

THE
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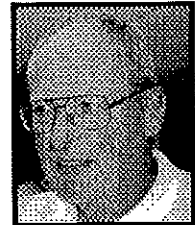
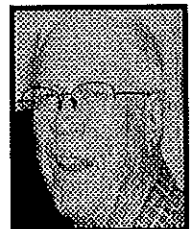
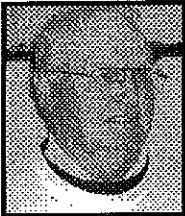
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 7 NO. 1

P.O. BOX 40087 FORT WAYNE, IN 46804

JANUARY 2008

NEW YEAR PLANNED



Ed Hurley shows his Aboite Creek Aqueduct model to Jerry Mattheis. Directors present left to right: Jerry Mattheis, Jim Ellis, Don Haack, Sue Simerman, Cynthia Powers, Lynette Kross, Mike Morthorst, Dan McCain, Chuck Whiting not pictured Bob and Carolyn Schmidt

Features

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16. News From Delphi: Boy Scout Projects, Stearns Truss Bridge Dedicated
17. 2007 Year 26 In Review

CSI DIRECTORS MEETING

Eleven Canal Society of Indiana (CSI) directors and their guests met November 3, 2007 at Antioch Lutheran Church in Hoagland, IN for their annual board meeting to plan for 2008. The upcoming year offers two exciting tours. The spring tour will be April 18-20 on the Ohio & Erie Canal headquartered in Portsmouth, OH. The fall tour will be October 10-12 on the Cross Cut portion of the Wabash & Erie Canal headquartered in Linton, IN. Members are encouraged to participate in the tours, submit articles or information for *The Hoosier Packet*, and contribute above the membership level when sending in dues, which are due January 1, 2008.

CENTRAL CANAL NEWS

Buggs Temple Now Open!

Fifteen years ago, Buggs Temple, originally built in 1918, was donated to the City of Indianapolis; in 2003 Buggs Development Group, LLC moved forward with plans to create a public gathering place on the north end of the downtown Indianapolis portion of the Central Canal. The facility was rebuilt piece-by-piece, and it's now open!

The Simpson Methodist Episcopal Church was renamed in 1969 when pastor James Buggs formed a new congregation. Buggs Temple is located at 337 W. 11th Street just west of Senate Ave and just east of Dr. Martin Luther King Dr. It is also a stop on the monorail between the hospitals.

Inside Buggs Temple you will find three different dining options. Cornerstone Coffee House is a full service coffee bar available daily 6:30 a.m. - 6 p.m. Also inside is The Grille at Buggs Temple, a family casual restaurant that serves from 6:30 a.m. - 6 p.m. Tavern at the Temple, featuring steaks, seafood, chicken and a variety of chef favorites with a full bar is open beginning at 4:30 p.m. daily. There's a great view from the second level restaurant and bar overlooking the beautiful downtown skyline. Look for more options in the future including a Ritter's Frozen Custard. Want to learn more? Log on to www.buggstemple.com, call 735.7960 or go and check it out for yourself!

MORE ON CANAL TUNNELS

Updating previous tunnel articles the following has been received from David Barber, president of the American Canal Society with permission for its use from the Canal Soci-

ety of New York:

Medina Road Culvert:

A road culvert, the only one ever on the Erie Canal, has existed here since Clinton's Ditch. The original road culvert, on a slightly different alignment, was removed about 1854-55 as part of the Erie's enlargement. The 1823 cornerstone to the Ditch culvert, listing William E. Perine, Samuel B. Collins, and John Drake, Jr. as its contractors, now makes up part of the foundation of the Vernon Toussaint home at 3704 Culvert Road.

The contract for the Enlarged Erie road culvert is dated October 24, 1854 and lists Conway and Slater as the contractors.

The 1854/1855 Enlarged Erie culvert was substantially rebuilt or replaced as part of the Nine Million Dollar Improvement of 1895. The contract for the new structure was given to Charles A. Gorman and is dated December 7, 1896. The current road culvert represents an attempt during the Barge Canal's construction to preserve, if unknowingly, the historic significance of the structure. The façade of the south end was dismantled and the stones numbered. It was then repositioned to allow for the wide Barge Canal channel.

New York Central "Canal" Tunnel:

The Syracuse and Utica Railroad, which merged with the New York Central in 1853, opened for service in 1839. It followed Washington Street into the city of Syracuse. It crossed the Erie with the use of a double arched tunnel.

The tunnel was often a problem for canal engineers. The top of the arch apparently reached above the canal's bottom and frequently grounded boats in the usually-already low water conditions of the western end of the summit. In 1863 this arch was cut down. Another, perhaps more important concern was leakage and the possibility of complete failure. In the early 1880s water, which was critically needed at this spot on the summit, leaked down almost every joint onto the tracks below. In 1882 the canal department had the New York Central completely uncover the structure for re-pointing.

If the tunnel ever failed, Syracuse would have immediately suffered destructive flooding. Curiously, it was not until 1886 that a stop gate was constructed just east of the tunnel to ameliorate these concerns.

St. David's Road under 3rd Welland Canal, St. Catherines, ON:

Robert Sewell has posted pictures and information about this tunnel on his website: <http://www.robertsewell.co/tunnels/stdavidstunnels.html>

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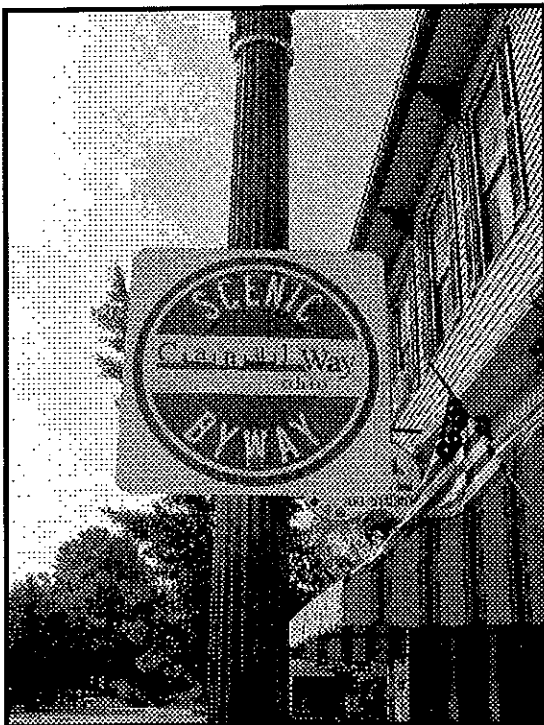
Summer 2007 Canal Adventure

by Richard F. Brown, Jr., AICP

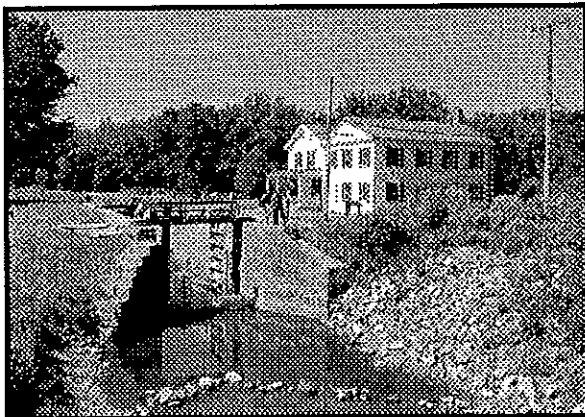
Photographs also by Richard F. Brown, Jr.

In late June, 2007, our family took its summer vacation to parts of Ohio, West Virginia, Pennsylvania, and Maryland. This trip included venues such as the Pro Football Hall of Fame; Hershey, Pennsylvania; and the Antietam Battlefield, but it also incorporated a number of historic canal locations. The canals and related activities included:

- Generally following the Ohio Canalway Scenic Byway from Independence, Ohio to Dover, Ohio

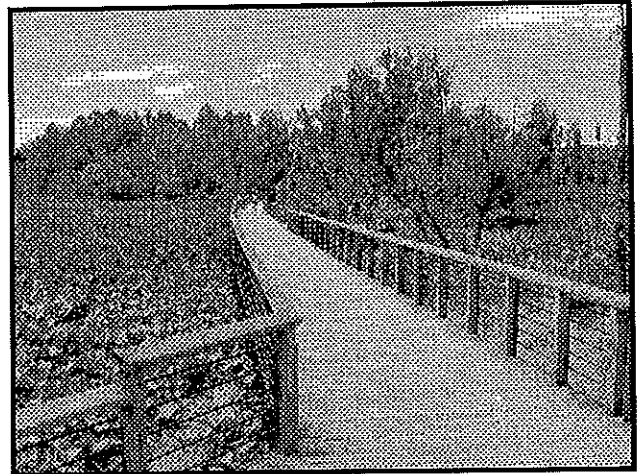


- Stopping at the Canal Visitors Center at Cuyahoga Valley National Park in Ohio.



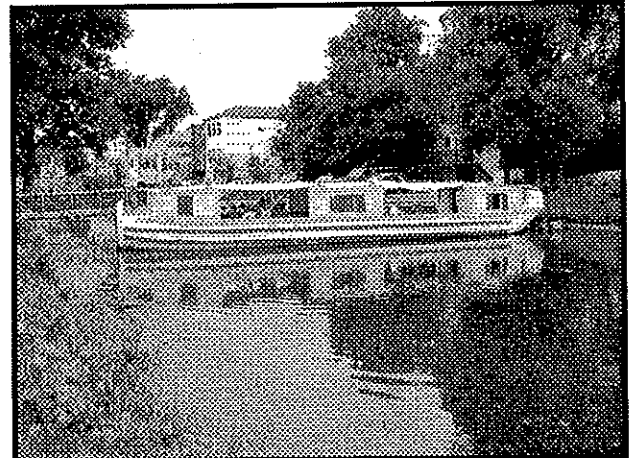
Canal Visitors Center

- Hiking several segments of the Ohio & Erie Canal towpath, including at Deep Lock/Quarry and Beaver Marsh/Lock 26, as well as the Cascade Locks in Akron, Ohio.



