lafayette, IN
- Bret & Sarah Hanaway—Delphi, IN \$50
- Michael Howard—Warsaw, IN
- Marlene Konsek—Neenah, WI
- Jane Mareachen—W Lafayette, IN
- Harold Powell—Delphi, IN
- Anna May Reitenour—Kokomo, IN
- Michael & Cecily Schneider—Lafayette, IN
- Gordon Stevens—Delphi, IN
- L. Spencer Thornburg—Winchester, IN
- Nathan & Rosalie Wilson—Delphi, IN

CANAWLERS AT REST

BENJAMIN B. TOWER

b. September 20, 1819

d. September 26, 1872

By Carolyn Schmidt

Photo by Bob Schmidt

Benjamin H. Tower was born on September 20, 1819. He was a native of Michigan. He moved to Fort Wayne, Indiana during the 1830s. He dealt in lumber and manufactured furniture. During the days of the Wabash & Erie Canal he was connected with it for a time as paymaster.

1840-1856: Tower was appointed Ft. Wayne fire chief. He was succeeded by S. C. Freeman.

1849: Pliny Hoagland and Benjamin H. Tower contracted with the Board of Trustees of the Wabash & Erie Canal to rebuild Lock No. 2 located 8 miles East of Fort Wayne, upon the wooden crib plan. This lock is better known as the Gronauer Lock after the locktender Joseph Gronauer. Jesse Lynch Williams, Chief Engineer of all of Indiana's canals, was to be the inspector of the work. The rebuild was to be "fully completed" on or before the tenth day of March, 1850. The contract was signed by P. Hoagland, B. H. Tower, and Tho. H. Blake. The contract included a list of rates or prices:

For square oak timber in cribs including posts, braces, hollow quoins, and the top course of ties per lineal foot, sixteen and a half cents (16½ cts)

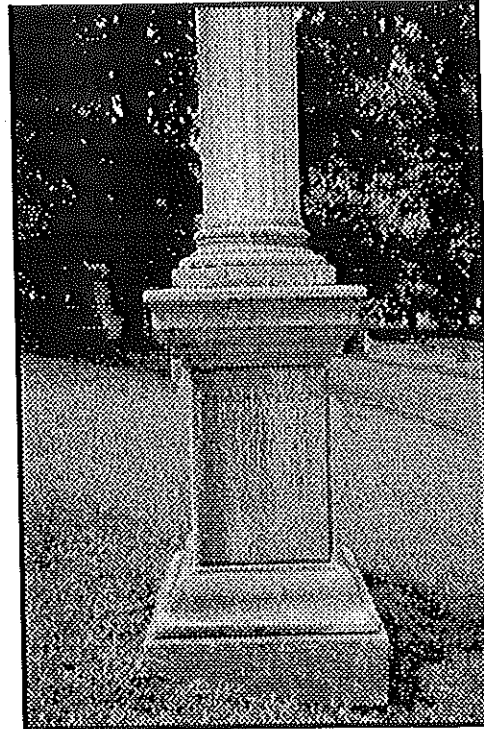
For round ties including round timber in cribs per lineal foot nine cents (9 cts)

For jointing and putting on 2 inch oak plank on cribs or floors, per superficial foot, three and a half cents (3½ cts)

For spikes used in planking on cribs or floor per pound, seven cents (7 cts)

For excavation around cribs, including removal of stone in old cribs per cubic yard, twenty eight cents (28 cts)

For embankment around lock including filling cribs, per cubic yard twenty-eight cents (28 cts)



For removing old timber in lock, per lineal foot, four cents (4 cts)

The above prices to cover the cost of removing and replacing old lock gates if this be necessary and also the bailing of water if required.

Specifications for building a crib lock were as follows:

The crib will consist of a front and back wall connected by round ties. The timber for the front walls and also for the cross walls, will be got out Square, and before putting together they must be neatly counter-hewn on three sides; that for the back walls will only require planing hewing on three sides. The top courses of the front walls will be 14 inches wide, and must be neatly counter-hewn; the upper front corner beveled off, and the lower front corner rabbeted, to receive the plank.

The ties will be framed with dove tails at both ends, but the gain for the front end must not be cut entirely through the wall — the top courses of ties will be hewn square. The ties in the chamber cribs should average 9 feet apart from centre to centre in each course. From the crosswalls at the hollow quoins to the cross walls at the upper ends of the recess, one tie to each in each course, will be required. In the cribs below the lower gates, one tie will be put in each course. Each course of timbers will be firmly secured to the one next below it, with tree nails 20 inches long and 1½ inches in diameter, to be put in 10 feet apart throughout the entire length of the walls. As often as 16 or 18 feet a post, 1 foot square, will be set up against the back wall, firmly secured to the foundation timber by a dovetail tenon and key, supported by a brace of similar dimensions, footing into the foundation stick immediately back of the front wall; both ends of the brace will be secured by tenons and pins.

The foundation timbers will be laid on a bed of good puddle 3 inches deep, and will be brought to the proper level by using a heavy commander, or maul, after which it will not do to

raise them without renewing the puddling.

Immediately under each mitre sill a ditch will be cut, three feet deep, sloping on the sides and coming to an edge at the bottom, in the centre of which 2 inch oak plank sheet piling side jointed will be set up, having the edges brought close together, after which the ditch will be filled with puddle, and the two first foundation sticks brought up on each side of the piling. The remaining foundation sticks will be placed on an average of six inches apart. After the foundation timbers are properly levelled, the first course of two inch plank will be placed extending the full width of the foundation, from the lower end of the lock to the upper end of the recess, and of the same width from the upper end of the lock down, 18 feet between these points the 1st course of planking will only be 17 feet wide, extending across the width of the lock, and under the front walls. The second course of plank, will extend from the upper end of the lock down to the lower mitre sill, and will only cover the space within the face walls. Both courses will be of the best white or burr oak plank, and must be closely jointed with a plane. The first course of plank from the upper end of the lock down to the lower mitre sill, will be secured with 6 inch cut spikes, and the second including the first below the lower gates, with wrought spikes having good heads 3/8 inches square and 10 inches long, six of which will be required to each 10 square feet, or for the whole foundation 1100 spikes of this kind will be required. The lower mitre sill will be secure by six spikes 3/4 of an inch square and 18 inches long; the upper mitre sill will require the same number of spikes of the same size and 27 inches long.

The facing of two inch plank on the sides will extend from the ends of the wing walls at the upper end of the lock down to the lower hollow quoins, and must be commenced at the bottom and finished at the top, with narrow plank, so as to break joints completely, throughout the lock. This planking will be secured with six inch cut spikes, eight of which will be required to each ten square feet, for a lock of 8 feet lift 3,136 spikes, or counting eight to the pound, 392 pounds will be required. For other lifts the quantity will be increased or reduced in proportion to the height of the walls.

For the purpose of more effectually preventing the cribs from settling inwards, these will be placed in the embankment longitudinally back of the walls, three courses on each side, or round ties, 16 inches in diameter and in pieces to make 115 feet in length, which will be strongly connected with the back walls with round ties dovetailed at each end. The two lower courses of round ties (one on each side) will be 16 feet long, and the others 12 feet long.

Along with the contract and lock specifications were a bill of iron for the lock gates of 7 feet lift and a bill of timber of lock gates and mitre sills of a lock of 7 feet lift.

Mid-1880s: Benjamin married Kate Paul. Their son Alexander M. Tower was born in Fort Wayne on January 6, 1855. Kate died when Alexander was three years old.

Hoagland & Tower Contract for rebuilding Lock #2

East of Fort Wayne Final Account

6186 L. ft Sq. Oak timber	@ 16 1/2	101.04
364 " " 6 in. oak	@ 16 1/2	60.06
2200 " " Round Ties	@ 8 1/2	195.00
620 " " Back wall ties	@ 8 1/2	46.80
2347 L. " Planking	@ 32	120.64
409 Lbs Wrought spikes	@ 8 1/2	37.01
528 C. yds Excavation	@ 28	60.84
1427 " " Embankment	@ 28	287.56
14670 L. ft Old timber removed	@ 4	186.80
47 " " for smulging posts & head wall	@ 16 1/2	7.70
180 " " timber for head wall	@ 7	10.07
400 " " old timber to receive back ties	@ 0	20.00
Plant jointed and not used		7.50
Replacing old timber in Bern pole		
and fitting timber for first course		20.00
Extra work on Hollow Quoins & Gates		65.00
Cutting down head walls		4.00
Total		\$2139.40

Hoagland and Tower final cost \$2,129.40 for rebuilding Lock #2

Alexander attended public schools in Ft. Wayne and apprenticed in machine shops of the P., Ft. W. & C. railroad.

1851: On February 8, Benjamin H. Tower was appointed Ft. Wayne street commissioner along with Morris Cody

1859-1866: Benjamin H. Tower was the alderman from the second ward on the Ft. Wayne City Council serving with the following councilmen:

1861: J. Burt, Morris Cody, John S. Harrington, J. Humphrey, B. H. Kimball, B. D. Miner, Daniel Nestel, C.P. Piepenbrink, Edward Slocum, B. H. Tower

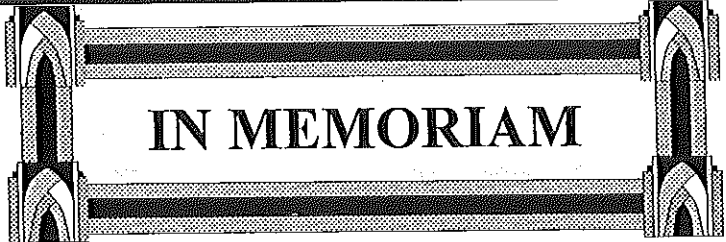
1863: Morris Cody, Dennis Downey, John S. Harrington, B. H. Kimball, Henry Monning, Henry Nierman, C. P. Piepenbrink, A. F. Schele, Edward Slocum, B. H. Tower (Harrington, Nierman, Schele, and Slocum resigned before the completion of their terms and Pliny Hoagland, C. Neireiter, and William Waddington were appointed.)

1865: Morris Cody, Dennis Downey, A. P. Edgerton, Pliny Hoagland, B. H. Kimball, Henry Monning, F. Nirdlinger, B. H. Tower, P. S. Underhill, William Waddington, (Henry Monning resigned and was succeeded by David Hoyt)

1871: John W. Bull, A. H. Carier, Lewis Dessauer, W. B. Fisher, J. S. Goshorn, Samuel T. Hanna, O.

P. Morgan, O. E. Radway, John Shoaff, Jacob Shryock, John Stoll, William Tegtmeyer, Conrad IN

Tremmel, B. H. Tower, P. S. Underhill, William Wadlington, G. H. Wilson



1867: Benjamin H. Tower ran for mayor of Ft. Wayne on the Democratic ticket. He was defeated by a majority of 693 votes for Henry Sharp, who became the first elected Republican mayor of Ft. Wayne. Sharp, a native of Albany, New York, came to Ft. Wayne in 1837 and operated a hat manufacturing business.

