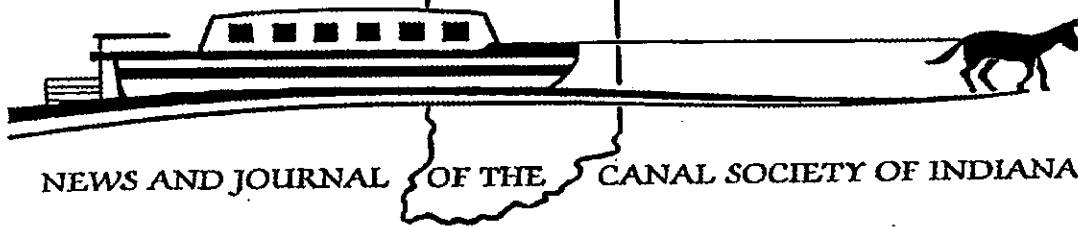


THE
HOOSIER-PACKET

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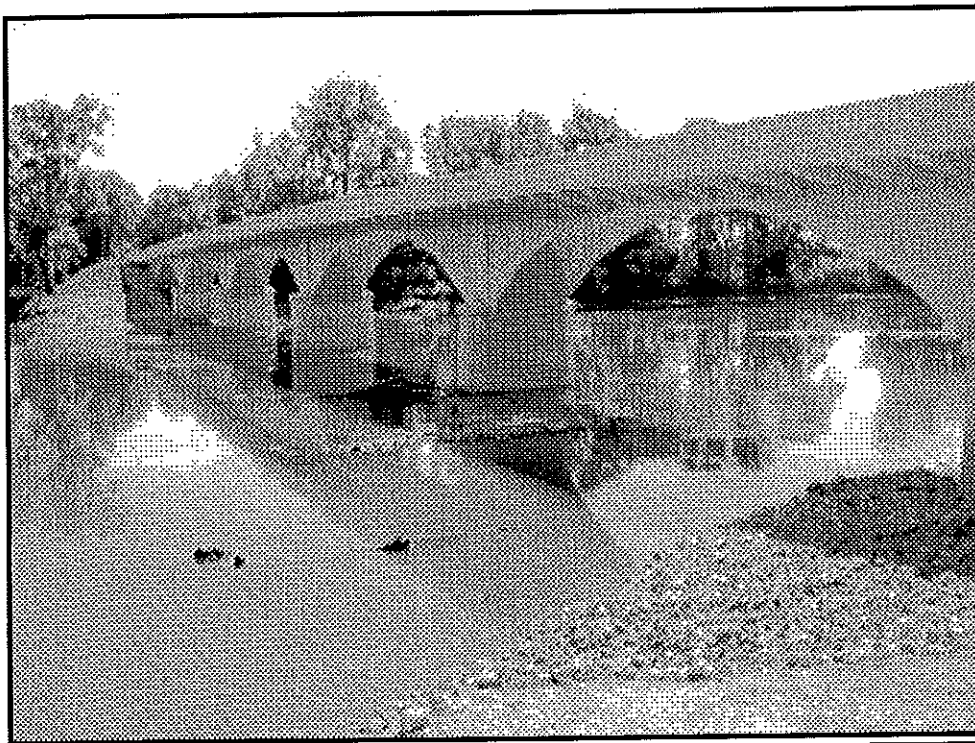
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 7 NO. 2

P.O. BOX 40087 FORT WAYNE, IN 46804

FEBRUARY 2008

LAND DONATED



Property donated at the north end of the Carrollton Bridge across the Wabash River will be developed into a park, boat launch, and a loop trail with signage about the Wabash & Erie Canal locks and Mentzer Taven once located there. Photo by Dan McCain

Features

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27. News From Delphi: Winton Crosses Stearns Truss, Canal Boat Project Awarded Funds, Lobby Murals To Be Completed, Canal Christmas Held
28. E-Bay Document, Welcome New Members

THE CANAL CROSSING AT CARROLLTON IS SPECIAL

By Dan McCain

Though many know where Carrollton Bridge is located, 4 miles north of Delphi, probably few really know the significance of this historic site. At one time this site was a busy Wabash & Erie Canal crossing of the Wabash River in the slackwater created by the Great Dam 4 miles downstream at Pittsburg. Soon the features of this early transportation system will be brought back to be interpreted for the public's better understanding.

EDITOR: CAROLYN SCHMIDT

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THE HOOSIER PACKET - FEBRUARY 2008

The tract on the east side of the bridge was donated by Dick and Polly Grantham and their two daughters, Susan Grantham and Janet Israel. The tract on the west was donated by brothers Curtis and Richard Johnsen from Texas. Deeds to these adjoining parcels go to the Carroll County Wabash & Erie Canal Association. These tracts are on Towpath Road at the north end of the county's rehabilitated Carrollton Bridge.

The original Grantham land holdings in this area north of the Wabash River go back to the beginning of land sales by the government in the 1830s before the Wabash & Erie Canal was built. This man-made waterway changed the landscape and pioneer settlement by the time it reached Carrollton.

Fort Wayne was the beginning point for canal construction in 1832. Ultimately the route reached all the way from Toledo to Evansville by 1853. This site was the only Wabash River crossing of the canal's mainline in its 468 mile length.

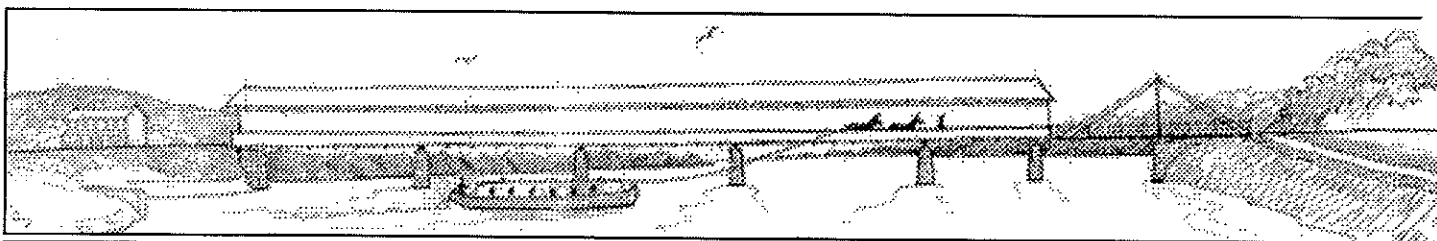
The Grantham descendants on both sides of Towpath Road are giving back land to the local canal entity focusing their desires to commemorate the history of this site. Important landmarks are the Mentzer Tavern on the east where Dick and Polly operate farmland and

Lock #32 on the west where Curt and Richard Johnsen also have farmland along the river. An interpretive trail loop, picnic area and public parking will be available.

These generous gifts of land are being recognized by the Canal Association at this time. Local Attorneys Barry Emerson and Kurtis Fouts provided pro bono services for deed preparation. This winter and spring development of the historic points of interest are contemplated before calling for a public onsite dedication in June 2008. The celebration will coincide with the Carroll county's dedication of the refurbished Carrollton Bridge next Father's Day.

Planning for the historical interpretation of these two sites will be completed this winter. Signage supported by a grant from the Canal Society of Indiana (CSI) will highlight the unique features and untold stories about the creation and operation of the canal through this land.

The Grantham parcel will be called "Grantham's Landing," feature a canoe launch ramp beside the bridge approach with a picnic area and Mentzer Tavern signage. The Johnsen brothers' parcel will be named for their late mother Mary K. Grantham-Johnsen and be called "Mary K's Overlook."



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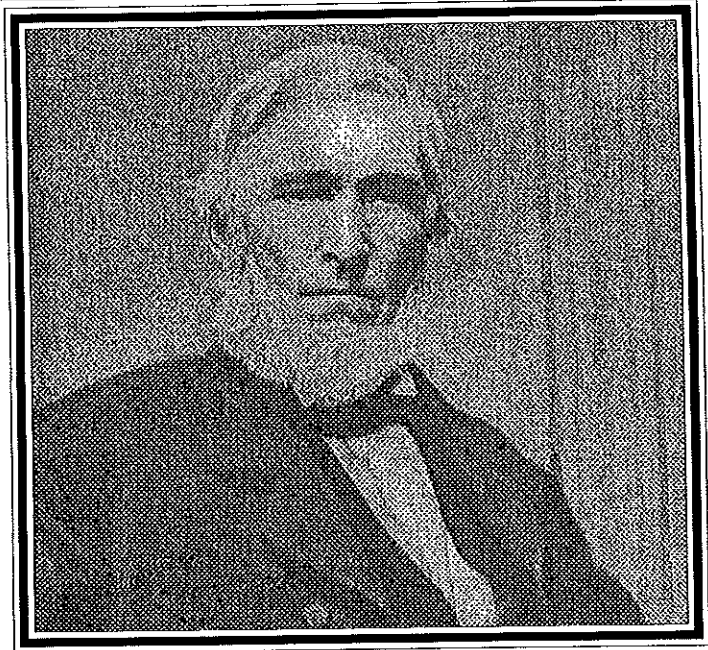
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CANAWLERS AT REST

HENRY TAYLOR SAMPLE

b. September 20 or 29, 1805
d. February 19, 1881

By Carolyn I. Schmidt



Henry Taylor Sample was born near Middletown, Butler county, Ohio, to John and Ann (Taylor) Sample on September 20, 1805. John Sample built a saw mill and a grist mill near Middletown where he manufactured flour. He then moved and built Coldrain Mills at Coldrain on the Big Miami River. In 1818 he and his family, including 13 year old Henry, moved to Randolph county, Indiana. There they settled on the White River, built a mill, and started to cultivate a farm on land that was known as the "twelve-mile purchase" on the Indian Reserve line. John and Ann later moved to Henry county, Iowa where they died of cholera in 1851.

Early in life Henry learned about commercial enterprise by selling products from the mill and farm to settlers in Indiana's interior known as the New Purchase. This included the area where Indianapolis is located today. The products were floated down the White River on flatboats.

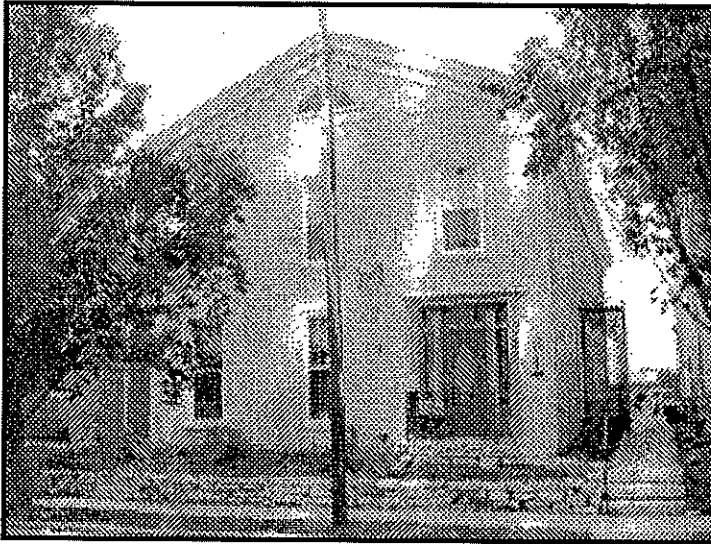
As the farm and mill's production increased, new markets had to be opened and Henry extended his trade to the Mississinewa river in the Miami Indian country. A distance of eight miles had to be covered by wagons loaded with flour, grain, lumber and vegetables in order to reach the Mississinewa where the products were loaded onto flatboats and sold to the settlers along the upper Wabash river.

In 1822 Henry began an apprenticeship in tanning and currying in Randolph county while continuing his river trade. In 1825 he extended one of his trips down the Wabash river landing at Lafayette, which had just been surveyed and platted one week before. He was impressed with the surroundings.

Early histories describe Henry as a big man in several ways. He was six feet one inch tall and weighed two hundred and twenty-five pounds. He was also a man of unusual intellectual strength with a large executive ability. He had a kind disposition and was an inviting companion. It was no wonder that Sarah Sumwalt fell in love with him.

Sarah Sumwalt was born to Gottfried and Barbara Kleinfelder Sumwalt on August 30, 1802 in Baltimore, Maryland. She and Henry were married in 1826. Two to three years later they moved to the new town of Lafayette, Indiana. By then he had acquired the necessary experience in trade and the skills of a tanner to open a tannery, which was very successful and operated in conjunction with his other enterprises until 1854. In 1833 Henry began to slaughter hogs in connection with his tannery. This would become the Sample Pork Packing Company.

In the late 1830s, a relatively plain Federal/Greek Revival style gable-front house was built for Henry and his family. It was located on the southwest corner of Ohio (now Third) and Alabama streets in Lafayette. Later Robert Sample, Henry's son, sold it to Julia A. Broderick on September 9, 1895. Sometime around 1896-97 she remodeled it. She sold it to Ira J. Howe and William H. Shipley on October 22, 1897. They sold it to Daniel and Mary A. Naughton around 1903. In the mid-twentieth century it was divided into apartments and eventually was so poorly maintained that it faced the wrecking ball around 2000. However, since it was Lafayette's oldest house at the time, it was moved 67 feet to the south in November 2002 to 108 S. Third and renovated for commercial and apartment use. The property on which it had stood was developed



Henry Taylor Sample's home as it appears today.

as Sample Run, a mixed residential-commercial project.