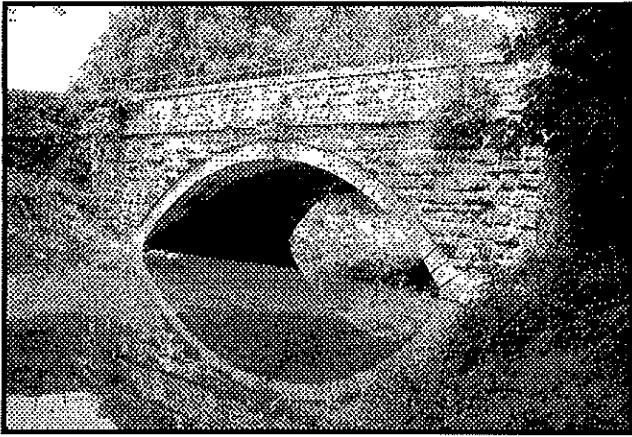
Beaver Marsh, Ohio & Erie Canal

- Riding the St. Helena III canal boat in Canal Fulton, Ohio

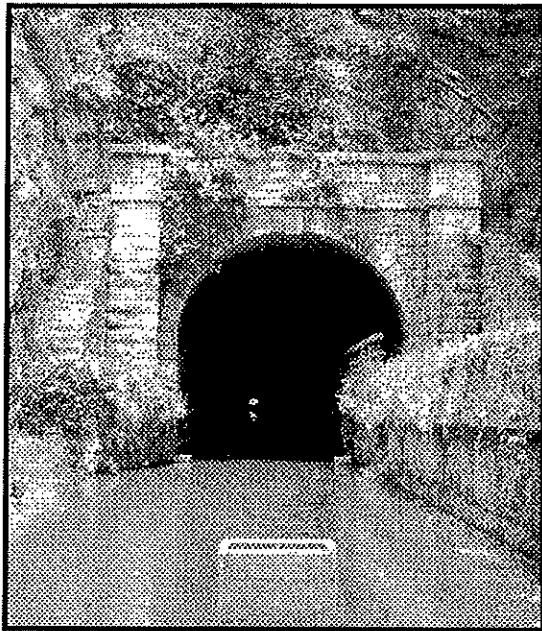


Helena III Canal Boat

- Kayaking south along the Tuscarawas River for six miles and then biking north back along the Ohio & Erie Canal towpath in Canal Fulton, Ohio.
- Touring the Chesapeake & Ohio Canal Visitors Center in Cumberland, Maryland.
- Hiking the Chesapeake & Ohio Canal towpath at the Town Creek Aqueduct; through the Paw Paw Tunnel, and at the Conococheague Aqueduct in Western Maryland.

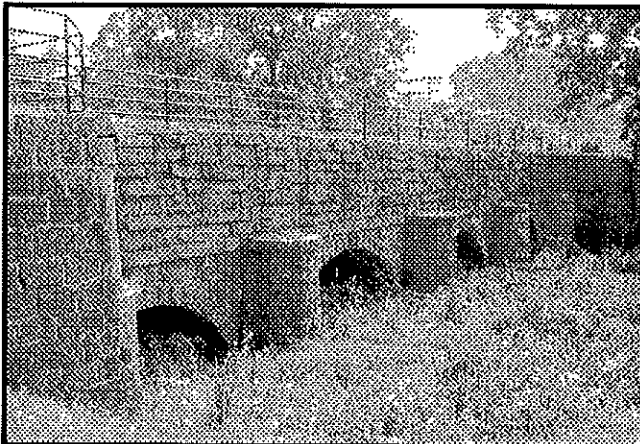


Town Creek Aqueduct



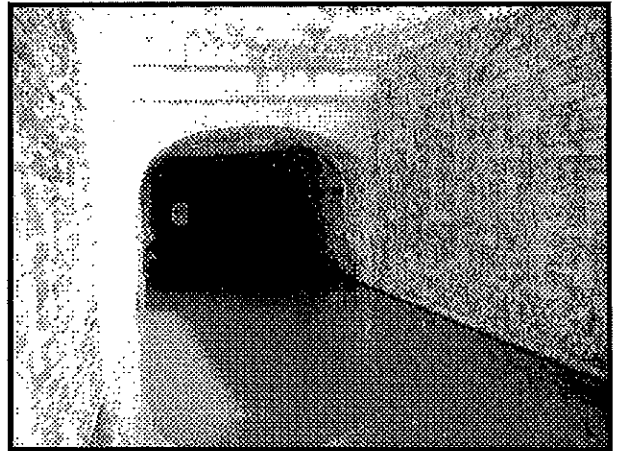
Paw Paw Tunnel

- Visiting the Allegheny Creek Aqueduct on the Schuylkill River Navigation Canal.



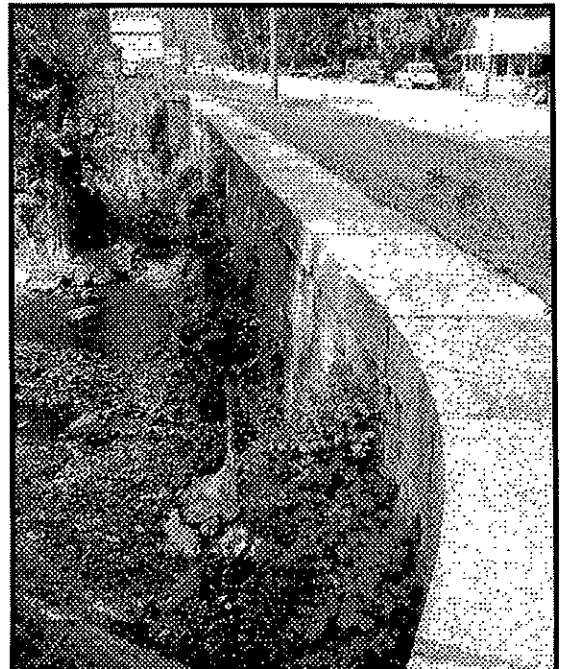
Allegheny Creek Aqueduct

- Taking a very interesting guided tour at the C. Howard Hiester Canal Center at the Berks County Historical Center in Reading, Pennsylvania.
- Hiking a segment of the Union Canal at the Berks County Historical Center.
- Photographing the Union Canal tunnel near Lebanon, Pennsylvania



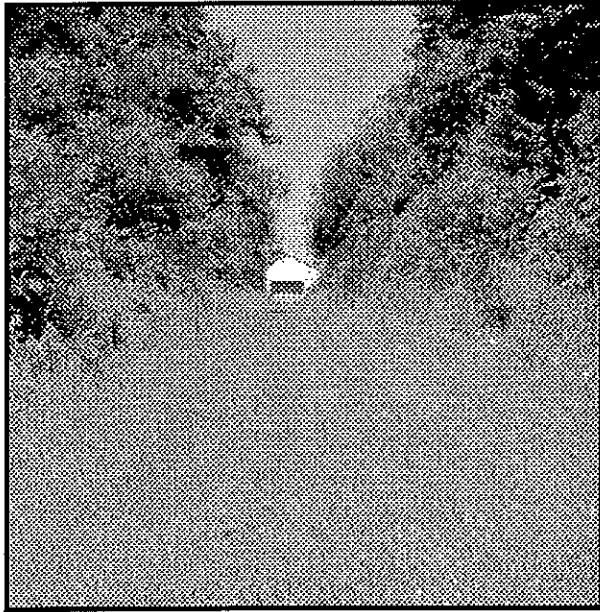
Union Canal Tunnel

- Photographing the Wiconisco Canal Aqueduct #3 which now carries Pennsylvania State Route 147 over Powell Creek near Halifax in Dauphin County, Pennsylvania north of Harrisburg.



Wiconisco Canal Aqueduct #3 (now a highway bridge)

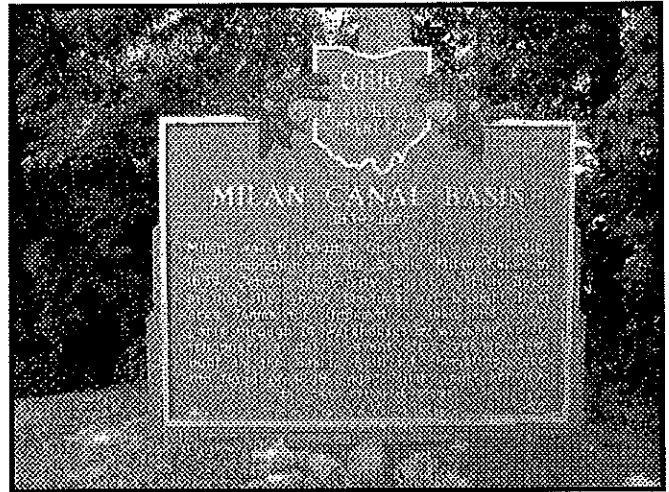
- Visiting the Canal Basin Park and Visitors Center in Hollidaysburg, Pennsylvania
- Touring Allegheny Portage National Historic Site and hiking Incline Plane #6.



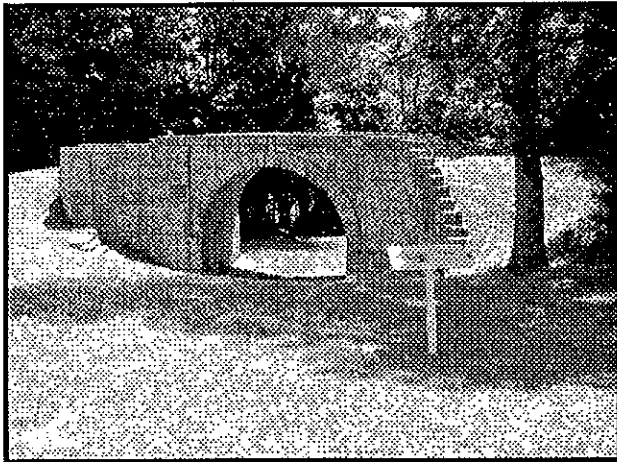
Incline Plane #6 Allegheny Portage NHS



Huron River Greenway



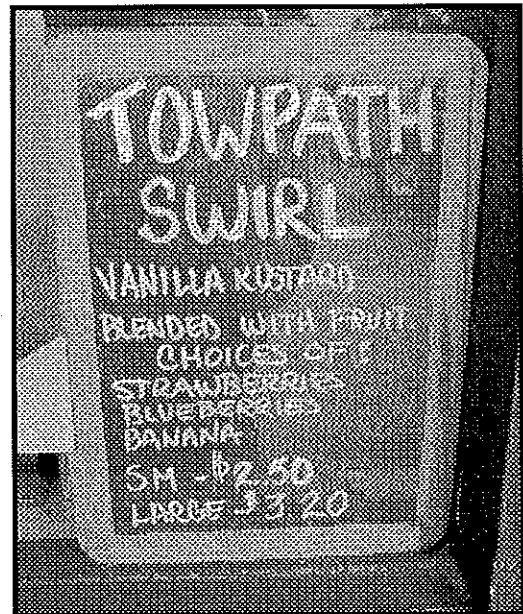
Milan Canal historic marker



Skew Arch Bridge @ Allegheny Portage NHS

- Hiking a portion of the Huron River Greenway - which follows alongside the former route of the Milan Ship Canal in/near Milan, Ohio.

Each of the locations listed above provided a unique perspective of America's canal heritage. It was exciting to observe how many people were using the towpath trails, especially along the Ohio & Erie Canal in Northeast Ohio. Also impressive were the local, regional, and national efforts taken to preserve, protect, document, and interpret these historic resources.



Even one of the local ice cream shops in Canal Fulton, Ohio has taken the Ohio & Erie Canal to heart (see photograph above).

CANAWLERS AT REST

FREDERICK JOHANN MEYER

b. November 21, 1813
d. July 4, 1897

By Carolyn I. Schmidt

Frederick Meyer was born in Scheie Amt Buckebourg, Deutschland to Christian and Christina Meyer on November 21, 1813. In 1839 he married Christina Dinkes in Germany. He emigrated to America in 1840 and came directly to Fort Wayne, Indiana to work on the Wabash & Erie Canal. Christina stayed behind and gave birth to their first son, Frederick A. Meyer in Prussia on April 14, 1840.

Frederick, our subject, lived frugally on his wages as a canal laborer and bought a little wooded farm of forty acres. He sent for his wife and son in 1843. They built a round-pole cabin and began farming. Over the years they were able to purchase good farm land in St. Joseph township until they owned 120 acres of well improved land.

Frederick and Christina had seven children of which six survived. They were Frederick, Henry, John, Mary, Charles and William.