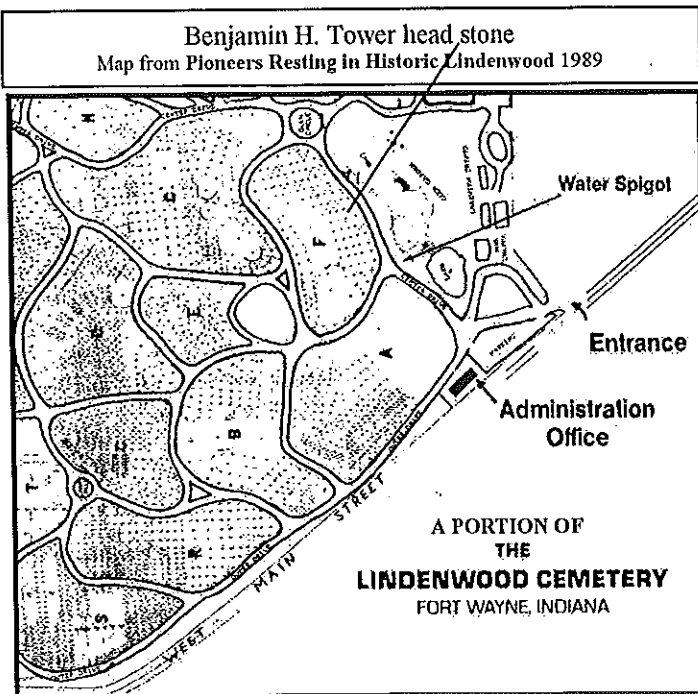
Benjamin Tower resided in Ft. Wayne until his death. The Ft. Wayne Daily Sentinel of September 24, 1872, carried his obituary. Today his remains rest in Lindenwood Cemetery in Ft. Wayne, IN.

Death of Benjamin H. Tower, Esq.

Benjamin H. Tower, Esq. died at his residence on East Wayne Street last evening. The deceased was well and favorably known by all our citizens. He was Chief Engineer of the Fire Department from 1840-56 and filled the position with credit to himself and his constituents. He was councilman from 1861-1867 and again from 1871-1872 — giving the greatest satisfaction.

Sources:

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PHAMA M. HUDSON

Phama M. Hudson died on Saturday November 5, 2005, at the Heritage House in New Castle, Indiana, after a lengthy illness. She was 85 years old.

Phama was born to Alvin and Ethel Ralson on September 16, 1920, in Redkey. She was a graduate of Redkey High School and Ball State Teachers College (now Ball State University) where she studied education. She taught at Jay County High School in Redkey, the Gov. I.P. Gray High School in Dunkirk and in Portland. After moving to Muncie, she taught high school and elementary school at Royerton and Delaware Community Schools. She retired after 40 years of teaching in 1982.

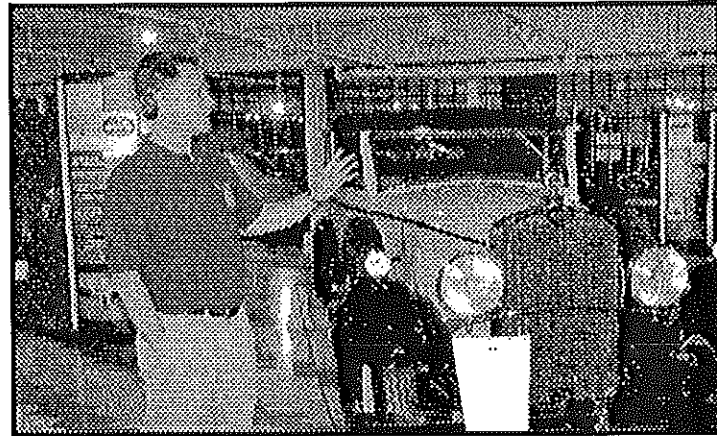
Phama was a charter member of the Canal Society of Indiana where her husband Clarence Hudson (d. 1990) was its first president. She continued to be a strong financial supporter after Clarence died. She also belonged to the Gethsemane United Methodist Church, Delta Kappa Gamma, Halcyon Club, and Delaware County Retired Teachers Association. She was a 4-H leader for 14 years, class sponsor several times, and participated in volunteer activities.

Survivors are son John (Donna) Hudson of New Castle, IN; grandsons Micah (Jennifer) Hudson of Charleston, SC, and David Hudson of New Castle, IN; brother Calvin (Marilyn) Ralston of Bremen, IN; sister-in-law Mary Frances Wiemer of Indianapolis, IN.

Rev. Charles McDonald conducted services on Thursday, November 10, 2005 at 1 p.m. in the Meeks Mortuary and Crematory chapel. She was buried in Hillcrest Cemetery in Redkey. Memorials were to Gideons International, P.O. Box 629 E. Muncie, IN, 47308.

Maumee Valley Heritage Corridor

The annual meeting of the Maumee Valley Heritage Corridor was held at the Auburn Cord Duesenberg Museum in Auburn, IN, on November 12, 2005, at 11 a.m. After a short business meeting where guests learned of corridor activities, Dick Kudner, president, reported that the scenic byway designation has been received for a four county portion of highways in the valley and a byway brochure has recently been completed.



feat in Ft. Wayne, St. Clair's defeat at Ft. Recovery, the adventures of Anthony Wayne, Fallen Timbers, and William Henry Harrison's battles in northwestern Ohio and northern Indiana.

Following Dick's remarks, members and guests enjoyed a luncheon prepared by Costa Catering. Al Ensley then gave a brief talk about the museum and led the group through the showrooms pointing out various features of the 120 cars on display. Representing CSI at the meeting were Tom Castaldi, Jim & Ruth Ellis, Dick & Martha Kudner, Bob & Carolyn Schmidt, Steve & Sue Simerman, and Neil & Diana Sowards.

The August 2005 issue of Ohio Magazine carried an article entitled "Past & Present: Heritage Driving Tour" that told about the Maumee Valley Heritage Corridor and listed places to visit, explore, hike and drive. Featured were Perrysburg's 577 Foundation, Fort Meigs Museum & Education Center, W. W. Knight Nature Preserve near Rossford, Village of Grand Rapids, and Henry County Courthouse at Napoleon.

To become a member of the Maumee Valley Heritage Corridor write MVHC, 5100 West Central Ave., Toledo, OH 43615. For a free scenic byway map contact: www.mamueevalleyheritagecorridor.org

OHIO BYWAYS WITH CANAL SITES

Canalway Ohio along the path of the Ohio & Erie Canal from Cleveland to Dover has historical and recreational sites. tdonovan@ohiocanal.org

Maumee Valley Scenic Byway along the Maumee River parallels the northern portion of the old Miami & Erie Canal towpath with lock and culvert remnants and is anchored by Ft. Meigs. dickkudner@cs.com

Miami and Erie Canal Scenic Byway parallels the former canal route. It had Delphos Canal Days on September 16-18, 2005. The Miami and Erie Canal Heritage Corridor Association has created a guide to the corridor with a map to numerous points of interest. Lock 14 Park north of St. Mary's, OH, has recently reconstructed a canal lock and is the staging area for hikers exploring the Miami and Erie Canal Towpath Trail. The Delphos Canal Commission Museum Center has canal exhibits. meccadirector@bright.net

M.V.H.C. annual meeting at Auburn Cord Duesenburg Meeting
Top: Carl Bauer, Sue Simerman, Steve Simerman, Ruth Ellis and Jim Ellis stand by the Maumee Valley Heritage Corridor display.
Center: Al Ensley, docent, tells about the cars at the museum.
Bottom: CSI members and guest stand by a classic car
L-R Back —Norm Strayer, Steve Simerman, Carl Bauer, Bob Schmidt L-R Front —Carol Strayer, Sue Simerman, Barbara Bauer, Carolyn Schmidt Photos by Bob Schmidt, Tom Castaldi

Also there is a proposal for making a motion picture for public television covering the Old Northwest Territory during the period between the American Revolution and the War of 1812. A story line would be created around William Wells, a white boy captured by the Native Americans. Area history covered would be Harmar's de-

Ohio River National Scenic Byway opened a visitor center and museum in August 2005 at Lock #34 Park in Chilo, Clermont County, Ohio. This is the gateway to the byway. A hands-on exhibit allows visitors to operate a one-third-scale lock with wickets. rivertrails@earthlink.net

**CANAL SOCIETY
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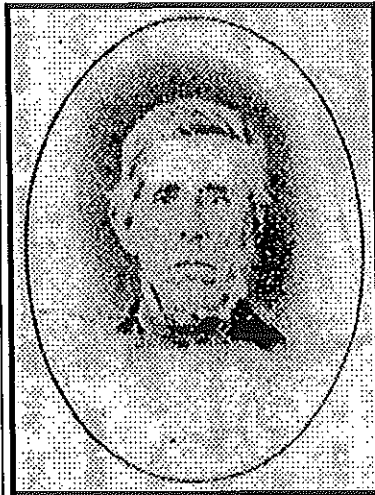
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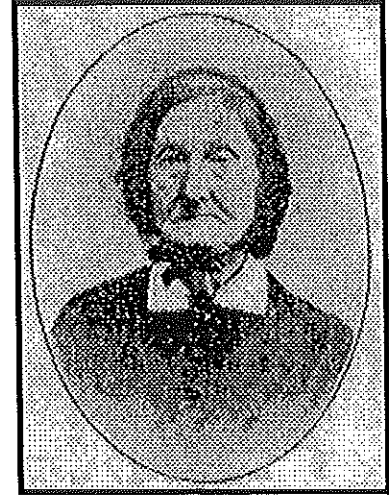
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**SAMUEL NIXON BAKER
AND HIS WABASH & ERIE CANAL CONNECTIONS**

By Charles Davis



Samuel Nixon Baker
b. Dec. 16, 1799
d. July 17, 1860



Catherine Moore Baker
b. June 11, 1801
d. Feb. 21, 1883

Samuel Nixon Baker was born on December 16, 1799. In 1827 he married Catherine Moore, who was born at Shelbyville on June 11, 1801. He emigrated from Shelby County, Kentucky, to Parke County in late 1829-1830.

Catherine Moore Baker was a real daughter of the Revolution and, at least, a sister of the War of 1812. Her father, Abram Moore, who was born in Lancaster County, Pennsylvania, on September 4, 1756, enlisted in Captain William Washington's company of Minute Men at Shepherdstown, Virginia on April 29, 1775, just ten days after the battle of Lexington. As soon as the news reached Virginia, he re-enlisted in Col. Smallwood's regiment in January, 1776, while serving with the army then besieging Boston. He was in the Battle of Long Island and crossed the Delaware with Washington on December 25, 1776. He reenlisted July 1, 1777, in Capt. David Poore's company at Frederick, Maryland, for six week. He applied for a pension in 1833 and it was granted on June 10, 1833 at Shelby County, Kentucky.

There is no record beyond the word "missing" for Catherine's brother, John Moore, who left home with his Kentucky comrades when she was eleven years of age. He was last seen by them among the prisoners at the battle on the River Raisin in January 1813. That night many of them were massacred by the Indians.

When Samuel and Catherine came to Parke County in 1829, they settled in Reserve Township. There Samuel established a pottery on Leatherwood Creek in the southwest quarter of Section 21. This preceded the Coke Oven Hollow and the Annapolis potteries. He started making redware at the pottery, which was located not far from Leatherwood Station, a depot that was built in 1878 for the Indianapolis, Decatur and Springfield railroad. His pottery was on the road going north from the depot, which is no longer there. He ran a shop for about four years obtaining clay just north of this location and glazing clay from "Wildman's Hollow." This hollow is where I have lived for 58 years. My family has resided there for 65 years. The glazing clay, which is still abundant, was dug from Big Pond Creek that parallels the old U. S. 36 or 350 N road on which I live.

About 1833 or 34, he moved his pottery to Rockville. He purchased the west-half of lot 19 from John N. Burford on June 17, 1837, for \$50 Deed Record 6/5 and built his home, a double-log cabin, on this ground. He purchased a stable that was constructed by Andrew Ray, the "father of Rockville," that was used in connection with the Inn. or Tavern constructed by Ray in 1823 on the corner once occupied by the Thomson' store. Samuel moved the building to his property; erected the frame, which was made of stout oak timbers; added an additional story; and remodeled it.

