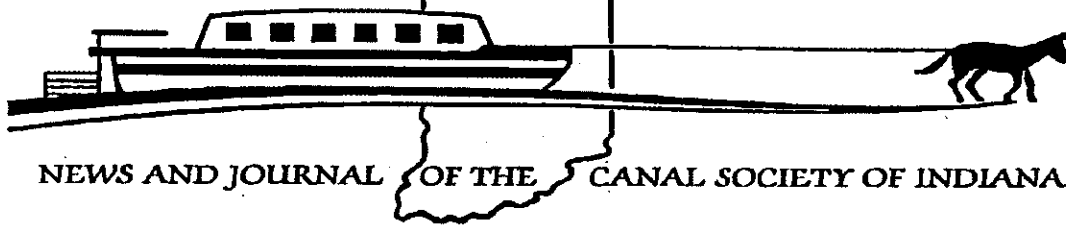


THE  
**HOOSIER PACKET**

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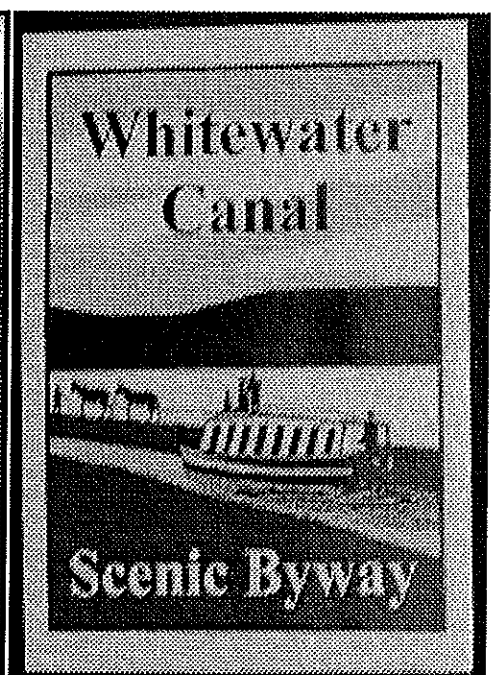
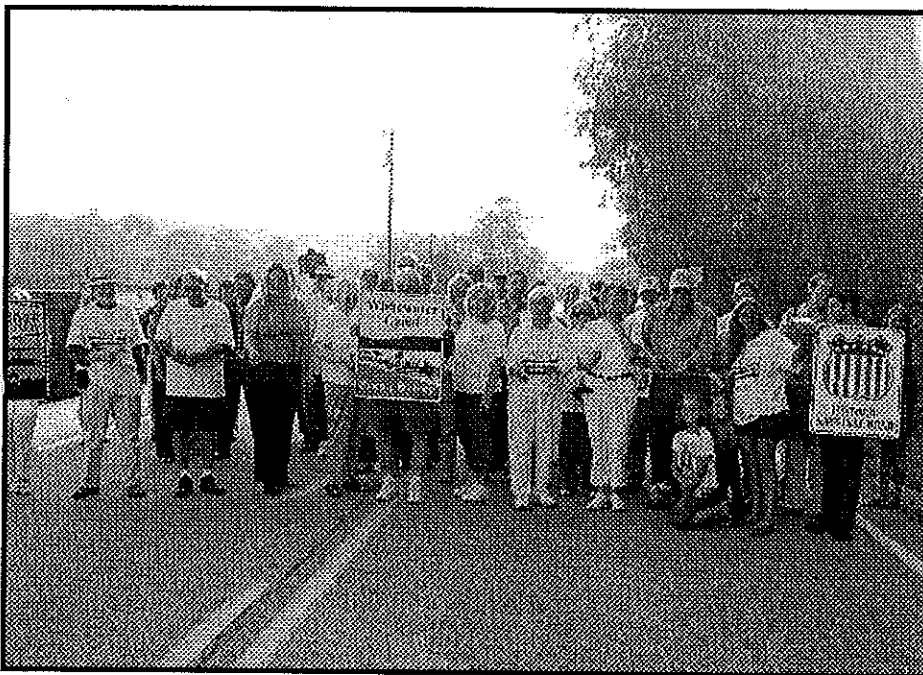


VOL. 7 NO. 11

P.O. BOX 40087 FORT WAYNE, IN 46804

NOVEMBER 2008

# CELEBRATING THE CANAL



## WHITEWATER CANAL SCENIC BYWAY RIBBON CUTTING

Left to right: Highway sign for Ohio River Scenic Byway; Jerry Mattheis, representing CSI and Wayne county, holds left end of ribbon; New Whitewater Canal Scenic Byway sign in the middle; Phyllis Mattheis and Cathy Vandivier, CSI members in white; Candy Yurchak, president of Whitewater Canal Scenic Byway Association, holds right end of ribbon; and Joe Jarzen holds the National Road sign. Photos by Donna Smith-Powell

### Features

1. Ribbon Cut For Whitewater Canal Scenic Byway
3. Ten Reasons Why Canal Preservation Is Important
6. Fleury F. Keith And His W&E Canal Connections
7. CSI Board Meeting Announced
8. Canawlers At Rest: William Douglass
10. Wabash Co. W & E Canal Fatalities, Nye Records Father's Reminiscences
11. W&E Canal: A Study Of Technology Change In 19th-Century Indiana
14. Welcome New Members
15. Civil War Event At Savannah-Ogeechee Canal, Hurricane Hanna Closes Parks, I&M Parks Closing, Wilz Visits Italy & Sicily's Canals,
16. Allen County Ruins Reviewed
17. A Family Partnership In An Unusual Business
18. News From Delphi: Half Playground Boat Swept Away, Ashes To Completion In Four Weeks
19. Walk Along Whitewater Canal Promotes Regional Cooperation
20. CSO Tour of O&E Canal

## RIBBON CUT FOR WHITEWATER CANAL SCENIC BYWAY

During the Whitewater Walk on September 24, 2008, the ribbon was cut for the Whitewater Canal Scenic Byway in Metamora, Indiana, at 4:30 p.m. A tent was erected along the Whitewater Canal across from the Hearthstone Restaurant on State Highway 52 near Gordon's Lock.

Prior to the ceremony, participants gathered on the porch of the restaurant. Then the State Police stopped traffic on Indiana 52 while they walked to the

EDITOR: CAROLYN SCHMIDT

5908 CHASE CREEK CT. FT WAYNE IN. 46804

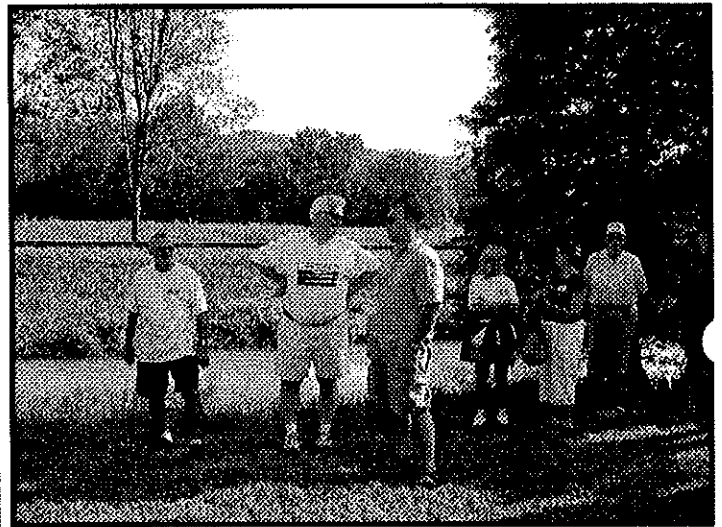
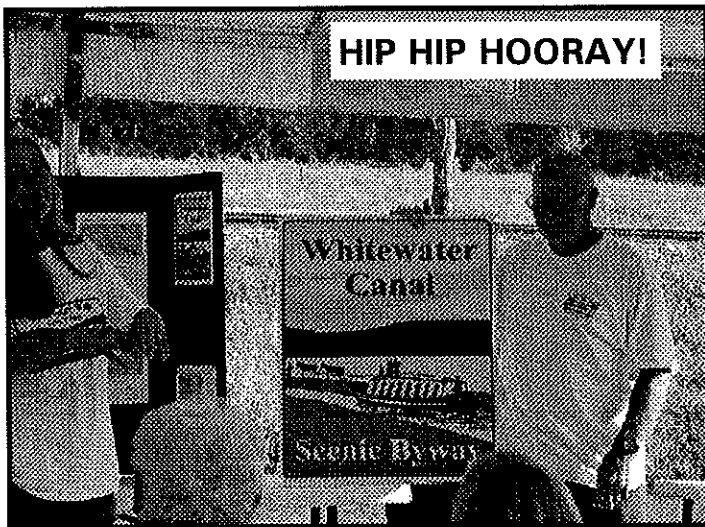
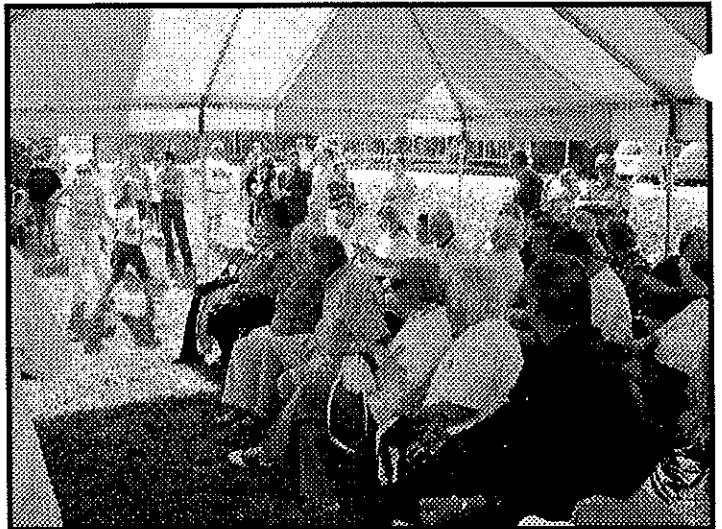
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## THE HOOSIER PACKET - NOVEMBER 2008

lock to cut the ribbon opening the Scenic Byway. Many state officials were in attendance. Candy Yurcak, president was Whitewater Canal Scenic Byway Association and master of ceremonies, introduced the speakers. While listening to the proceedings, over 50 participants had a good view of the Whitewater Canal and the Whitewater Valley Railroad tracks.

The Whitewater Canal Scenic Byway passes through the Whitewater valley. It ties together the National Road Scenic Byway on the north and the Ohio River Byway on the south. Gordon's Lock is at the end of the part of the Whitewater Canal that is watered for the "Ben Franklin III." The Indiana Department of Natural Resources operates the canal boat from its historic site at Metamora.

Photos courtesy Donna Smith-Powell



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## CSI MISSISSIPPI RIVER CRUISE

Sunday June 28 & Monday June 29, 2009

Join us for a 188-mile adventure into the history of the Upper Mississippi River from the charming river town of Le Claire, Iowa, on board the "Twilight," a replica completed in 1987 of the lavish Victorian steamboats. On your trip you will discover the Upper Mississippi River valley, a place that Native Americans, fur traders and lead miners once called home.

Huge flocks of pelicans, islands of cormorants, great blue herons and snowy egrets are seen as the boat winds its way upstream passing shallow marshes teaming with wildlife to palisades and high cliffs as lead mining country is entered.

The Captain will point out sights of interest along the way and explain the procedure of "locking through" Lock & Dam No.'s 12 & 13. You will be invited to visit the pilot house to see the river the way Mark Twain saw it in his days as a river pilot.

A continental breakfast awaits you upon boarding the boat in Le Claire. Lunch and dinner meals will be served to you at your reserved table by the crew. Morning and afternoon snacks will be served both days. Complimentary coffee, iced tea and lemonade are always available or enjoy your favorite cocktail at the bar.