As Henry's tannery and hog slaughtering business grew he went into partnership with Joseph S. Hanna in 1842 establishing Sample & Hanna, a firm which slaughtered and packed pork and beef. This plant was located at the foot of Chestnut Street on the west side of the Wabash & Erie Canal, between the canal and the Wabash River. It gained a high reputation.

On May 7, 1846 a legal notice ran in *The Tippecanoe Journal and Free Press* for the Tippecanoe Circuit Court from May 5. It notified Eliza McCullaugh and Samuel McCullaugh, who were not residents of Indiana, to appear before the Judges of the Tippecanoe Circuit Court on the second Monday in June next. They were defendants along with Philip Harter, James Harter, John V. Harter, William C. Harter, Joseph N. Harter, Sarah M. Harter, George W. Kirkpatrick, John Taylor and Elijah Moore in a suit filed by Joseph S. Hanna, Henry T. Sample, and Clark Williams. This was probably in relation to the firm of Sample and Hanna. We don't know the results.

Sample and Hanna sold their products as far as the eastern seaboard and New Orleans. Henry is known to have taken several cargoes of pork and lard on flatboats via the Wabash, Ohio and Mississippi rivers to New Orleans and once there making a good profit on their sale.

The process of flatboating was described by Julia Henderson Levering in her book *Historic Indiana* published in 1909 as follows:

"...the flatboats, which were shaped like scows, sometimes having a shed over the centre of the craft. Of these useful boats, so well adapted to the shallow

stream, it was quaintly said that they drew about as much water as a sap trough, There was a long steering oar at the stern of the boat, and a sufficient number of side oars to propel it, with the help of a pole, which was handled by a man who stood in the stern, to push over sand-bars and obstructions. Wags used to say that these boats, in going down-stream, managed to keep up with the current, Coming up-stream, the boats were cordelled, as the French boatmen had named the process of towing by hand. There was scarcely a man of large undertakings but shipped his fleet of flatboats, rafts, and scows down the Mississippi to market. There he sold his produce, bartered for supplies for his neighborhood, and came back by rowboat, or mayhap [may have] walked the entire distance home, as did Abraham Lincoln. Mr. Henry T. Sample, a veteran pork packer, told the writer that he had walked from New Orleans to the Wabash country sixteen times.

"...Pork-packing for export to the seaboard was, during the winter season, the most lucrative industry of river towns, and it laid the foundation of many early fortunes. Three hundred barrels of pork was the usual load for the average flatboat, and that product was one tenth of the export trade, and another tenth was lard....

"Many boats were collected to make up these fleets. It took nearly a month to pole this type of craft to New Orleans, and the merchant capitalist generally accompanied his cargo and crew. The flatboats were generally sold or abandoned at the end of the journey."

Henry was probably ecstatic when the Wabash & Erie Canal was opened from Toledo, Ohio to Lafayette, Indiana in 1840. He could ship his products by canal boat to the east and not have to travel with the boat or sell the boat when it got to its destination. Unfortunately he could not give up flatboating until 1853 when the canal was finally opened to Evansville, Indiana on the Ohio River.

As Henry's sons grew up, Hanna's name was dropped from the firm's name of Sample and Hanna. It became known as H. T. Sample & Sons.

Henry was a very square dealer. He gained the confidence of all with whom he dealt. During hard times or panic men would place their extra money with him and receive a receipt rather than risk it in the banks. He helped those who were struggling to better their lives if he deemed them worthy.

In 1854 when the Republican Party was organized, Henry joined it and stayed with it for the rest of his life. He had been a Whig since his early life. He had no political aspirations or wanted to be active in the management of politics. He was more interested in his business ventures and the agriculture of Tippecanoe county. However, he was one of the early members of the com-

LAFAYETTE 1876 MAP

Wabash & Erie Canal

Greenbush Cemetery

Clark & Bartholomew

Saw Mill

Hull & Spencer

Flouring Mill

John Purdue Block

Canal Basin

Yandes Mills

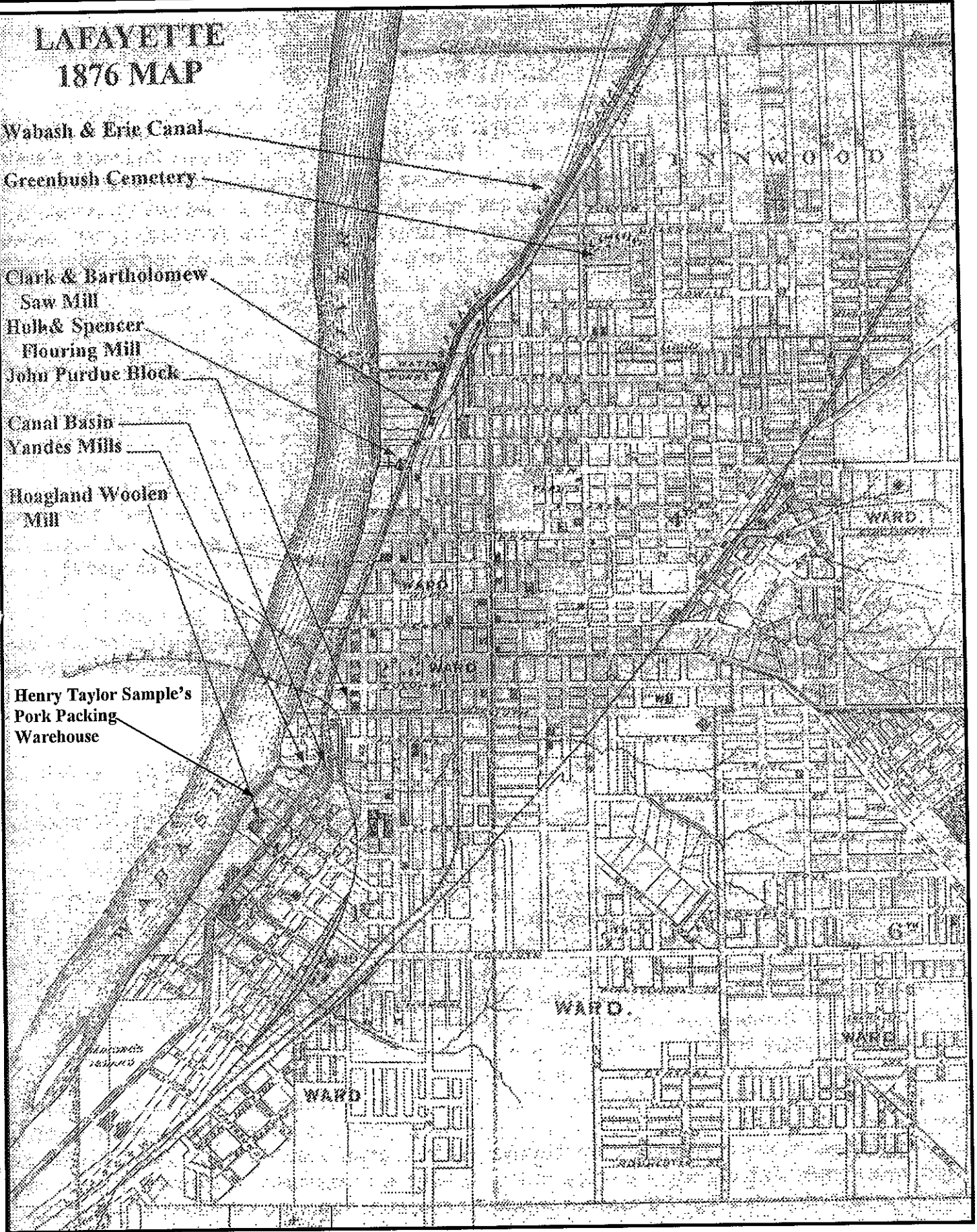
Hoagland Woolen

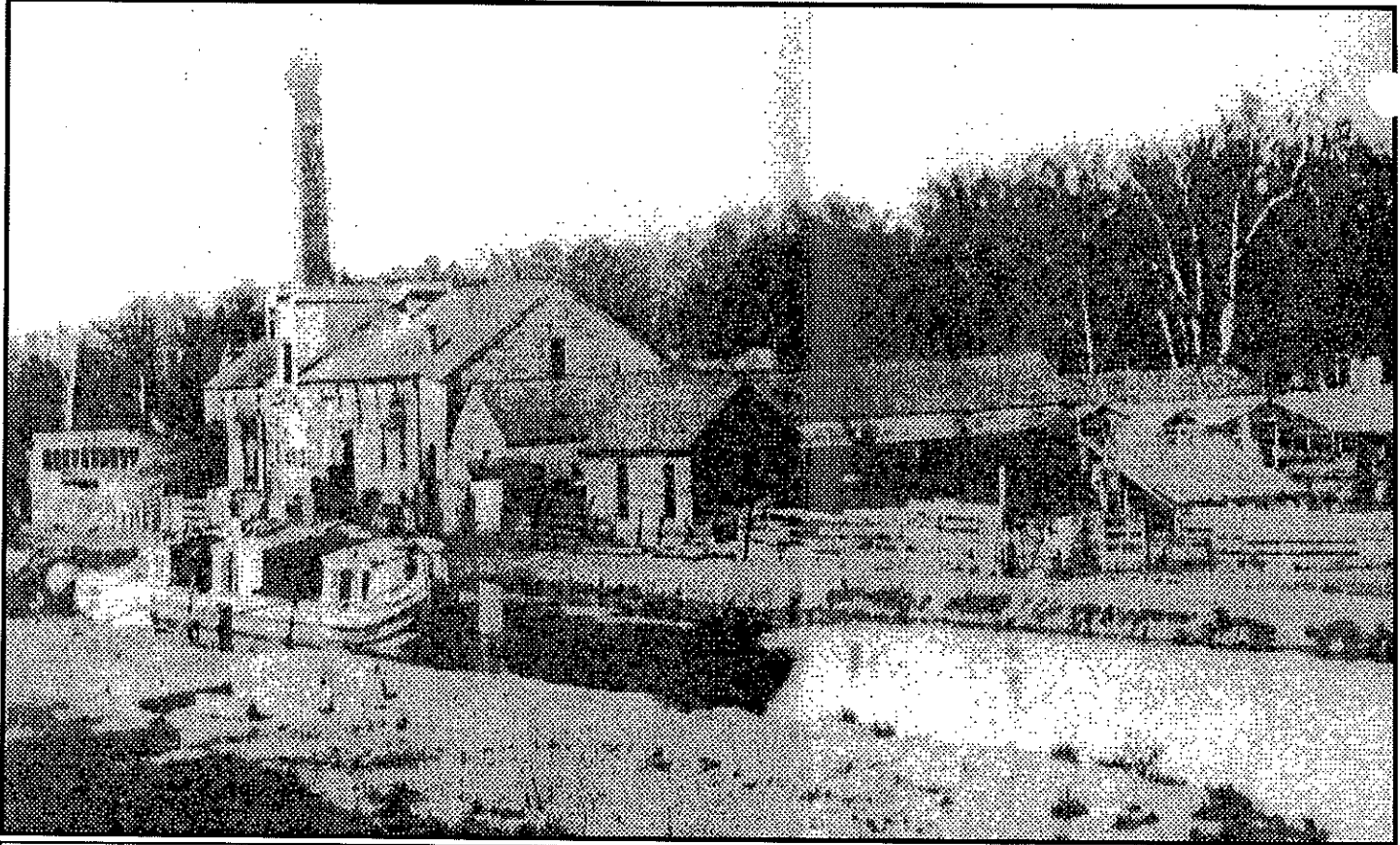
Mill

Henry Taylor Sample's

Pork Packing

Warehouse





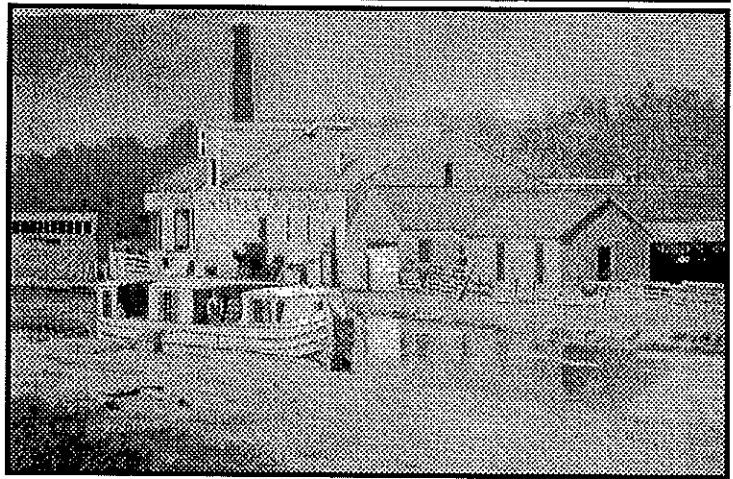
Henry Taylor Sample shipped packed pork and beef from this packing house, which he owned, by this canal freight boat on the Wash & Erie Canal. The building was built in 1862, eight years before this photo was taken by P. W. Wolever. The 23 men employed here dressed 1,170 hogs a day. The barrels or chimes of pork were loaded onto the open deck of the boat located between the back cabin and mule stable and the mule stable and captain's cabin in the front.

mon council of Lafayette and the State Board of Agriculture.