The building was put together without a single nail.

Samuel hauled the clay to Rockville from his first pottery and continued to use the glaze from "Wildman's Hollow." James Demott was the clay moulder at Baker's Kilns in 1839. The "redware" was made of common yellow clay, glazed with red lead burned in a kiln to a "stone body" and the manufacture of stoneware was begun.

There was a steady demand for the output of the pottery and the business grew. The trade was in western Indiana and eastern Illinois. The completed "redware" was hauled in wagons packed with straw to the doors of immigrants, settlers or local country stores. He continued making "redware" until 1845.

When the Wabash & Erie Canal opened up through Montezuma, Samuel bought and shipped his wares via it. Canal boats were owned by private individuals and mercantile firms who paid for the use of the canal.

Samuel Baker's canal boat was called the "Wild Boy." He was its commander. It came from Delphi, Indiana, and was registered at Lafayette, Indiana, on April 18, 1850.

On September 27, 1851, Samuel bought a patent from William William for making stoneware pumps. Mr William was of Dover, Cuyahoga County (at that time), Ohio. He granted Samuel the right to make, use, and vend a patent granted to Abraham Vanvorhees in 1839, which had been assigned over to L. C. and J. S. Garner. Samuel bought this patent for \$50. Deed Record 13/634 He began making the pumps.

At this time Samuel also opened up a mercantile store on the north side of the square in Rockville in a building that was originally built by Andrew Foote. Foote died in 1852. His son, Major Lucien A. Foote, a Civil War Veteran of Company A 14th Indiana Infantry was the person I quoted in my article the "Great Sleigh Ride and Its Wabash & Erie Canal Connections." Lucien took part in that event.

On April 7, 1855, Samuel bought lot 18 that adjoined his lot 19 from Samuel Strouse, James and Henry Baker. Deed Record 15/523

The large potters shop stood east of the kilns. The ware was turned out by hand with foot power. Just north of the building, the clay was ground by horse power.

Before the Civil War this shop was a "loafing" place for respectable and intelligent people. Prominent

men of the town frequently joined the congenial company. Imagine the stories of old being retold, politics discussed, who did it to who, etc. Today the term "liars bench" is used in the area.

Children living around the place would come at night attracted by the great wood fire of the drying kiln, which in winter always sent its cheerful warmth about the large room where congregated a happy throng, playing euchre until bed time and, on "burning nights," keeping company with the Baker boys and enjoying famous midnight lunches. Often a bushel of potatoes would be roasted in the great bed of coals to appease the appetites of the throng in attendance.

Samuel and Catherine Baker had seven children. They were Mary Francis Baker Strouse, James Henry Baker, John William Baker, Samuel Nixon Baker, Elizabeth Baker Catlin, Charles Holiday Baker and George Clark Baker.

While Samuel Nixon Baker was on his death bed, Barton W. Shackelford and John G. Davis stood by his bedside until he took his last breath. He died July 17, 1860. Rockville Tribune July 7, 1867

After his father died Charles H. Baker remained living in the old homestead and took care of his mother, Catherine, until her death. Charles was born there on January 20, 1842, and lived there until his death on November 24, 1924. His unmarried son, Fred Foote Baker, also lived there.

The Baker brothers continued the pottery business after their father's death calling the firm Baker Brothers. They established the first drain tile factory in Parke County at Rockville, Indiana, in 1867.

Their brother Lieutenant John W. Baker died on April 22, 1870, at the age of 31 years 2 months and 9 days. He had served in the 14th Indiana Regiment in the Civil War. During one of the battles, John's left leg was shot off. After the war he was in poor health. The pottery firm now consisted of Charles Holliday, James Henry and Samuel Nixon Baker II.

For a while James H. Baker went to Portland Mills and built a pottery. It didn't work out. He moved back to Rockville in 1872 and built a pottery on the northeast side of Rockville on land he had purchased from Persius E. Harris in 1866. Deed Record 25/281

Charles H. and Samuel N. continued manufacturing stoneware at the original site near the homestead of their father. Their business was successful and lucrative. Samuel was their salesman. The Rockville pottery supplied the city of Terre Haute to the exclusion

of all other potteries until the introduction of machinery in 1845 and died on December 15, 1927. They had three children: by the large potteries in the east. After a few years they sold the business part of the pottery to William H. Nye and Levi Sidwell.

Mrs. Belle Bellew of Chicago, Illinois
Harry A. of Indianapolis
Fred Foote Baker of Rockville, Indiana

Samuel and Catherine were zealous members of Rockville's Methodist Church. Upon Catherine's death on February 21, 1883, the Rev. William Y. Allen delivered a beautiful tribute to this "exemplary Christian woman whom everybody held in veneration." He had been born one year before Catherine in the same town, had been a childhood playmate, and had known her for almost 80 years.

By the time my father, Charles F. Davis, was born in 1910, all the old potteries in Parke County had fallen into silence just as the Wabash and Erie Canal had done 35 years before.

The pottery business finally passed to the sole proprietorship of Charles H., who conducted it until the large manufacturers equipped with machinery made all the old methods obsolete. He continued the unequal struggle and held on until he became too old to do the hard work.

Fred Foote Baker, Charles' son, was born on July 22, 1885, in the old homestead, which still stands on the northeast corner of Jefferson and York street on lot 18. I knew Fred as a boy of 13 by association with my father Charles F. Davis. Fred entered the printers trade with the Rockville Tribune as a "devil" at the age of 15 years. The publisher was Isaac R. Strouse. When Fred left the Tribune, he went to the Republican paper in Rockville for about 35 years and then returned to the Tribune in 1949.

The original pottery and the one northeast of town shut down forever in 1910. The old potter shop, which had stood for nearly 80 years was torn down in June of 1912. It was a sad event for those middle aged people who had played in and about it in their boyhood. The place was practically home for four generations of Rockville boys.

Fred began taking cooperative weather observations for the United States Weather Bureau in 1915. The continuity of his records were not broken until his illness in 1961. He received a 40-year recognition pin in 1955 for his long service with the Bureau. To the general public, he was best known as the weatherman of Rockville, performing his duties with a dedication unmatched probably in the U. S. Weather Bureau's history. He succeeded Dr. W. W. Wirt as weather observer in 1915 and lasted in that capacity until 1961.

James Henry Baker, who was born at his father's pottery shop on Leatherwood Creek on October 18, 1830, died July 11, 1924. He Married Mary Firestone at Portland Mills on October 18, 1855. She was born in Putnam County, Indiana, on December 15, 1836 and died on November 14, 1914. They had five children:

My father and I made many trips to Fred's weather station on York Street in Rockville during the 1950s. We got to see all the "do dads" he used for his forecast information. It was also a loafing spot at times for the old boys to tell stories of old like they did in the pottery kiln days.

George H.
Minnie Brubeck of Rockville
Edward of Indianapolis
Charles H. died Aug. 6, 1863
William N. died Aug. 12, 1864

Samuel Nixon Baker II was born on March 8, 1838, and died on December 7, 1908. He married Mary Francis Knapp on August 26, 1880 at her parents home in Terre Haute, Indiana. Mary was born on November 1, 1844, in Cambridge City, Indiana, and died on April 23, 1912. They had 6 children:

My father and I played music every Friday and Saturday night from 9 o'clock to Midnight at the Rockville American Legion from New Years Eve 1960 to New Years Eve 1961. Every weekend night that we were playing, Fred would come into the Legion peddling newspapers and "crying" the headlines and price of the paper. He was quite a guy.

Mrs. Henrietta Johnson
Mrs. Mira Benson
Mrs. Charles W. Overpeck
Gertrude Baker
Alice Baker
Bert Baker

Fred Foote Baker died on June 13, 1961. His only close family survivor was his sister Mrs. Belle Bellew of Lakeland, Florida.

Charles Holliday Baker was born on January 20, 1842, and died on November 28, 1924. He married Martha Ann Lewis on January 1, 1871. Martha was born

Belle, as sole heir, sold off the south half of lot 18 to "Sid" and Aarol Jacks Jr. on October 10, 1961. Lot 18, the homestead site, had been purchased in 1851 and was in the Baker family for over 100 years. The lot still belongs to the car dealership of Jacks and Jacks. The little weather station, although in poor condition, still

stands in the midst of the lot surrounded by used cars and trucks. Nothing at all gives a person today any idea that there was ever a pottery factory located there.

The force of Samuel Nixon Baker is shown in a quote I previously used in my article "The Big Sleigh Ride" on page 19 of Indiana Canals Vol 13.. No 1:

"I remember the town potter (Rockville) had a force of men on the flatboat going thru all the motion of turning out pots and jugs."

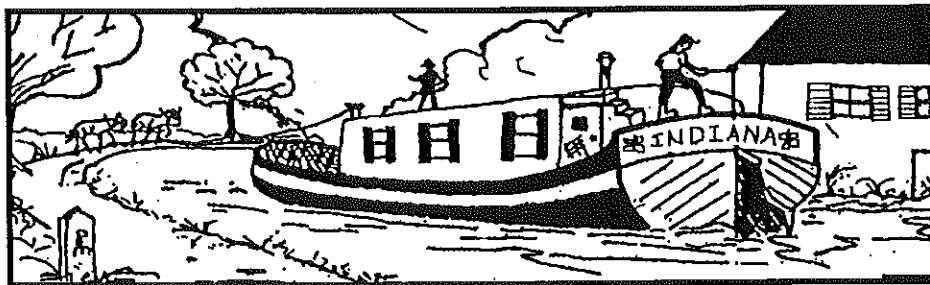
Samuel Nixon Baker and the Baker boys probably witnessed first hand the public speeches that the following eyewitness reported in the Rockville Tribune on June 17, 1886:

"CALEB WILLIAMS' WELL"

"The repairs of the walk by the Parke Bank uncovered the mouth of an old well, which brings up a thousand reminiscences. This senior first drank from that well in the autumn of 1849, in the "good old times" when Mike Marlay and Jack Boggess, Jim Mahan and Clark Boyd, "Red-headed" Jim Wright and Jake "McStinger" Creekpaum made this corner their headquarters of Saturday nights. At that time, and we know not how long before, the aged Caleb Williams kept a grocery store in a little old frame on the corner, where an enthusiastic (mock) "convention" was held in 1850, and Billy Green and Mattson Lewis were nominated for the Legislature. The crowd grew so large and uproarious that the "convention" adjourned to the street, where the candidates were put on a dry goods box and made

speeches. Mr. Lewis bought a gallon of whiskey (twenty cents) and a pound of brown sugar and treated the crowd. Mr. Green fairly outdid himself in eloquence. When he got sober he withdrew from the contest, but Mr. Lewis took it seriously to the end of the canvass and got four votes.

"On election day (then in warm weather) there was an endless procession between the well and Sammy Lawson's saloon; and at any hour between 10 o'clock and dark a fight might be looked for. On one occasion Malachi Casey and a "Far-downer" (from the north of Ireland) had a fight there and knocked the well-curb crazy, narrowly missing a plunge into the well. A little later John Mankins kept a saloon at the Lawson stand and at the November election of 1856 a general fight raged all over the street in that vicinity. It was the most noted battle in Rockville's history before the great street fight of July 5th, 1880. There were four whiskey shops in town in '50-'54; the "Bullcreekers" generally started in at Mankins, and the brisk boys from the Cox neighborhood at Boyd's on the south side; when well filled, each crowd started for the other shop, they met anywhere on the east or south side, and had from three to ten fights according to the weather. Soon after it was reported that a lot of filth had been thrown into the old well one night; so the residents avoided it, and the travelers and showmen had it all to themselves. When it was covered in we do not remember; but the hole looks natural as life. The town ought to fill it up, as its location is not generally known, and a broken plank may be the means of some one getting hurt."