Show time each afternoon features a variety of folk musicians and humorists. Perhaps Mark Twain himself will appear.

Spend the night in the Grand Harbor Resort in Dubuque, Iowa, the state's oldest city. After breakfast, a continuous shuttle takes you to many activities during the morning including the National Mississippi River Museum & Aquarium for which your admission is included in the fare. You may go to the Diamond Jo Casino Riverboat or shop in Cable Car Square. But remember, souvenirs are available in the "Twilight's" gift shop.

The "Twilight" has three decks with comfortable dining salons and sundecks with lounge chairs. It is air-conditioned or heated for comfort in any season.

The cruise requires moderate walking and stair climbing ability. Comfortable casual sportswear and shoes are appropriate. Let us know of special needs.

You are allowed one piece of medium size luggage per person, which is checked in at the 8:15 a.m. boarding time. It will be waiting for you in your room when you arrive in Dubuque. One carry-on bag per person should be limited to medication, a camera, binoculars or other essential items.

### CRUISE RATES

Includes: All Meals, Activities & Lodging

\$305 per person (double occupancy)

\$365 per person (single occupancy)

All passage must be reserved in advance through CSI. Passengers board at the Public Boat Landing at the foot of Wisconsin St., Le Claire

### REFUNDS AND CANCELLATIONS

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Less than 72 hours: 50% refund

Less than 24 hours: no refund

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**ONE LOW FARE COVERS:**

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- On-board activities and shore tours
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- Admission to Iowa's #1 attraction - National Mississippi River Aquarium & Museum

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**www.RiverboatTwilight.com**

If CSI has 20 or more reservations the fares are reduced by \$30 per person: \$275(double)/\$335(single). Call (260) 432-0279, CSI Headquarters, for registration deadlines ASAP and learn how to make out checks for the cruise. Headquarters will collect all checks.

We are setting aside a block of rooms at the Super 8 in Le Claire/Quad Cities for Saturday night and Monday night at approximately \$65 plus tax. To reserve your room: Call (563) 289-5888, mention CSI, and guarantee on your credit card.

We are arranging for a tour on Tuesday at John Deere and have other suggestions for things to do.

## TEN REASONS WHY CANAL PRESERVATION IS IMPORTANT

by Richard F. Brown, Jr., AICP

Every now and then, I have the opportunity to tell someone that I enjoy writing articles about the history of canals or that I am an active supporter of canal preservation efforts. When I do this, I will sometimes either get a blank look or a question asking why that is important. Internally, I know the reasons why preserving and documenting historic canals is important to me, but explaining them to the average person can be a tougher task. Below, is an attempt to summarize my ten most important reasons why canal preservation is important, in no particular order other than the first five are largely universal to historic preservation and the last five are more specific to canals.

### HISTORIC PRESERVATION GENERALLY

1. Historic preservation is a way to show honor and respect for the legacy left to us.

At first, this may seem a bit trite, but I think it is the most critical element to all historic preservation. Our ancestors built this nation from years of heavy labor with their blood, sweat, and tears. How we treat this legacy reflects directly upon us. Do we value the sacrifices and efforts of our ancestors or do we discard them like yesterday's newspaper? This is an important question, because if we discard the efforts of our predecessors, then we cannot expect our achievements to be treated with any more respect by our successors.

This is not to say that every single item ever built must be preserved, but at the same time, a throw-away society often wastes much more time, energy, and effort than a society that adapts the historical into the functional. The three tenets of recycling could easily be applied to historic preservation efforts. These are:

- Reuse of the historic gifts we have been given so that future generations may enjoy and experience them as well; and
- Reduce the amount of land, time, money, and energy wasted from building a sprawling society on undeveloped "green" sites, when existing developed sites (historic or not) can be easily adapted for reuse, redevelopment, or rehabilitation; and
- Recycle historic structures in a context sensitive manner for functional reuse in our modern world.

In addition, we can learn important lessons from our ancestors. By taking the time to throttle back and explore, study, and understand our legacy thoroughly, we show honor and respect for the accomplishments of those who came before us.

2. Preserving historic features is an expression of commitment.

When historic features, such as canals are preserved, those involved are dedicating themselves to its long-term care and maintenance. This can create a very powerful bond, because the commitment is not to one's self, but to something much bigger than us. In historic preservation, each of us is dedicating ourselves to a principle that there are some significant achievements in our local, state, or national history that are worth protecting forever, despite outside pressure to conform; convert; change; or relent to a modern society.

3. Historic preservation sets a good example.

By preserving historic canal features, we are providing a positive demonstration to those who are not involved in the project and to those who may become involved in the future. It is especially important to demonstrate this to future generations, whose time is all too often absorbed by sports, television, video games, and computers.

4. Historic preservation provides a sense of accomplishment.

Preserving an historic canal provides one with the satisfaction from accomplishing something beyond the ordinary or status quo. All too often, historic features are bulldozed into oblivion. Preserving an historic

feature means sometimes taking the road less traveled to successfully complete the effort. In the end, while it may have been harder to do, the sense of accomplishment and pride certainly outweighs the effort expended.

5. Preserving historic features is an efficient use of the Earth.

Instead of wasting land, money, time, and resources by discarding older areas for greener pastures, historic preservation and adaptive reuse of historic features is a much more economical and efficient use of the land. As temporary residents of this planet, we are all expected to be stewards of the land. Historic preservation of canals or other features is one way of demonstrating our stewardship in a positive way.

CANAL PRESERVATION SPECIFICALLY

6. Canals are a truly remarkable engineering and construction feat of our ancestors.

Even a novice to engineering, design, and construction would be greatly impressed by the sheer size, length, and magnitude of canals, canal locks, aqueducts, and other related structures built by the hands of our ancestors during the first half of the 19<sup>th</sup> Century. The amount of backbreaking work that went into constructing these massive projects is hard to imagine, especially since it was nearly all built without the use of mechanized equipment. Simply put, it is amazing!

7. Canals provide available, pre-existing infrastructure for potential adaptive reuse.

Though canals and canal corridors were originally built for navigation, commerce, or for a water power; today they are often perfectly suited for beneficial adaptation and rehabilitation. Examples include:

- Linear parks, greenways, and greenbelts. It is much easier and more cost effective to utilize an existing historic corridor than to create a new one from scratch. The land acquisition costs alone would be staggering.
- An alternative commuting or recreation corridor for pedestrians, bicyclists, roller-bladers, and even, in certain instances, ice skaters during the winter months. In some instances, portions of canals in urban areas could be rehabilitated for short distance commuting by water taxi services. In the city of London, England, water taxis connect neighborhoods on the north and northwest ends of the city by using the Grand Union and Regent's Canals. Potential examples in North America include:
  - Erie Canal in Rochester, New York;
  - Rideau Canal in Ottawa, Ontario
  - Central Canal in Indianapolis, Indiana
  - Lachine Canal in Montreal, Quebec
  - Intracoastal Waterway in Hampton Roads and at numerous locations in Florida
- Tourism magnets for waterborne leisure travel or to draw visitors to specific destinations and enhance the local economy.
- Rehabilitation of remaining hydraulic canals could present a potential home grown, low cost, and clean alternative energy source. This has the added benefit of not requiring natural rivers to be dammed to create the electricity.

8. Canals preservation provides a foundation for education, knowledge, and understanding about our forefathers.

While non-fiction publications and textbooks may present the facts and figures about history, nothing adequately describes the initial awe of seeing a canal lock or aqueduct up close for the first time. Stories about the people, places, and events as well as the sacrifices and hardships they endured during the canal-building era provide a unique perspective into our history.

In addition, observing the remnants of the canal-building era up close provides one with the perspective of the structural size, mass, and scale not otherwise offered in literature. Preserved canals serve as a tangible link to our forefathers, while the visual images of massive blocks of stone being quarried, cut, moved, and hoisted into place or of thousands of immigrant laborers digging and shaping the prism in the sweltering summer heat evoke a clearer understanding of life in the first half of the 19<sup>th</sup> Century.

9. Canals are a source of community livability and pride.

One of a myriad of attributes that makes a place special is its accessibility to active and passive recreational opportunities. Just a quick visit to the Ohio & Erie Canal corridor or the Chesapeake & Ohio Canal on a summer day gives an obvious answer about the benefits of a preserved canal for recreational purposes. At the same time, the preserved corridor protects the historic remnants of the canal era; provides green space; and allows nature to thrive, sometimes in the very heart of an urban area.

Judging by the number of communities around the nation which hold canal festivals, or that include a canal image on their letterhead or website, indicates the immense pride these places have for their canal-era heritage.

10. Canal corridors are a place where wildlife can thrive.

Former canal corridors provide all the necessary elements for wildlife to thrive where food, cover, water, and space are each present. Combine this with the active and passive recreational opportunities the canal affords and you have a powerful combination of fun, education, and adventure.

There certainly are other reasons why canal preservation is important beyond my list above. Please feel free to forward your thoughts and comments so they can be noted in a future edition.

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**FLEURY F. KEITH  
AND HIS  
W & E CANAL CONNECTIONS**  
By Charles Davis

land with Widewaters on November 8, 1855. DR 15/702  
The legal description of this property is: "Commencing ten rods west of the southeast corner of the northeast quarter of section 12, township 15, North Range 9 West, thence north thirty-two rods, thence west sixty-two rods more or less to the center of the canal, thence along the center of said canal to the south line of the said land above described, thence east along said south line to the place of beginning, containing nine acres more or less."

Harris built a warehouse at the "Widewaters" and hired Henry McCune as a clerk. McCune held that position for eight years. Mr. Harris died February 5, 1856 at a young age. I finally found his headstone this year (2008) in the old section of the Rockville cemetery. It is lying flat on the ground. It is very large and has been broken off at its base.

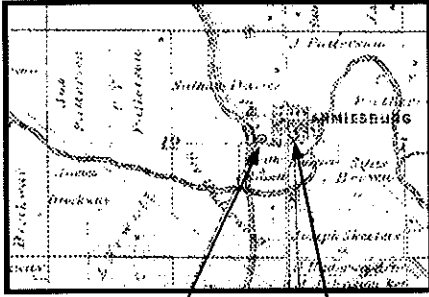
Isaac Jarvis Silliman, once one of the big money men of the Armiesburg mill, was the administrator of the R. K. Harris estate, both for Harris' wife, Minerva and son Edward S., a minor. The Widewaters port earned funds for the family for many years.

New York state was home to Fleury Keith and his wife Elizabeth Collins Keith. Both were born there in 1832 and 1837 respectively and were later married there. Around 1853 the young groom (age 21) and bride (age 16) came to Indiana and settled in Armiesburg, Parke County, where Sherill, Elizabeth's sister, and her husband James Patterson lived.

Fleury got a job working for Alexander McCune, Rufus K. Harris and Company in their store and pork packing business. The store and packing building were on lots 1 and 2. The building in which the pork was packed still survives in 2008 as a barn on the late Louis and Bernice Haworth property overlooking the Wabash and Erie Canal. It was moved to this location in 1896. Its foundation is made from the foundation of the old Armiesburg Mill and the date is carved into a corner stone.