In 1858 Henry purchased a large farm in Benton county on the Grand Prairie and converted it into a livestock farm. Of all his enterprises he loved this pursuit the most and marketing the cattle was highly profitable.

On April 16, 1861 the Tippecanoe County commissioners appropriated up to \$10,000 to support the families of men who volunteered to fight in the Civil War. Henry was named to a committee to disburse the assistance. Also on the committee were Owen Ball, Lewin Falley, Robert Heath, M. Holstein, William Levering, Martin L. Pierce, John B. Ruger, and Israel Spencer.

Henry also quartered the Confederate prisoners, who were brought to Lafayette in February 1862, in his pork packing warehouse. They were to be quartered originally in W. K. Rochester's "Old Red Warehouse," but it was too small. They were removed to Walsh Hall on South Street and Sample's pork house. Prisoners could see daylight showing between the cracks of the rough siding of the pork house. Before long they came down with "camp diarrhea," typhoid and pneumonia and



Terry Lacy painted this mural that hangs in the Canal Interpretive Center in Delphi, Indiana, from the Wolever photo.

were transferred to the city's 70 bed South Street Hospital.

The National Banking Act was passed as a measure in 1863. That year the First National Bank of Lafayette was organized with Henry T. Sample as one of the organizers.

In 1867, Henry was solicited by the leading farmers in the Lafayette area to become the president of a group organizing a small county fair. He had been trying to get something like this started for awhile and gladly took the position. The group met for three years with Henry as its leader and then disbanded. However, the idea eventually led to the creation of the Tippecanoe County Agricultural Association, which became the largest and most successful of its kind in Indiana. From its inception, Henry was a big supporter. He offered to find suitable grounds for holding their meetings if they could raise \$10,000. They did, he did and he became its first president serving in that capacity until his death.

Henry's interest in banking continued. In July 1869 Henry was the vice-president of the Lafayette Savings Bank.

It seemed that every business venture Henry began was successful and he amassed a small fortune. He seemed to have sound judgment and unflinching foresight. However, just as things were going well, he was persuaded to invest in manufacturing enterprises not associated with his other businesses.

In September 1869 Henry T. Sample and Moses Folwer organized the Lafayette Manufacturing Company. They built plows, corn planters and other farm implements in a block of buildings. This complex was comprised of a four-story brick and stone, 166-by-46-foot main building with a steam-powered elevator, a 60-by-46-foot blacksmith shop, engine room, store room and "necessary outbuildings" according to Lafayette's *The Courier* of May 13, 1870. This complex became known more simply as Sample's Plow Works. He was in competition with John Purdue's Lafayette Agricultural Works more commonly known as Purdue's Plow Works. Purdue gave the land for Purdue University.

These other enterprises in which Henry invested proved to be disastrous. He lost the small fortune he had accumulated over a 50 year period.

Henry and Sarah Sample had eight children, three who died in infancy. Those who survived were:

John Godfrey

- b. November 28, 1828 Randolph Co., IN
- m. Drucilla Bartholomew November 15, 1853
- d. September 19, 1890 Lafayette, IN

Isabelle Dunbar (elsewhere recorded as Estella)

- b. December 26, 1831 Lafayette, IN
- m. Henry Taylor 1852 Lafayette, IN
- d. November 26, 1918

Robert W.

- b. September 2, 1833
 - m. Elizabeth Anderson October 31, 1855
 - d. November 16, 1924
- Partner to his father in all enterprises and became president of the First National Bank in Lafayette in 1889.

Boyes Taylor

- b. 1836
- m. Fanny Stevenson
- d. November 29, 1886

Sallie A. (Sarah)

- b. 1845
- m. David McBride
- d. December 23, 1923

The 1860 Federal Census shows their children Boyes (age 23) and Sarah (Sallie age 15) living with them as well as Kate Powers (age 28), probably a housekeeper. The 1880 Census shows their daughter Sallie McBride (age 35) and her children Belle (age 15), Robert (age 13), and Spears (age 11) living with them as well as Bridget Clark (age 35), probably a housekeeper.

Henry and Sarah stood side by side during good and bad times. They were members of the Methodist Episcopal Church through which they provided relief to the distressed with their charity. They celebrated their 50th wedding anniversary in 1876, which was unusual for that time when people died younger.

In 1877 Colonel R. P. DeHart issued a meeting of soldiers at which a resolution was presented and adopted requesting all soldiers to meet at the Tippecanoe County courthouse to participate in the funeral of the late Father John Doffin. The following day escorts "were formed in the courthouse yard and marched to the Market space. The procession was headed by the police, followed by the Guards, next came old soldiers, numbering about half a hundred or more. Among them were noticed General Reynolds, Henry T. Sample, The remains were interred in Greenbush Cemetery." This would have been quite a long walk for a man of Henry's age.

Henry was a member of the Indiana State Board of Agriculture for the last eight years of his life. They sought and accepted his council taking great value in it.

Henry Taylor Sample died on February 19, 1881. Sarah died on February 25, 1886 in Lafayette. A search of Tippecanoe County cemeteries' burial records found no listing for his burial site. If anyone knows where he is buried and can take a picture of his grave stone, we will publish it in an upcoming "Hoosier Packet."

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I AM A HOOSIER

By Robert F. Schmidt

Living in Indiana we are used to being called "Hoosiers." I always thought that it was derived from our frontier experience of calling out "who's there" or was somehow related to the type of corn we grow here. After reading an article about researching the term "Hoosier" by Jonathan Clark Smith, professor of English at Hanover College, I have learned that the term refers to the early boatmen along the Ohio River and was later applied to the canal boatmen. For details of his research see the June 2007 article in the *Indiana Magazine of History*.

The oldest known reference to the term "hoosier" occurs in a February 11, 1831 letter from a Cincinnati man, G. S. Murdock, to John Tipton in Logansport, IN. Murdock wants to use his new steamboat 'The Indiana Hoosier' to bring staples to Logansport if Tipton will agree to give him a contract.

Other uses include a reference to a political race as a "Hoosher," again a boat reference. The *Wabash Herald* on July 2, 1831 referred to Noah Noble as a "Hoosher" in his support of the Wabash & Erie Canal being proposed. Other references including a poem called "Carrier's Address" clearly associate Indiana farmer boatmen with the term "hoosier."

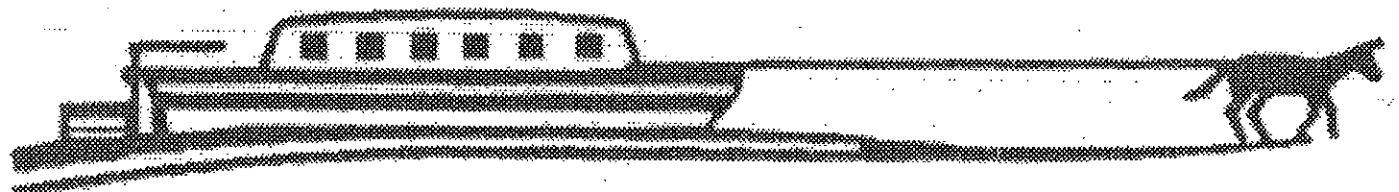
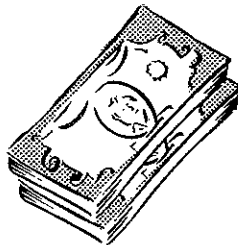
Smith concludes: "Thus, known evidence suggests a word of relatively recent coinage, sometime around 1830, associated for some reason with Indiana flatboat or steamboat farmers, given currency by the Wabash-Erie Canal issue, and then rapidly embraced statewide after a celebrated poem on the first day of 1833."

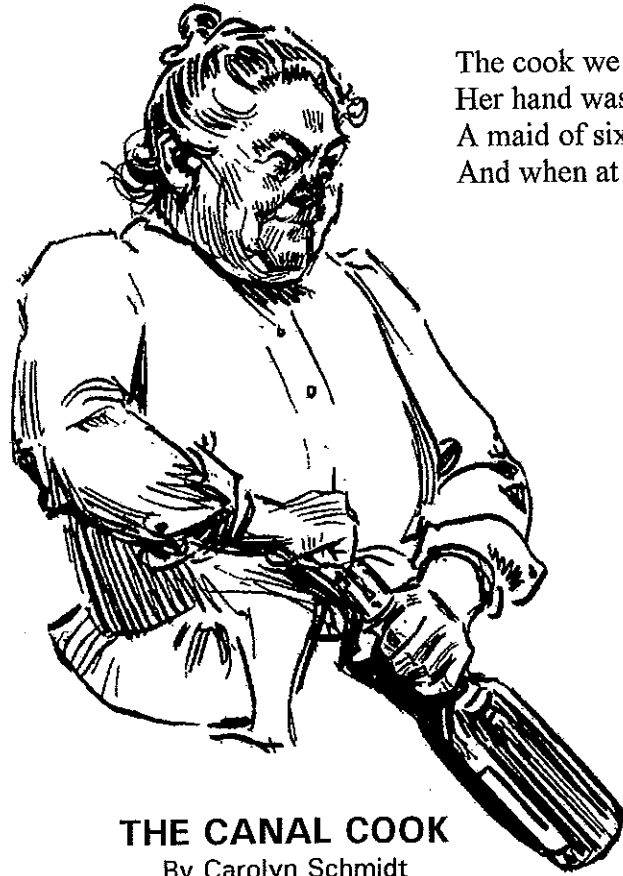
When the Canal Society of Indiana created its new monthly journal of historical information for our membership, we very appropriately adopted the name *The Hoosier Packet*. We knew the word "packet" referred to a passenger canal boat that carried packets of mail, but we didn't know "hoosier" referred to a boatman. Thus the name *The Hoosier Packet* could not have been a better fit. Today canallers, boaters, farmers, and all other residents of Indiana are called "Hoosiers" and are proud of it.

DUES OVER DUE?

This is your last issue!

January 1-December 31, 2008
\$25.00 single/family
Remit to: Canal Society of Indiana
PO Box 40087
Ft. Wayne, IN 46804





THE CANAL COOK

By Carolyn Schmidt

The canal cook was often maligned by her fellow canallers as seen in the three songs above, which were found in *The Canaller's Songbook* by William Hullfish.

What was life like for a cook on a canal boat? Interviews with canal cooks Sarah Sells, Clara Shaughnessy, Sophia Pohler and Margaret Shank as well as others give us some insight. The first two interviews were published in the *Indianapolis News*.

Sarah Gonzales Sell, age 75, relates that she was the daughter of Mr. and Mrs. John Vroom, natives of Holland, who resided in Newark, New Jersey on July 18, 1827, when she was born. They moved west settling in a small village north of Cincinnati when Sarah was five years old. Later at that place Sarah married John Gonzales and had a son, Enoch Gonzales. After John's death, Sarah followed her twin sister, Mrs. Henry Dittenhaver, to a job on a Miami and Erie Canal packet boat owned by the Dittenhaver family. There she met Valentine Sell and fell in love with him. Since Valentine didn't have the means to marry her, he went to work on the Whitewater Canal in the 1840s. In a period of a few years he became the master of the Aetna, which made two-week long round trips between Cambridge City, Indiana and Cincinnati, Ohio. He sent for Sarah to work as cook on the boat.

"From Buffalo To Troy"

The cook we had on board the deck stood six feet in her socks,
Her hand was like an elephant's ear, and her breath would open the locks.
A maid of sixty summers was she, who slept upon the floor,
And when at night she'd get to sleep, oh sufferin', how she'd snore!

"A Trip On The Erie"

The cook she's a daisy, she's dead gone on me,
With her fiery red head, and she's twice twenty-three,
She's cross-eyed and freckled, a dumpling and a pet,
And we use her for a headlight at night on the deck.

"The Er-i-e"

Our cook she was a grand old gal,
She wore a ragged dress,
We hoisted her upon the mast,
As a signal of distress.

In an article by CSI member, Phyllis Mattheis of Cambridge City, Indiana, she writes that in 1861 Valentine and Sarah were married. She was 34 and Val was 42 years of age. Following the marriage she "became the stewardess and worked for five years, cooking for the crew and also standing her trick at the tiller." Phyllis goes on to say that "It's written that there was no better steers(woman) on the canal!...she was on the last boat that ran on the canal, operated by her husband... the canal here [Cambridge City] was not kept up and there were many breaks in the bank."

Elbridge Gerry Vinton, proprietor of the Vinton House, a canal and National Road inn in Cambridge City told of his friendship with Sarah "Sallie" Gonzales Sell. She and Vinton were in their eighties at the time of the interview.

Vinton had two daughters, Lillieore and Florinne Vinton. They too were fast friends with Mrs. Sell, calling her "Aunt Sallie." Vinton fondly remembered his little girls playing near the rear dooryard of the old Vinton House where flowers and grass grew in profusion. Alongside the yard was the basin/end of the Whitewater Canal. There they awaited the arrival of the "Aetna" because they knew that Sallie Gonzales would have freshly baked bread for them. They would visit with her while Valentine Sell, captain of the boat, conducted business with their father. They cherished these visits and were greatly disappointed when the Indiana Central railroad destroyed canal traffic and the canal was abandoned in the 1860s. In later life the girls encouraged Aunt Sallie to visit their father to reminisce and entertain him.