WILLIAM H. SYLVESTER

By Charles Davis

Following my "Murder in Montezuma" article published in The Hoosier Packet in August 2005, I found the following information about the house that William H. Sylvester lived in and was murdered in. It still stands on lot 56 on the southwest corner of Patterson and Washington Street in Montezuma, Indiana. William married Nettie Wolf, the daughter of James and Lydia Paris Wolf, a well known family in Parke County. They had one child named, William H. Sylvester Jr. Later Nettie remarried on December 5, 1922. Her husband was Oscar Boos. She died on May 8, 1945.

William H. Sylvester Jr. died on June 3, 1850. His death record indicates that he was divorced, but there is no name given. Wm. Jr. had a child named Karen Sue Haworth. Her mother Mary E. Haworth died recently. Probate Record Book 42 page 395 shows Wm. Jr.'s cousins who are living at the time: Frank George of Montezuma, Edward B. Donaldson of Indianapolis, and Pat Wolf of Evansville, Indiana.



there are six covered bridges, one of which is a replica of a bridge destroyed by arson in 2002. Winterset is the Madison County seat and the center of the October covered bridge festival.

CAMBRIDGE CITY HAD A COVERED BRIDGE

By Phyllis Mattheis

Jerry and Phyllis Mattheis were in Rockville, IN, for the opening day of the Parke County Covered Bridge Festival on Friday, October 14, 2005. The Covered Bridge Museum there includes a scale model of a double lane covered bridge on the National Road across the Whitewater River in the 1871 lithograph of Cambridge City, which can be seen at Wayne Bank and in the history room of the Cambridge City public library. The covered bridge is on the cover of the original 1936 Centennial book from an oil painting by Margaret Overbeck,* who died in 1911. When the 1936 book was reprinted for Hoosier Celebration '88, the cover painting was replaced with a line drawing of the covered bridge. Does anyone know what became of Margaret's oil painting of the bridge??

Here, in Cambridge City, an iron bridge replaced the wooden one, and our present concrete Main Street bridge across the Whitewater River was in place in 1936, at the time of our town's centennial. A plaque on the east end of the bridge tells us that the attractive tall black iron lamps on the bridge were presented to the town in 1936 by the Centennial Executive Committee, consisting of Margretta Martindale, Willis L. Kuster, Homer L. Smith, Valetta Bachmann, Lona Otte, Bruce Henderson and Bruce Peters, Chairman. A short distance down the street is the Vinton House on the National Road and Whitewater Canal.

About a dozen scale models of covered bridges can be seen in the Rockville museum, as well as many different styles of bridge portals. A surprise discovery on the wall of the museum was a 1973 clipping with a picture of St. Mary's covered bridge that was built in 1881 for sale by contacting Marlon Lakes of Milton here in Wayne County.

Relatives of the Overbeck family who came to Cambridge City in 1868 settled farther west in Parke Co. and used the surname spelling of Overpeck. On the Rockville courthouse business square is Overpeck Hardware and Furniture, still owned by a family member.

After a tour of the Ernie Pyle museum at Dana, IN, and a weekend visit with their daughter and family in Rochester, MN, the Mattheis's visited more covered bridges in Madison County, Iowa,** made famous by a book and a movie. It is thought there were at least 15 covered bridges in that county in years past. At present

* The Mattheis's live in the old Overbeck home.

**Jerry's grandfather was born in Madison Co, but we could find no birth record....the main reason they went there.

WESTERN WAYNE HERITAGE PROVIDES CANAL INFORMATION

By Phyllis Mattheis
for Western Wayne News

Western Wayne Heritage of Wayne County, IN, provides "The Hoosier Packet," the monthly news and journal of the Canal Society of Indiana, to the Cambridge City public library. The October issue brings news from Delphi, IN, that nearly 10,000 people have registered at their Canal Center over the past two years.

Delphi on the Wabash and Erie Canal and Metamora on the Whitewater Canal are the two places in Indiana where a boat ride can be taken on a canal. Ohio has four locations, Pennsylvania has three, New York has two and there is one in Washington, D.C. for a total of a dozen places in the eastern United States.

A new Whitewater walking trail has been opened from Metamora towards Brookville. A study was done this summer of the railroad that is on the tow path of the canal from Brookville to Harrison. Don Burden, a graduate student from Ball State University, was in Hagerstown, Cambridge City and Milton on October 28, 2005, studying the path of the canal and inspecting the two structures south east of Milton. He will write his masters thesis about the Whitewater Canal. Also a video about the Indiana canals is being made by a professional from Brownsburg, who plans to air it on PBS. He also was in the area recently video taping footage.

Memberships in the Canal Society are invited. Our library has much information about the Whitewater Canal, which had it's northern terminus at the National Road here in Cambridge City, and also has a nearly complete set of the organization's monthly publication.

At the Vinton House canal information is available, as well as the exhibit "Traces and Trails of Wayne County" on the third floor. Hours are 10 to 5 Tuesday - Saturday. Western Wayne Heritage owns the Vinton House and provides information for the public.

Editors note: We need more articles like this one sent to

newspapers throughout the state. We encourage each member to send one to his/her local paper. You might mention the CSI website at www.indcanal.org

STUDENT STUDIES CANAL FOR THESIS

By Phyllis Mattheis

When Don Burden, a Ball State University grad student visited Milton, IN, he measured the length of the City Run Culvert and was surprised to find it about 125 feet long. He noticed that the grade is lower on the remaining east section than on the remaining west section (the center is missing), so there is about a 4-5 foot drop between the two. It was probably a slope drop rather than a waterfall. That could explain the foundation timbers are washed up against the west end of the east section, which measures 10 feet across and 8 1/2 feet tall. The west section is only 4 1/2 to 5 feet tall. He thought that the drop in elevation may have contributed to the collapse of the center.

Don was puzzled to find the culvert so long and amazed that there were no visible remains of the railroad near the culvert. Perhaps the tracks went across the field instead of being built on the towpath at this location.

Don visited with Mary Ferris and learned from her that her family only owns the south end of City Run Culvert to the middle of it. Someone else owns the north half, a field and a tenant house that are for sale. She hopes her brother-in-law will purchase it so it will be back in the Ferris family again. Currently Jon Ferris keeps the old towpath by the lock and the culvert mowed.

OLD WHITEWATER CANAL ARTICLE

Contributed by Phyllis Mattheis

"Transportation by Canal Boats"
Cambridge City paper 1936

The Muncie Journal, Warren H. Winters, editor, under date of January 16, 1847, carried an advertisement which may be of particular interest to your readers at this time in view of your Centennial celebration this month. This advertisement was placed with the Muncie paper by C. S. Andrews & Co., Cincinnati, proprietors of the Cincinnati and Cambridge Packets, operated over the Whitewater canal. Their packets, or canal boats as they were generally called, made regular trips, according to that advertisement, leaving the Whitewater canal basin at Cincinnati every day in the week at two o'clock in the afternoon, and getting into Cambridge City the next day, sometime in the afternoon. There was no set time for them to arrive, but when they did get in, the passengers could always find horses and carriages at Mr. Reiser's to take them anywhere they wanted to go at moderate charges.

The canal boats that reached Cambridge City in the afternoon, left the next morning at seven o'clock for the return trip to Cincinnati taking about twenty-four hours to make the trip one way between the thriving cities, and it cost \$3.00 each day, including meals. McClure & Dickey were the agents at Cincinnati, with their offices at the Whitewater Canal Basin; while A. Reiser at the Mansion House looked after the Cambridge City end of the business.

At that time mail for the East was taken from Muncie to Cambridge City by stagecoach, from there to Cincinnati by canal boat, and then on East. In addition to other freight, there was also considerable salt pork carried by these canal boats from Wayne county to Cincinnati, according to the Muncie Journal.

The Indiana Legislature enacted in February 2, 1832, what was known as the "General Plank Road Law," designed to make improved roads possible throughout the state. Later the Legislature of 1849-50 amended this law to provide further improved roads. Taking advantage of this new law, a number of individuals interested in the enterprise, associated themselves together for the construction of an improved road or turnpike under the name of the "Cambridge City, Simons Creek and Muncie Turnpike Company." This road was to run from Cambridge City in Wayne county, by way of McMullen's Cross Roads, to Muncie in Delaware county. This company was organized in 1852, with 7,400 shares of stock at \$35.00 per share, with a paid-in capital of \$60,000 to be increased to any amount necessary to complete the road, and the county commissioners of the counties through which the road was to pass.

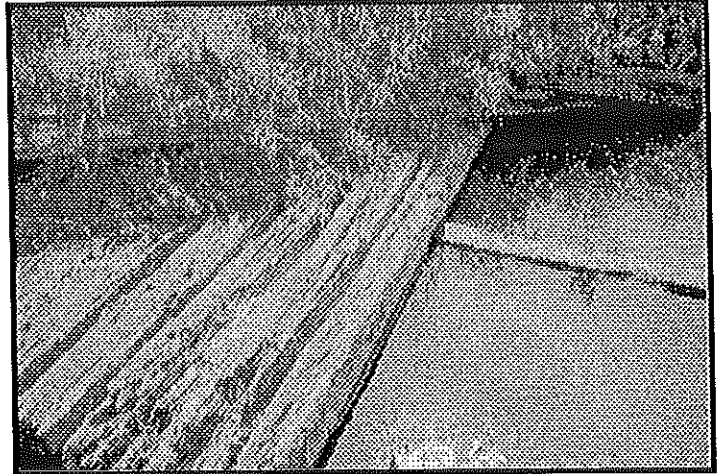
QUESTIONS 4th GRADERS ASK

By Sandy Billing

Sandy is a retired teacher who volunteers yearly to talk to fourth grade classes about Indiana's canals. Here is a list of commonly asked questions by 4th graders. Do you know the answers?

1. If the canal kind of followed rivers, why didn't they save themselves a lot of work and money and just use the rivers that were already there?
2. Where was the canal out here? (in West Terre Haute)
3. How many years did they use the horses?
4. Why did the boats go so slow?
5. How did people STAND IT since the boats went so slow? (would take FOREVER to get anywhere!)
6. Why did the rope have to be so long?

7. How long was the Wabash & Erie Canal?
8. How long did it take to built it?
9. Why did the people back then quit riding the canal boats?
10. How much did it cost for farmers to send their stuff (crops, etc.) by canal boat?
11. How much did the workers make?
12. How did the workers know where to dig?
13. Why are you dressed like that? Are you supposed to be our schoolmarm on the boat too? (I had on my pioneer/canal era long dress. Earlier I had been the "schoolmarm" in the 1842 log schoolhouse at Fowler Park on their field trip for "Pioneer Days" for all 4th graders in Vigo County.)
14. Can we go see what's left of the canal in town some day?
15. Why was the canal named Erie?
16. How deep are average canals?
17. Does it run into the Wabash River?
18. Is it used for recreation?
19. How long is it?
20. Who started canals and where did they get the idea?



Timbers of the Wabash & Erie Canal box culvert in Lost Creek at Terre Haute, Indiana's Elks Club have been left intact even though much excavation was done to extend the golf course.

Photos by Sandy Billing

TROUBLE AT A BOX CULVERT IN TERRE HAUTE, IN

By Sandy Billing

In the fall of 2004 my husband, Leon, and I explored the remains of what had been a box culvert (#146) where the Wabash & Erie Canal had crossed Lost Creek at the northern edge of the Elks Club property in Terre Haute. We saw several good timbers in the water and some were still imbedded in the dirt. A few had floated on downstream and were caught by other debris when the creek was low. We thought that this would be a stop for the "Canal Connections" tour that year, but we didn't have enough time to go there on the tour. We DID take pictures to show tour attendees.