The Wabash and Erie Canal had its shipping port at Armiesburg. This port was known as "Widewaters." Land on the east side of it was owned by James Morgan. At Morgan's death, Rufus K. Harris bought this

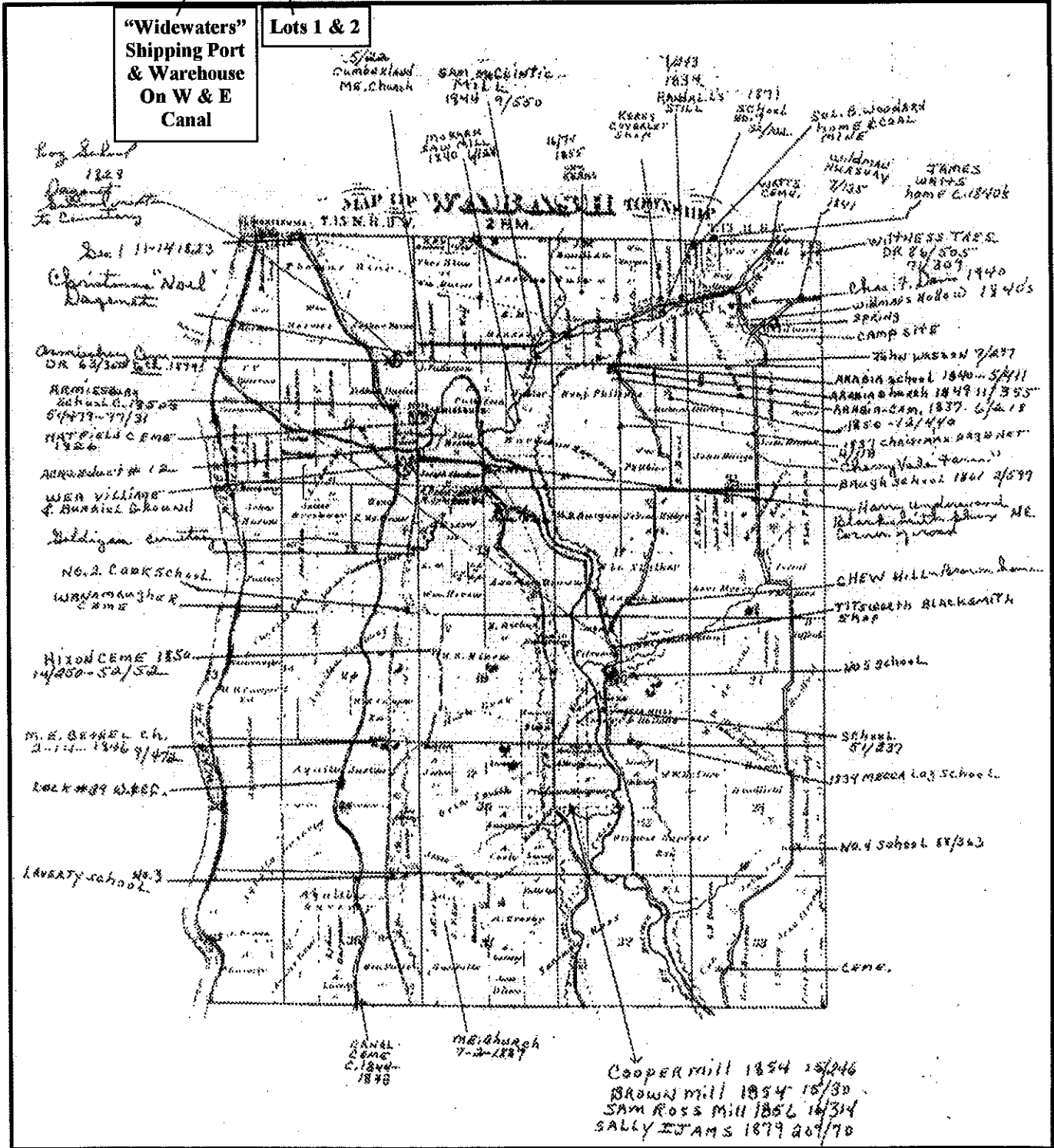
The Rockville *True Republican* of February 14, 1856, reported: "Pork packing in Parke. We are indebted to Morris Hughes, Esq., of Montezuma for the following figures giving the number of hogs packed in this county



Left: Map of Armiesburg showing Widewaters Shipping Port and Warehouse and Lots 1 & 2

Below: 1874 Plat Map of Wabash township, Parke county, Indiana. Charles Davis added points showing historical interests before, during and after the Canal era in Parke county in 2006.

Note Armiesburg in sections 7 & 12.



this winter. Hughes and Co. of Montezuma 3,330; Benson and Davis [Benson's Basin in Montezuma] 2,800; Rufus K. Harris 3,308; at Lodi 2,000."

Fleury F. Keith's wife was mentioned in the Rockville *True Republican* on October 1, 1857 in an article giving a portrait of "The Fair." "We attended the Fair held at Montezuma, on Thursday and Friday last, and must say that it was so much better than formerly, that we were agreeably surprised. The weather was delightful, and thousands assembled on the grounds, seemingly enjoyed themselves, highly." [This Fairgrounds with race track was located where the Montezuma grade school is now.] Men, women, children, and all, dressed in their 'bib and tucker,' looking at the sights. Among the paintings and drawings was a pencil sketch of Patterson's Mill and the Ford across Big Raccoon [creek], at Armiesburg, which was the truest and most perfect sketch we have ever seen. It was taken by Mrs. F. F. Keith, of Armiesburg. This sketch gives evidence of a fine talent, and it is hoped she will honor the Fair with many of her pieces.

While working at Armiesburg, Fleury Keith was its Postmaster. He made his first land purchase from Alexander McCune, Lots 1 and 2, site of the store and pork packing building and also one half interest of the "Widewaters" shipping port and warehouse. This made him half owner with the R. K. Harris estate, with two other parcels purchased on July 23, 1860, DR 19/105 for the sum of \$1,500.

In the meantime Harris' widow, Minerva J., married James J. McAfee and was living at Mercer County, Kentucky. On December 30, 1864 Minerva and James sold their part of the estate to Fleury F. Keith for the sum of \$833.35 DR 22/554, with 6 acres adjoining the Widewaters port. Rufus K. Harris' son Edward S., by guardian, sold to Mr. Keith his part of the Widewaters estate for the sum of \$833.35 on January 19, 1865 DR 22/556.

By 1869 Fleury and Elizabeth Keith had moved to Terre Haute, Indiana. There they built a new home on north 7th street. Fleury went into the grain dealer business on south 6th street.

On July 31, 1869, the Keiths sold ½ of their interest in lots 1 and 2 in Armiesburg and the Widewaters shipping port to James W. and Edward C. Russell. James was the Armiesburg Mill miller. These partners didn't pay their taxes in 1871 and 1872. The court ordered the property sold. It was purchased by Alfred K. Stark on February 12, 1873, Tax Title. DR 23/42 Then A. K. Stark sold it back to the Keiths on December 3, 1875, for \$129. DR 35/10

By this time the Canal was shut down at Armiesburg. The last shipment out of the town was by Andrew Scott Russell, son of James W. Russell.

Not until I read DR 37/1 did I know that Benjamin Phillips, Silas Brown, and Aquilla Hixon had a one-half interest in lots 1 and 2. They sold their interest in these lots to Mr. and Mrs. Keith for the sum of \$900 on September 22, 1877. On the same date Mr. and Mrs. Keith in return sold their half of the Widewaters land with other parcels to Phillips, Brown and Hixon. DR 37/15 Then on March 5, 1878, the Keiths sold out lots 1 and 2 to James Patterson, who ran the Patterson store and farmed.

August 6, 1879, closed out the Keiths' land holdings in Parke County. They must have done very well. They moved to another house they built in Terre Haute at Center and Sycamore streets. There Fleury Keith was in business with Elizabeth's cousin, Ferdinand A. Mosher, as Commission Brokers in the McKeen Block.

In 1893 due to Elizabeth's health, she and Fleury went to California. There Fleury bought a fruit farm near San Jose.

Fleury F. Keith died around 1899 and was buried at San Jose. [I have written to San Jose twice to get Fleury's obituary and death date, but have had no response to date.]

Elizabeth's obituary in *The Gazette* of Terre Haute on June 22, 1903, shows she remained in San Jose. She visited Terre Haute about 1901. She had no children and "lived with her niece's daughter, who was about thirteen years old. Elizabeth's relatives in this city are Mrs. Narcissa Dooley (daughter of James Patterson), her niece, and Ferdinand A. Mosher, who is a cousin. Mrs. Keith was highly esteemed by all who knew her. She will be buried near her husband at San Jose."

**CSI BOARD MEETING  
NOVEMBER 1, 2008**

**10 a.m.—3 p.m.**

**Train Station Conference Room  
Lawrenceburg Public Library  
Parking lot is reached at 123 W. High Street  
Lawrenceburg, Indiana**

**Lunch will be provided for a nominal fee by hosts Chuck & Anne Whiting. Please make you reservations to CSI headquarters by October 22, 2008;**

**E-mail [indcanal@aol.com](mailto:indcanal@aol.com)**

**or**

**Call (260) 432-0279**



# CANAWLERS AT REST

## WILLIAM DOUGLASS

b. August 4, 1815  
d. June 11, 1909

By Carolyn I. Schmidt

William Douglass was born to David Douglass, a native of Pennsylvania whose ancestors were from Scotland, and Elizabeth (Flory) Douglass, a native of Kentucky whose ancestors were Dutch, on August 4, 1815 in Miami County, Ohio. He was their youngest son.

The first sixteen years of his life, William lived in Ohio. In 1832, he and his older brother, Joseph Douglass, moved to Indiana and spent a short time in Cass County. William found employment with an Indian tribe located near present day Warsaw, Indiana. He worked as a farmer and hunter for them and, in his spare time, took part in their games and sports. During his three years with them he learned to speak their language and retained this ability for the rest of his life.

William returned to Cass County in 1835 and attempted various vocations. He spent awhile as a teamster between Logansport and Michigan City, Indiana. He experienced many difficulties partially because of the condition of the roads at that time. He gave up teaming to become a farmer.

Amanda Thomas, daughter of Henry Thomas of Kentucky, married William Douglass on March 16, 1837. They had five children:

- Alice b. circa 1842 died 1877
- May b. circa 1846 died prior to 1886
- James b. circa 1848
- Frank b. circa 1850
- Marion b. prior to May, 1852

Unfortunately after 15 years of marriage Amanda Douglass passed away in May, 1852.

In 1850 William gave up his agricultural pursuits

to run his own canal boat between Terre Haute, Indiana, and Toledo, Ohio, on the Wabash & Erie Canal, the section of the canal between Junction and Toledo then being known as the Miami & Erie Canal. For seven years William's business of freighting goods and grain to and from all the towns along the canal was successful.

In 1853, about a year after Amanda's death, William was married for the second time to Rosanna (Rosa) Trapp of Pennsylvania. William was about 19 years older than Rosa, who was about 19 years old at the time of the wedding. They had eight children but only two of them were alive in 1886:

- Edward b. circa 1858
- Charles

William's marriage to Rosanna lasted approximately 30 years.

Once again William became restless. In 1857 he abandoned his boating interests and became engaged as a traveling agent for a Detroit fur house. Finally he found his niche. He traveled extensively for a period of 21 years over which time he purchased more furs than an other Hoosier.

The Federal Census of 1860 shows William's Real Estate value at \$6,000. In 1870 it shows his Real Estate value at \$25,000 and his Personal Estate value at \$1,000.

In 1876, he also engaged in selling agricultural implements. He was successful in this field and continued it along with his fur buying.

In 1878 William left the Detroit fur firm to become a fur buyer for a Chicago business. He purchased for them until 1882.

Sometime prior to 1880, William Douglass laid out an addition to Logansport. He was highly respected and was on a list of pioneers and old residents for Logansport's Golden Jubilee held May 21, 1892.

The 1880 Federal Census shows William, age 63 a dealer in agricultural implements, and Rosa Douglass, age 45, living with Joseph Springer, their boarder. James Douglass, their son and Springer's son-in-law, is living there with his wife. James is also a dealer in agricultural implements Rosa is suffering from consumption. She passed away on April 15, 1882.