Frederick's wife, Christina (b. 2-6-1811), died on August 22, 1887. She was 76 years 6 months and 16 days old. Both she and Frederick were members of the Lutheran Church.

Frederick died on July 4, 1897 at the age of 83 years, 7 months and 13 days. His obituary in the *Fort Wayne Morning Journal* on Tuesday, July 6, 1897 simply states:

"Frederick Meyer, of St. Joe township, who was 84 years of age, died at 6:30 p.m. Sunday, of old age. He had been afflicted to some extent with dropsy. His wife died seven years ago, and he made his home with



Frederick and Christina Meyer's tombstone in St. Peter Lutheran Cemetery in Ft. Wayne, IN. Photo by Bob Schmidt

his son. The funeral will be held Wednesday from St. Michael's church at Goeglein." The Goeglein group of farmhouses on the Maysville route was almost a village at that time and had a post office, which was later abolished.

Frederick Sr. was laid to rest in the old St. Peter Lutheran Cemetery, which is located in Section 34, on the south side of East State Street on the west side of the church in Fort Wayne, Indiana. The church is on the corner of East State Street and Maysville Road. His gravestone is very difficult to read. It is located in the first full row of stones beside the church on lot 8S between the stones of Henry Thiele and Dietrick Lampe Sr. One side of the stone gives his birth and death dates and the other side gives those of his wife. This information is all in German. His name is spelled Friedrich and her maiden name is spelled Dinkers or Dinkess. A smaller stone to the north says "Vater," father, and a smaller stone to the south says "Mutter," mother.

We know that two of Frederick's sons eventually became farmers:

Frederick Jr. (b. 4-14-1840, d. 8-26-1913) came to Indiana in 1843 and grew up on the family farm. He had no formal education. He started out on his own at age twenty hiring out as a farm hand. By 1863 he had accumulated enough money to buy eighty acres of land that was covered with dense forest. He toiled every day and many nights to carve out a fertile farm. In 1869 he married Caroline Mengensen (b. 10-18-1846, d. 3-55-

1929). They had six children of whom four survived: Charles, Christina, Sophia and Caroline. He increased his arm to 100 acres and improved it with substantial buildings. Both he and Caroline are buried in lot 84S of the old St. Peter Lutheran Cemetery.

John was born in St. Joseph township on March 26, 1847. In 1864 he enlisted in Company F, One Hundred and Forty-second Indiana infantry, under Capt. Robert Swan, serving until the Civil War was over. In then traveled extensively through the west for about eight years, going twice to California. In 1877 he married Sophia Bullerman (b. 1853). They had five children of which two, Anna A. and Louisa, survived. They had a good farm of 100 acres.

Sources:
 Ft. Wayne Morning Journal. July 6, 1887.
 Griswold, B.J. *The Pictorial History of Fort Wayne, Indiana. Also the Story of the Townships of Allen County by Mrs. Samuel R. Taylor.* Chicago, IL: Robert O. Law Company 1917.
 1860 U.S. Federal Census, St. Joseph, Allen, Indiana. *Indiana Deaths, 1882-1920.* Ancestry.com
 Robertson, Robert S. *Valley of the Upper Maumee.* Madison, WI; Brandt & Fuller. 1889.
 Scipio, Springfield, Maumee, Milan, St. Joseph Township Cemeteries, Allen County, Indiana. Ft. Wayne, IN: Allen Co. Genealogical Society of Indiana. 1985.

Sincere thanks go to Willard Meyer, custodian of St. Peter's Cemetery, for taking the time to come to the cemetery with the lot listings and helping locate the gravestone.

1891 RESERVOIR BANK BREAKS

The *Fort Wayne Journal* of June 24, 1891 ran the following article, which shows how the St. Joseph Feeder Canal to the Wabash & Erie Canal was used after it was closed to transportation:

A BANK BREAKS.

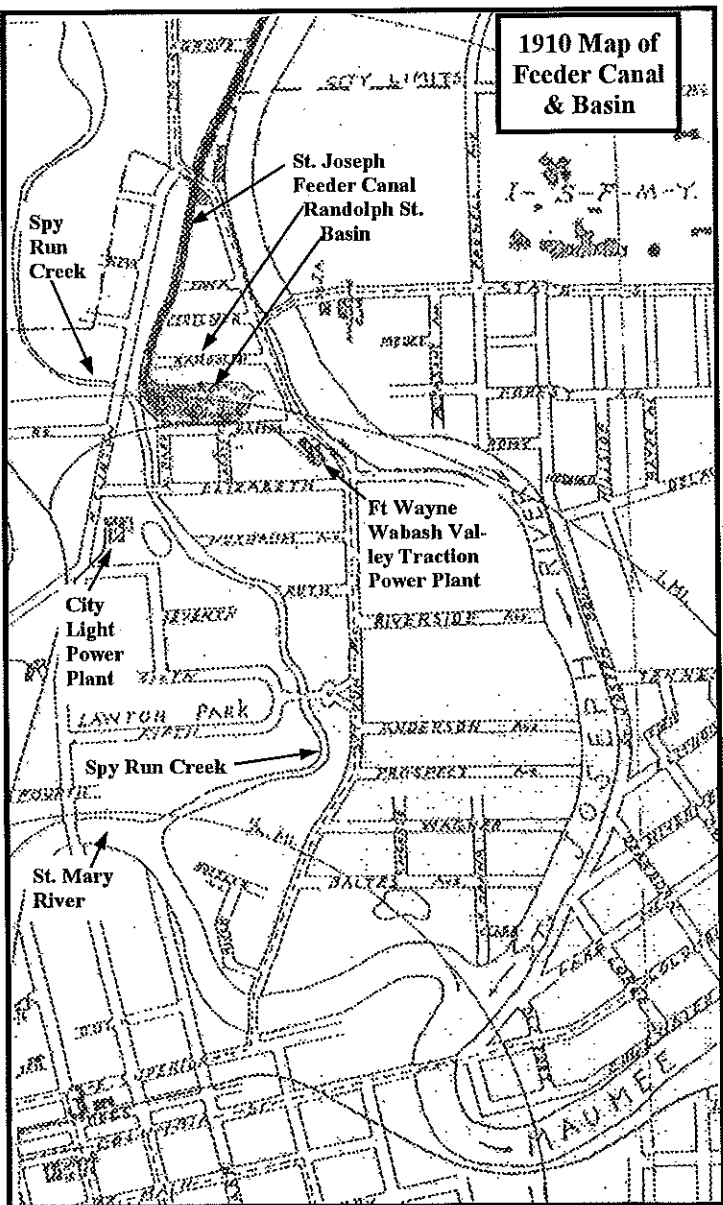
The Water Power Reservoir Floods Many Homes.

Ten Residences Surrounded by Water,
 The Cellars Under Water and
 First Floors Threatened.

At considerable expense, an outlay of nearly \$50,000, the Fort Wayne Power company constructed a reservoir covering five acres of ground on Spy Run avenue adjacent to the Electric Power station and adjoining the feeder canal. For the past six months this reservoir, with its large volume of water, has afforded power for the turbine wheel which runs the Fort Wayne Electric Power station. Yesterday afternoon at 4 o'clock the north bank of the reservoir sprung a leak near the canal bank. The break was only a slight one and workmen were sent to the spot at once to repair the damage. The erosive power of the water which flowed through the small fissure in the break was extremely great and before paraphernalia could be procured the fissure expanded and the water washed the bank away in enormous chunks. All residences on Randolph Street for two blocks north of the reservoir were surrounded by four feet of water and the floods crept up to within 50 feet of Spy Run avenue in a very few minutes.

The water poured over the flooded districts in torrents, and many families were unable to leave their homes. When the impending danger was discovered the flood gates of the reservoir were opened wide, and the supply in the feeder dam locks shut off. The water flow did not cease, however, til 8 o'clock last night. A sheet of water - one half mile in diameter and four feet deep

surrounded the residences of Jacob Weibert, Frank Jolly, Mrs. Knight, a widow; Andrew Eichel, Louis



Baset, William Wagner, Louis Peon, I.M. Newschwander, Thomas Hast and two residences belonging to J. B. Reues. The cellars, wells and cisterns are flooded. In several residences the families were driven to the upper floors for safety. Children were frantic and mothers screamed for help. The scene was an exciting one for several hours until the inhabitants of the inundated district were removed from their houses in boats. The sewer that drains the flooded land is a six inch clay pipe drain, and the volume of water which now surrounds the land cannot be carried off by the sewer in less than 72 hours, and unless some immediate relief is offered, the damage to the property will amount to many thousand dollars. Note: The names of the individuals may be incorrectly spelled since the microfiche was very difficult to read.

SOME OLD PACKET LINES AND THEIR CAPTAINS

During the heyday of the canals, the "office of captain of a canal packet boat was regarded as invested with a dignity equal to that now awarded to one in command of the best steamer that floats upon the lakes; and, though slower and more expensive, they had the advantage of railway coaches on the score of comfort." The "highest rate of speed in a passage packet boat was from seventy-five to a hundred miles in twenty-four hours." Captain George Dutch Davis

Capt. Davis in *History of the Maumee Valley* by H. S. Knapp remembered that "in 1843, Samuel and Archie Mahon, brothers, commenced running two small packets between Toledo and Fort Wayne — starting and stopping without reference to regular time — sometimes camping out, and getting their meals at farm houses along the line of canal. Nothing, however was permanently undertaken in packet boating until the summer of 1844, when Samuel Doyle and William Dickey, of Dayton, Ohio, organized a line making regular trips between Toledo and Cincinnati, and from Toledo to Lafayette, comprising the following boats, namely: "Erie," "Banner," "Ohio," "Indiana," "Illinois," "Missouri," "Kentucky," "Tempest," "Cataract," "Atlantic," "Fashion" and a steam propeller named "Niagara."

"Capt George Dutch Davis opened the first regular packet office in Toledo, in 1844, and in 1845 resigned the position to again take charge of his boat, and Wm. J. Finlay was given charge of the office, and retained it until the opening of the Toledo and Wabash railroad in 1854 caused the withdrawal of the line. During the last five years of the existence of the line the proprietorship was in the hands of Jerome Potree, of Little Falls, N.Y. and E. B. Holmes, of Brockport, N.Y., who purchased the interest of Doyle & Dickey in 1849."

"George Owen and David S. Davis, of Dayton,

were proprietors of the first packet line from Dayton to Cincinnati. Samuel Doyle was the first to experiment with steam on the Miami canal — having built in 1845 the propeller "Niagara," at a cost of \$10,000. She was commanded by Capt. William Dale, and proved a failure financially."

The following list gives the names of some of the old packet boat captains and where they resided in 1872.