Vinton said that in the 1850s Sallie was the widow Gonzales and was the cook on Captain Sell's fast canal boat. She had a charming personality and was a "great favorite along the route." She was particularly a favorite of his daughters. When the Aetna came "to port there was rejoicing among the youngsters, for she was always baking when the Etna [sic] reached the Cambridge City end of the canal. The widow always invited the children aboard to enjoy some warm bread, butter and jelly."

The Vinton recollection differs from Sarah's interview about when she and Sell were married. His article says that, "when the canal was abandoned and the "Aetna" made its last trip to Cambridge City, Sallie Gonzales "stepped out on the towpath at Cambridge City and confronted Captain Valentine Sell, the owner, with a business proposition." It was something like this:

"Captain Sell, you're single. So'm You need a wife. I need a husband. The old canal's done for an' we've got to hustle some other way. Let's hustle together. You need me an' we might as well get married."

"Cap'n Valentine Sell accepted the proposition in a business-like way and they hustled off to a 'squire and were married....They lived nicely in an humble cottage in Cambridge City until a few years ago, when the old captain died. It is told here that Mrs. Sell used to swell with pride over her achievements as a cook and housekeeper, a thing she had reason to do, and say: 'Valentine, you've got an awful good wife.' To which Valentine would always laughingly reply: "Yes Sallie, I have - sometimes."

Sarah said that the canal boats would race occasionally, but there was no fighting on the Whitewater Canal. The Sells' boat was trapped in the Cambridge City basin when the Indiana Central railroad bridge was built. Other boats were likewise trapped in the wide east-west Church Street basin located one block south of the National Road. They were stripped of their useable timbers and buried in the basin. Since the Aetna could no longer travel the canal to the south, the railroad company purchased the boat and its skeleton remained in the basin.

Valentine purchased the Grey Eagle livery stable and later a barn, which he operated as a livery and training barn for high class harness racing horses. He also ran a retail liquor business. He died unexpectedly on March 26, 1902 while chatting with friends at the stable. He was 83 years of age and left Sally well off financially.

Sallie lived out her life in the little cottage keep-

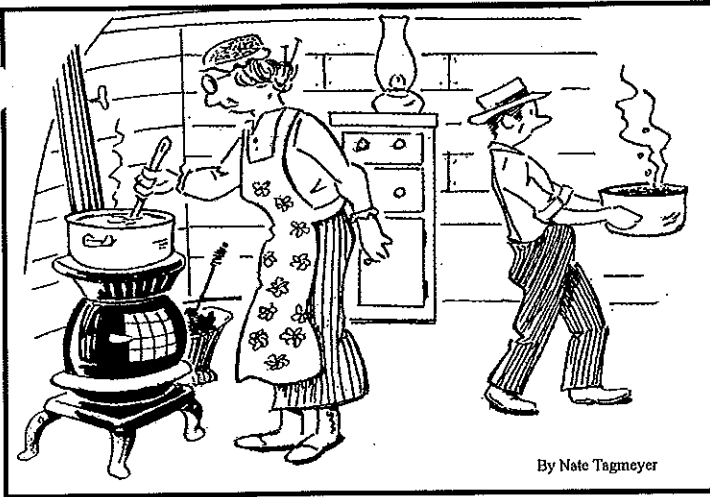
ing it neat as a pin. She even made beautiful rugs to place on the floor on which her numerous pets rested. They kept her company and she gave each one a biblical name according to the traits of the character in the Bible. For example, she called her cat Esau because she couldn't keep him at home.

Sallie retained her old fashioned customs. She delighted in telling of the fun she had back in the canal boat days. "She places quaint construction of some parts of the English language and amuses her friends with it. Not long ago," said Vinton, "she had her picture taken and when asked who made the negative, replied, 'My son Enoch took it, took it with one of these common little krodykes.'"

Sarah "Sallie" Gonzales Sell died at the age of 91 in March 1918. She was buried in Riverside Cemetery in Cambridge City beside Valentine and in front of her sister Margaret Dittenhaver.

Another canal cook, Mrs. Elizabeth Kramer, reminisced. F. S. Bash, the reporter asked, "Didn't you folks once own a boat on the old Wabash and Erie canal?" and she replied, "Yes, we did. We were on the canal seventeen or eighteen years. Our boat was the Eldorado. It had two cabins, one for the captain and family and the other for the crew. It was much like Cheesebro' Red, White and Blue, Yes, we ran between Toledo and Terre Haute. The men and mules worked in shifts of six hours. The mules and horses used on a boat soon learned their places and would jump in and out without urging. There were two steersmen. They worked turn about. I cooked for the crew and sometimes shippers would take meals with us. I cooked more than one dinner for John Kenower and Ed Ayre. They bought logs and lumber down below Peru and shipped with us. One day they helped eat a head of cabbage that weighed twenty pounds. Captain Kramer bought it at a country fair in one of the towns."

When Mrs. Kramer, age ninety-seven, was asked which was the happiest and which the most miserable experience in her long journey of life, she thought a moment and said, "I believe the most trying times were when we were on the Delaware and Hudson [canal]. We were in mortal dread of the Schuylkill Rangers. Oh, but we feared them. They were bad bands of outlaws, ruffians and desperadoes who wore strange garb and peculiar sashes. They would hold people up, commit any crime that came in their way, then escape to their hiding places in the hills. Then I think of another thrilling experience that came to us one night near Napoleon, Ohio. when we locked over from the canal into the Maumee river to take on a cargo of cord-wood. Our boat was tied up on the river and Captain Kramer allowed the crew to spend the night in a town nearby. It left only him and



By Nate Tagmeyer

me and our little son Henry, then ten years old - but he remembers it well - to stay with the boat until the men got back next morning. A fierce storm came up in the fore part of the night and the waves in the river, which is about three-quarters of a mile wide there, tossed our boat and broke the lines setting us afloat out on the river in the black darkness. We expected the boat to be torn to pieces any minute leaving us to perish in the river. The boat finally struck a sand bar. In the meantime we had thrown out twenty cords of wood so she would ride higher, and on the bar we held her with pike poles until rescued the next morning. It was indeed a night of awful terror to use. But taking my life all through, I cannot say that I ever wanted for any of the necessities of life that I know of and except for that one experience in the Maumee, I believe the happiest years of my life were those spent on the good old Eldorado, floating back and forth between the long stretch of miles between Toledo and Terre Haute."

Not only did Elizabeth cook for canawlers, she also cooked for railroad men. She and her husband Ed Kramer came to his cousins in Indiana by canal packet boat to get a job on the railroad. They moved into a big log building east of Huntington on December 16, 1849 near where the railroad was being built and became the cooks for 24 railroad men. Elizabeth recalls, "Ed and I each got a dollar a day. The railroad boss paid for the stuff to cook. The meals were much the same each day and consisted of pickled pork, potatoes, kraut, beans, onions and New Orleans molasses. He would not furnish butter, sugar or tea, but we had coffee. I did the baking and used three barrels of flour a week for bread and biscuits. One day I was baking a few pies for Ed and myself and the boss happened along. 'What you doing?' he asked. Baking a few pies, I told him. 'What for?' he asked. Why, to eat, of course, I said. 'Well, it will be all right if I can have a piece, too.' he said, but that was the last pies. And do you know, they had to have a barrel of whisky for those hands. They would come in and drink a small cupful four times a day."

Mrs. Clara Shaughnessy, who was a "bound girl" in her early life, married Peter Purcell and honeymooned to Lagro, Indiana, staying a few days there with Peter's brother-in-law Warren Bartholomew, a section foreman on the Wabash. They then settled in Wabash, Indiana. Her husband often was drunk and beat her up so she left and eventually ended up in Toledo. There she was hired by Mr. and Mrs. Scantlin to cook on their canal boat. She recalled, "It was getting late in the fall and I only got as far west on my first canal trip at Antwerp, [Ohio] where we froze up. The boat was called the 'McIntosh.' It so happened that the pilot on the McIntosh was John Shaughnessy. He took a shine to me. I had learned that Peter Purcell had secured a divorce on the grounds of desertion. I told John I was going back to Toledo to winter. He said what's the use to do that. What do you say to us hitching up? Now that was what I called rather sudden. [sic] I gave him no answer. One day Capt. Scantlin and John went over to Paulding [Ohio] and when they returned, showed me a marriage license. They said it all goes in a lifetime and we might just as well tie up and be done with it. So we went over to the Methodist preacher's and were married. The following spring John and I hired out on the 'Sam Buchanan,' a boat named after a well known business man of Huntington [Indiana]. John was steersman and I was cook. The next year we went on the dredge boat that removed sandbars and made repairs where leaks in the tow-path occurred. In some cases it kept us in one location for several weeks. We would call on farmers to purchase supplies and that way we became acquainted with folks and formed lasting friendships."

While Clara was purchasing butter, eggs and vegetables for the dredge crew at Lydia Rose's home, visitors arrived and were invited to stay for supper. Clara helped out by baking biscuits for them and then returned to cook for the dredge crew. Fifty-five years later the lady visitor saw Clara again and said that Lydia had told her that "that woman who was here when you came, is cook on a boat and she is a good one too. She comes here often and we think the world and all of her."

Sophia Case Pohler relived her past saying that she arrived in Huntington via canal boat. She married Gottlieb Pohler on January 14, 1866, who had a share in a mill. "After two years, my husband sold his share in the mill and went back to boating. I did the cooking for the crew. Our boat was called 'Laura of the Maumee.' I did not find life on the canal to my liking. I did not mind the cooking, although being over the stove when the weather was hot and the sun beating down on the boat was hard to endure, yet the thing I disliked more than anything else was the rough behavior of some of the boat hands. Of course they were not all that way, but some used bad language that I hated to hear. And some of them thought nothing of hooking things along the

way. One time a goose was caught by one of the crew and he brought it in saying we'd have a fine roast. But my husband would have none of it. He said it was wrong to take other people's property and he made the boatman turn the goose loose."

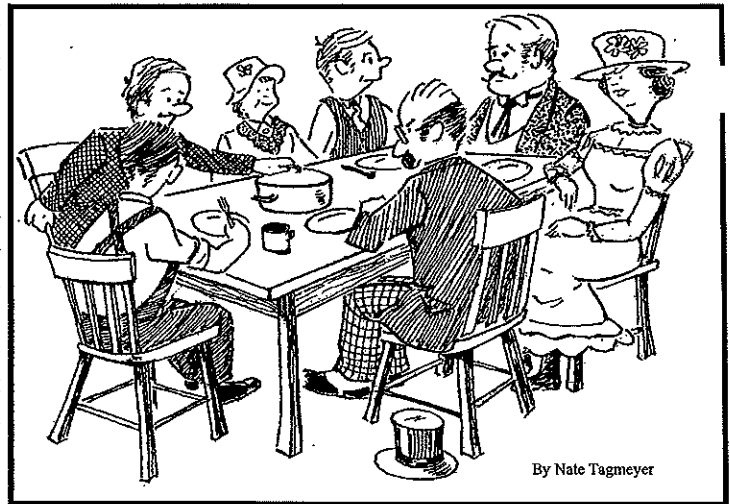
"Down at Toledo, where we had to transfer from the canal into the Maumee river when going in, or when coming out leave the river channel, I can remember a big bridge and a dangerous place for the rope to swing over. Sometimes bad accidents would happen there. If the rope was allowed to slack and kink where it was intended to skip over some timber, it would get fast and the moving boat would jerk the mules into the river. So a man would sit on the bow of the boat with an axe in his hand ready to cut the rope if it failed to slip over. If it happened there was no man to spare, it fell to me to hold the axe. I tell you it made me nervous and scared. But I didn't have to cut the rope."

Sophia's husband's nephew, John Henry Pohler, told how food was swiped by canal boatmen. "It seemed to be an unwritten law among boatmen that the first three rows of corn and potatoes in fields next to the canal belonged to the boat crews. Geese loved to frequent the lazy flow of water in the canal and at night would line up on the towpath to roost. Many of them lost their heads and furnished roasts on the boat. Small fat pigs often went the same route to roasting ovens. Cows pasturing near the canal would get milked, the boat hands drinking from the buckets and offering self-congratulations on their skill at foraging."

Margaret Shank recalled her getting lost on a canal boat in the November 15, 1931 issue of the *Huntington Herald Press*. She and her parents were en route from Ohio to Huntington on a canal boat. "...while on the boat little Margaret created a sensation by getting lost. Her parents were frantic. Passengers and crew joined in a search for the child. Indications were that she had fallen overboard and was drowned."

"When excitement reached its climax the lost lamb of the flock was found in the colored cook's kitchen sitting on the dough-board where the black-faced chief of rations was rolling out soda biscuits. It was explained that the little one had been crying for her mother and to quiet her squalls the cook-and-bottle-washer seated her on the bread-board where she could get interested in the process of the baker's art. In telling all about it the colored biscuit maker said; 'Laws a mercy folks! How that young'n did bawl! De's als right. Course she want her mammy, but ah tired to hush de honey chile, so ah sets her heah on de dough-tray to watch me rollin' out dough fo' biscuits!'"

It is rather legendary that some of the tidy and



By Nate Tagmeyer

rather fastidious canal voyagers did not approve of the child's contact with the dough-board and came close to losing their appetite for hot biscuits when the bell rang for dinner...."