In February 1883 William married for a third time. His bride was Mrs. Sarah R. Neff. She was about 50 years old and he was about 68 years old. She passed away on February 19, 1918, at age 85.

Although William ardently supported the Republi-

can Party, he never sought office. He was a member of the Disciples Church for years and his wife Sarah was an active worker in the Logansport congregation.

William Douglass passed away on June 11, 1909 at the age of 93. He was preceded in death by two wives and 8 of his 13 children. He was laid to rest in Logansport's Mt. Hope Cemetery in Section 13 Lot 0048 Space 2 on June 14, 1909. A large tomb stone with DOUGLASS across the bottom gives his date of birth and death on a tablet on one side of the stone.

Beneath his information on the same tablet is that of his second wife. It says: Rosanna Trapp, wife of William Douglass (b. Aug. 18, 1834, d. Apr. 15, 1882).

On another side of the stone a tablet gives the information on his first wife, Amanda Thomas (b. Jun 28, 1819, d. May 26, 1852.) Beneath her name are those of their children:

- Sarah E. (b. Jan. 9, 1835, d. Dec. 20, 1842)
- Francis J. (b. May 4, 1840, d. Mar. 20, 1841)
- Alice A. Skelton (b. Jul 13, 1842, d. Mar. 4, 1877)

Sarah R. Neff, William's third wife, is buried with her first husband J. Neff in Section 13 Lot 0540 Space 4 and all that is given on the stone is her death date of February 19, 1918.

Thomas Helm, in his *History of Cass County, Indiana* describes William Douglass as follows:

"Mr. Douglass is a true type of the successful self-made men of Indiana. Beginning life's battle in a field of adversity, with the aid of little or no capital and a meager experience, wholly dependent upon personal effort, his good sense, sound judgment and discreet management have forced success out of what, to many others, would have been certain defeat, and, at the same time, secured to him a prominent position among the leading business men of Cass and surrounding counties."

**Sources:**

Bryer, J. T. Esq. *Pioneers & Old Residents*. Longwell & Cummings, Pub. Indexed 1996 by Wolfe, Barbara Schull and Black, Mark Daniel

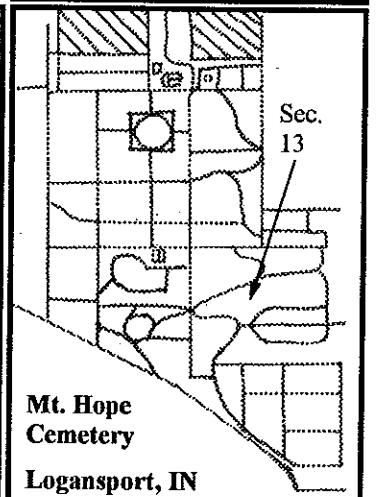
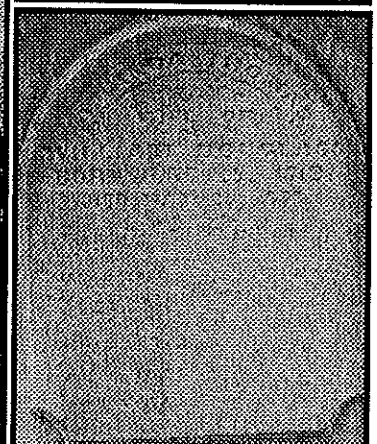
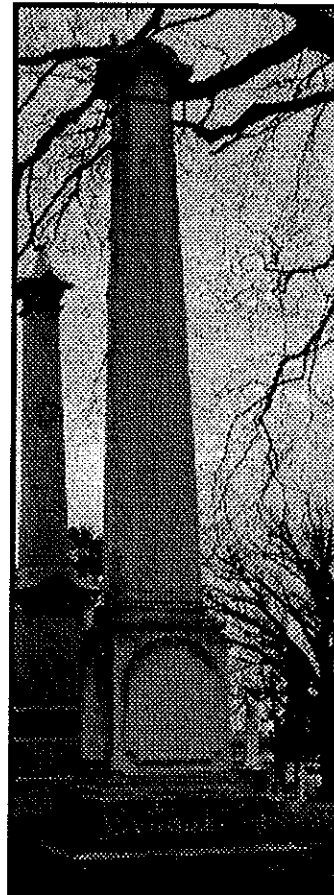
Helm, Thomas B. *History of Cass County, Indiana*. Chicago, IL: Brant & Fuller. 1886.

1840, 1860, 1870, 1880, 1900 Federal Census

Index to Death Record Cass County, Indiana 1882-1920, Vol. 1, Letters A-L, compiled by Indiana Works Projects Administration. 1940. Logansport City Health Office

Taber, Graham. *History of Logansport and Cass County, Indiana*. Logansport, IN: Pharos Tribune. 1947.

<http://incass-inmiami.org/cass/cemeteries/mthope/MTHwilmwim.html>



Douglass tombstone with tablet for William & Rosanna Trapp and tablet for Amanda Thomas, Sarah A., Francis J., & Alice A. Shelton.  
Neff tombstone for Sarah R.

Mt. Hope Cemetery is a combination of several old cemeteries.  
  
Section 13 is the Old Part/Old Plot.

## WABASH COUNTY W & E CANAL FATALITIES

During the canal era, the Wabash & Erie Canal contributed to the deaths of several Wabash county citizens. Jim Ellis, CSI treasurer, found in Thomas B. Helm's *The History of Wabash County, Indiana*, an old county history he has that was published in Chicago, Illinois by John Morris Printer in 1884, the following incidents:

"On Wednesday, June 8, 1854, at La Gro, a man named William Walker, addicted to intemperate habits, at one of the numerous drinking places in town, imbibed quite freely of intoxicating beverages, and about 10 or 11 o'clock at night, having in the meantime had his bottle filled, put it into his pocket and started for home. His route lay across the canal, and it was necessary for him to pass over it at the lock in order to reach his domicile. After leaving the doggery, he was not seen again alive. The next day he was reported missing, and in the afternoon suspicion as to his safety being aroused, the short level of the canal was drawn off, and a search made for the missing man. Soon after, his body was discovered below the lock, and drawn ashore with a boat hook. The probabilities were that in attempting to cross over on the lock, he had lost his balance and fallen in, but was so much under the influence of liquor that he was unable to extricate himself and was drowned. When the body was brought on shore, his wife stood by in an agony of grief, and received his lifeless remains. His age was apparently about thirty-five years. The Coroner, upon investigation, found the facts substantially as given above, The deceased had a bottle of whisky in his pocket. That told the story."

"In December, 1855, James Highland was found in the canal, about four miles west of Wabash, near Fisher's stone quarry, drowned. He was about twenty four years old."

"June 15, 1858, the body of an unknown man was found in the canal about one mile west of La Gro. He was supposed to be one of the laborers who had been engaged in repairing a canal breach."

"On the 9th of November, 1860, John Ellison, of La Gro Township, hung himself with a halter in the stable of Jesse Shaw, near La Gro. About the same time, Alexander Taylor, commonly known as "Corky Taylor," was drowned by falling into the canal at the lock. Cause attributable to the too free use of whisky."

"In the year 1861, two violent deaths occurred in this county, Robert Young, who was found dead near New Harrisburg, in this county, and Henry Peters, who

was drowned by falling from a stone-boat, into the canal."

"On the 3d of March, 1877, Edward Williams, a prominent and respectable farmer of this county, was instantly killed by the upsetting on the wagon, in which he was riding, into the bed of the old race between the canal and the river in this city."

and a "could-have-been" fatality

"There were a great number of rattlesnakes here in those days," said William H. Coombs of Fort Wayne, who was the first attorney to hang out his shingle in Wabash County. "One day in going to La Gro on the tow-path, I killed six large ones. July 4, 1837, we celebrated the opening of the canal. I was called on to make a speech on Saturday, and the celebration was on Monday, so the time was short. I wrote it out and on Sunday took a walk in the woods to commit it, when I nearly stepped on a rattlesnake, and was considerably frightened at first, but managed to kill the reptile. A den of them was subsequently discovered along the canal while blasting..."

## NYE RECORDS FATHER'S REMINISCENCES

On page six of an unpublished manuscript written by Pearl Robert Nye for the years 1939-1946, he recounts his father's reminiscences of canal days around 1851 when he first started boating. Note that since he is quoted there are misspelled words. Nye is known for the canal ballads he has written about Ohio's canals.

"In Cleveland - canal days - you could take a "Packet" at her "moorings" - ticket office on warf, - foot of Superior St., go to Massillon for \$1.50 which included meals, berth, a day and nite run - almost - 64 miles and thru some of the prettiest - or scenic countryside the eyes ever looked upon"

"True, we did not 'move' like the trains, but we enjoyed life in those days; our "fastest speed" was not more than four miles an hour. But most of the time, - it was about three miles an hour.

" The 'packets' were the 'fast boats' - of which I am speaking - for a 'freight boat' was subject - to a much 'slower speed' - or chose - whatever - she desired. - but often, - we were compelled to 'Pound them on the back', to keep our 'schedule' - as the 'Captain' - or steersman' - politely - (sometimes) remind the driver that we were 'laying' - or the 'sterr. swell' was 'heavy'."

Terry Woods, CSI member, Canton, OH

## THE WABASH & ERIE CANAL: A STUDY OF TECHNOLOGY CHANGE IN NINETEENTH-CENTURY INDIANA

By Anthony G. Blake

*This is the ninth installment of Blake's paper and is a continuation of Chapter 3 from the October 2008 issue of The Hoosier Packet.*

### *Wabash and Erie Canal Finally Finished (cont.)*

...with the result that boats on the downstream journey from Toledo were invariably empty, causing boat operators to increase charges to customers moving agricultural produce upstream. All along the upper Wabash, the railroad offered very attractive terms (the canal people called it predatory pricing) to shippers. Repeatedly, the trustees blamed the state government for enacting legislation permitting railroads without protective measures such as those in force for some time in New York. In fact, the trustees could make a legitimate argument: the state of Indiana had a responsibility to protect the health of the asset donated to repay half of its debt. The legislature did not respond.

The impact of the railroads on canal revenues was dramatic. The estimate at the time the trusteeship started was that revenues would increase to about \$500,000 per year in the early 1850s. Instead, they dropped sharply beginning in 1853. The initial drop was due to a general reduction in tariffs in 1853 to meet anticipated railroad competition. As noted above, the canal still could not compete effectively; it began to lose traffic in the mid-1850s as railroads began operations along the route of the canal. During this period, revenues fell sharply to about \$50,000 per year and remained at that level until the canal ceased operations in 1874. Maintenance and repair costs leveled out at about \$90,000 per year, so toll receipts were not even enough to fund operations; the trustees had to use the proceeds from land sales to keep their heads above water.

Eventually the cash drain grew to be unsustainable, and the trustees withdrew from the canal. Some portions were sold to private operators; others were allowed to fall into disuse and decay. The extension from Terre Haute to Evansville closed in 1860 and all operations on the canal ceased in 1874. The bondholders never received much return on their \$800,000 contribution, much less on the \$7.5 million debt they forgave. According to Benton, the trustees paid the bondholders something between \$160,000 and \$250,000 during the 1850s and \$170,000 upon the sale of the assets in the 1870s. Benton also pulled together a picture of the finances of the Wabash and Erie Canal over its entire life.

In the end, the state of Indiana must have spent \$15.8 million of borrowed money on its internal improvements projects. Of this, \$8.3 million went for the Wabash and Erie Canal, and \$7.5 million disappeared into other projects or should have been paid in interest. The state eventually repaid its lenders \$7.5 million; the trust paid them no more than about \$400,000. From the lenders' point of view, this was not a very good deal.