George Alvord, Arkansas
Byron O. Angel, Fort Wayne, IN
Benjamin Ayres, deceased
William Dale, New York
Geo. Dutch Davis, Toledo, OH
Asa Fairfield, deceased
Oliver Fairfield, Decatur, IN
Thomas B Filton, deceased
M. Van Horne, Iowa
Joseph Hoskinson, Napoleon, OH
W. S. B. Hubbell, deceased
Thomas B. McCarty, Indiana State Auditor, Indianapolis
Nathan Nettleton, St. Louis, MO
William Phillips, Lima, OH
James Pople, St. Louis, MO
Charles Sherwood, Cincinnati, OH
Clark Smith, deceased
J. R. Smith, Cincinnati, OH
Christian Snavely, deceased
Wm. Sturgess, deceased
A. Vanness, deceased
Elias Webb, Middletown, OH
John M. Wigton, Toledo, OH

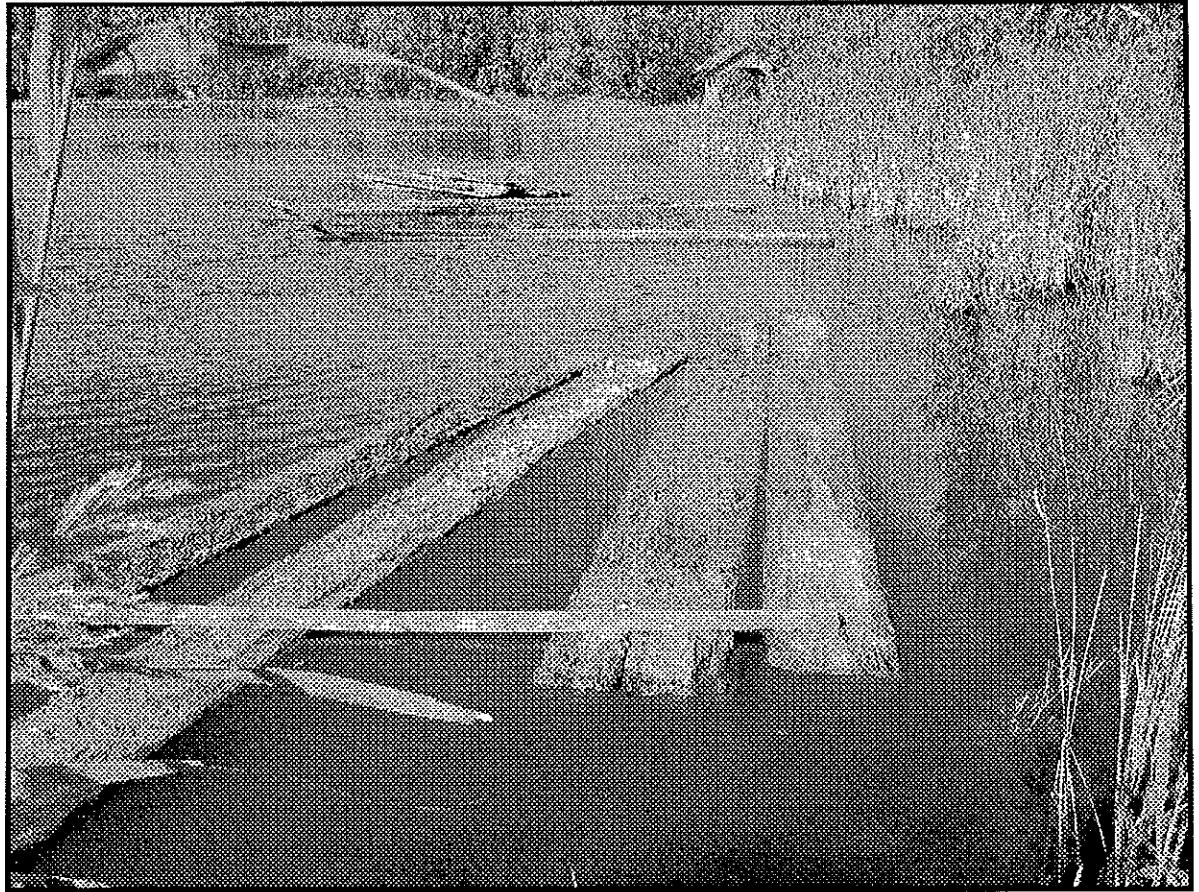
CANAL WAR PRISONERS TRIED

Judge William H. Coombs, the pioneer attorney of Wabash county, Indiana, told about the trail of prisoners taken during the canal war at Lagro, Indiana:

"I happened to strike Wabash a few days after the Irish war which had taken place at La Gro. The Fort Wayne brigade was sent for, to quell the riot, and it is said they fought nobly; they certainly captured many prisoners, as I found about two hundred locked up. I had been undecided whether to locate in Fort Wayne or Logansport, but finding so much criminal business here decided to remain. An amusing incident occurred when those two hundred prisoners were tried. Associate Judge Ballinger was missing when the case came up, and so Judge Jackson ordered the clerk to issue an attachment for his body and bring him into court. This was carried out to the letter. The two hundred prisoners were found guilty."

History of Wabash County, Indiana

W&E
CROSS CUT
CULVERT
#151
TIMBERS
ARE
NOW
STORED
IN
A
LAKE
IN
TERRE
HAUTE'S
FOWLER
PARK



THE
WATER
WILL
HELP
PRE-
SERVE
THEM
UNTIL
A
USE
FOR
THEM
IS
FOUND.

Photos
By
Sam
Liggett

CSO TOURS WHITEWATER CANAL

The Canal Society of Ohio held its fall tour in the Whitewater Valley on October 12-14, 2007. Thirty-two canawlers gathered on Friday evening at the Sherman House in Batesville, Indiana for a slide show of sites they would see the next day by Mike Morthorst, CSO president and CSI director from Cincinnati, OH.

Saturday they boarded a coach and proceeded to Metamora, IN, to see Lock 25, a cut stone lock of the Whitewater Canal that now has an overshot wheel in it to power the mill alongside the canal. They then walked to the aqueduct over Duck Creek, the only operating covered bridge style aqueduct in the United States.

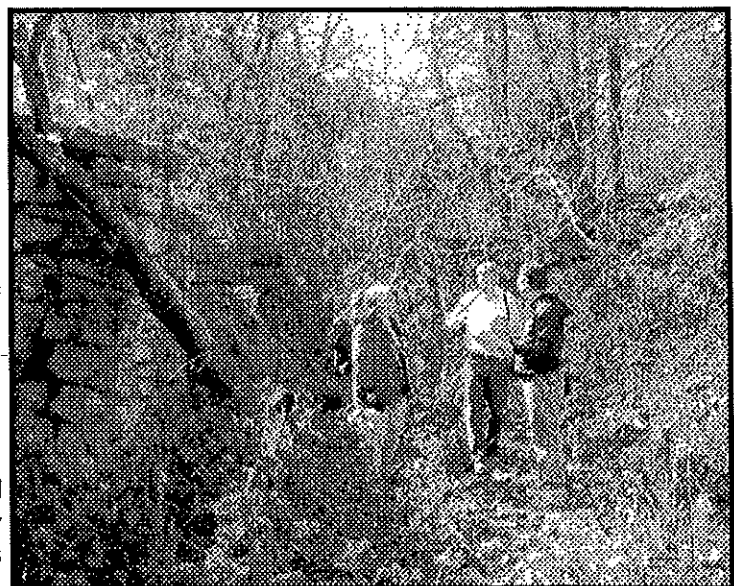
At 10 a.m. they participated in the Whitewater Canal Trail group's dedication of the Twin Locks segment of the trail (see article elsewhere in this issue). This was followed by a ride on the replica canal boat "Ben Franklin III" pulled by two Belgium draft horses. It ran from downtown Old Metamora, through Duck Creek Aqueduct, to Lock 24, Gordon's Lock, and back. The docent aboard was very informative, talked the entire trip and answered questions as the boat approached the dock.

The bus took them to Lock 24, a cut stone lock where they store the canal boat in the winter and the lock gates were seen up close. From there they went to the Yellow Bank trailhead and hiked a short distance back to Lock 21, Yellow Bank lock, a composite lock. There Don Burden, who has researched the canal and would speak about it that night, pointed out the parts of the lock, told how the twin arch culvert over Yellow Bank Creek had been blown up, answered questions. Paul Baudendistel, who had done a surface dig in the lock last February, told what he had discovered.

The next stop at the Brookville Dam, located on the east fork of the Whitewater River in Whitewater State Park, was very scenic. They ate a box lunch at the overlook and then went to the park's museum. There they were told how the dam operated, how the pool of water behind the dam was let down during the winter, how dams had to work in conjunction with other dams to prevent flooding, etc.

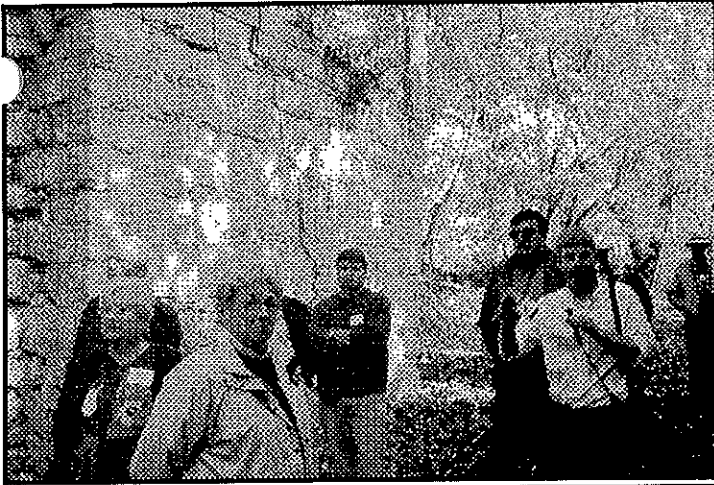
They went to Brookville and the bus took them around town to show where four Indiana governors and several other men of importance had lived. They stopped at the Brookville Basin where canal boats loaded and unloaded from spring to fall and ice was harvested in the winter. They were shown where Lock 18 had been located at the end of the basin.

Stopping at the old state fish hatchery, all that was seen was where the Whitewater Canal had been



Top: Canawlers hiked to Yellow Bank Lock 21.
Center: Yellow Bank Lock is in very good condition.
Bottom: Don Burden (in white shirt) talked to canawlers in Boundary Hill Lock 20.

Photos by Paul Baudendistel



Don Burden with microphone points out that the cut stone entrance to Yellow Bank Lock is badly cracked. Photo Bob Schmidt

used as fish ponds once the canal closed to transportation. These ponds were fed by a cold spring located in the nearby hill.

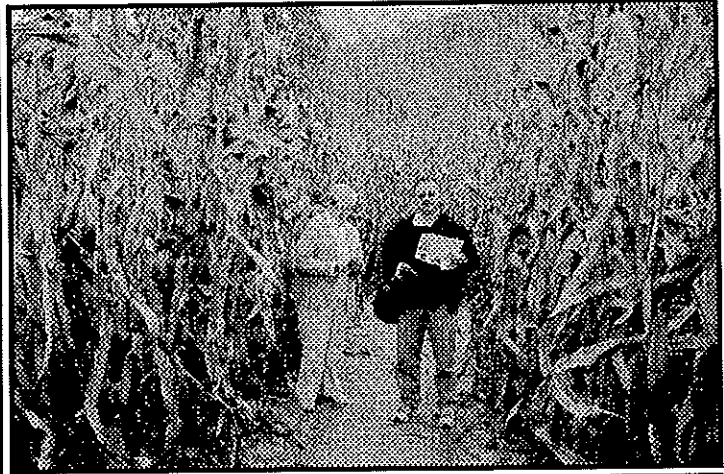
A stop at the Lock 15/16 site revealed only the top small portion of one of these locks. It is not known for sure which lock it is.