Much to our surprise (because nothing was in the newspaper or on TV about it), we recently drove by the Elks Club on Highway 41 and noticed that some major field work by bulldozers had occurred.

Leo called the Elks Club on Wednesday, October 26, to ask what was going on. Jack Dwyer said that he didn't even know that there was a piece of the canal at the north end of the Elks Club property. He did know about the canal on the west side of their building. (The

canal bed there is an obvious "ditch"! Jack said that they were trying to build another \$750,000 golf course. (Even though that part of the property usually gets flooded, and an earlier attempt had been destroyed by high water from the creek...) Jack then gave us the Elks Club's grounds-keeper's phone number to see if he could help.

Bill Alumbaugh is the Elks Club's grounds-keeper who has a key to the old metal gate on the south end of their property. The gate closes off old 7th street that still has bricks as the road surface. The Elks Club has assumed "ownership" of this old street. Bill didn't know that the canal had once crossed the creek at the north end, either. On Friday, October 28, we met him at the gate and he opened it for easier access to the creek to take pictures for the Canal Society of Indiana board of directors meeting on November 5, 2005.

We found that although the area around the culvert had been bulldozed and re-arranged for the golf course, the culvert was left intact and the timbers looked

almost like they did last fall. We made sure the golf course management was aware of what a treasure they had on their property.

Bill said that the Department of Natural Resources had been involved with the logging. They dictated what could be cut down and what couldn't. He said they were pretty strict.

GOSHEN'S HYDRAULIC CANAL

When a friend was planning a visit to a relative in Goshen, he asked Chuck Huppert, CSI Vice-President, to look up a map on the computer. Chuck saw that the man lived near the Goshen Canal. Chuck asked his friend if he knew about the canal. He replied, "I know that canal well—the millrace. I never knew why it was called that until I found this article online from the Goshen News:

"Millrace" provided power

"One of the more popular recreational facilities in the Goshen area is the "millrace" and the trail that parallels it. The millrace runs from the Goshen dam on the Elkhart River north to the tailgates near the west end of Washington Street. There was once a power generation station at the millrace tailgates owned by Northern Indiana Public Service Co. But that facility is now owned by the city and the park department has plans to renovate the small brick building.

"Locals now call the waterway the "millrace," as if it directed water to a mill. However, when it was constructed, and for many years afterwards, it was properly known as the hydraulic canal. The waterway was used to power water-driven machinery in factories along its banks. With the advent of electricity the canal became an electrical generating waterway. But now its only purpose is to provide a recreational corridor for Goshenites who enjoy walking dogs, jogging and bicycling along its bank."

Here is a brief history of the hydraulic canal (millrace) as it is printed in the local history book, "Goshen, The First 150 Years."

"Big news in Goshen during 1866 were plans for a hydraulic canal. Work began on the canal the next year, March 20, 1867, with October as the target date for completion. During the excavations for the waterway, a mastodon tusk and skeleton were discovered and later displayed in the First National Bank.

"Cephas Hawks Jr. was the "father" of the canal. Under his leadership, a company was formed to construct the canal. J.H. DeFrees, Dr. E.W.H. Ellis, Dr. M.M. Latta, P.M. Henkel, Milton Mercer, John Stauffer and Adam Yeakel were the other participants in the canal

"Altogether, \$100,000 was spent in the canal construction with one company member providing teams of horses and labor instead of money. The Aug. 8, 1867, issue of *The Goshen Times*, discussing the progress of the canal said, "Many of the stockholders have paid up promptly and others hold back like Dan Rice's trained mules."

"The canal was started in 1867 and completed in 1868. About 40 men, "bossed" by Andrew Myers, were employed by the canal company to excavate the bed using teams of horses and plows. The west canal bank was formed with dirt thrown from the excavation. Heavy rains in the spring of 1868 forced the canal builders to run two steam engine operated pumps to keep water from accumulating in the tailrace and pits of buildings under construction along the bank. The engines cost \$25 per day to run, but luckily better weather came and the pumps were no longer needed."

For further information see The Hoosier Packet article "Preserved Canals of Elkhart County" by Richard Brown in the September 2005 issue and pictures of old postcards of the hydraulic canal in the November 2005 issue.

SPEAKERS BUREAU

November 4 - Starved Rock, IL

Gerald Hulslander, CSI member from Marseilles, IL, spoke at the Illinois Valley Labor/Management banquet with the Illinois Valley Contractors at Starved Rock, IL. His 35 minute talk about canals in Illinois and Indiana held the interest of the 125 people present.

November 10 - West Terre Haute, IN

Sandy Billing, CSI director from Terre Haute, spoke to 40 4th grade students and their teachers at Sugar Creek Consolidated Elementary School in West Terre Haute, IN. Wearing a canal era dress, she related the general history of the Erie Canal and the Wabash & Erie Canal. She told why and how it was built, why the system failed, what it was like to ride in a canal boat, where the canal ran through Terre Haute, and what is left of the canal to see today. The children watched a 21 minute canal video and listened to canal songs from a cassette tape. She illustrated her talk with maps that showed Europe, the eastern United States and the river systems in Indiana.

Sandy showed the children a \$5 canal bank note. She also had handouts for each person that included a

song sheet, map of the canal systems in Indiana and for Deister Machine when he worked for a printer for a Ohio, a map of Indiana's canals, a map showing the route of the Wabash & Erie through Terre Haute, a diagram of section 171 of the canal, a diagram of an aqueduct, a diagram of a canal boat going through a lock, a time-line of the Wabash & Erie Canal and diagrams of packet boats, freight barges and line boats.

Sandy took the children outside where they took long ropes to form an outline 14'w x 84'l to show the size of a canal boat. They used a 100 ft. tape measure and a 25 foot tape measure to measure the width of the canal, berm, towpath, and depth of water in the canal. They had the opportunity to lift an axe, pick and shovel to see how trees were cut down, roots dug up and how the canal prism was dug. The one hour twenty minute program was lots of fun for the children.

URBAN LEGEND? VAN BUREN LETTER

J. R. (Dick) Winchell, CSI member from Indianapolis, found a site on the Internet about urban legends that claims a letter sent to President Andrew Jackson by New York State's Governor Martin Van Buren on January 31, 1829, is a fake. This letter was published in The Hoosier Packet Vol. 3 No. 3 March 2003 in a column entitled "Famous Last Words."

"Canal and Forever" is the title of the web-page concerning this letter. It can be found at <http://www.snopes.com/language/document/vanburen.htm> There is a long argument about why it is false. The argument is not included here because it cannot be reproduced without permission. You be the judge!

DEISTER MACHINE & CANAL

The Hoosier Packet Vol. 4 No 12. article entitled "Moots Lock Pinpointed" told about Moots Lock being located behind the Deister Machine Company's plant. After reading the article, Bob Vonderau, CSI member from New Haven, IN, called CSI headquarters to say his cousin had been a classmate of Mr. Deister, the founder of the company, at St. Paul Lutheran School. His cousin went on to work at Deister Machine and had much respect for the Deisters. When a problem arose in the plant they attacked it immediately often working late hours into the night. They would stand atop the ore separating tables to test them out. These tables were used to extract about one ounce of industrial diamonds from over 20,000 lbs. of rock.

Bob Vonderau saw the separating tables in operation at a diamond mine. He also said that everyone connected with the mine was x-rayed as they left to make sure they were not smuggling out diamonds in their ears, etc. Bob also remembers printing letterheads

Steve Simerman, CSI member from Ossian, IN, said his son had worked at Deister and had heard that the company used the Wabash & Erie Canal in its early days. Since Deister didn't come to the U.S. until 1872 and didn't start the company until 1906, these were simply rumors started because the workers were aware that the canal once ran behind the building. The canal era was from 1832-1872 in Indiana. It was filled in for the railroad through this area in Ft. Wayne, IN.

"The transformation of canal to rail bed occurred rapidly. On February 12, 1881, 56 miles of the canal bed were sold to the New York, Chicago and St. Louis Railroad, whose consolidation papers were filed on April 9, 1881, and by June of that year canal bed fill-in operations were widespread. Canal water rights and additional right-of-way were purchased for \$50,000. Construction trains chugged up and down. They were often just behind the track layers, who laid the track almost as soon as the bed was filled at the rate of a mile a day." Schmidt, Carolyn. (Miami) Wabash & Erie Canal: Allen County, IN and Paulding, Defiance, & Henry Counties, OH. Ft. Wayne, IN: Canal Society of Indiana. 2002.

GAS PIPELINE

Tom Castaldi, CSI advisory committee member and Allen County Historian from Fort Wayne, alerted CSI headquarters that a 25-mile-long, \$17 million Heartland Pipeline is being built from the Midwestern Gas Transmission System in Sullivan County through Clay County to the Citizens Gas Underground Storage facilities in Greene County. It is to provide Central Indiana direct access to affordable, clean-burning natural gas from the western United States and Canada. Currently Central Indiana is served by Texas Gas Transmission and Panhandle Eastern pipelines, which bring gas from the southwestern U.S. and the Gulf of Mexico.

CSI director Jeff Koehler of Center Point, IN, checked this out for CSI headquarters. He said that he had received a phone call from the gas company about a year ago wanting to know who owned the canal. The property was auctioned off in 1876 so the property owners now own it. The company was trying to get a right-of-way for a big line. Jeff doubts it would do much in the canal for the canal is used as a drainage ditch and will have to remain open. He said that they may hit and destroy some underground structures if they don't know about them.

ILLINOIS CANAL ARTIST

Gerald Hulslander, CSI member from Marseilles, IL, found an article entitled "Artist Resurrects I & M Ca-

nal Of Yesteryear" in Ottawa's The Times. It was about colored pen and ink artist, Brian Nolan, of Morris, IL, who displayed his work on the CSI "A Little Too Late" tour of the Hennepin Canal this past fall. It said he is taking a methodical approach in portraying all the locks and significant local buildings along Illinois' canals. Views of structures that stand today are easy if he can get on the private property to photograph them, but those that have been obliterated take time to research. Brian uses old drawings and photographs. He faithfully renders lock gates, turning devices, etc. He also has introduced new —but historically accurate —elements. On a multi-level bridge he added a wagon and locomotive of the era to show the type of commerce carried by the structure. He has almost completed the structures along the Illinois and Michigan Canal and has done some of the Hennepin Canal.

CSI SUPPORTS PROJECTS

At the Canal Society of Indiana's board meeting on November 5, 2005, its directors heard about the many projects underway on canal structures, canal era buildings, and trails along Indiana's canals. They voted to spend \$7,500 to support the following projects:

Vinton House (\$3,500): This old Whitewater Canal and National Road inn is being restored by Western Wayne Heritage in Cambridge, City, IN. They have replaced most of the old windows. To help preserve the new windows, they asked for funds to purchase and install storm windows. CSI sent a check to the organization and received the following letter:

The members of Western Wayne Heritage express our appreciation for your generous grant of \$3,500 to purchase storm windows for the Vinton House here in Cambridge, City.

New storm windows on the building will certainly cut the cost of gas for heating this huge three story building. At present only the first two floors are heated, but the great expanse of 48 windows overall has contributed to high gas bills the past few winters.

Not only will the fuel bill be reduced, but our newly renovated windows will be protected.

Thank you so very much for being willing to help our organization preserve this fine historic building. Your members are invited to stop in for a tour anytime that they are in town. Vinton House Antiques is open Tuesday thru Saturday from 10 to 5 and on Sunday afternoons.