For the state, however, it was probably a somewhat better deal. The canal had brought development to northern Indiana. People lived where previously there had been wilderness. There were cities and towns where previously there had been none. Indiana's population grew spectacularly from the 1820s to the 1850s. At mid-century, the state was no longer a newcomer to the United States but could play a full role in the expansion and increase in wealth that was to come in the future. The question is, of course, wouldn't the same good things have happened, perhaps earlier and better, if Indiana had chosen to build railroads instead of the Wabash and Erie Canal?

### IV. AN INDIANA CANAL BOOSTER

Thus, we see that the canal promoters in Indiana achieved their objectives, at least in part. In the three decades following its admission to the union in 1816, the state of Indiana grew radically. At the beginning of its statehood, Indiana had roughly 65,000 inhabitants along the Ohio and lower Wabash Rivers. By mid-century, almost 1 million people lived in Indiana, spread across the state. In 1850, Indiana and three other states were essentially tied for fifth among the 31 states in population, trailing only New York, Pennsylvania, Ohio and Virginia. The Indiana canals undeniably played an essential part in this explosive growth. The canal promoters, of course, always claimed that canals were the preferred choice for internal improvements and that railroads could not have triggered the same growth as quickly as did the canals.

The promoters had managed an adroit and coordinated campaign in support of canals for more than thirty years. The Wabash Band and their political descendants were able to maintain the influence they had first gained in the Indiana legislature in the early 1820s. Despite the demonstrated hopeless optimism of their financial projections for the canals, despite the state's brush with bankruptcy on account of canals, even after the technical superiority of railroads became obvious, and in the face of Democrats gaining the governorship and majorities in the state legislature, the canal campaigners insured that construction of the Wabash and Erie Canal continued.

But why did they do it? What explains their ar-

dent and enduring advocacy? One way of getting at the answer to this question is to examine some of the people involved in the effort. In part because of my family connection, I elected to study Thomas Blake. A review of his life and beliefs seems to me to be helpful in understanding motivations of the various individuals who never faltered in their support of canals.

Thomas Blake was born in 1792 on a plantation in Maryland. His father was a medical doctor and later mayor of Washington, DC. Blake spent his teenage years in Washington. He studied law and joined the DC militia, seeing action in the War of 1812. After the war he moved to Kentucky and then to the new state of Indiana. He was named President Judge of Indiana's First Judicial Circuit in 1816 at the age of 24. He fought a duel, had to leave the bench, and moved to the new community of Terre Haute to practice law in 1818. He apparently like Terre Haute, and Terre Haute liked him. They sent him to the state legislature for six years and then to Congress in 1826 for one term. After that, however, as Jackson Democrats gained ascendancy, Blake, who was an ardent Whig, won no more elections, although he ran for Senator on several occasions. He became an early trustee of Indiana University and business partner to William Linton; he also resumed his law practice. He was always involved with Indiana canal and roads projects. He had promoted the Wabash and Erie Canal during his time in the state legislature and in Congress. In 1836, after Indiana passed its mammoth transportation act, the governor appointed Blake as one of six members of the board of internal improvements. In this capacity, he became responsible for the construction of the Cross Cut Canal between Terre Haute and Point Commerce, a job that lasted until 1839 when the Mammoth scheme collapsed. In 1842, President Tyler appointed Blake to be Commissioner of the General Land Office in Washington; as we saw previously, he used that office to assist the promotion of the extension of the Wabash and Erie Canal to Evansville. In 1845, he returned to Terre Haute to work with Charles Butler on extending the canal and resolving the state's financial mess. In 1847, Butler selected him as the resident trustee for the canal. And in 1849, Blake died of cholera, undoubtedly contracted during a visit to one of the canal construction sites. The Vigo County historian, Mike McCormick, is fond of saying that Blake "gave his life for the canal."

Blake, brought up in privileged surroundings, was a person of some notoriety in frontier Indiana. Captain William Earle, who was a small boy when Blake came to Terre Haute, is quoted in his later years:

Col. Blake was my beau ideal of a gentleman, He was six feet in height and well proportioned, light hair, nearly trimmed side whiskers well

brushed forward; always well dressed, the ruffle of his shirt standing out beyond his vest, with a smooth glossy hat, polished boots, and corns on his toes. I stepped on them once. He would always give me his fourpences. I liked him for that. I have heard that he once engaged in a duel with somebody, but no one was hurt. In short, Col. Blake was the greatest man in Terre Haute, in my youthful imagination, except Major Lewis.

The editor of a small town newspaper in the southeastern part of the state was not so impressed by these qualities; he wrote of Blake and Butler at the time they traveled to England to meet with the bondholders:

They are both offensive in their every act to a laboring man, They have all the offensive dandyism of a New York counter-hopper. It is said that the editor of the *American* looks surly enough at any time, but the presence of Thomas H. Blake always made us feel perfectly wolfish. We cannot abide his stiff, proud, haughty, snuff-taking aristocracy.

In his later years, Blake was frequently called by the title of Colonel. He was never a real colonel, but the title embellished his *persona*.

Blake never compromised. In his public utterances, he was always elegant and polished, even flowery. His speech to the canal convention in Terre Haute that we noted in the previous chapter was a political gem. In his work as resident trustee of the canal, he set high performance standards for those who worked for him and for himself. In a letter to his co-trustee Nicholas Palmer, Blake wrote of the sub-superintendents of the canal:

We must hold these people who are engaged in this branch of duty to the strictest responsibility. It seems to me that there can be no excuses for a breach in the canal where there is no freshet to produce it, but that it must be owing entirely to inattention, as in the case of the late breach at Flint Creek. Sometimes the disaster is placed to the account of bad luck, but this plea should be no protection, for where lies the difference to us whether we suffer from an unlucky officer or a bad one.

In one of the first of many letters to Charles Butler in New York, Blake wrote:

I hear of no dissatisfaction at our proceedings or movements, and our friends in New York may rest assured that I shall spare no pains in

my sphere of action to carry out the law in proper style, and with rigid economy. I find that already [the clerks] Mr. Dodge and Mr. Hager have their hands full. They are not with me and hard at it.

From these personal characteristics and correspondence we can deduct something of the nature of the man. He must have had a strong sense of correctness, the way to do things properly. He had high standards for himself and others. He never stopped believing in the canal. He was convinced even in 1847 that under the proper management he and the other trustees could bring to it, the canal would flourish. He might have counted himself fortunate to have died before the revenues from canal operations started to drop.

Blake's unwavering belief in the canal seems to me somewhat strange. He was a sophisticated, well-educated person for the time, unlikely to have subscribed to the arguments against railroads held by many of the frontier people. In part, Blake's support for canals can be explained by his background. He was an early enthusiast for internal improvements, presumably having caught the fever as a teenager in Washington at the time of the Gallatin report. He was in Washington again as a congressman at the time of the Chesapeake and Ohio Canal being planned. As we saw, there was at that time much support for a canal along the Potomac in Congress and other branches of the federal government. Blake's role model, Henry Clay, was one of these supporters. Somehow, the matter of railroads never seemed to arise during discussions of internal improvements in Washington. So Blake, because of his background and experiences, was naturally disposed toward canals. I do not believe, however, that he was blind to the advantages that railroads might bring. It seems to me that we have to search further for the real reasons Blake and his colleagues were such steadfast supports of canal technology.

#### V. WHY DID INDIANA NOT BUILD A RAILROAD?

There were at least two, possibly three, points at which Indiana politicians and businessmen might have decided to build a railroad instead of the Wabash and Erie Canal. They might have listened to Governor Ray, emulated the Baltimoreans, and decided to gamble on a railroad in 1827. Or they might have watched the opening of eastern railroads during the next few years, changed their minds, and decided on a railroad before breaking ground for the canal in 1832. And they definitely ought to have paid attention to railroad construction elsewhere and in Indiana in the 1840s and decided to build a railroad between Terre Haute and Evansville instead of the scarcely-used canal. But, under the continuing influence of the canal lobby, the state persisted

and eventually finished building the Wabash and Erie Canal.

As we saw in Chapter III, the primary historians of the Wabash and Erie Canal, Benton, Fatout, and Shaw, seem to agree that, at least in the early years, the Hoosiers were driven primarily by their wish to be cautious and use technology that had been clearly demonstrated successful in New York and in Ohio. Almost certainly, this reasoning drove the Pennsylvania Society for the Promotion of Internal Improvement to reject railroads after major debates at the beginning of construction of the Pennsylvania Mainline System. And presumably, the builders of the Chesapeake and Ohio Canal were similarly motivated; it is hard to say, though, since there is no record that they even considered a railroad. Yet on the other hand, in full knowledge of the decisions made by others, Baltimore investors decided in 1827 to build a railroad over the mountains to the Ohio River. As we saw from the quotation from the Indiana General Assembly "committee on railways" in late 1827, however, canal advocates in Indiana were not impressed with the Baltimore decision. This suggests that conservatism and desire to use established technology must have accounted in part for the decision to build a canal instead of railroads in 1827. But it seems to me that the established technology argument cannot explain the 1847 decision to extend the canal to Evansville. By that time, railroads were established technology, even in Indiana. The canal supporters admitted that railroads were feasible, although they contended that canals were to be preferred in locations where water was available. However, even though there was scant water available on the route between Terre Haute and Evansville, canal supporters managed affairs so that the decision for the canal was made with little, if any, discussion of the railroad alternative.

Ralph Gray argues that the primary reasons for the initial decision in 1828 to build the Wabash and Erie Canal and the decision at the end of the 1840s to build its extension were the federal government grants of lands in support of canal construction. As noted in Chapter III, however, the federal government was not wedded to the notion of canals, but rather simply wanted to support transportation improvement projects. There was no reason to believe that land grants would not have been available had the Indiana lawmakers decided to build railroads. It is clear, though, that the Indiana canal supporters used the land grants as an excuse, claiming that the land grants would be forfeited if the state were to delay or change its mind about building the canal.

Railroad supporters claimed, with some justification, that their solution offered higher quality transportation. Passengers and goods could move more quickly

than on canals, and the railroad would be open during all seasons of the year instead of being closed by ice during winters. Before railroads started operating, canal supporters ridiculed these claims. They said such feats were impossible and that the railroaders were not to be believed. Even if the railroaders' claims were true, they said, faster transportation and full-year operations had no particular value. Canal supporters took these positions in Pennsylvania and in Indiana. In Baltimore, by contrast, we saw that higher quality transportation was the strongest argument for deciding upon the railroad. Later, when railroads started operating in the United States, the benefits became obvious. The first evidence that customers might prefer railroads came when the Mohawk and Hudson Railroad, opened in 1831, successfully offered passengers from Erie Canal packets speedy transportation past the many locks between Schenectady and Albany. By the middle 1840s, the Baltimore and Ohio Railroad was already providing better passenger and freight service than its canal competitor. And the railroads in New York would have had the advantage over the Erie Canal if the New York legislature had not acted to protect the canal. These developments do not seem to have been noticed in Indiana, at least until after the Terre Haute-to-Evansville segment of the canal was under construction.

The canal lobbyists must have used these arguments, whether or not they believed them, to convince Indiana legislators and, later, bondholders to continue work on Wabash and Erie Canal construction. But because none of the arguments is fully convincing, I think there must have been yet another factor that impelled Blake and his colleagues in the Wabash Band to maintain such unwavering support over the years for the canal. I suggest that they saw it as their best chance to boost the fortunes of their communities along the Wabash River at the expense of communities away from the river, namely Indianapolis. Indianapolis was a new community, established initially as the state capital and located in the center of the state. It was on a river, but a minor river. Governor Ray had predicted that Indianapolis would flourish commercially and become a great railroad hub. This was not what the Wabash Band wanted to hear. They must have been seeking strategies that would maintain the primacy of their southwestern Indiana river towns. If they built successful canals, Indianapolis would be left behind and the river towns would grow and their citizens become wealthy. In their minds, this prospect justified the risk of using transportation technology that could soon be obsolete. In a way, this was the same risk-reward strategy pursued by the founders of the Baltimore and Ohio Railroad, but in reverse.