The last stop was at Little Cedar Grove Baptist Church. The brick structure was built in 1812 and is the oldest church building still on its original location in the state. Inside there was a raised pulpit with a pit in which a fire was built to heat the church, rifle openings in the wall, and a balcony.

The evening banquet was held at a country club in Batesville. Don Burden spoke on the hydraulic use of the Whitewater Canal after it closed to transportation. Actually there were four different sections of it used to supply water power to mills and factories. His slides showed some of the old mill buildings and scenes of the canal towns.

Sunday morning cars took canawlers to the Duck Creek Aqueduct parking lot where Mick Wilz, CSI director and head of Whitewater Canal Trails, met the group with a wagon pulled by a truck. They hopped onto the straw bales and were taken on a two mile ride down the new Twin Locks Trail. Along the way Mick stopped and pointed out features of the canal, the new kiosks, signage, and trail markers. The Twin Locks were composite locks with cut stone entrances and field stone chambers that once were lined with wooden planking.

On the return trip the group was entertained by walking through the wonderful corn maze that was created to raise funds for the Whitewater Canal Trail project. Many of them had never been in a corn maze.



Nancy Gulick and Mark Renwick follow a map through the corn maze, a Whitewater Canal Trail fund raiser. P Bob Schmidt

CSI members that attended the CSO tour were Scott Bieszczad, John Droege, Nancy Gulick, Lynette Kross, Mike Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Bruce & Kay Sheldon, Larry Turner, and Mick Wilz.



A ribbon cutting ceremony on October 13, 2007, opened the Twin Locks section of the Whitewater Canal Trail. Volunteers and officials representing various groups working on the project

WHITEWATER CANAL TRAIL DEDICATES TWIN LOCKS SECTION

A ribbon-cutting ceremony was held on October 17, 2007 for the completed 2.6 mile section of the Whitewater Canal Trail featuring a crushed stone, 10-foot-wide path with rest area kiosks spaced about 1 mile apart. This section is from Twin Locks past restored Lock #24 to Duck Creek Aqueduct in Metamora, Indiana. The trail follows the railroad much of which was built upon the old towpath.

Hundreds of volunteer hours went into the de-



Above: Newly designed trail marker
 Below: Information kiosk along Whitewater Canal Trail
 Photos by Bob Schmidt

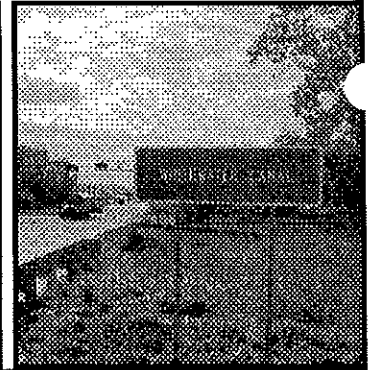
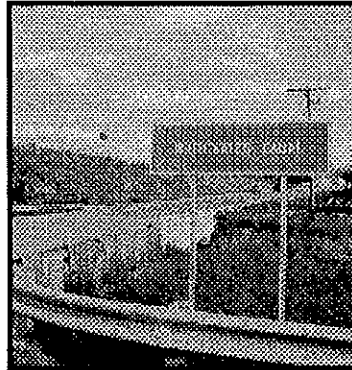
sign and management of the project. Local contractors donated or reduced their costs and a grant from the Recreational Trails Program of the Indiana Department of Natural Resources supplied the funding. The trail is built on land, which is now part of the Whitewater Canal State Historic Site, with the cooperation of the site's managers.

The trail is well marked with concrete markers through which a board can be inserted to close down the trail. These were designed by Mick Wilz. Kiosks provide information as well as a sheltered area with seats.



WHITEWATER CANAL MARKED AT METAMORA

Green signs with white script saying Whitewater Canal have been erected by the Indiana Department of Transportation (INDOT) on either side of the bridge on U. S. 52 just west of Metamora, IN. Signs like these also point out the Wabash & Erie Canal in southern Indiana on Interstate 64. CSI is trying to get signs like these placed along other roads which cross the canal. INDOT may consider doing this on watered canal sections, but doesn't sign un-watered crossings. CSI director Don Haack has compiled a list of canal crossings throughout the state with those watered sections highlighted. CSI hopes to pursue getting signage placed at other watered section crossings.

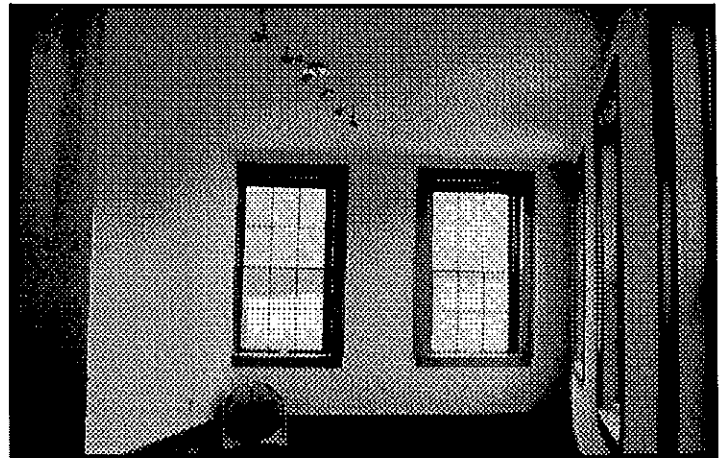


Left: Sign on approaching Metamora from the west on US 52.
 Right: Sign on leaving Metamora from the east on US 52.
 Photos by Bob Schmidt

VINTON HOUSE UPDATE

Restoration of the Vinton House, an old Whitewater Canal and National Road inn in Cambridge City, has been one of CSI's funded projects. Stopping there on October 12 Bob & Carolyn Schmidt found that the third floor had a gallery almost finished in which to place a small canal museum. A carpenter was re-hanging shutters, which he had repaired, on their original hardware. He also planned to put in windows in the attic. The main and second floors operate as an antique mall.

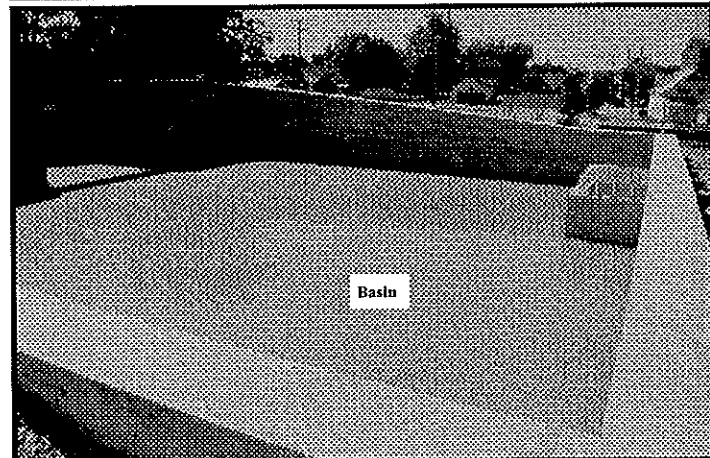
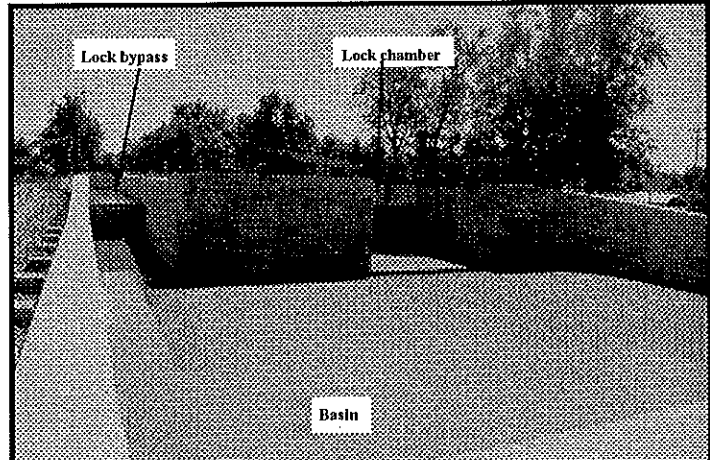
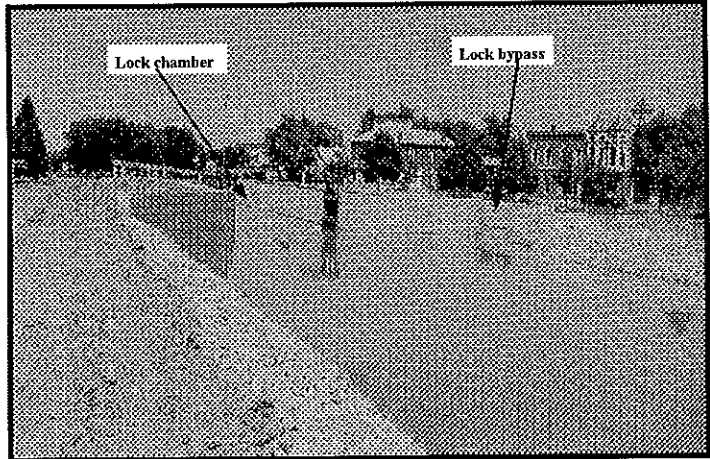
Vinton House 3rd floor and shutters being hung P Bob Schmidt



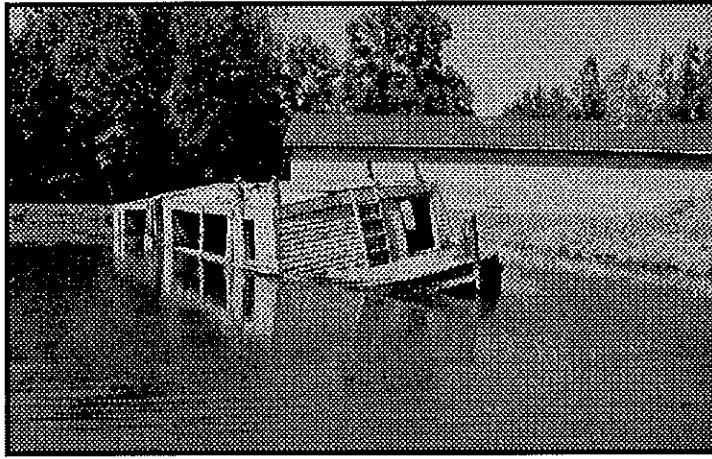
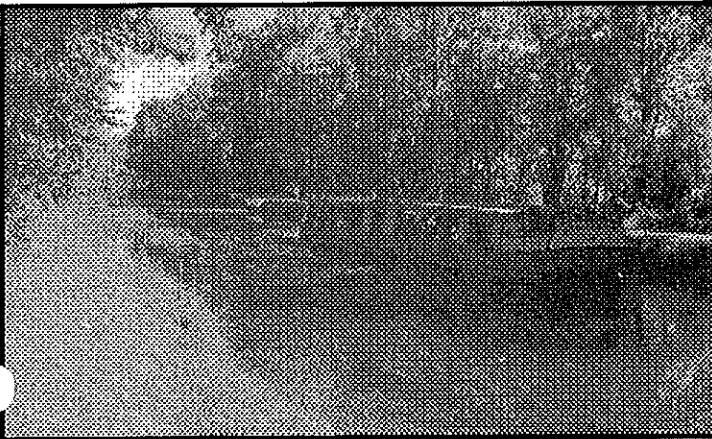
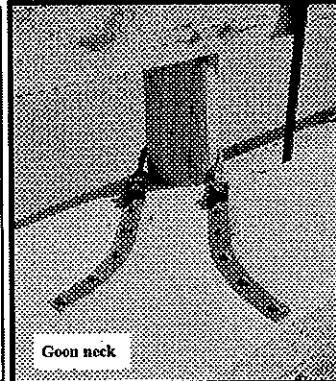
MIAMI ERIE SITES VISITED

Gene and Joyce Paschka, CSI members from Fort Wayne, IN, visited two sites on the Miami & Erie Canal in Ohio this past August. They attended the Piqua Heritage Festival held on August 27-31 and rode on the new "General Harrison" launched on August 22, 2001 in the canal at the Piqua Historical Area. This boat built by Scarno Boat Building of Albany, New York replaced the earlier "General Harrison" differing little from it with the exception that it has an aluminum hull for a longer life. While on the new boat they saw the remains of the old "General Harrison" in the basin near the boat barn. They also saw the Indian mound and the farm of John Johnston, the Indian agent.

a park created around Lock One North as a centerpiece for the town.