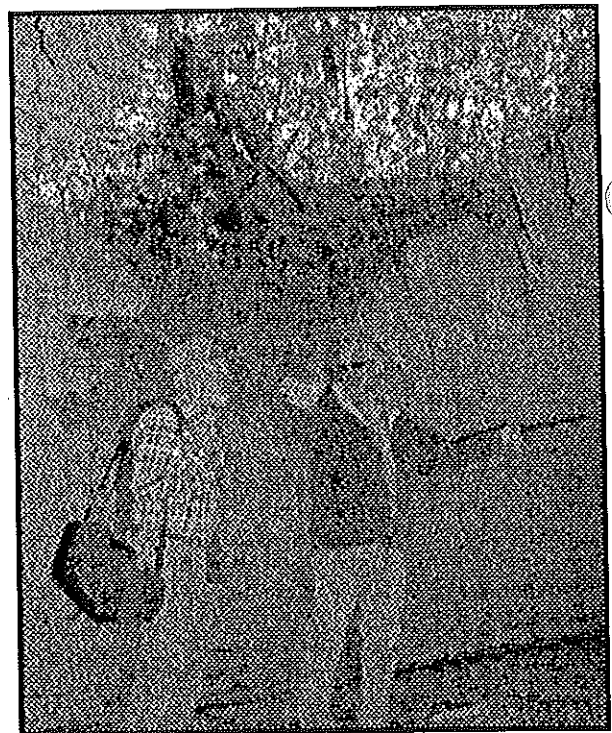
With sincere appreciation:

President Dr. James & Norma J. Bertsch, Ron Morris, Mark & April Riggle, Ron & Betty Jean Kerrigan, Jerry & Phyllis Mattheis, James & Marlene Pattenhoff, Don Conyers, John W. Engle

Canal Interpretive Center Murals (\$3,000): The Carroll County Wabash & Erie Canal, Inc. is placing murals about the Wabash & Erie Canal from Evansville,

IN, to Toledo, OH, around the lobby of this new center in Delphi, IN. Funds given in the past by the Canal Society of Indiana were used to sponsor this lobby. CSI directors thought it appropriate that we now sponsor the murals for either end of the canal. The Canal Society of Ohio expressed interest in the mural for Toledo. CSI authorized \$2,000 for the Evansville mural and \$1,000 for the Toledo mural and challenged CSO to donate \$1,000 for the other half of the Toledo mural. At the CSO directors meeting they met the challenge. The Canal Center will soon have two new murals added to the six already done. There is room for more murals when other sponsors are found.

Butler's Run Culvert (\$1,000): This old Whitewater Canal culvert near Brookville, IN, is rapidly collapsing. This structure will be on the Whitewater Canal Trail, which is currently under construction. CSI started a fund for stabilizing it perhaps with a metal lining. Further investigation is needed to determine the best way to save this structure.



Dr. James Cooper is shown Butler's Run Culvert's collapsing condition by Mick Wilz, right. Photo courtesy Mick Wilz

OLD CANAL BOOKS REVIEWED

By Neil Sowards

Hahn, Thomas S. Canal Boat Children. American Canal & Transportation Center. 1977.

This 40 page booklet was published in 1977 by The American Canal & Transportation Center. It



is a reprint of a study by Ethel M. Springer for the Department of Labor. That study covered the living conditions and work patterns for children on the Chesapeake & Ohio, Lehigh & Delaware, and New York Canals. Captain Tom Hahn republished it with some minor corrections and the addition of over 30 historic photographs. The cover illustrates how children were chained to a

deck ring to keep them from falling overboard. However some interviews turn up information that some boat families had lost children by drowning. Besides describing the work children did on boats and the amount of schooling they usually got, it gives details of the size of the cabins (usually 10 by 12 feet) and a diagram of their typical arrangement. On page 29 is a photograph of the interior of a cabin, the only photograph I can remember of an interior. The rest of the photographs illustrate the text well. A careful study of these photographs reveals some elaborate folk art on the boats which is seldom seen. It is not listed as still being available on the American Canal & Transportation Center's website. But it may be obtainable through interlibrary loan. A copy recently sold for \$7.45 including postage on eBay.

ness. For example, one time they were hauling whiskey about canal children, as extra freight in addition to their coal. They knocked down one of the hoops, drilled a hole into the barrel, withdrew a flask of whiskey, plugged the hole and repositioned the hoop. No one could tell some of the contents had been stolen. He described many things on the canal—the mechanics of a lock, how to catch and kill fleas, how hogs would raid blackberry pickers or children would ride them. He liked to observe nature and would describe in detail a bumblebee making a nest for its egg. He gives a description of the four kinds of turtles found on the canal and the exciting time they captured a 35 pound snapper.

His observations make the reader aware of many problems which most of us would not think of. For example when they went through Paw Paw Tunnel, the boat fitted so tightly that it did not need to be steered. But it also pushed water ahead of it making it difficult for the mules to pull the boat. It took nearly an hour to get through the three fourth's of a mile long tunnel.

This book is not listed on the publisher's website so must be out of print. I was able to get it through Interlibrary Loan from Fairmont State College Library.

THE ERIE CANAL

The Kiwanis Club of Bremen will host Fran Reidelberger on Thursday, April 27, 2006, at the Bremen High School Bowen Auditorium for his 7:30 p.m. presentation on the Erie Canal. Doors open at 6:30 p.m.

Clark, Ella and Hahn, Thomas S. *Life on the Chesapeake & Ohio Canal*. American Canal & Transportation Center. 1959.

In the summer of 1859, a young man, out of work from New England, took a job on a canal boat and made a round trip of 184 miles on the Chesapeake & Ohio Canal. Thirty years later he wrote about his experience from memory. It first appeared as an anonymous manuscript at an unknown date at the City Library Association of Springfield, Massachusetts. It was passed on to the Library of Congress in 1923. While there are company records related to the canal before the Civil War, this is the only personal, first hand account of a worker on the canal. He had an ability to observe closely and to write clearly about his observations and experiences. It was edited by Ella E. Clark and published by the Maryland Historic Magazine in June, 1960. It was then edited by Captain T. F. Hahn who added technical footnotes and early photographs. It was then reprinted by the American Canal and Transportation Center in 1975.

Travel the canal system from New York City to Buffalo sailing in the wake of history, enjoying the tranquil beauty, attending the festivals and visiting the old canal towns. Visit New York City's major sites, Cruise up the Hudson River, past lighthouses to Albany and on to Troy where the canal really begins today. Climb the Waterford Five, the world's greatest series of high lift locks. Just north of Buffalo, marvel at stunning Niagara Falls. Along the way learn how the canal works and see an "upside down" railroad bridge over the canal, a sloping lift bridge, a floating dam, and much more.

WHITEWATER CANAL SILT PROBLEM

About 30 people met on November 2 at the Hearthstone Restaurant in Metamora to discuss the silt problem in the Whitewater Canal. It had to be dredged in order to float the canal boat. The Department of Natural Resources will receive \$1.7 million to begin the proposed \$3 million project. Legislators are talking about removing silt and creating a state park at the Laurel Feeder Dam, which feeds the silt into the canal. Present were CSI members John Hillman, Pres. Whitewater Valley RR and Mick Wilz, Pres. Whitewater Canal Trail, Inc.

This booklet gives us a look at life on the canal before the Civil War. It shows their ethics and clever-

NEWS FROM DELPHI



The "Clean Mary II" made its maiden voyage on the canal and under the road bridge by Canal Park in Delphi. Photo by Dan McCain

The Canal's Rehabilitated "Weed Whacker"

By Dan McCain

Will wonders never cease! On October 24, 2005, we launched the "Clean Mary II" as she was christened. The craft is a 20-year-old resurrected Aquamarine weed harvester that was purchased at a much reduced price -- it's buoyancy was gone. The Carroll County Wabash & Erie Canal, Inc. bought the damaged commercial floating weed harvester from a lake association in Wisconsin. It is needed to control or eliminate the unsightly aquatic weed growth on the mile long watered section of Delphi's canal. The volunteer's work to repair this machine is a success. A crafty crew of 4-5 volunteers worked most M-W-F mornings for 6 weeks and it was christened on October 26, 2005.

Critical to the restructuring of this mechanical wonder was the replacement of the ailing steel pontoons with a completely different shape aluminum canisters from one of four pontoon boats donated to Canal Park last fall. Intriguing manipulation for replacement involved the blacksmithing and welding skills of Roy Patrick and other tool and mechanical skills of Ron Dust, Ed Gruber and Bill Draper. Together these active senior minds went to work to create a marvelous aquatic weed harvester.

Dan McCain, who had first seen the damaged unit in Wisconsin in late July, had a chance to operate a similar but new rig. He found ease in operating to remove floating and submerged aquatic vegetation on this northern Wisconsin lake. He also noted how they used a companion tractor and special trailer to unload the material for ultimate disposal. He found this "on land"

disposal unit very intriguing -- it had a special web floor that moved forward or backward.

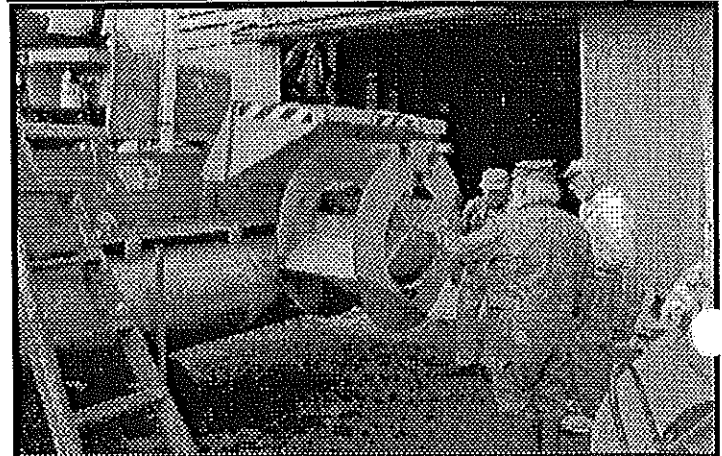
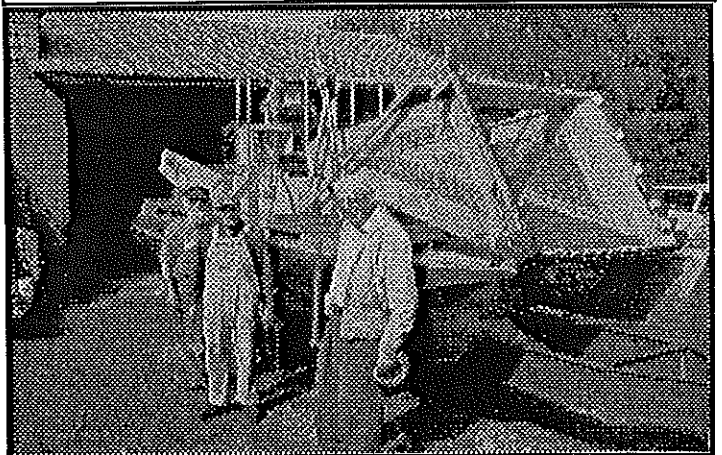
Making note of this metal web in the weed disposal trailer, he described that unique feature to Dick Grantham, another canal volunteer. Dick said "I have two of those units in my barn." Dan thought he was kidding, but, upon visiting the Grantham barn, he found that Dick was right. The web floor unit had been used on Grantham's farm years ago to haul silage and chopped hay from the field and then discharged and blew it into the barn's mow.