Paul Fatout in his book *Indiana Canals* barely mentions the cook saying: "On well-managed packets cooks were usually good, fare plentiful and often varied by fresh corn, turnips, and greens taken aboard from farms along the way. No exotic dishes on the table, but meals plain and solid, served family style at a cost of about twenty-five cents for breakfast and supper, thirty seven and one-half cents for dinner. Staples were ham, pork chops, sausage, liver, potatoes, boiled beans, catfish, mackerel, all cooked in plentiful grease and likely to appear three times a day, along with bread and butter, pickles, and bitter coffee. The hearty menu made finicky young ladies turn up their noses in disgust, likewise civilized gourmets and foreign visitors, but hungry countrymen fell to without demur. "

The *Indiana Historian* of June 1997 entitled "Canal Mania" reports this description of food aboard a canal boat from an Louisville lady's letter in 1851 and then has a second description from J. Richard Beste's book *The Wabash: Adventures of an English Gentleman's Family in the Interior of America*.

"The table is horrid, so is the cooking. Pork and bread, bread and pork, then some greasy fish, mackerel, and bitter coffee lukewarm, three times each day. I am raving hungry all the time, and nothing fit to eat."

"Then came the breakfast . . . The bread was hot and very heavy, and the beef steaks were dry, small and much underdone." Elsewhere it is stated that breakfast was much like tea the day before.

Whether the food was good or bad, the cook white or black, young or old, married or unmarried, she slaved over a hot pot-bellied wood-fired stove usually

found inside the boat except in the summer when it might be placed upon the deck. Coals from the stove could be placed on the protected floor and a Dutch oven put on top of them to bake biscuits, a staple on most canal boats. A coffee pot, cast iron skillets and kettles were the tools of her trade. Her food stuffs were often limited. She tried to please the rowdy crew as well as the more genteel passengers. Her living conditions were poor. She often had to fill in other crew positions. She endured storms, hot weather, danger just like any other of the crew. Yet little mention is made of her by canal historians. She is totally left out of *Canal Terminology of the United States* by Thomas Swiftwater Hahn and Emory L. Kemp, who include descriptions of all the other canal boat crew members and even canal boat children.

It is often said that an army travels on his stomach. So did canal boat crews and passengers. The canal cook aboard a freighter or canal packet was important and should be given her just due.

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BLACK RIVER CANAL

By Bob Schmidt

Following the CSI Erie Canal trip on the Emta II in August 2007, Don & Betty Haack and Bob & Carolyn Schmidt explored the area north of Rome, New York, to see the Black River Canal that we had heard was very scenic. It lived up to our expectations. We were amazed to see just how many locks were required and how many still remain as we traveled along NY 46 from Rome to Lyons Falls. Many of them were in the median between the highway lanes.

A sign next to a visitor parking lot gave the following facts:

The Black River Canal Facts

Entire length of waterway is 78 miles, 35½ of which was canal and 42½ miles was river improvement.

Canal was started in 1838 and completed in 1855, from Carthage to Rome.

The canal's route from Carthage to Lyons Falls via the Black River, then to Boonville and Rome, via the Lansing Kill, where it would then join the Erie Canal.

The canal crosses the Sugar River by aqueduct.

There are 109 locks covering 35 miles.

The canal transported goods — dairy, potatoes, lumber, sand, gravel and coal — to larger cities — New York and Albany.

In 1889 the production of trains diminished the use of the canal, providing quicker and more efficient means of transportation.

The date of the last boat is uncertain, but a newspaper credits Boonville with the last boat leaving as late as 1922. Although, the canal had already been closed and abandoned.

The Black River Canal built from 1837 to 1855 was constructed with the primary goal of providing water for the expanded Erie Canal from Rome to Albany. The residents of the north country also wanted a way to take their local products, especially timber, to the markets in Albany and Buffalo. Although the original idea of a feeder canal for the Erie was proposed by Dewitt Clinton in 1825, the New York state legislature debated for several years whether to build a transportation canal and also couldn't decide whether to use state funds or charter a stock company.

They also considered using inclined planes like those on the Morris Canal to overcome the huge change in elevation. However, the boats on the Morris Canal were smaller than theirs and they would have needed larger inclined planes, which made them impractical.

Finally in 1837 the state decided to build a canal who arrived in 1795. We stopped in the town for transportation and feeder canal. Contracts were let at lunch at the Hulbert House where canal contractors and Boonville, New York, in the fall of 1837. Although the other dignitaries often met. Here there were some nice distance between Rome and Albany was only 35 miles, canal murals and old canal photos on the walls. On the register of the Inn were the names of U.S. Grant, the elevation changed so rapidly that 109 lift locks were required, about 1 lock per .3 of a mile. This route was Horace Greely and General Philip Sheraton, among others used for freight traffic, but as you can imagine it never was practical as a passenger route.

With canal locks only about 3 tenths of a mile apart, canal boats were almost always in sight of the next lock and the locking process lengthened navigation time. Commercial travel must have been tedious. Without knowing the history of the canal we wondered just how much it had been used since it would have taken so long to pass through so many locks. But for bulk commodities like timber, which were floated down the canal in cribs tied together, it was economical and helped develop towns in the north country.

The 1812 summit level of the canal was at Boonville, NY, which was named for Gerrit Boon, a set-

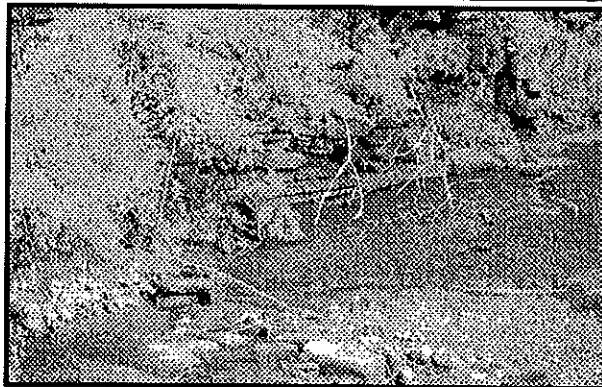
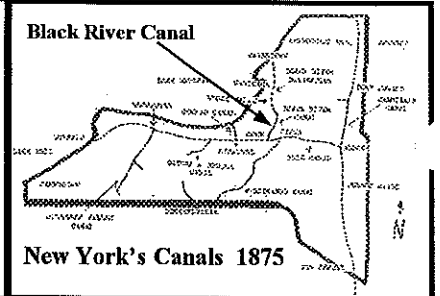
Beside the Black River Canal are other things to see. Pixley Falls State Park has some nice hiking trails along the old locks. There and at Lyons Falls you can see some beautiful water falls. A canal museum has just opened at Boonville with hours 10-4 in summer.

For canal lovers, especially those who like to see lots of structures, a trip up the Black River Canal is a rewarding experience. A book entitled *Snubbing Posts* by Thomas C. O'Donnell (1949) can provide more details about the construction and life on the old canal or check it out on the internet at www.history.rochester.edu/canal/bib for a history of the Black River Canal.

COMPARISON OF BLACK RIVER CANAL TO CANALS IN INDIANA AND OHIO

Canal	No. Lift Locks	Miles	Average Miles between Locks
Black River	109	35	.3
Whitewater	56	76	1.4
Miami & Erie	106	250	2.4
Ohio & Erie	146	309	2.1
Wabash & Erie (OH)	28	88	3.1
Wabash & Erie (IN)	73	380	5.2

Black River Canal



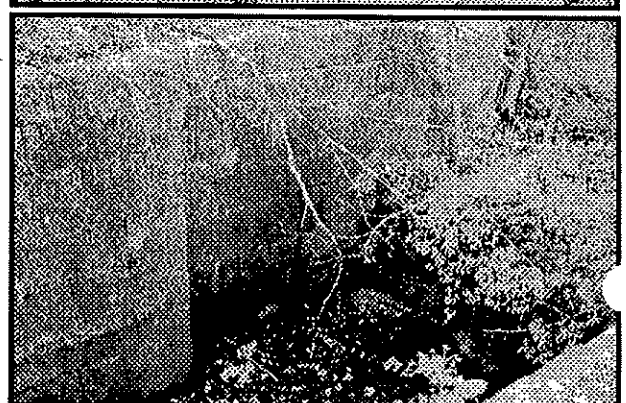
BLACK RIVER CANAL
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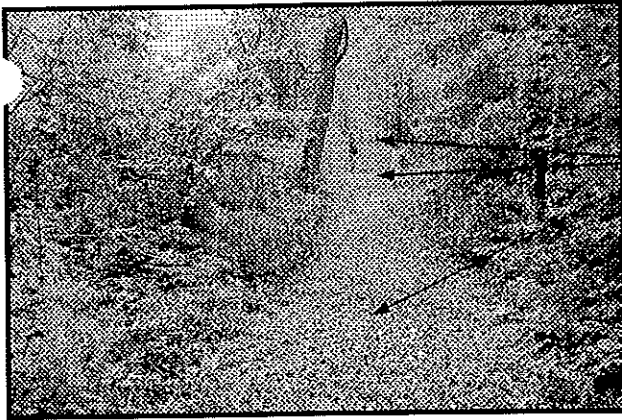
POST IN LOCK WALLS ON WHICH TO HANG PLANKING →



← LOCK REMAINS ON CANAL TRAIL FROM PIXLEY FALLS STATE PARK



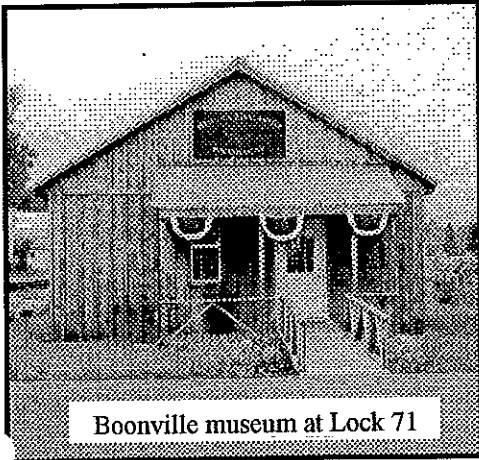
Photos by Don Haack



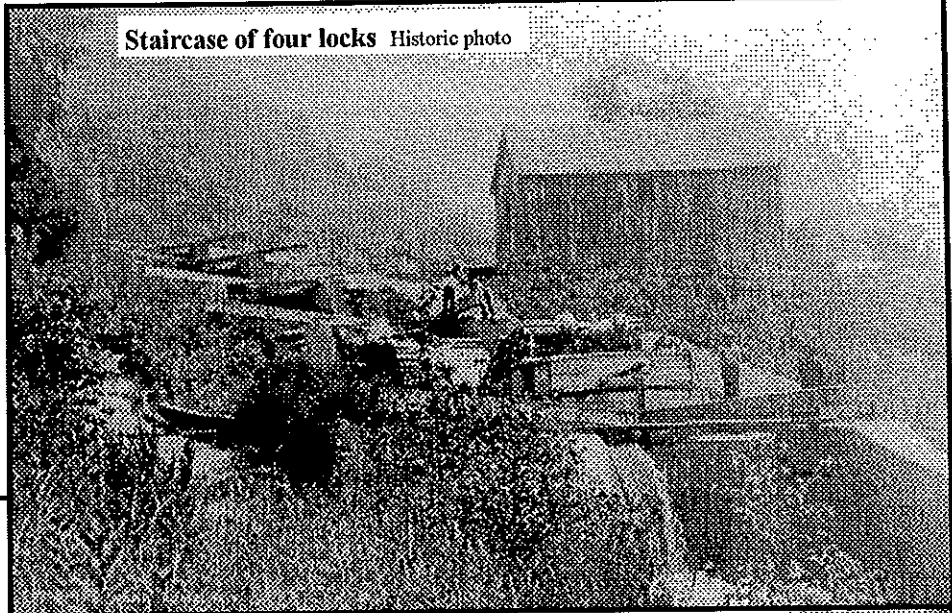
CANAL
TRAIL
PIXLEY
FALLS
Location of
3 locks

LOCK →
WITH
WATER
FLOWING
THROUGH
IT

Photos Don Haack



Boonville museum at Lock 71



Staircase of four locks Historic photo



Betty Haack, Carolyn & Bob Schmidt

Staircase of four locks in 2007

NATIVE AMERICAN ETYMOLOGY OF CANAL NAMES
 by Richard F. Brown, Jr., AICP

As many of my previous articles in *The Hoosier Packet* may already convey, place names are a fascinating subject for me. The etymology of place names is an especially intriguing facet of geography and history. The Native American languages are a particularly interesting area of etymology because the word structure is often so different than English and due to the eloquent and expressive character and detail provided in the words. French is another language that often evokes clear and beautiful images, but that topic will be saved for a future article.

The Merriam-Webster On-line Dictionary defines etymology as:

"the history of a linguistic form (as a word) shown by tracing its development since its earliest recorded occurrence in the language where it is found, by tracing its transmission from one language to another, by analyzing it into its component parts, by identifying its cognates in other languages, or by tracing it and its cognates to a common ancestral form in an ancestral language." (<http://www.m-w.com/dictionary/etymology>)

Many canal names (or portions thereof) in the United States are derived from Native American terms. The following chart lists these canals and canalized rivers; as well as information on native language(s) the canal/river name is (or may be) derived from; its original spelling(s); and the meaning of the word, if it is known. In some cases, the specific meaning of a word has not been confirmed, so multiple meanings may be attributed to the original word. Please note there are numerous interpretations and translated meaning(s) of some of these words. It would take many issues of *The Hoosier Packet* to summarize them all. Data presented in the chart are the more common or generally accepted words and their translations for purposes of historical background. Those Native American languages shown in **bold** in the center column are generally accepted as the source of the original word. When known, the linguistic family of the language is also provided in parenthesis.