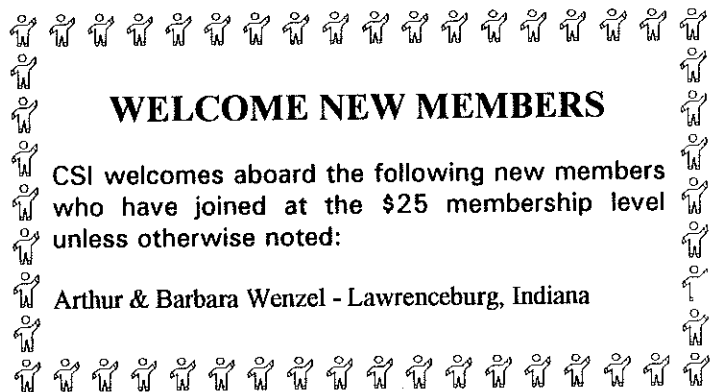
The supporters of the Wabash and Erie Canal may have been right, at least for the communities along the upper Wabash. If there had been no canal and if the

railroads had come earlier, there is no guarantee the railroads would have passed through places like Fort Wayne and Lafayette. But the canal assured development in such places, and when the railroads did arrive, they followed the same route as the canal. Of course, the railroads also connected Indianapolis with all of these points, and Indianapolis did become a great railroad hub; today Indianapolis is much the largest and most vibrant city in Indiana. Towns like Terre Haute, Vincennes, and Evansville, which were at first the largest and most prosperous towns along the Wabash River, benefited little from the canal. And their growth over the years has not kept pace with the rest of the state. It is ironic that Thomas Blake and the Wabash Band seemed to have had the right idea, but for their towns in the southwest, the wrong timing.

If these arguments hold together, then, we can begin to understand why there was such resistance to railroads in nineteenth-century Indiana. Their introduction was delayed for 15 or 20 years because politicians representing constituents who might uniquely benefit from canals influenced the decisions made by the state. To be sure, there were other reasons for continuing to build the Wabash and Erie Canal: it seemed to be the safer choice at the beginning, and once decided upon, the legislators did not want to change course. But it seems to me that the most telling of the causes was local boosterism.

Importantly, we also have discovered what did *not* influence the Indiana decision-makers: seldom if ever during the thirty-years canals vs. railroads were debated in Indiana was any consideration given to what might be the superior technology. Just as the social constructivists tell us, technological change often is driven by economic, commercial, political, and social factors. Engineering logic often is not very high on the list.

*We thank Anthony Blake for giving us permission to print this paper, which gives us further insight as to why Indiana chose to build canals over railroads. Without the completion of these canals, the Canal Society of Indiana would never have been organized. Think of all the history and fun we would have missed!*



**WELCOME NEW MEMBERS**

CSI welcomes aboard the following new members who have joined at the \$25 membership level unless otherwise noted:

Arthur & Barbara Wenzel - Lawrenceburg, Indiana

## CIVIL WAR EVENT AT SAVANNAH-OGEECHEE CANAL

The Savannah-Ogeechee Canal Museum & Nature Center, 681 Fort Argyle Road (Rt. 204) 2.3 miles west of I-95 in Savannah, Georgia, will host a Civil War event on December 13-14, 2008. Activities will include a Civil War encampment and reenactment of events that took place at the Canal in 1864 during Sherman's March to the Sea. There will be period craftsmen, tours of historic Locks 5 & 6, children's activities and sales of food and gift items. Admission is \$2 for adults, \$1 for children 4-12. The event is being held in conjunction with the "Winter Muster" at Fort McAllister in Richmond Hill, Georgia. For more information, please call (912) 748-8068 or e-mail [info@savannahogeecheecanal.com](mailto:info@savannahogeecheecanal.com).

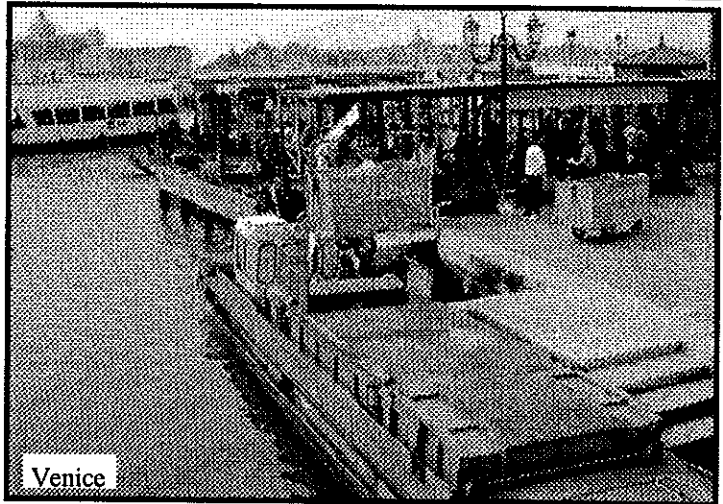
## HURRICANE HANNA CLOSES PARKS

In preparation of Hurricane Hanna, the National Park Service at Hagerstown, Maryland, closed the Chesapeake and Ohio Canal National Historical Park parking lots and park roads at Fletchers Cove, Carderock, Anglers, Great Falls Tavern, Swain's Lock, Pennyfield Lock, Violette's Lock, Seneca, and Tshiffley Mill at dark on Friday, September 5, 2008, through Sunday September 7. They suspended canal boat operations at Great Falls Tavern and Georgetown and asked the public to stay away from the parks because high winds cause tree branches to fall and make access to most areas of the park extremely difficult for emergency vehicles.

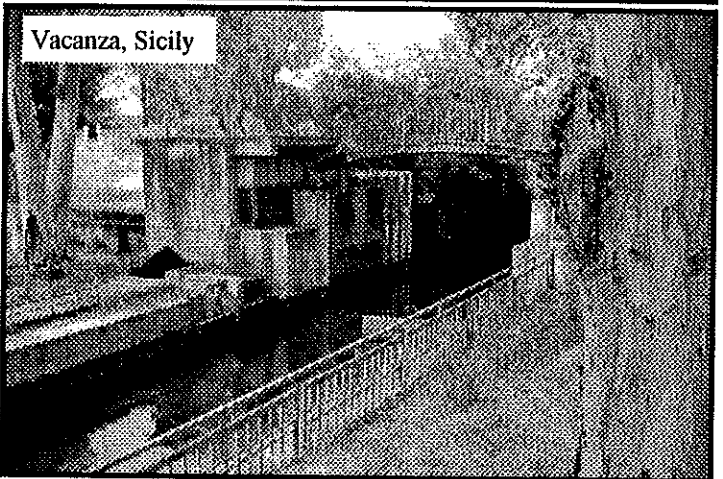
## I & M CANAL PARKS SLATED FOR CLOSING

Due to cuts made by the Illinois Governor's office to the Illinois Department of Natural Resources' (IDNR) budget, the closure of several state parks and historic sites has been announced. Three that are of vital importance to the Illinois & Michigan Canal National Heritage Corridor are Channahon Parkway State Park, Gebhard Woods State Park in Morris and Illini State Park in Marseilles. The parks in Channahon and Morris are major access points to users of the I&M Canal State Trail. The closure of these parks and the lack of funding to repair other sections of the towpath reduces affordable recreational opportunities for both the nearby communities and the larger northeast region of Illinois. These and 9 other parks and historic sites including the Hennepin Canal Parkway are scheduled to be closed beginning either October 1<sup>st</sup> (historic sites) or November 1<sup>st</sup> (state parks). Residents have been asked to contact officials requesting reinstatement of funding to keep the parks open.

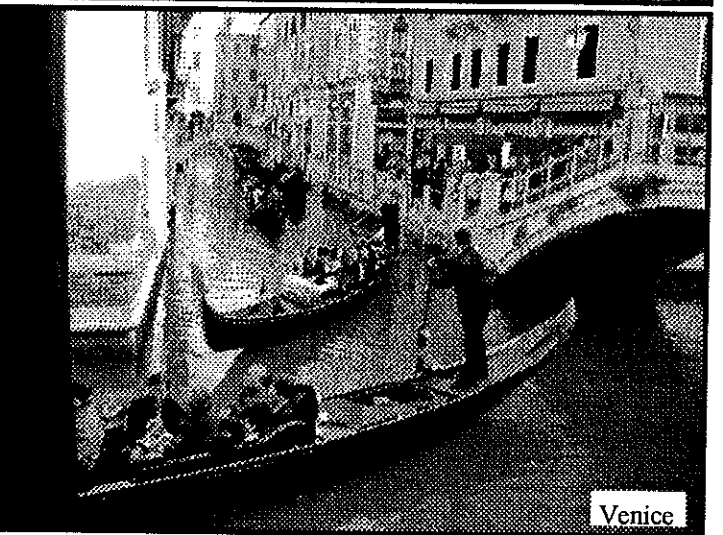
Gerald Hulslander, CSI member, Marseilles, IL



Venice



Vacanza, Sicily



Venice

## WILZ VISITS ITALY & SICILY'S CANALS

CSI director Mick Wilz of Brookville and his wife Jenny took time off from their volunteer duties in April 2008 to travel to Italy and Sicily to visit their daughter who was studying in Florence. Mick is the president of



the Whitewater Canal Trail project, which was recently granted \$300,000 by Governor Mitch Daniels, and serves on the board of Main St. Brookville. Jenny is the president of the Franklin County Foundation and serves on the board of the Indiana Greenway Foundation. They enjoyed relaxing for a change on the canals they visited. Mick sent these pictures of a canal in Venice, a serene canal lock in Vacanza, Sicily, and his wife Jenny and daughters Livy and Sarah.



## ALLEN COUNTY RUINS REVIEWED

"Lost Ruins of Allen County" was the title of an article by Kevin Leininger that appeared in Fort Wayne's *The News-Sentinel* on September 13, 2008. After interviewing Tom Castaldi, Allen County Historian and CSI Advisory Council; Todd Pelfrey, executive director of The History Center; and Angie Quinn, Executive Director of ARCH, Ft. Wayne's historic preservation organization, Kevin compiled a list of over 20 remnants from another era. He reduced the list to 7 of the most significant and included pictures and descriptions of them. They were:

### Wabash & Erie Canal Aqueduct over Aboite River (creek)

Pictures of the remaining timbers that supported the aqueduct's piers and abutments and of the St. Mary's River aqueduct that was once located in downtown Ft. Wayne, were shown above information that said Ft. Wayne got its nickname "Summit City" because it was the summit of the Wabash & Erie Canal. The canal helped swell Allen County's population from 600 in 1830 to 6,000 by 1840. It was the interstate highway of its day. Aqueducts were watertight bridges that carried canal boats across other waterways. By 1874 the canal's revenue was \$5.4 million and \$8.2 million was needed to make necessary repairs. In 1882 the last canal boat was seen in the Ft. Wayne area.

### Interurban Bridge in Monroeville

Pictures of remaining concrete abutments and an

electric train crossing the interurban bridge illustrated information that interurbans at one time in the early 1900s had 2,000 miles of track in Indiana. Fort Way service to Indianapolis began in 1901 and the last passenger run was on January 18, 1941. It was put out of business by the automobile. The remaining concrete abutments allowed a traditional railroad to pass beneath the interurban tracks. The soil bank on which the tracks were laid has been removed so that the abutments stand like sentinels in a farmer's field.