Lock One reconstruction shows how a lock operated with gates, balance beams, goon necks that held the quoin posts in position, etc. However, boats can not pass down the canal. There is a concrete basin at one end. Note the lock bypass for excess water.
 Photos by Gene Paschka



Top: The new "General Harrison" glides along the tree-shaded Miami and Erie Canal in the Piqua Historical Area.
 Bottom: The old "General Harrison" rots in the canal basin.
 Photos by Gene Paschka

They also stopped at New Bremen, Ohio, to see the reconstructed Lock One North of Laramie Summit on the Miami & Erie Canal. The old lock, which was built about 1845, was removed. Foundation timbers beneath his lock were buried in blue clay, will be preserved and then be placed in a museum. A \$280,000 grant from the state of Ohio and \$70,000 from the Village of New Bremen funded the preservation project, which includes

Lock One North at New Bremen sits near the halfway point of the Miami & Erie Canal, 123 miles from Cincinnati, at the high point of the Loramie Summit, 512 feet above the level of the Ohio River. (The Loramie Summit is a plateau extending from Lock One North at New Bremen to Lock One South at Lockington.)

When the Miami & Erie Canal was joined to the Wabash & Erie Canal at Junction, Ohio in 1845* creating a waterway from Toledo to Cincinnati, it caused New Bremen to grow rapidly because it gave farmers an outlet for their crops and livestock. At one time New Bremen was second only to Cincinnati in pork packing in Ohio.

* Although this waterway was opened in 1845, it wasn't until March 14, 1849 that the Miami & Erie Canal from Cincinnati to Dayton, Ohio, the Miami Extension Canal from Dayton to Junction, Ohio, and the Wabash & Erie Canal from Junction to Toledo, Ohio became officially known as the Miami & Erie Canal.

Source: Hagerty, J. E., McClelland, C. P. and Huntington, C. C.. *History of the Ohio Canals: Their Construction, Cost, Use and Partial Abandonment*. Columbus, Ohio: Press of Fred J. Heer, 1905. Clarified and Copyrighted 1992 by Arthur W. McGraw.

FREED SLAVES TRANSPORTED ON MIAMI-ERIE CANAL IN 1846

An article by Jim Blount appeared in the Hamilton, Ohio *Journal News* on June 27, 2007 entitled "Canal Transported Freed Slaves Through County in 1846. It said that John Randolph, a horse-breeder who had an estate called Roanoke in Charlotte county, Virginia, left a will in 1833 that said, "I give and bequeath to all my slaves their freedom, heartily regretting that I have ever been the owner of one." It went on to designate William Leigh, his friend and cousin, to take care of their manumission and relocation, setting aside \$8,000 to purchase land for them in a free state.

Leigh was not able to act until three wills and several codicils challenged by Randolph's brother could be settled in court. Then in 1846 he purchased 2,003,200 acres of land in what at the time was Mercer county, Ohio, (now New Bremen in Auglaize county) paying \$6,000 for it. Each of the 596 slaves were eligible for 10 of these acres.

On June 10, 1846 only 383-387 of his slaves packed their belongings into 16 wagons and began their long journey across the mountains. It took four horses to pull each of the heavy laden wagons through the mountain passes of what would become West Virginia. Eight days later they arrived in Charleston on June 18. They were put aboard steamboats on the Kanawha River, followed the river to the Ohio River, and reached Cincinnati, Ohio by July 1, 1846. There they boarded canal boats and proceeded north on the Miami & Erie Canal to the land that Leigh had bought for them.

Along the canal route they had a short stop in Butler county on July 2. Reaching Middletown, some African-American families, who lived there, gave them food. However, after camping on the land purchased for them in New Bremen and hoping to settle down, they were surrounded by an armed mob, who ordered them to leave at once. They re-boarded the canal boats the following morning and were taken to Piqua, Ohio. Again they received threats of violence and all but about a third of them left. Those who remained scattered around Sidney, Ohio finding homes wherever they could. Sympathetic Quakers and others helped them settle in Piqua, Sidney, Troy, West Milton and other smaller communities along or near the canal.

John Geyer, CSI member from Hamilton, OH

CANAL ERA BUILDING SOLD

The Port Union Café, which was built shortly after the Miami & Erie Canal was constructed through Butler county, Ohio, has been sold and its fate unknown. It has been an inn, a stagecoach stop in the late 1820s, a tavern, an ice cream parlor and a dance hall. An engraving on the wall of the café shows it was a single-story building during the canal era. Over its 180 years many features have been added to modernize it.

The café and surrounding half acre of land was purchased for \$400,000 by Port Union Properties, which use the café as its business address. Questions have been asked about zoning and construction permits, so they might plan to raze the building.

John Geyer, CSI member from Hamilton, OH

TOWPATH TRAIL BRIDGE DEDICATED ON O&E CANALWAY

The new I-77 Towpath Trail Bridge that crosses the highway near Bolivar, Ohio, connects Bolivar to Zoar. It was dedicated at 10:30 a.m. on October 27 at Fort Laurens, an Ohio Historic Site at Bolivar.

The Ohio & Erie Canalway, a 101 mile long trail from Cleveland to New Philadelphia, now reaches 3 million people annually. The towpath trail is significant in four counties. Four towns have easy access to it:

Bolivar: Exit I-77 at Bolivar and go about a half mile south on Fort Laurens Road

Massillon: John Glenn Grove Trailhead is located on Warmington Road

Navarre: Craig Allen Pittman Memorial Park is on Hudson Drive

Zoar: 162 Main St. next to the Zoar Tavern, Canal Lands Park Trail, Dover Zoar Road

Linn Loomis, CSI member from Newcomerstown, OH

**MIAMI LAND NEAR WARSAW
PURCHASED BY W&E CANAL**

CSI headquarters recently received this query from Byron Spice. We did not have an answer to his question and asked him to read his abstract carefully to see exactly what it said and get back to us. Eventually he answered his own question.

"Greetings. My father owned a farm on the Tippecanoe River north of Warsaw, Indiana. At one time I read in the Abstract of Deed that the land was purchased in 1832 by the Wabash and Erie Canal from the Miami Indians. Or so I remember. The farm was near a settlement called Monoquet, off of State Highway 15. Our farm was upstream or east of that village. I had believed that the Monoquet village was part of an Indian Reservation. However, in the library of the National Museum of the American Indian, I was told 1. that the Miami's never had reservations. And 2. that it couldn't have been the Miami's since they were further south. I am currently reading "The Miami Indians of Indiana, but this doesn't help much. Can you shed any light on this interesting question? Thank you"

Byron later wrote back: "Well, I went to my storage unit to bring back some books I had taken there during the hurricane season, and opened my History of Kosciusko County Indiana, 1919 by Royse. I copy the paragraph on page 49."

"Indian Villages in Kosciusko County"

"In the (18)30's, besides the Pottawatomies, there were within the present limits of Kosciusko, Indiana two or three tribes of the Miami nation, the western borders of whose territory extended to the Turkey Creek prairies. The villages of the Pottawatomies lay along the Tippecanoe River in the central part of the county, their best known chiefs in this locality being Mus-quaw-buck, Mono-quet, Che-cose and Mo-ta.

"Musquabuck's village was located upon the south bank of the Tippecanoe, upon the site of the present Village of Oswego. Monoquet's village, where the village by that name is located, was the largest Indian settlement of that period. Checose's village was on the river just below Warsaw, and Mota's still further south toward Atwood. More than half the Indian population in 1835, not including the Miamis were included in the villages of Monoquet and Musquawbuck."

Byron concluded: "Since our land was upstream of the Monoquet village, I assume it was part of Chief Monoquet's reserve at one time. Thanks for your help. Byron Spice"

Further research by CSI found that there is an

Indiana Historical Marker in Kosciusko county, Indiana that reads:

"Papakeechies Reserve"

"You are now leaving Papakeechies Reservation 36 square miles This Miami Chief also known as Flat Belly held this land from 1828 to 1834 when it was returned to the National Government. It was later owned by the Wabash Erie Canal."

The federal government gave alternate five miles sections of land on either side of the canal to be sold to fund its building. The idea was that the canal when completed would increase the value on the alternate sections still held by the government and they could then be sold for more money. Was this land in Kosciusko county purchased or given to the Wabash & Erie Canal? If it was given it probably was to be sold to raise funds. If it was purchased it could have been for a route to connect the canal with Lake Michigan.



WELCOME NEW MEMBERS

The following new members have joined the Canal Society of Indiana at the single/family membership level of \$25 unless otherwise noted. Welcome aboard!

- Charles & Jane Carbaugh - Logansport, IN \$50
- Michael & Julia Hayes - Columbia City, IN
- Susan McDonald - North Liberty, IN
- Ron & Pat Reed - Columbia City, IN
- Carol Wiwi - Walkerton, IN

MARINE HIGHWAYS PROPOSED

Has your vehicle ever been surrounded on all four sides by trucks as you travel down an interstate highway? Have you ever thought there should be a lane just for trucks or that trucks be limited to certain times when they could be on the interstate highways? Apparently you are not alone. Not only are trucks congesting the interstates, these congestion problems are decreasing the efficiency of getting freight to where it is needed.

The U. S. Department of Transportation's Maritime Administration, according to an article in *U.S.A. Today* on October 11, 2007, has come up with an idea of removing freight from Interstates 81 and 95 by transferring containers that arrive at the Port of New York onto barges, and then taking them to Bridgeport, Connecticut through New York Harbor and Long Island Sound. Also it suggests diverting freight to other ports on the Atlantic and Gulf Coasts.

According to Maritime Administrator Sean Connaughton, "This is going back to the future. The original interstates for the United States were its waterways. Prior to the advent of rail and the interstate highway system, the vast majority of goods and people moved by boat."

Our 25,000 miles of waterways in the United States currently carry over 2 billion tons of cargo yearly. Most of it is bulk commodities such as coal, gasoline, grain and oil. It is cheaper to transport these commodities by water than by highways. It also would be cheaper to take high-end commodities by water than to build more highway lanes. However, there are always obstacles. These include harbor maintenance taxes based on the value of the goods moved through the ports, inadequate port facilities and a limited number of barges and cranes.