CURRENT WORD	CANAL/RIVER NAMES APPLICATION	NATIVE LANGUAGE ORIGIN (LINGUISTIC FAMILY)*	ORIGINAL SPELLING VARIATIONS (a)	WORD MEANING(S)
Allegheny, PA or Alleghany in NY and MD	Allegheny River Navigation (PA) Allegheny Portage Railroad (PA)	Lenape/Delaware (Algonquian)	<i>Alligewi-hanina</i> <i>Alligew-sipu</i>	Stream of the Alligewi River of the Alligewi Fine, fair, or beautiful river.
Apalachicola	Apalachicola River Nvgtm (FL/GA)	Hitchiti (Muskogean)	<i>Apalahchi-okfi</i>	People on the other side of the river.
Arkansas	Arkansas River Navigation (multiple)	Quapaw (Siouan)	<i>Ugakhpá</i>	Down stream people
Catawba	Catawba Canal (SC)	(Siouan)	Unknown	Unknown
Cayuga	Cayuga & Seneca Canal (NY)	Cayuga (Iroquoian)	<i>Guyohkohnyo</i> <i>Gweu-gweh</i>	People of the great swamp; or people of the mucky land.
Chattahoochee	Chattahoochee River (AL/FL/GA)	Creek (Muskogean)	Unknown	Painted rock
Chemung	Chemung Canal (NY)	Lenape (Algonquian)	<i>Wilawan</i>	Big horn
Chenango, NY or Shenango in PA	Chenango Canal (NY) Chenango Extension Canal (NY) Shenango Canal Division (PA)	Oneida (Iroquoian)	<i>Ochenango</i>	Large bull-thistles
Chesapeake	Ablemarle & Chesapeake (NC/VA) Chesapeake & Delaware (DE/MD) Chesapeake & Ohio Canal (MD)	Chesepian or Powhatan (Algonquian)	<i>Cheseptiooc</i>	Great shellfish bay; great water; or the name of a village at the mouth of the bay.
Conestoga	Conestoga Canal (PA)	Conestoga (Iroquoian)	<i>Kanasfoge</i> <i>Andasfoegue</i>	At the place of the immersed pole. People of the cabin pole.
Codorus	Codorus Canal (PA)	Unknown	Lost	Rapid water.

NATIVE AMERICAN ETYMOLOGY OF CANAL NAMES

by Richard F. Brown, Jr., AICP

CURRENT WORD	CANALS NAMES APPLICATION [STATE(S)]	NATIVE LANGUAGE ORIGIN (LINGUISTIC FAMILY)*	ORIGINAL SPELLING VARIATIONS (a)	WORD MEANING(S)
Erie	Erie Canal (NY) Erie & Michigan Canal (IN) Miami & Erie Canal (OH) Ohio & Erie Canal (OH) Wabash & Erie Canal (IN)	Huron (Iroquoian)	Yenresh Eriez Eriehronnon Erieronnon	It is long-tailed (reference to a panther); Cat people; cat nation; or the place of the panther.
Genesee	Genesee Valley Canal (NY)	Seneca (Iroquoian)	Tyo-nesi-yo Gen-nis-he-yo	There it has fine banks. Beautiful valley.
Gowanus	Gowanus Canal (NY)	Lenape (Algonquian)	Gouwane	The sachem of the local Lenape.
Hocking	Hocking Canal (OH)	Lenape (Algonquian)	Hokhokken Hokhochhen	Bottle-shaped; bottleneck; or twisted
Illinois	Illinois & Michigan Canal (IL) Illinois River Navigation (IL)	Illinois (Algonquian)	Illiniwek	Men or warriors
Juniata	Juniata Canal Division (PA)	Seneca (Iroquoian)	Tyunayate	Projecting rock
Kanawha	James River & Kanawha Canal (VA)	Lenape (Algonquian) Shawnee (Algonquian)	Kanawah Keninskena	Place of white stones. River of evil spirits.
Kaukauna	Kaukauna Hydraulic Canals (WI)	Ojibwa/Chippewa (Algonquian) Menominee (Algonquian)	Okakaning Ogaqkane	Pike fishing ground. The place of the pike.
Kalamazoo	Clinton & Kalamazoo Canal (MI)	Miami (Algonquian) Ojibwa (Algonquian)	Ke-kanamazoo Kikikamagad	The boiling pot. It goes or runs fast.
Keweenaw	Keweenaw Waterway (MI)	Ojibwa (Algonquian)	Kiwewina Kakiweonan	The bend; I cross a point of land by boat; or the place where they traverse a point of land on foot.
Lehigh	Lehigh Canal (PA)	Lenape (Algonquian)	Lechauweeki Lechauwiechink Lechauweing	At the forks; or where there are forks.
Maumee	Maumee Sidecut Canal	Miami (Algonquian)	Myaamia (see Miami)	Variation of Miami; see Miami.
Miami	Miami & Erie Canal (OH)	Miami (Algonquian)	As many as 86 variations, including Myaamia.	People of the peninsula; all friends; allies; beavers; my friend; the cry of the crane; or pigeon.
Michigan	Erie & Michigan Canal (IN) Illinois & Michigan Canal (IL) Northern Michigan Waterway (MI)	Ojibwa (Algonquian) Miami (Algonquian) Potawatomi (Algonquian) Ottawa/Ottawa (Algonquian)	Mi-shi-sa-gie-gan Mischigonong Mitchasagaigau Mi-chi-gum	Large or great lake or water.
Milwaukee	Milwaukee & Rock River Canal (WI)	Ojibwa, Potawatomi, and Menominee (all Algonquian)	Manawauky, Minoakki Meneaw'kee	Good land; good earth or fine land; or rich or beautiful land
Mississippi	Mississippi River Nvgtn (multiple)	Ojibwa (Algonquian)	Mici zibi Messipi Mitchisipii Meschasipi	The great river.

NATIVE AMERICAN ETYMOLOGY OF CANAL NAMES

by Richard F. Brown, Jr., AICP

CURRENT WORD	CANALS NAMES APPLICATION	NATIVE LANGUAGE ORIGIN (LINGUISTIC FAMILY)*	ORIGINAL SPELLING VARIATIONS (a)	WORD MEANING(S)
Mohican (Mahican)	Mohican Canal (OH)	Mohican (Algonquian)	<i>Muhhekunneuw</i>	People of the great river (referring to the Hudson River)
Monongahela	Monongahela River Nvgtn (PA/WV)	Lenape (Algonquian)	<i>Menaungehilla</i>	High banks, breaking off and falling down at places.
Moscachuck	Mouscochuck Canal (RI)	Unknown	Unknown	Place where rushes grow.
Muskingum	Muskingum River Navigation (OH)	Lenape (Algonquian)	<i>Muskingum</i>	Eye of the elk (or moose) or by the river's side.
Mahoning	Mahoning Canal (OH/PA)	Lenape (Algonquian)	<i>Mahoni</i> <i>Mahonink</i>	Salt lick or at the lick.
Nashua	Nashua Canal (NH)	Pennacook (Algonquian)	<i>Nashaway</i>	Beautiful stream with a pebbly bottom or land between streams.
Ohio	Ohio River Navigation (multiple) Ohio & Erie Canal (OH) Ohio & Penn. Canal (OH/PA) a.k.a. the Mahoning Canal, see above	Seneca (Iroquoian) Odawa (Algonquian) Wyandotte (Iroquoian) Miami (Algonquian) Lenape (Algonquian)	<i>Oheeyo</i> <i>Olighinsipu</i> <i>Ohezuh</i> <i>Oyo or Ohi</i> <i>Ohiopukhanne</i>	Beautiful or grand river
Okeechobee	La Belle & Okeechobee Canal (FL) Okeechobee Waterway (FL)	Hitchiti (Muskogean)	<i>Oki-chubi</i>	Big water
Oneida	Oneida Lake Canals (NY)	Oneida (Iroquoian)	<i>Tilonen-fofe</i> <i>Onayotekaono</i> <i>Oneniute-aka</i>	A standing stone. People of the upright stone. People of the standing stone.
Oswego	Oswego Canal (NY)	(Iroquoian)	<i>Os-we-geh</i> <i>Osh-we-go</i> <i>O-swe-go</i> <i>Osh-wa-kee</i>	The outpouring; flowing out; or outpouring place.
Owasco	Auburn-Owasco Outlet Canal (NY)	(Iroquoian)	<i>O-was-co</i>	At the bridge; lake of the floating bridge; or floating bridge.
Pawtucket	Pawtucket Canal (MA)	(Algonquian)	Unknown	Union of two rivers; a rapids; or falls into tide water.
Potomac	Pawtomack Canal (VA)	Patomeck (Powhatan)	<i>Patomeck</i>	Where something is bought.
Rappahannock	Rappahannock Navigation (VA)	(Algonquian)	<i>Lappihanne</i> <i>Toppehannock</i>	River of quick rising water or where the tide ebbs and flows.
Roanoke	Roanoke Canal (NC)	Secotan (Algonquian)	Unknown	Shell money or shell bead money.
Saginaw	Saginaw & Grand River Canal (MI)	Ojibwa (Algonquian)	<i>Saging</i> <i>Saginang</i>	Mouth of a river.
Saluda	Saluda Canal (SC)	Cherokee (Iroquoian)	<i>Selutah</i>	River of corn or corn river.
Santee	Santee-Cooper Canal (SC)	Santee (Siouan)	<i>Iswanti</i>	People of the river; the river; or the river is there.
Seneca	Cayuga & Seneca Canal (NY)	Seneca (Iroquoian)	<i>Onodowaga</i> <i>Djionodowanen-aka</i>	People of the great hill. People of the great mounta

NATIVE AMERICAN ETYMOLOGY OF CANAL NAMES

by Richard F. Brown, Jr., AICP

CURRENT WORD	CANALS NAMES APPLICATION	NATIVE LANGUAGE ORIGIN (LINGUISTIC FAMILY)*	ORIGINAL SPELLING VARIATIONS (a)	WORD MEANING(S)
Susquehanna	Susquehanna Canal Division (PA) Susquehanna & Tidewater (MD/PA)	(Algonquian)	<i>Quenischachachgekhanne</i>	The long reach river; the great bay river; or mud stream
Suwannee	Suwannee Canal (FL)	Timucuan (Timucuan)	<i>Suwani</i>	The echo river.
Tennessee	Tennessee River Nvgtn. (multiple)	Cherokee (Iroquoian)	<i>Tanasi</i>	The name of a village.
Tombigbee	Tennessee-Tombigbee (multiple)	Choctaw (Muskogean)	Unknown	Box maker or coffin maker.
Wabash	Wabash & Erie Canal (IN)	Miami (Algonquian)	<i>Wah-bah-shik-ki</i> <i>Wah-bah-shay-ke</i> <i>Wa-ba-ci-ki</i> <i>Wa-pa-ci-ki</i> <i>Waubache</i>	White or pure bright water; water flowing over white stones; white path; or white like the inside of a mussel shell.
Walhonding	Walhonding Canal (OH)	Unknown	Unknown	Unknown
Waterree	Waterree Canal (SC)	Waterree (Siouan)	<i>Waterree</i>	To float on water
Wiconisco	Wiconisco Canal (PA)	Unknown	<i>Wikenkniskeu</i>	Muddy house or muddy camp

NOTES:

- * Sometimes the linguistic family is known but the specific Native language within the linguistic family is not. Linguistic families listed are the confirmed or commonly accepted source. Lenape is synonymous with Delaware; Ojibwa with Chippewa; and Odawa with Ottawa. The Miami and Illinois languages are considered the same language, but with differing accents (www.geocities.com/bigorrith/miami).
- † If a Native language origin is shown in **bold** in the center column, it is either confirmed or commonly accepted language source of the etymology.
- (a) Numerous variations and interpretations exist for many of these words. The most common and/or referenced are provided. If similar meanings are attributed to a word, several common meanings are listed. In some instances each meaning is lined up with the original word to depict the variation in possible interpretation(s).