### Robison Park

Pictures of the trolley entrance to the amusement park and of the remaining stones of a fountain accompanied a description of the park. It was opened in 1896 on a 265-acre remote site along the St. Joseph River. Park attendees reached the park by paying a fee and riding the trolleys of the Fort Wayne Consolidated Railway on tracks laid atop the old St. Joseph Feeder Canal banks. Once automobiles became popular and people could get in the park without riding the trolley, revenues dropped off, the park closed in 1919, and many of its rides were taken to Trier's Park.

### Blue Cast Mineral Springs

Old cement stairs leading to the resort's reservoir and of a label from a bottle of Blue Cast Mineral Water were pictured. In 1901 Blue Cast mineral water was bottled and sold throughout the world by Henri Schnelker from the springs located on his 84 acres. In 1913 a 16-bedroom sanitarium was opened where people could come to improve their health with the magnetic properties of the blue-tinted spring water. After the sanitarium closed it became a hangout for amorous couples. A raid in 1939 took 21 couples to jail. It was torn down in the 1960-70s. A stone cistern, a bridge and the stairs are all that remain of the "spa." (The Wabash & Erie Canal once ran in front of this property.)

### Japanese (Jaenicke) Gardens

Remnants of a stone waterfall and a postcard of the gardens were shown. The gardens were created in 1927 with the stone waterfall, reflecting pools, a "tea house," curved bridges and stone walls. It required 17 gardeners to maintain it. It was renamed Jaenicke Gardens after the December 7, 1941 attack on Pearl Harbor.

### Old Scipio Road Bridge

Concrete abutments remain along the Maumee River.

### Ft. Wayne Medical College Pillar

A pillar remains of the college (1876-1883). Seven students robbed graves in Lindenwood Cemetery in 1877 to study the corpses and were caught. This caused a Fort Wayne scandal.

## A FAMILY PARTNERSHIP IN AN UNUSUAL BUSINESS

By Mark Smith

Yet one more partnership in the city of Delphi, Indiana, during that bustling period of growth and development that we of the "Big Ditch" call the Canal Era was that of lime burning, especially that performed by a very unique firm known as the Harley Brothers Lime Company. According to the *Handbook of Indiana Geology*, "the Harley Brothers Lime Company is located on a switch of the Monon north of Delphi...the three kilns operated by the company are of stone and are seven feet inside diameter, with an output of 225 bushels each per day. The burning is by the continuous process, coal and a small amount of wood being used as fuel."

An analysis of the limestone used was made by Dr. R.E. Lyons. The bulk of the analysis showed a large quantity of calcium carbonate and magnesium carbonate, with trace amounts of ferric oxide, alumina, insoluble residue, and sulphuric anhydride.

The principals involved in this enterprise were just as unique as the partnership itself. One of those was David Rogers Harley, who was born in Abingdon, Virginia, April 10, 1822, and passed away sixty-two years later. He moved to the Hoosier State with his parents when he was very young. When he was sixteen years of age he started out to make his own fortune, locating first in Tippecanoe and afterward in Carroll County. He spent a number of years in clerking in various establishments, and in 1857, joined forces with E. W. Hubbard and Robert Mitchell in the manufacture of lime. On June 24th, 1848, David was married to Persis Hubbard, a sister of E.W. Hubbard, and their family included two sons and one daughter--Charles, George Pigman, and Ella, who was married to Ed. M. Rinehart. Mrs. Harley passed away in the latter part of 1857. He resided at the corner of Monroe and Union Streets, from which his funeral was held on August 7th, 1883, with various notables present including merchant Vine Holt, Judge John Gould, merchant Corbly Knight, Pat Ballard, and A. M. Eldridge.

David's son Charles was equally well known in the business, professional, and spiritual life of Delphi, having served his native city as one of the first mayors, state Senator for one term, and Warden of Michigan City prison for three years. In his service as Warden of the prison he was instrumental in establishing a work program, for the edification of the prisoners to occupy their time, and a worship service led by the Methodist Episcopal Bishop Sanders for the edification of their soul. His first enterprise in Delphi was that of a general store, and at the time of his death in November of 1916 he was involved in the coal, lime, and cement business.

He was a member of the Presbyterian Church and the IOOF Lodge. He was first married to Mary Catherine McClure in 1877 and, following her passing, was married in 1887 to Mary E. Ranney, daughter of the pastor who had performed his marriage to Mary Catherine McClure. He served his country ably in the Company C of the 135 Indiana Volunteers during the Civil War.

One more person instrumental in the development of the lime firm was Erastus Hubbard, who was born in Preston, New York on June 30th, 1819, and was married April 5th, 1848 to Arabella Wright. In 1857 he and his brother-in-law David Rogers Harley organized the lime business, which he followed for about thirty-five years. Upon the failure of the First National Bank in Delphi about 1876, he established the Citizen's Bank. Both he and his wife were charter members of the Delphi Christian Church, and permitted the early-day church to meet in the third floor of their bank building prior to construction of its own building in 1908.

The final person to be discussed in this narrative of the lime business was Daniel McCain, who passed away at 53 years of age June 5, 1884, just a scant three months short of 54 years of age. He was married to Matilda McDonald on December 20, 1853 and one of their offspring was Luther.

Together, the principals of this business complemented each other very well. Daniel McCain served as the advance man, traveling as far as Springfield, Illinois, to instigate orders; Erastus Hubbard offered his financial talents, and Charles Harley his verve and sparkle.

To weave this genealogical tale all together I should inform my readers that Luther McCain was married to Helen Harley, daughter of Charles and Mary Catherine, and that their son was Thomas, father of present-day Dan McCain, the president of the Carroll County Wabash & Erie Canal, Inc.

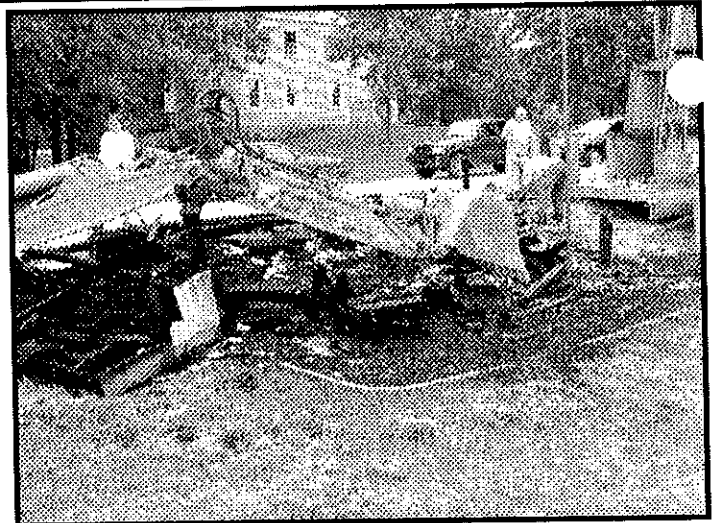
The lime burning itself was preformed in tremendous kilns using fuel obtained first from an area below the Wabash Lake [created by a dam across the Wabash River at Pittsburg and extending to the Carrollton Crossing] via a canal boat owned by David Rogers Harley. It was then transported by Monon Railroad from the village of Harley due south of Delphi near property owned by Luther McCain. The canal was utilized for shipping the finished product as far as New York City. When it failed it fell to Daniel McCain to knit together the Monon Railroad connections to continue the enterprise commenced during the Canal Era. He became the manager of all the Delphi kilns in 1871.

It goes without saying that this enterprise was certainly not computerized. There was a total of

500,000 bushels of the product, which was scooped out of the kilns, sifted to remove impurities, and then shipped as soon as possible to avoid the effects of moisture, which would set up the product and result in the merchants, who needed the material, receiving a barrel of cement instead of powder.

This very unique industry ceased functioning in 1917 upon the death of Charles Harley. However, visitors to Canal Park and the accompanying trail system may still view the remains of these National Register kilns and fitting interpretive signage.

Much of the information concerning the lime kiln operation was garnered via a Wabash River Heritage Corridor Commission entry by Dan McCain in their 2001 on-line newsletter.

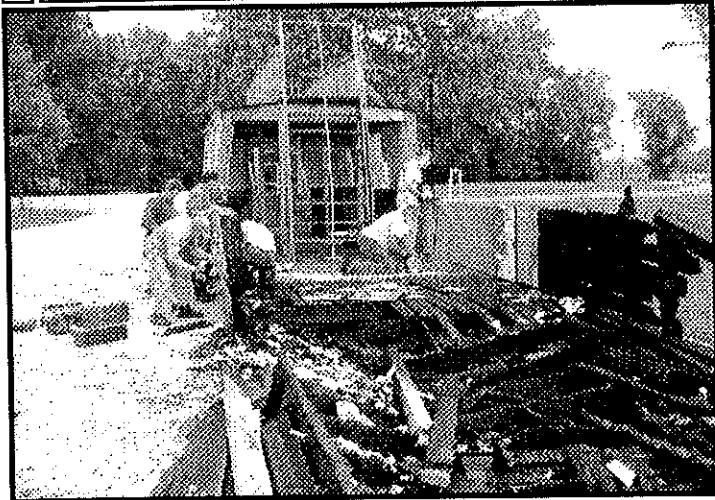


### ASHES TO NEAR COMPLETION IN FOUR WEEKS

By Dan McCain

This is one for "Believe It Or Not" -- how this got rebuilt so quickly comes as a blessing because there are many new volunteers. We doubled our M-W-F work crew since the fire. Exactly four weeks to the day after the Canal Volunteers swept away the ashes of the arson fire that destroyed half of the playground boat we have the popular outdoor gallery nearly completed again. We not only thank the many new volunteers but also the many donors that provided money, food, support and love as we are back where we were just before the arsonist hit. Completing the rebuilding will now free up time for the next wave of construction activities coming this fall.

## NEWS FROM DELPHI

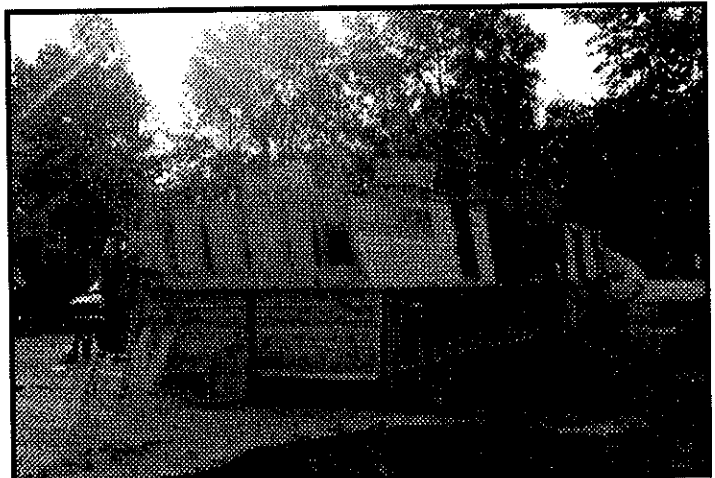


### WE SWEEPED AWAY HALF OF THE PLAYGROUND BOAT

Article and photos by Dan McCain

The cleanup started on Friday, September 5, 2008, and netted a bare spot behind the bow of our outdoor boat exhibit that was torched by a vandal on Sunday August 31. Volunteers aided by a backhoe and dump truck supplied by the city of Delphi made short work of this job. Perhaps at least another couple months and we will see the full scale boat back together. Volunteers are welcome M-W-F mornings 8-11 am.

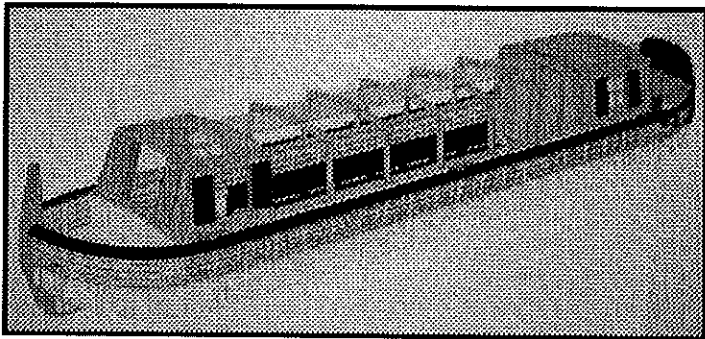
The outpouring of support from many friends is astounding. We have received donations from children, adults, organizations and business. We will plow all this into the repairs. Any extra money will be used for the 10 exciting trailside sites that we will build providing experiences similar to those this boat provided.