Rivers and canals were the first interstates. Let's find solutions to the obstacles and go "back to the future."

John Geyer, CSI member from Hamilton, OH

NEWS FROM DELPHI

BOY SCOUTS' PROJECTS FINISHED

The lighted entrance sign to Canal Park has been landscaped with shrubs and flowers by John Fritz and the Clinton County Boy Scout Troop. He researched species that would be permanent and create a colorful pattern.

Happy Jack's Loop now has a trailside picnic area near the small waterfall coming into Deer Creek. Shane Evans of the Delphi Scout Troop completed the project recently.

STEARNS TRUSS BRIDGE DEDICATED

IT ALL STARTED WITH A \$10 BILL

Sunday, November 11th at 2 pm was a big day for the Stearns Truss in Delphi. It culminated nearly two years of regular M-W-F work by an ingenious volunteer crew. This whole project started December 16, 2005 in a Pulaski County Commissioner's meeting at Winamac. Four Canal Association volunteers were present. An offer to purchase the 78-foot-long relic for \$10 was met with a stipulation that it must be removed from the Big Monon Ditch in just three months. That winter the weather was cooperative and the volunteers rallied to disassemble and transport all the pieces to Delphi by March 3rd.

This bridge is a "one-of-a-kind" lightweight, port-

able, once rusty, wrought iron span brought from near Medaryville. It was designed by Wm. Stearns and is the last known of its type to exist in the US. The restored BIG BLUE BRIDGE now spans a reconstructed section of the Wabash & Erie Canal in west Delphi behind Pizza Hut/Dairy Queen.

The last task being completed is the handrail and some touch-up of the beautiful blue paint. The bridge sports another color as well as the blue. All iron that was added for safety, but not part of the original, is painted black. This comprises the safety side-rail, which is made of angle iron with a similar look as the integrated original handrail.

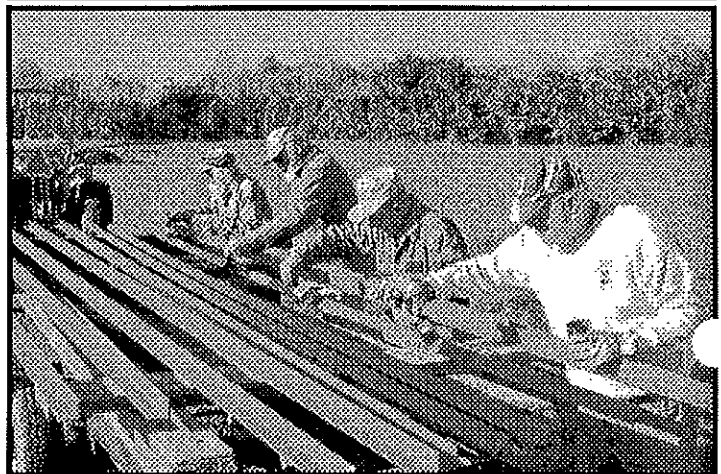
Parking near the bridge was a premium on dedication day so participants parked in downtown Delphi around the Court House and were chauffeured by Brian Stirm and his popular Trolley to the bridge site or Canal Park. After the dedication they rode back to the downtown and "Discover Delphi Days" at the participating stores.

Some participants walked along the trail from the bridge south on the towpath to Lock #33 or the Irish Construction Camp, while others followed the trail north for a half mile to the Canal Interpretive Center. Along the trails were seen several sites with relevant canal connections to the 1840s through the mid 1870s. Just west of the Blue Stearns Bridge were Papermills and Delphi's shipping connections brought goods from the east while local products of salt pork, grain and lime were sent afar on this manmade waterway.

Nearly a dozen of the 76 volunteers listed on the program were as regular as "clockwork" and kept the pace throughout the last 7 seasons with their M-W-F workdays. Without this dedication and the personal donations and grant support for supplies and materials this would not have happened. They formed a reception line spanning the bridge.

Besides the bridge dedication and "Discover Delphi Days," the Delphi Preservation Society had a ribbon cutting for the shiny new façade of the old Opera House at 2 p.m. on Saturday.

Safety railing was painted black by volunteers. Photo Dan McCain



2007 Year 26 In Review

BOARD OF DIRECTORS

Sandy Billing - Terre Haute	Jeff Koehler - Center Point	Cynthia Powers - Roanoke, Secretary
Bill Davis - Rosedale	Lynette Kross - Plymouth	Bob Schmidt - Ft. Wayne, President
Jim Ellis - Ft. Wayne, Treasurer	Bette Lockhart - Marion	Carolyn Schmidt - Ft. Wayne, Editor
Don Haack - Ft. Wayne	Dan McCain - Delphi	Sue Simerman - Ossian/Poe
Chuck Huppert - Indianapolis, V-Pres.	Jerry Mattheis - Cambridge City	Chuck Whiting - Lawrenceburg
Karl Kettelhut - Indianapolis	Mike Morthorst - Cincinnati, OH	Mick Wilz - Brookville

MAJOR EVENTS / ACTIONS

Assisted students, authors, and genealogists in canal research
 Participated as a consulting partner on Indiana Department of Transportation projects — U. S. 24 New Haven to Defiance, Terre Haute S.R. 461 interchange, I-69 Corridor, S.R. 62 Lloyd Expressway Evansville,
 Board meeting Nov 3 Antioch Lutheran Church in Hoagland, IN, Sue Simerman hostess, Aboite Creek aqueduct model displayed, tour of old New Haven Library with Canal Mural (11 directors, 8 guests)
Fort Wayne Magazine 68,000 (readership per issue based on 2005 Major Market Study KPC Research) Tom Castaldi's "Along the Heritage Trail" June was about the Nickel Plate RR taking over the W&E canal right-of-way for its line through FTW, November, the story is the "Canal Hotel on Rosemarie Alley" December, the story is the "Canal House" on Superior Street.
History of Allen County and Fort Wayne, Indiana, published by ACFW Historical Society and the Allen County Genealogical Society of Indiana, Tom Castaldi wrote a chapter entitled "The Wabash & Erie Canal" and Dan McCain wrote a chapter titled, "Geology and Soil Conservation in Allen County" in which the canal is discussed.
 On-line: Canal Society of Indiana website: indcanal.org
 On-line: Wabash & Erie Canal Towpath Trail's forum activities promoted on wabasheriecanal.blogspot.com. — Tom Castaldi

SI Members attended:

Canal Society of Ohio tour of Muskingum Navigation (10)
 Canal Society of Ohio tour of the Whitewater Canal (13)
 Maumee Heritage Corridor meetings
 Central Canal stakeholders meetings
 American Canal Society meeting in Schenectady, NY (10)
 Towpath Trails meetings in Ft. Wayne
 Groundbreaking of Towpath Trail in Ft. Wayne
 Wabash & Erie Canal Towpath Trail in Wabash & Delphi
 Dedication of Twin Locks Trail (13)
 Plaque presentation for Louis McClure canal boat
 Removal of Culvert 151 timbers near Terre Haute
 Whitewater Canal Scenic Byway meetings and annual White water walk
 O'Brien Historic Preservation Conference

CSI Members visited canals outside Indiana:

Black River Canal
 Chesapeake & Ohio Canal Lock 34
 Delaware and Hudson Canal
 Erie Canal
 Miami and Erie Canal
 Milan Canal
 Muskingum Navigation
 Ohio & Erie Canal
 Panama Canal
 Pennsylvania Mainline Canal/Allegheny Portage Railroad
 Schuylkill Navigation Canal
 St. Lawrence Seaway Eisenhower Lock
 Union Canal
 Williamsburg Canal
 Wisconsin Canal

ACTIVITIES FOR EACH CANAL BY AREA

(Miami) Wabash & Erie Canal

Toledo, OH - Fred Folger was docent on 4 Sandpiper cruises on Maumee River passing W&E Canal site
Defiance, OH - Conference on 1830 Indian removal, Lock tenders house rehabilitated in Auglaize Village,
New Haven - Canal Days festival held, Canal mural hung in old library/new Chamber of Commerce
Ft. Wayne - Greenways Towpath Trail phase completed/CSI consulted, Grants of \$60,000 for Aboite New Trails, Aboite Creek aqueduct model built, Schmidts featured on Arts United brochure in canal era dress, Asa Fairfield house saved from demolition when new owner found, Mary Rockhill (canal contractor) Tyler house purchased by ARCH, Plans to re-dig canal scrapped
Roanoke - Dickey Lock timbers made into pens/pencils,
Wabash - Wabash & Erie Canal Corridor Trail group established, Ray Irwin from INDOT met with trail group about governor's trail plan, Trail group joined Banks of the Wabash, Museum with canal exhibit celebrated its first year
Peru - Canal era gain elevator dismantled
Logansport - *Pharos-Tribune* article about Delphi Canal Interpretive Center

Carrollton - Carrollton bridge across Wabash restoration completed near W&E Lock 32

Delphi - Apple dumplings made for festival, Reed Case house awarded plaque from Wabash Valley Trust for historic preservation, Murals hung for Lagro, Ft. Wayne feeder dam and constructing the canal bed, School house moved to Canal Park village, Computer program set up for recording artifacts and collections, Stearns truss bridge restored and placed over W/E Canal, Canal boat replica planned, Hoosier Heartland Corridor affects trail route, Clock donated to Reed Case house, Volunteer meetings held to establish work groups, Pontoon boat rides given on canal, CSI presented \$10,000 check for Canal Park, Held National Trails Day event, Fathers' Day Transportation Festival, Received Central Canal documents and photos from Darrell Bakken, \$24,000 grant from Tippecanoe Arts Federation, \$10,000 from Anderson Grain for reception area at Canal Interpretive Center, Canal Days festival July 7-8, Sponsored volunteer free trip to I&M Canal, Maintenance of trails, buildings, flower beds by volunteers

Rockville - Turkey Run history published by Charles Davis

Terre Haute - Culvert 151 foundation timbers unearthed, moved and stored in Fowler Park lake

Riley - Lock 47 park archeological dig completed and plans underway to begin park

Elnora - Canal marker placed at SR's 57-58

Evansville - Newspaper article generated lots of interest in the canal

Central Canal

Indianapolis - Williams Creek/Whitewater River Dam repaired, Rebuild of 1985 Ohio Street Basin, Stakeholders meetings held about Central Canal, 1908 canals photos found, Downtown portion of canal drained and algae removed, Only 2 parcels of land remained undeveloped on downtown portion of canal

Whitewater Canal

Cambridge City - CSI gave \$5,000 to Vinton House for drywall on third floor, fourth floor attic stripped of old plaster, insulation installed, and repaired shutters re-hung; Mattheis' prepared 1000 walking tour brochures for Hagerstown and canal, put up a 3 panel canal exhibit at Wayne County Fair that was seen by over 1000 people and set up a display in store for Cambridge City Canal Days seen by thousands

Connersville - Whitewater Valley Railroad train rides along canal to Metamora

Metamora - Work begun, completed, and dedicated on two sections of Whitewater Canal Trail, Corn maze to raise funds for trail, Boy scouts Eagle project made and erected signage

Brookville - Whitewater Canal Research Group begins fundraising for Butler Run Culvert stabilization

New Trenton - Whitewater Canal Lock# 10 found

West Harrison - Whitewater Canal Lock# 7, Cooper's lock, and Lock #6, Godley's lock, located