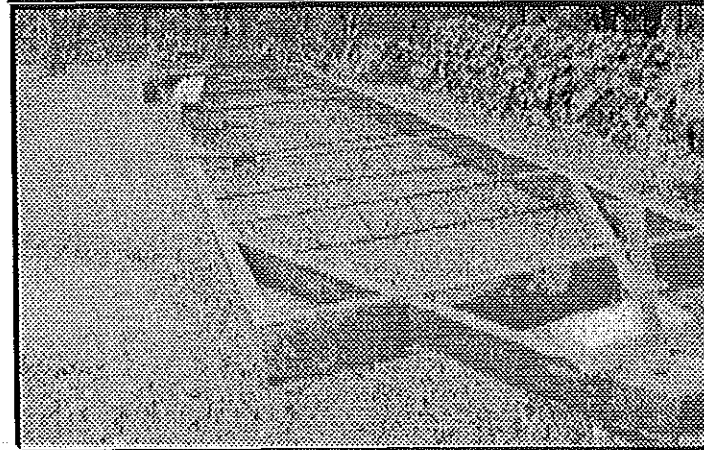
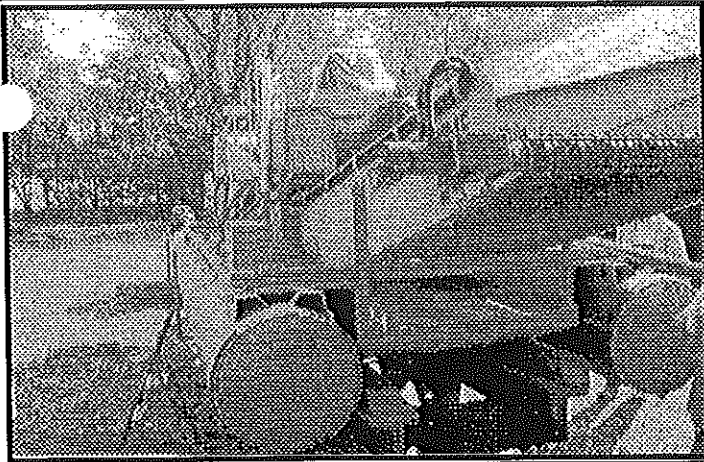
Now that the floating harvester has been completed, the last challenge of this arsenal of mechanical aquatic weed control rigs will be to construct a trailer with this special web floor. To complete this job several critical parts are needed such as tires on rims that fit most mobile trailer home axles.

Crafty volunteers replaced the rusting pontoon "barge" under the unit with aluminum round pontoons saving over \$20,000 that the manufacture would have charged for a replacement "barge." Total cost: \$3,000 for "as is" weed whacker and about \$1,000 for rehabilitation. A brand new unit sells for about \$45,000.

Hip Hip Hooray for our volunteer crew!

Volunteers made it happen! Photos by Dan McCain





1. The "Clean Mary II" as seen from the back.
2. This mobile home base will be used to transport the "Clean Mary II" on land. Photos by Dan McCain

McCain Promotes Canals

Dan McCain, president of the Carroll County Wabash & Erie Canal, Inc., speaks face to face with more people about Indiana's canals than any other CSI member. His focus is the Canal Interpretive Center and Park in Delphi. In 2005 he led over 450 students/teachers groups and 275 public groups on narrated hikes on Delphi's historic trails. He also spoke to about 350 at outdoor events, programs, etc. and to 240 at local service clubs and organizations. Often when groups use the Canal Center for a meeting they request background information about how it was built, who volunteers, getting grants, etc. He has spoken to over 800 at these meetings. But these local venues were not his only talks. He spoke to around 400 at out of town and out of state events. A grand total of 2,060 people heard from Dan directly about canals. He has also been interviewed for numerous newspaper articles.

Dan reports that since school groups are coming in greater droves, the organization now has a new Education Coordinator. Her name is Susan Feller and she is a retired teacher who lives in Lafayette.

The Canal Conference Center rooms continue to be kept very busy. Judy Stirm is the Reservations Coordinator and a board member. Both are volunteers along with the many it takes to keep the Center open to the public and develop other projects.

Each year when EARTH TEAM volunteers are tallied, the list always exceeds 100 persons. USDA/NRCS as the host gives shirts and hats to be presented to the volunteers on National Trails Day each June.

BRIDGE REPAINTED

By Dan McCain

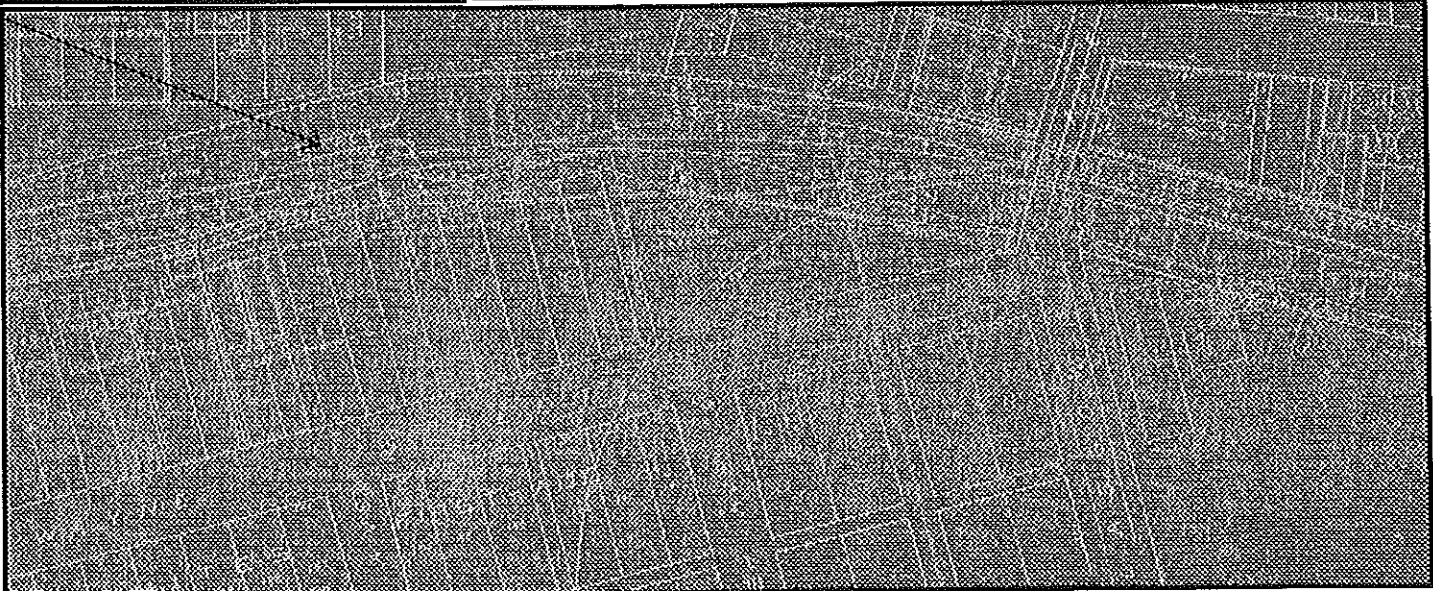
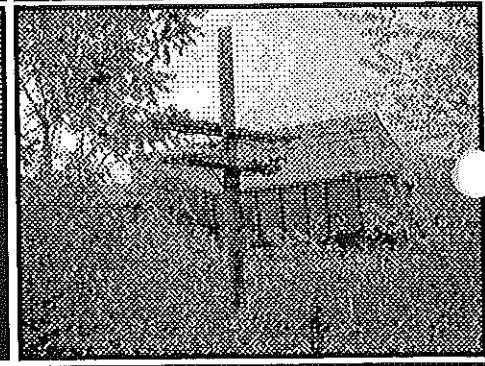
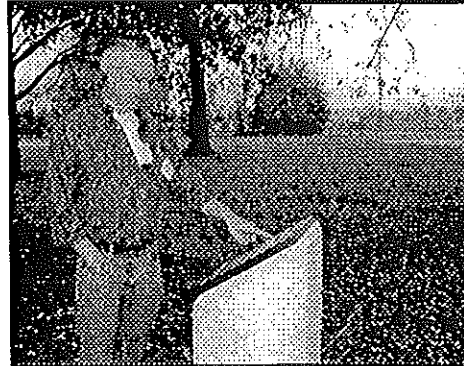
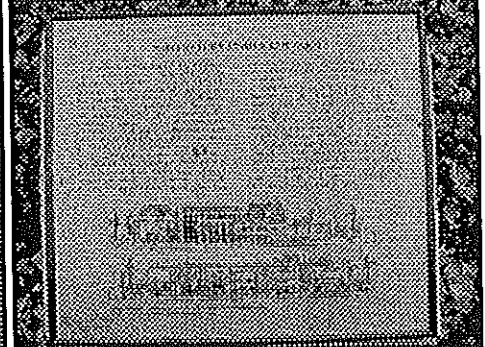
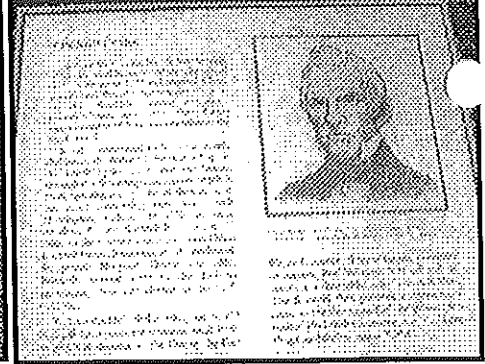
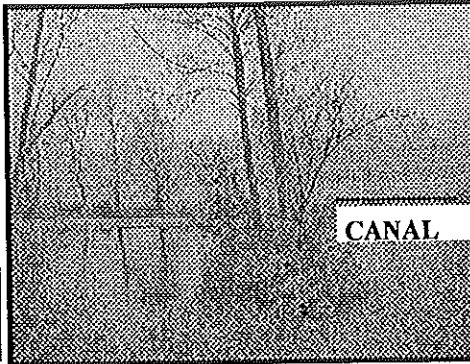
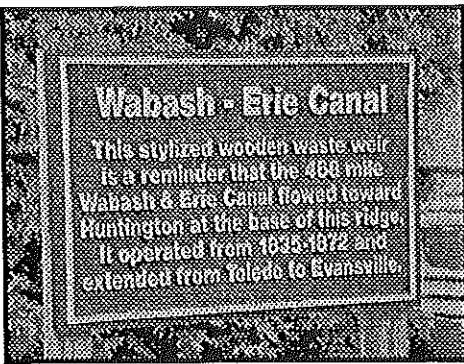
Never let it be said that Delphi's Wabash & Erie Canal volunteers have nothing to do. The old 1873 Paint Creek Bowstring Arch Bridge rehabilitated and placed over the Wabash & Erie Canal in Canal Park Annex north of Washington Street to connect three popular hiking trails in October 1999 was showing the effects of time and sunshine on its paint. The bridge, often called the "Red Bridge," had since turned into the "Pink Bridge" because of the damaging effects of ultra violet sun rays. It was disappointed that the red color wasn't stable, but volunteers, who were a part of the original restoration corps, were determined to not let this be a lingering dilemma.

A very special paint from TNEDEC Company was purchased as a trial product. Only partial coverage was applied this fall. The feeling was that with \$350 per gallon costs for this 15 year guarantee product it needed to be a trial for over-wintering and further evaluation after a couple harsh seasons. If all goes well with the trial more paint will be purchased and applied next year to complete the job.

FIRST PHASE MURALS COMPLETED

The completion of the first phase "Painting the Wabash & Erie Canal," a series of murals by artist Terry Lacy that highlight significant canal sites, was announced by the Carroll County Wabash & Erie Canal Association at a press conference on Wednesday, November 30, 2005, at 9:30 a.m. in the lobby of the Canal Interpretive Center in Delphi, IN. CSI member Tom Castaldi, who is conducting the research for the paintings, gave a presentation. It was announced that the Canal Society of Indiana will donate funds for a mural of the Evansville area and the Canal Society of Ohio in partnership with CSI will fund one for the Toledo area.