INDOT [Indiana Department of Transportation] contracting for the floating version replica canal boat and its 1850s warehouse upstream is now underway but those two products don't involve our volunteer's time. The new replica boat will be built in Albany, New York, on an aluminum hull with wooden upper features. It will be electrically powered and be fifty four feet of

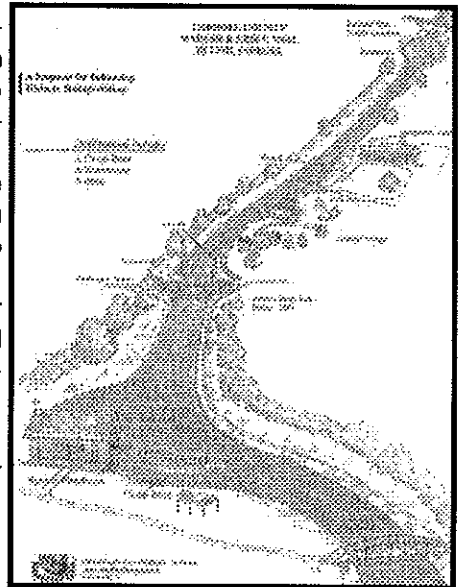
length. It will be possible to tow with animal power for special events. Charter options will be available for use by groups, family reunions, club meetings, etc.

On the volunteer's list of work activities are "BIG things" to complete in the next six months. Items like the replica boat's plank dock, an interactive full size guard lock (set of gates) at the south end of Canal Park, two turn-around basins and a railing under the stone arch bridge to keep the new boat on track straight through the tight space.



In the coming months join with us in many ways to produce this exciting canal venture. We call this scene "OUR DREAM." You are encouraged to just watch, become involved, or sponsor one of many varied exhibits. Send contributions to:

Wabash & Erie Canal Association,  
C/O Annadell Lamb,  
50 Redwood Court,  
Lafayette, IN 47905



Check us out on the web [www.wabashanderiecanal.org](http://www.wabashanderiecanal.org)

## GROUP WALKS ALONG WHITewater CANAL TO PROMOTE REGIONAL COOPERATION

By Bob Hansen

About a dozen people participated in the third annual Whitewater Walk in the Wayne County communities of Hagerstown, Cambridge City and Milton on Monday, Sept. 22, 2008. The activity is designed to promote the new Whitewater Canal Scenic Byway. This is a highway route from Hagerstown to Lawrenceburg near the path of a waterway that connected these communities from 1847-1865. The byway is meant to bring business to the region by promoting local attractions all along the route.

In Hagerstown, a half dozen walkers started at a stone memorial on State Road 38 that marks the feeder channel for the Hagerstown Canal, which linked that town to the Whitewater Canal at Cambridge City. The group viewed a former canal basin. They then hiked to Camp Wapi-Kamigi. It includes Scout Lake, which is part of the old canal that was widened, deepened and dammed to make a lake in the early 1900s.

The Cambridge City to Milton group started from the Vinton House, an historic hotel on the old canal that is now owned by Western Wayne Heritage. Along South Center Street, the group walked in the canal bed.

At Milton, they visited the Milford Friends Cemetery. There they saw how the former Friends meeting house has been made part of the building at Powell Paving.

On farm ground near Milton owned by Jonathan Ferris, the group was shown remains of a stone arch culvert that took the canal over City Run creek. These arched stone structures with timber foundation are considered the most unique evidence of the Whitewater Canal's existence, said Phyllis Mattheis, guide. She and her husband, Jerry, located the culvert in the early 1990s. On the same property are the stone remnants of a canal lock that was used to raise and lower boats on the waterway.

During the Whitewater Walk, groups walked different sections of the byway region each day for a week. The activity started in Richmond on Sept. 21; was in Hagerstown and Cambridge City on Sept. 22; and traveled through Union, Fayette, Franklin and Dearborn counties on following days.

It is hoped that the byway will improve commerce in the region better than the Whitewater Canal did for 18 years, said Candy Yurcak of Metamora, president of the Whitewater Canal Scenic Byway Association ([www.whitewatercanalscenicbyway.org](http://www.whitewatercanalscenicbyway.org)). The canal was of limited use because of flooding, which kept it closed much of the time. The byway, though, is meant to encourage regional cooperation to improve business in the towns in and near the route.

The Whitewater Canal Scenic Byway was officially recognized by the state in July. The association is making plans to install markers along the route, Yurcak said. On Sept. 24, the first highway sign was unveiled in a ceremony at Metamora attended by state officials. [See article and pictures on page 1]

**"CLOSING THE GAP IN AKRON"  
O & E CANAL: OLD PORTAGE TO CLINTON**

The Canal Society of Ohio held its fall tour in Akron, the summit of the canal. A Friday night slide show gave an overview of the Cascade Locks of the Ohio & Erie Canal, the Pennsylvania & Ohio Canal that shared the lower basin in Akron, the Portage Lakes and associated canals and mill races. Saturday morning, after learning about how they moved the Richard Howe House to its new site between Locks 1N and 2N in Akron and how they plan to convert it into a museum, conference center and offices for the Ohio & Erie Canalway Coalition from Dan Rice, one bus toured what those on the other bus would see in the afternoon and vice versa.

Group 1 walked 3½ miles down the cascade passing by 18 locks all of which had been partially or completely rebuilt with concrete. Three excellent docents explained the various lock sites, associated bypasses, mill races, and location of mills and railroads. At Lock 2N we saw a canal boat skeleton sitting between the lock and bypass where the dry dock had been. They stopped at the Mustill store built at Lock 15N in 1833 to serve canawlers, farmers, craftsmen and neighbors. At Lock 18N the modern towpath trail passed directly through the lock.

At noon they boarded the "Portage Princess" for an hour tour on some of the eight Portage Lakes, which were built in addition to the glacial lakes in Coventry Township to feed the O & E Canal. Beautiful 1-5 million dollar year-round homes lined the shores. This was followed by lunch Dietz's Landing.

Saturday afternoon involved more walking on towpath trail to see Lock 1S at Wolf Creek; the dam, feeder, guard-lock, and the Indian 'Portage Path' park by Young's Hotel; the East Reservoir, overflow, and iron channel; Coventry Clocktower; and the feeder dam. The flow of the Portage Lakes to Lock No. 1N and 1S was well explained. An outstanding tour book had excellent charts to help canawlers understand the importance of the reservoirs and the cascade of locks.

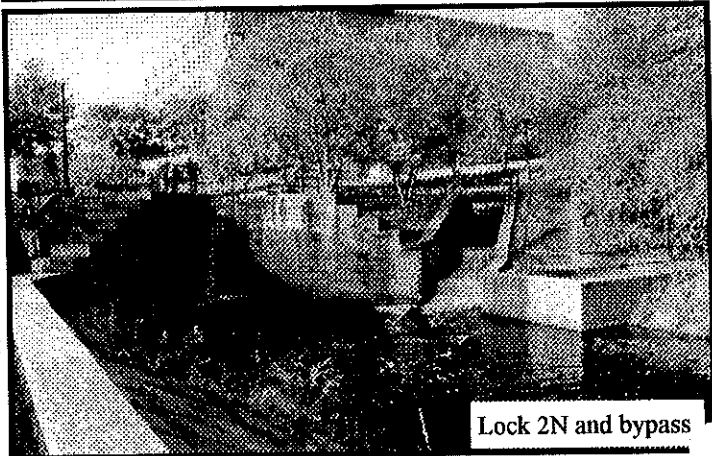
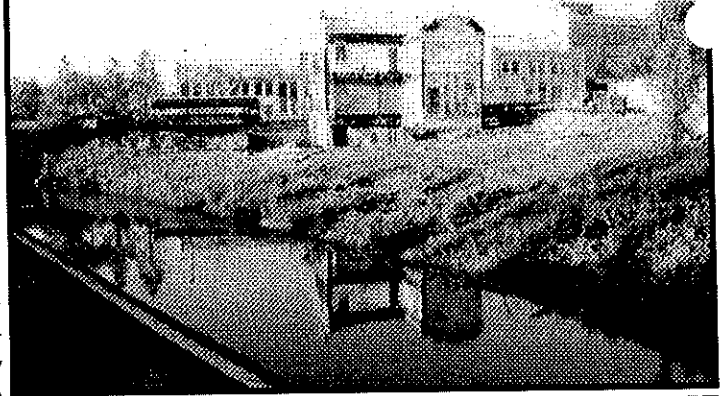
At Saturday night's banquet, Jack Gieck, was honored for his Lifetime Achievement. He has produced three videos on Ohio's canals as well as having written *A Photo Album of Ohio's Canal Era: 1825-1913*.

A variety of events were offered on Sunday. These included hikes to other locks, an aqueduct, and a museum tour.

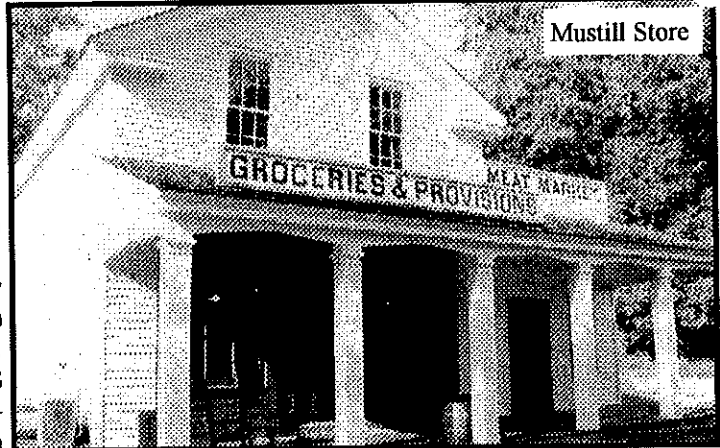
CSI members attending: Scott Bieszczad, Nancy Gulick, Don & Betty Haack, Lynette Kross, Bob & Dot MacIntyre, Mike & Tom Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Bruce & Kay Sheldon, Neil Sowards, and Larry Turner

Photos by Bob Schmidt

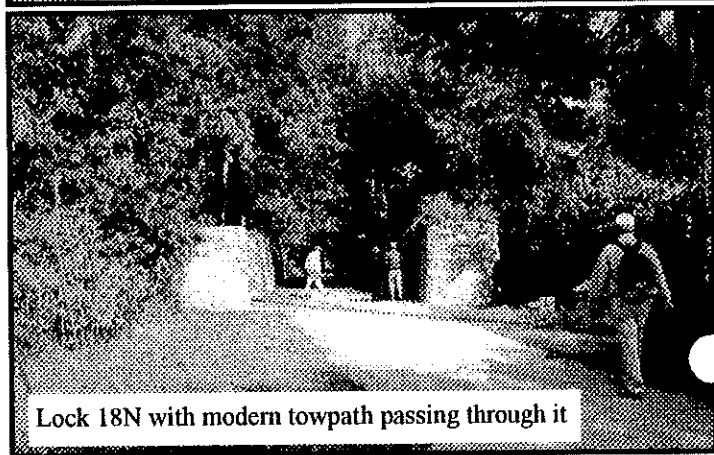
Richard Howe House on O & E Canal



Lock 2N and bypass



Mustill Store



Lock 18N with modern towpath passing through it