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NATIVE AMERICAN ETYMOLOGY OF CANAL NAMES

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CSI BOARD ACTS

At the November 3, 2007, meeting of the Canal Society of Indiana Board of Directors, decisions were made to:

Donate funds to the following projects:

1. Whitewater Canal Scenic Byway: \$200 toward the cost of a website. They are applying to the State to be designated as an official Scenic Byway. Three highway loops would encourage folks to take scenic driving tours that include some views of the canal.
2. Vinton House Improvements, Cambridge City: \$5000 to complete the third floor for a canal museum, sandblast the iron balconies and put new floors in them. They have finished replacing the windows, which was a very challenging project, in the historic building. The storm windows are on and insulation is done. Half of the third floor is redone: wired, ceiling lights installed, drywall up, floors are swept ready to put the museum displays back up. There are 25 vendors in the antique mall on the lower two floors that bring in some revenue. They have held low cost immunization clinics for pets with the cooperation of a local veterinarian who administers the shots. The loan on the building is paid off. The National Road (US 40) is being redone, and after that is completed the sign in front will go up.
3. Whitewater Canal Trail: \$1250 for a plaque honoring the people who in the 1940's managed to save the Metamora Canal as a State Historic Site. There is a stone near the aqueduct on which the plaque will be placed.
4. Whitewater Canal Trail: \$4000 to help toward the stabilization of the Butler Run Culvert near Brookville. It is one of the last structures of its type on the Whitewater Canal. It needs a corrugated liner of galvanized steel to keep the gaping hole in it from getting larger. Estimated cost for the project is \$11000. CSI set aside \$1000 toward this project in 2005 and now sets aside an additional \$4000 until they can raise the other funds to begin work. Besides receiving donations from other individuals and groups, they hope to acquire matching funds.
5. Carroll County Wabash & Erie Canal, Inc.: \$3250 toward the purchase of colorful interpretive signage along Delphi's trails. The murals in the Canal Interpretive Center lobby will soon be completed and they hope to fund a colorful brochure explaining each of the murals. The lobby was sponsored by CSI. The Canal Museum is basically completed. Two historic bridges have been restored and placed over the canal. They have received a grant toward the building of a

canal boat. They want to add to the existing mule barn to house the animals once the boat is finished. They also hope to build a life size stationary canal boat in the basin in Canal Park to be used year round.

Note: These projects are funded through donations by CSI members beyond the basic membership dues.

Join the following canal related organizations: \$300

American Canal Society
 Arts United of Fort Wayne
 Historic Landmarks of Indiana
 Little River Wetlands - Eagle Marsh, Towpath Trail in Fort Wayne
 Maumee Valley Heritage Corridor
 National Canal Museum
 National Trust for Historic Preservation
 Whitewater Canal Trail

Place an insert in the CSI brochure listing places throughout the state that have canal exhibits.

Board members reported on canal activities in their areas. Additions were made to the year end CSI report. A list of roads and highways that cross Indiana's canals is done and will be sent to the Indiana Department of Transportation. Tours were announced for 2008 and it was decided to send a tour survey form to members in their dues renewal letter. A small correction will be made on the website and later in the brochure when it is reprinted about the watered portion of the Central Canal.

The Aboite Creek aqueduct model by Ed Hurley was displayed and school marm Linda Hugel told how she used it in Aboite townships old school house when school children visited it. Lunch was prepared by Sue Simerman hostess with help from Steve Simerman, Betty Haack and Cynthia Powers. A field trip through canal sites and buildings with canal pictures was led by Allison Adams following the meeting. A large painting of a canal boat hangs in the board room of the New Haven

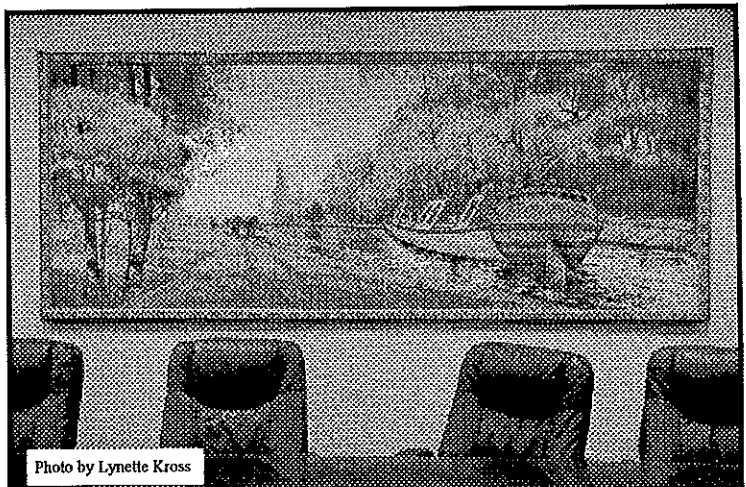
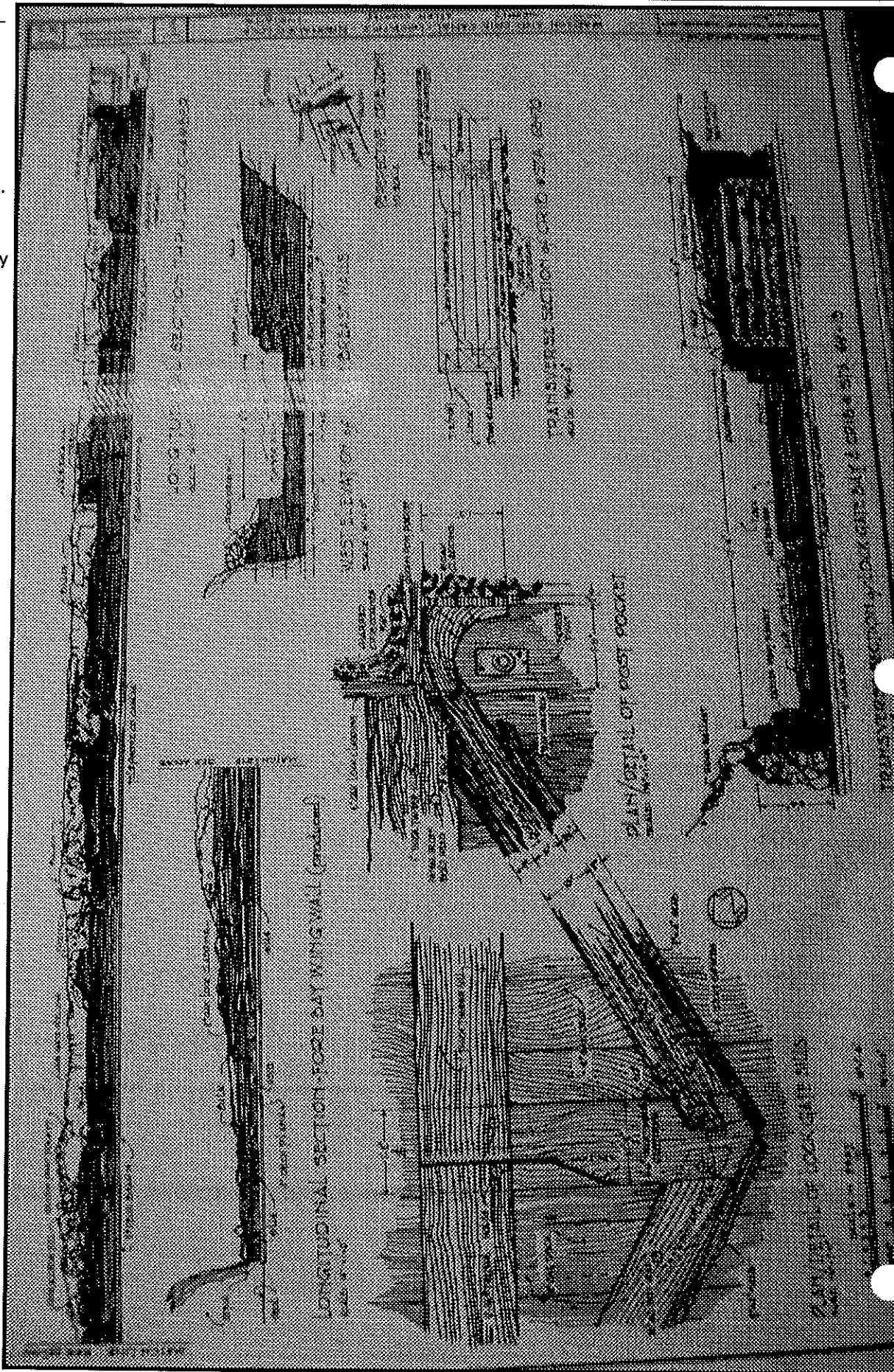


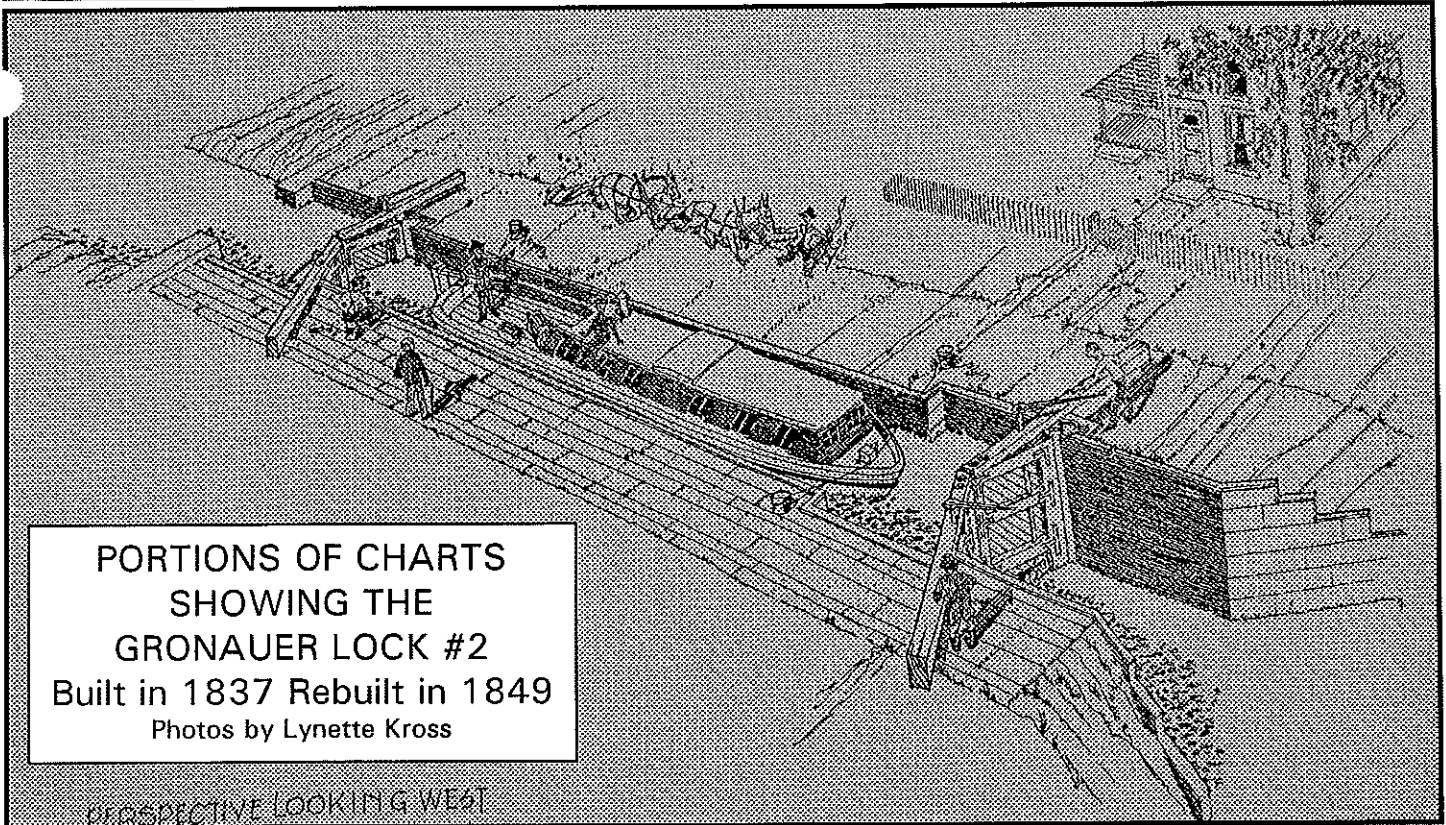
Photo by Lynette Kross

Chamber of Commerce with wonderful charts about the Gronauer Lock unearthed in 1991 hanging on the opposite wall. We also visited an old railroad depot that they hope to restore.

This chart showing the dimensions and parts of the Gronauer Lock #2 of the Wabash & Erie Canal in New Haven, Indiana hangs on the wall of the Chamber of Commerce board room.