Also announced were the activities for "An Old Fashioned Christmas in Canal Park" open house on December 10 and 11. Some of the activities were an art exhibit, pioneer crafts, Christmas music, a carriage ride, Cabin Crafts gift shop, cookie sale, and trail walks.

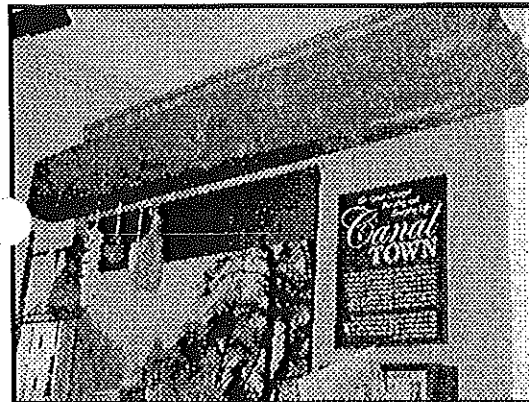
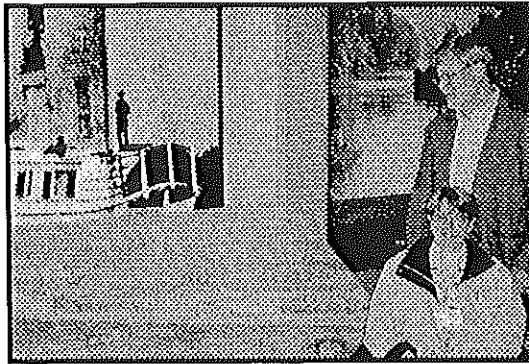


CANAL SOCIETY OF INDIANA BOARD OF DIRECTORS TOUR NOVEMBER 5, 2006

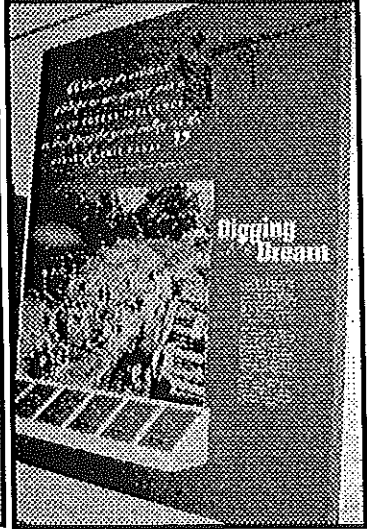
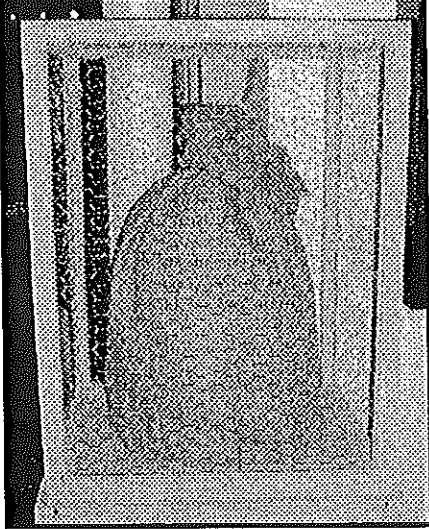
Marker placed in Ft. Wayne subdivision
 Tom Castaldi explains W & E Canal
 through Rockhill Park
 Mick Wilz reads canal marker in park

W & E Canal behind subdivision
 Towpath remains in Rockhill Park
 CSI directors at site of Moots Lock #3
 Old blue print showing Moots Lock

Rockhill, canal contractor, marker
 Boat marker in Rockhill Park
 Telegraph poles in old canal bed
 Photos by Chuck Huppert & Bob Schmidt



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The Wabash & Erie Canal opened the interior of Indiana to commerce and immigration, but practical and financial problems interfered with its operation. The extreme temperatures of the Midwest were a big problem. The canal dropped over 68 feet from Huntington to Wabash, so locks were needed to raise and lower water in uneven places. In dry weather, water to operate the locks was at a premium, and in cold weather the channel froze. Repairs were costly and constant. Eventually, the canal was replaced by the "all-weather" railroad. Photos by Bob Schmidt

**WABASH COUNTY HISTORICAL MUSEUM
GRAND OPENING —NOVEMBER 19, 2005**

A ribbon cutting ceremony was finally held outside the new Wabash County Historical Museum after years of planning and development. The current collection of artifacts began in 1923 and over the years outgrew Memorial Hall. In 1999 the Museum Board incorporated as a not-for-profit organization and was given the old Sears building by the city of Wabash to renovate. The board hired an exhibit designer and professional staff to organize and preserve the collection.

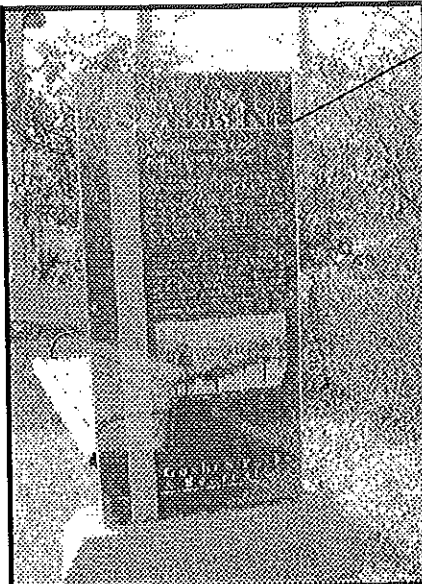
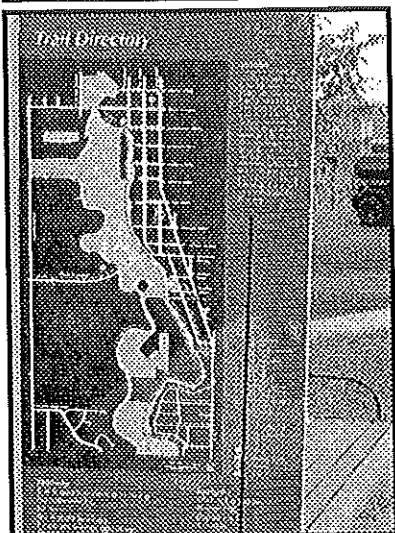
Over 20,000 square-feet of floor space allows room for the current collection as well as room for it to expand. Visitors see an overview of Wabash County history in an orientation theater then travel through time from the Miami Indians, through changes brought about by the Wabash & Erie Canal, to experiencing the event that turned night into day in Wabash—the first electrical lighted city, and then take an imaginary journey on the interurban. There is a multi-purpose room for educational

programs, receptions, reunions or workshops, and a gift shop, genealogical library, and research library.

The canal exhibit is well done. Diagrams and pictures tell about the canal and canal structures. When you walk past a bag the sounds of rattle snakes can be heard. When the canal was dug in the county, rattle-snakes were one of the hazards. A display shows various kinds of produce shipped by canal. A timber from the Gronauer Lock uncovered in Ft. Wayne hangs high on one wall. Some of the displays are interactive. A must see!

CSI members present - Tom & Linda Castaldi, Dan & Ceri White, and Bob & Carolyn Schmidt—especially enjoyed the children's choir, which sang the songs "Wait 'Til You Get to Wabash" and "Wabash the First Electrified City." Scouts, a band, speeches, old time crafts and refreshments added to the festivities. Special docents in period dress stood at the various exhibits explaining them in detail.

36 East Market Street in Downtown Wabash

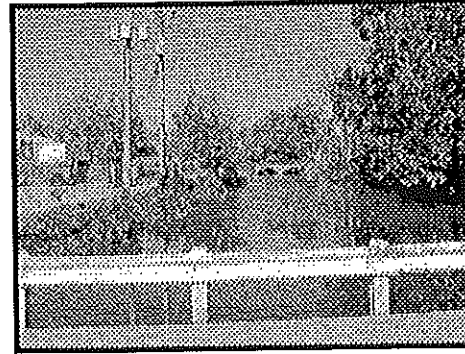
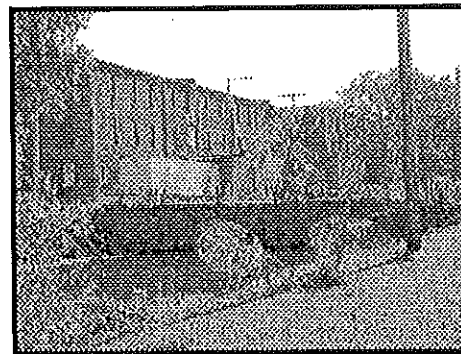
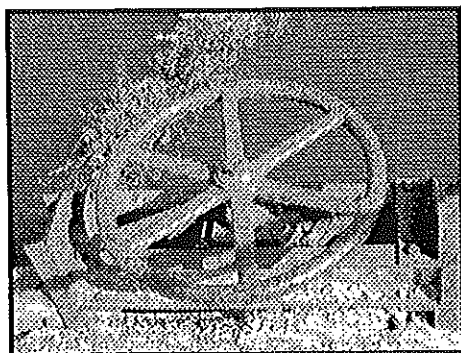
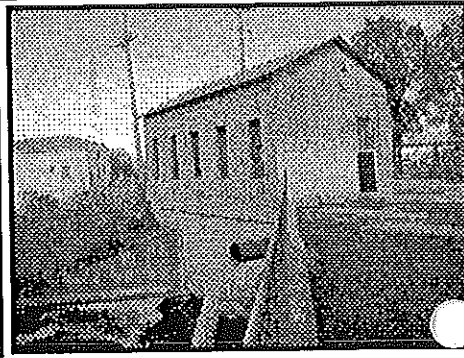
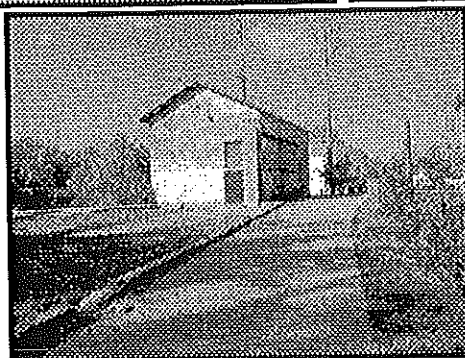


Millrace Hydraulic Canal-Hawks Electric Company
 Built as a source of hydraulic power for Goshen's industries, the Millrace Canal gave rise to a new form of energy in the late 1890s—electricity. In 1898 the energy of the canal was harnessed by the Hawks Electric Company's central generating station, located on this site. The plant supplied electricity for Goshen, Middlebury, Millersburg, Benton, New Paris, Wakarusa, Bremen, Syracuse and Milford.

Also containing an auxiliary steam plant to generate electricity when water power was low, this site continued to be the main source of electrical energy for the area until the 1920s. The original tailgates building, through which the water of the Millrace flowed, stands today as a reminder of the canal's pivotal role in the transformation of Goshen to a center of industry.

Completed in 1996, the Millrace Canal Trail forms the heart of the Maple City Greenway built along the hydraulic canal that once powered Goshen's industries, the 2.5 mile loop trail now serves as a linear park. This multi-use trail provides access to several city parks, downtown Goshen, and other community resources and is connected to other trails of the Maple City Greenway.

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GOSHEN'S MILLRACE HYDRAULIC CANAL

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The Millrace Trail parallels the old hydraulic canal in Goshen. It runs from the Goshen dam on the Elkhart River north to the tailgates near the west end of Washington Street where once a power generation station was operated by Northern Indiana Public Service Co.

Photos courtesy Chuck Huppert