Lawrenceburg - Celebration for 200 year post office, Kaiser Mill lease for Whitewater Canal water found,

Four county walk - Second awareness walk to develop Whitewater scenic byway held, CSI members participated Don Burden spoke to the Canal Society of Ohio about the hydraulic use of the Whitewater Canal during its tour

Illinois & Michigan Canal Corridor - Received fifteen year federal grants to continue corridor, LaSalle contract for canal boat awarded, John Beard connections to I&M found

Miami & Erie Canal - Lock 13 uncovered in St. Marys, OH, Mural on building in St. Marys

Canal documents found on e-Bay by Neil Sowards

PUBLICATIONS

Guide book for tour "Canalabrating Good Times" (142 pages)

The Hoosier Packet Vol 6 No 1-12, Carolyn Schmidt, editor

Canawlers At Rest Columns

Abner Lord Backus	b. Jun 27, 1818	d. Jun 14, 1895	Civil engineer constructed and managed 80 miles of Ohio's canals 1837-1878, President Ohio Board of Public Works W&E toll collector, Insured freight boats, Judge, Incorporator of Greenbush Cemetery, Railroad promoter, Bank cashier Riverman, Speculator, Founded Americus/Lafayette when W&E announced Shipped pig iron from Richland Furnace on W&E, On 1859 canal committee Ran boat on Whitewater Canal, Built flouring mill by Lock 24 using canal water power, Ran canal front dry goods store, Built Odd Fellows hall Banker, Encouraged Tipton to get federal aid for canal, Whitewater Canal contractor building road bridge culverts, waste weir
Cyrus Ball	b. May 30, 1804	d. Jun 30, 1893	
William Digby	b. 1802	d. May 23, 1864	
Andrew Downing	b. 1809	d. 1872	
Mahlon C. Gordon	b. Feb 10, 1826	d. Feb 1904	
David Guard	b. 1788	d. Jun 22, 1850	

THE HOOSIER PACKET - JANUARY 2008

Minor Meeker	b. Jul 5, 1795	d. May 10, 1865	Supported building the Whitewater Canal/ Director of White Water Canal Company in 1845
Benison Billings Smith	b. Oct 26, 1817	d. June 22, 1901	Transported goods on (Miami) W & E Canal, Forwarded supplies to W&E Canal contractors to build the canal, Secretary of Toledo Produce Exchange
Christopher Stopher	b. 1793	d. Apr 30, 1941	Foreman building W&E Canal in Ft. Wayne/Roanoke
John Stopher	b. Aug 2 1833	d. Feb 8, 1908	Lived along canal and wrote short canal history
Omer Tousey	b. Dec 21, 1800	d. Mar 28, 1868	Built sections 2/3 Whitewater Canal, Bank president, Dry goods store owner
Marshall Smith Wines	b. Jun 28, 1800	d. Sept 21, 1842	Built sections 19, 57, 62, 76 and Lock 12 in Lagro of W&E Canal, Helped maintain St. Joseph Feeder Canal
Zachariah Rothrock	b. Oct 8, 1814	d. Mar 11, 1886	Built boats on the W&E Canal, Owned 2 canal boats

TOURS

May 4-6 25th Anniversary Annual Meeting Rodeway Inn, West Lafayette, IN, Canal Interpretive Center in Delphi, IN,
 Hosts and docents: Karen Bradshaw, Andy Cargill, Tom Castaldi, Mary Crary, Pat Draper, Susan Feller, Steve Gray, Ed Gruber, Jim/Francis French, Terry Lacy, Annadell Lamb, Dan/David McCain, Bob/Carolyn Schmidt, Gordon Stevens, Brian Stirm

Theme: "Canalabrating Good Times"- Wabash & Erie Canal in Carroll and Tippecanoe Counties, Indiana

Friday afternoon: Docent tour of the Tippecanoe County courthouse in Lafayette - David Lahr

Friday night: "Howling With Wolves" at Wolf Park, Battleground, Indiana

Saturday noon: Box lunches from Panera Bread in Tapawingo Park/Riehle Plaza

Saturday buffet: Canal Interpretive Center, Delphi, Indiana from Custom Select Catering, Darrell Bailey

Saturday program: "Wabash & Erie Canal In Tippecanoe and Carroll Counties" - Bob Kriebel

Awards: Bob and Carolyn Schmioldt received "Distinguished Hoosier," Bob given Evansville Canal Painting

Tour refreshments: Jim & Ruth Ellis, Tom Castaldi, Bob & Carolyn Schmidt

Tour book: Carolyn Schmidt, Susan Yoder

Tour logo: Nate Tagmeyer, Carolyn Schmidt

Goodie Bags, Name Tags, Door Prizes, Auction: Carolyn Schmidt

Centerpieces: Sue Simerman, Carolyn Schmidt

Tour:

Saturday morning: Imperial Charter Coach tour of Wabash & Erie Canal from Americus to Granville; Battleground Cemetery; Prophets Rock; Wild Cat Creek slackwater crossing; Greenbush Cemetery; Ball/Fowler/Coleman homes; Riehle Plaza; Amtrak Station/canal wharf display; Granville; Ft. Ouiatenon, Davis Ferry

Saturday afternoon: Canal Park, Delphi, Canal Interpretive Center museum, Trolley tour of historical homes, Canal boat ride, Case House, Trail hike to bridge site

Sunday morning: Trolley tour Wabash & Erie Canal in Pittsburgh, Lockport and Carrollton

Board Elections: Sandy Billing presented slate. Re-elected Directors: Lynette Kross, Bette Lockhart, Dan McCain, Jerry Mattheis, Carolyn Schmidt, Chuck Whiting. Re-elected officers: Bob Schmidt-president, Chuck Huppert-vice-president, Cynthia Powers-secretary, Jim Ellis-treasurer

62 Attended tour 98 attended banquet States represented: IN 42, OH 8, IL 3, AL 1

Aug 27-29 Emita II Mid-Lakes Navigation at Brewerton, NY dock

Hosts: Bob & Carolyn Schmidt, crew of the Emita II

Theme: "expERIENCE" the Erie Canal from Brewerton to Waterford, NY

Program: "New Yorks 3 Erie Canals" speaker Captain Dan Wiles

Tour: Three day cruise aboard the Emita II from Brewerton to Waterford, NY on the Expanded Erie (Barge) Canal with hotel accommodations in Herkimer and Amsterdam, NY. All meals prepared and served on board by crew members. Passing through Locks 22 to 2 / Rome, Careys Corners, Frankfort, Jacksonburg, Little Falls, Mindenville, Ft. Plain, Canajoharie, Randall, Tribes Hill, Amsterdam, Cranesville, Rotterdam, Glenville, Niskayuna, and Waterford. Tour of General Herkimer's home with docents and talk about removable dams at Lock 10 by Captain Wiles.

41 Attended tour States represented: IN 22, OH 13, IL 2, FL 1, VA 2, Washington D.C. 1

SPECIAL TOURS:

August 18 Tom Castaldi docent on bus for Fort Wayne South Bend Catholic Diocese tour from Fort Wayne to Notre Dame including canal information.

October 12-14 Mike Morthorst led 31 Canal Society of Ohio members on a tour of the Whitewater Canal

SPEAKERS BUREAU

Daily: un-audited audience, (estimate 20,000 weekly tune-in number?) "Historia Nostra - Our History" on **WLYV AM 1450**, Ft Wayne, is a series of short programs that air several times each day and have included: St. Joseph Hospital originally built as a hotel for canal travelers; importance of the portage as idea for a canal; number of Irish arrived to work of digging the canal line; and canal's affect on social and economic development along the line. — Tom Castaldi

Weekly: 12,000 (audited weekly tune-in numbers averaged for 6-7 am and 8 - 9 am programming.) "On the Heritage Trail" recorded and broadcast on **WBOI FM 93.1** Northeast Public Radio in Fort Wayne. — Tom Castaldi

Yearly: 20,000 estimated audience broadcast on December 22nd on **WSAL 1230 AM** Logansport. history of area including canal. — Tom Castaldi

Dan McCain speaks to thousands of visitors at Canal Park in Delphi who see the Canal Interpretive Center and walk the trails, besides promoting the park at almost daily meetings he attends around the state and elsewhere. Other Carroll County Wabash & Erie Canal volunteers are docents in the canal museum and on the trails for thousands of visitors.

<u>Date</u>	<u>#People</u>	<u>Event</u>	<u>Presenters</u>
1-08-2007	6	Whitewater Canal Byway	Phyllis Mattheis
1-11-2007	11	Little River Wetlands Breakfast on Marsh	Bob/Carolyn Schmidt
1-21-2007	54	Paulding County Historical Society annual meeting	Bob/Carolyn Schmidt
5-07-2007	19	First Christian Church "Don't Mention Age"	Bob/Carolyn Schmidt
5-18-2007	100	Third grade classes/teachers	Jerry/Phyllis Mattheis
6-08-2007	2	NJ Couple whose father was born in Vinton House	Jerry/Phyllis Mattheis
6-14-2007	37	Parke County Learning Center to Sugar Creek	Jeff Koehler
7-31-2007	30	Perry Township Southport Historical Society	Chuck Huppert
8-19-2007	65	Greene County Historical Society	Jeff Koehler
9-05-2007	?	Indiana Historical Society Central Canal	Darrell Bakken
9-13-2007	180	Home Schoolers in Metamora	Jerry/Phyllis Mattheis
9-21-2007	48	Illinois Surgical Society	Gerald Hulslander
10-18-2007	18	Whitley County Genealogical Society	Bob & Carolyn Schmidt
10-18-20-2007	?	State officials at O'Brien Preservation Conf.	Jerry/Phyllis Mattheis
11-05-2007	79	Portland/Jay County Historical Society	Bob & Carolyn Schmidt
11-07-2007	25	Huntington County Genealogical Society	Bob & Carolyn Schmidt

COUNTY HISTORIANS

Allen Co. - Thomas Castaldi Miami Co. - Kreig Adkins Vigo Co. - Mike McCormick
 Clay Co. - Jeffrey Koehler Wells Co. - Craig Leonard

These men receive numerous phone, email and posted messages from persons seeking information that may involve canal business or its builders.

IN MEMORIAM

7-28-2006	Albert L. Volz	age ?	Columbia City, IN	6-15-2007	Donald French	age 76	Fort Wayne, IN
12-27-2006	Marvin Carmony	age 83	Shelbyville, IN	6-22-2007	James French	age 81	Lafayette, IN
1-17-2007	Cleone Gruber	age 83	Delphi, IN				

NEW MEMBERSHIPS (9 family, 6 individual)

Nathan & Brandi Adams - Montezuma, IN	Ron & Pat Reed - Columbia City, IN
Michael Beauchamp - Wabash, IN	David Reichlinger - Fort Wayne, IN
Charles & Jane Carbaugh - Logansport, IN	David & Jane Smith - Delphi, IN
Florence Chambers - Odon, IN	Don & Norma Smith - Delphi, IN
Frank Ernhart - Clinton, IN	
Steve & Charlotte Gray - Lafayette, IN	
Dick & Mary Hatch - Fort Wayne, IN	
Michael & Julia Hayes - Columbia City, IN	
Charles Johnson - Flora, IN	
Ward & Virginia Meyers - Brazil, IN	
Matt Mulligan - Bloomington, IN	