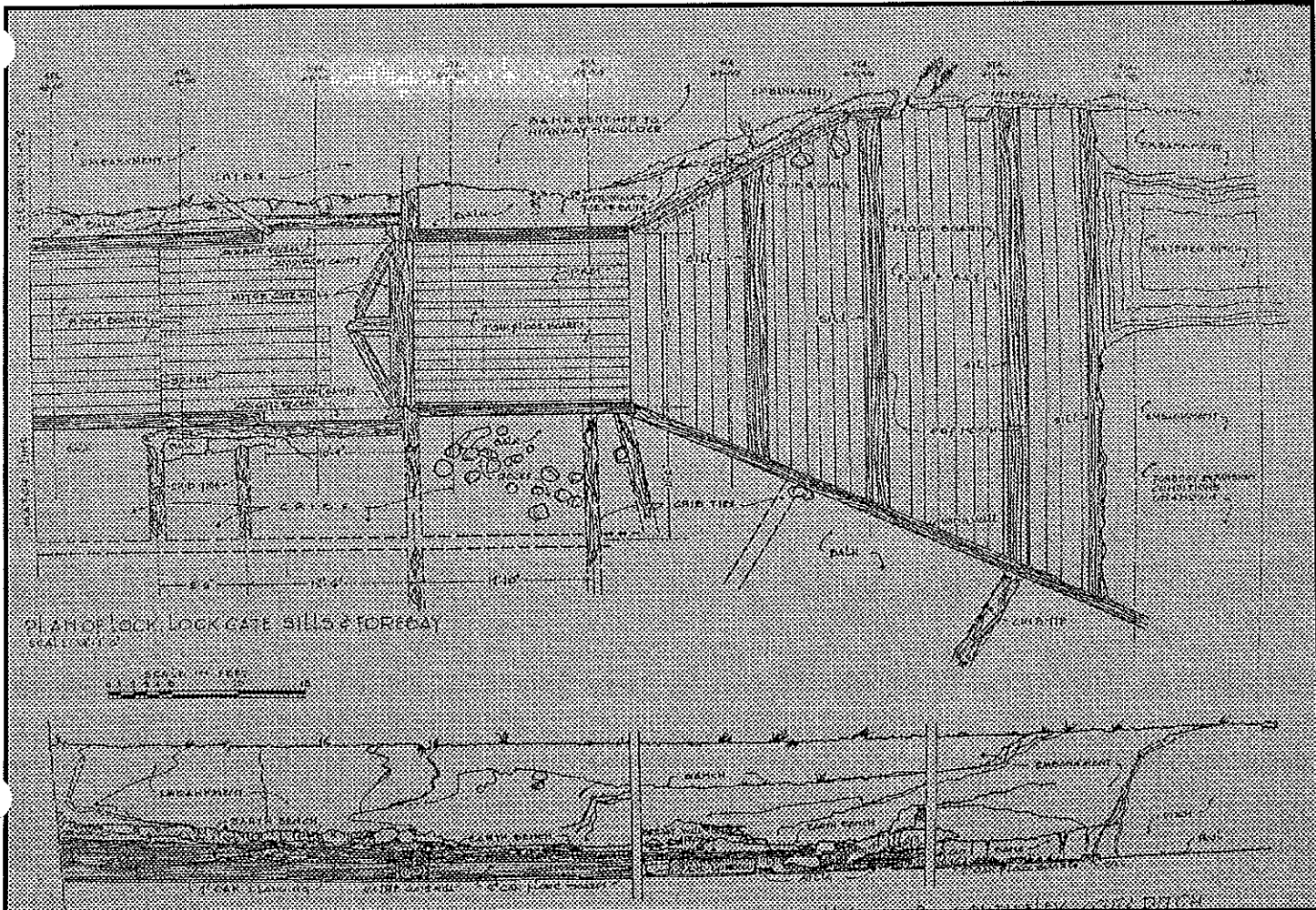
Photo by Bob Schmidt





PORTIONS OF CHARTS
SHOWING THE
GRONAUER LOCK #2
Built in 1837 Rebuilt in 1849
Photos by Lynette Kross

PERSPECTIVE [LOOKING WEST]



The large chart showing a diagram of a lock with a boat in it contains the following history of the Gronauer Lock, which unfortunately has several errors in it. The correct information is in brackets.

During the early part of the nineteenth century Indiana committed itself to the construction of a mammoth internal waterway — the 468-mile long Wabash & Erie Canal. Such inland waterways were considered more reliable than rivers or surface transportation. Dependable transportation of goods and people offered important advantages for settlement and economic growth in the new western territory.

The Wabash & Erie Canal followed the route of the neighboring Ohio's Maumee River from the state line westward to Fort Wayne where is continued along a short portage to the Wabash River, moving southwestward across the state, through Lafayette and Terre Haute, it turned south paralleling the Wabash on its trek south to the Ohio. The canal provided an important economic avenue for eastern products and markets through the Great Lakes and the Erie Canal. This ambitious system offered a viable waterway for economic development for a large section of the mid-west during the first half of the nineteenth century.

Construction began on the Wabash & Erie Canal in the 1830s. Lock No. 2 with a 7 foot-lift was the second of four [three] locks to be built along the 19½ mile stretch between the summit at Fort Wayne and the Ohio border. Like its sister lock [No. 1], Lock No. 2 was constructed of wood on the "timber frame" plan, probably during the year 1838. Frame plan wooden locks were cheaper to build but required frequent repairs. Lock No. 2 was rebuilt on the more substantial timber crib plan in 1849 and again at least partially built in 1861-62. The eastern portion of the Wabash & Erie Canal was opened to passengers and freight from the state line to Terre Haute in 1843 [1849]. Ten years later the entire waterway was opened to Evansville. [1853]

Along most of the route, the canal "prism" was 40 feet wide at the surface, four feet deep and twenty-six feet wide at the bottom. Banks on either side were two feet above the waterline, with gravel towpath for the mules which pulled the shallow-draft canal boats. East of Fort Wayne the "prism" was constructed to larger specifications — as much as 60 feet wide and six feet deep.

Canal travel was leisurely and locks provided both the lift needed to accommodate changes in grade and an opportunity for social interaction. Lock No. 2 was locally known by the name of its locktenders, the Gronauer family who also maintained a grocery store at the site. Located east of New Haven, the canal ran par-

allel to and more than a mile south of the Maumee River, surrounded by bucolic farm lands.

Financial troubles plagued the Wabash & Erie Canal during most of its history. The southern division only operated for about a decade, before growing railroad competition and increased maintenance problems signaled it demise.

The eastern division, however continued until the mid-1870s. By 1881 it had become defunct. Later during the first quarter of the 20th century, a highway was built along the section in which Lock No. 2 was located, burying portions of it in the 1940s. The Gronauer house and its related buildings were demolished and the lock was further obscured by highway widening.

Lock No. 2 is significant as a reminder of the canal era in Indiana, which for several crucial decades had an important influence in trade and commercial development in the state. It also provides additional knowledge about construction technologies of the early nineteenth century. Lock No. 2 was documented by the Westerly Group, Inc. in accordance with a schedule of documentation provided by N. P. S. Field documentation was done by members of the firm with historical background compiled by Camille B. Fife.

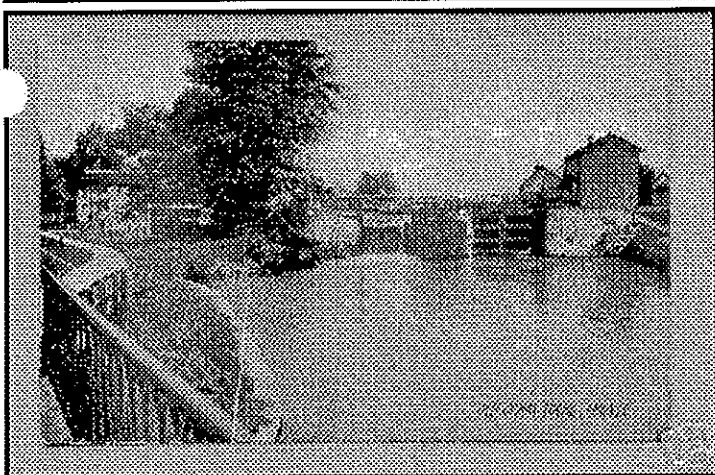
Thomas A. Soloman ASCA

TOWPATH TRAIL AT EAGLE MARSH

Construction to extend Fort Wayne's Towpath Trail, which was completed from Smith Road to the nearby Golf Dome this year, is underway from the Golf Dome along the northern boundary of Eagle Marsh to Engle Road. Later the trail will cross Engle Road at a traffic light, go to a trailhead and parking area on the west side of the road, and then continue west along the northern edge of the marsh where the Wabash & Erie Canal once ran. This trail will eventually tie together Fort Wayne's Rivergreenway and the Aboite Trails network.

Once the trail is open hikers/bikers will be treated to sights such as a coyote that was recently seen by Thom Maher; Sandhill Cranes that are nearly 5' tall, are one of America's two largest birds, and recently visited Eagle Marsh as they were migrating; colorful wild flowers such as Joe-Pye Weed, New England Asters, and False Sunflowers; and many different insects humming, buzzing, and flitting from plant to plant.

Once completed the trail will be well marked. Currently different types of signage are being considered by a designated group in which CSI members participate.



This old post card of the Miami-Erie Canal Lock at Troy, Ohio was sold on e-Bay in November 2007. From Sue Simerman

WABASH-ERIE CANAL TIDBITS

From *Bye-gone Memories of Wabash County*
by Kenneth E. Gray from newspaper clippings

1839 The "Red Bird" was the first canal boat to pass from Toledo through Wabash county, Indiana on the Wabash & Erie Canal.

1843 The Wabash & Erie Canal was opened from Toledo, Ohio to Lafayette, Indiana, with the "Albert S. White" under Captain Cyrus Beldon making the 226 mile journey between the towns.

1844 Robert Cissna built a flour and grist mill on the southeast corner of Canal and Cass streets in Wabash that used canal water to power his mill wheel. The site today is occupied by the *Wabash Plain Dealer*.

1849
July Telegraph lines were laid along the canal route through Wabash county, IN
Oct.19 The Wabash & Erie Canal was opened from Toledo, OH to Terre Haute, IN.

1850 Canal packets go up and down the Wabash & Erie Canal about noon each day. A trip to Indianapolis from Wabash is made by the canal to Logansport and then by stage or mud boats the rest of the way.

1857 Navigation opened late in the spring due to canal repairs being made.

1858
Nov. 1 Almost every night some drunken rowdies are prowling on Canal Street destroying property. It has come to a pretty pass that Honest people are to be kept awake by a set of graceless vagabonds who make that a business.

WHITEWATER CANAL SCENIC BYWAY

Representatives from Dearborn, Fayette, Franklin, Union, and Wayne counties in southeastern Indiana got together and proposed the establishment of a scenic byway along the route of the Whitewater Canal. They held a walk along the proposed route in 2006 to raise awareness of the proposed byway. They have been joined by Harrison county in Ohio along the Cincinnati & Whitewater Canal. Their second annual walk was held in 2007. They wrote and submitted a Whitewater Canal Scenic Byway nomination.

At the November 7, 2007, meeting of the Whitewater Canal Regional Steering Committee they learned that they are now formally known as the Whitewater Canal Byway Association, Inc. Those people on the regional steering committee will be the initial board of directors. According to the bylaws previously approved by the current steering committee, the directors consist of a maximum of 2 representatives from each participating county, plus a representative of stakeholder associations at the discretion of the existing board. The stakeholder associations currently included are:

Whitewater Valley Railroad,
Indiana National Road Association/HLFI
Whitewater Canal Trail
Whitewater Canal State Historic Site (DNR)
Whitewater Canal History Group.

Their annual meeting was held in Metamora, Indiana, Jan 9, 2008. The nominating committee for the election of officers was Dave Cook, Joe Jarzen and Terry Duffy.

MAUMEE VALLEY HERITAGE CORRIDOR

"All Too Quiet on the Western Front —The War of 1812 Happened Here, Too," was the title of the program presented by Rick Finch, Site Manager of Fort Meigs State Memorial; Dr. Ted Ligibel, Director of Eastern Michigan University's Historic Preservation Program; and Jeffrey Green, Historic Preservation Planner and Land Use Planner for the City of Monroe Michigan at the 16th annual membership meeting of the Maumee Valley Heritage Corridor organization on November 18 at Fort Meigs in Perrysburg, Ohio. They covered the activity on the western front during the War of 1812, showed

slides of the paper mill atop the River Raisin Battlefield site, and revealed plans to work toward the establishment of an War of 1812 historic corridor. CSI members attending the meeting were Dick & Martha Kudner and Bob & Carolyn Schmidt.

In the fall issue of "Heritage News," the newsletter of the MVHC, Dick Kudner wrote an interesting article entitled "Canal News" in which he told about the Canal Society of Indiana's tour of the eastern half of the Erie Canal in August 2007 and included a photograph of Lock 22 taken by Bob Schmidt. He said that the Wabash & Erie Canal helped settle the Maumee Valley as follows:

"Speculators bought land where they thought the canal might be built. Entrepreneurs bought land from the speculators to establish businesses along the canal. And people began to settle in the villages along the canal banks."

Speakers Bureau

November 5, 2007 — Portland, IN

Seventy-nine members and their guests gathered in the social hall of Asbury United Methodist Church at 6:30 p.m. for the annual meeting of the Portland/Jay County Historical Society. Following a delicious meal prepared by church members and a short business meeting, Bob and Carolyn Schmidt presented an hour-long program on the canals of Indiana. They provided opportunities for those in the audience to participate in the presentation. A question and answer period followed. Three large charts of canal features were displayed as well as samples of the "Hoosier Packet." Everyone was given a map of Indiana and Ohio's canals and a CSI membership brochure.

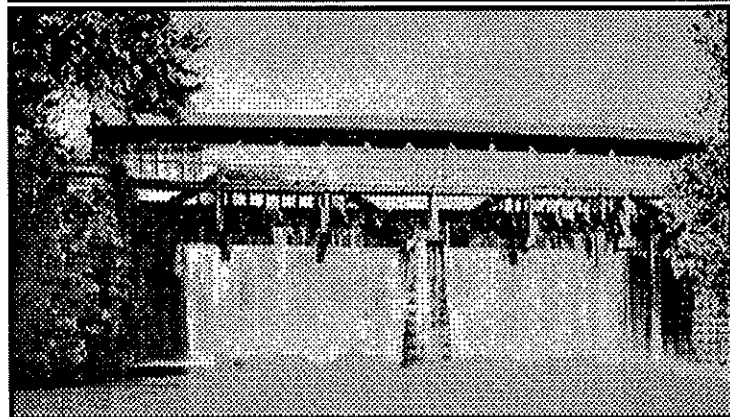
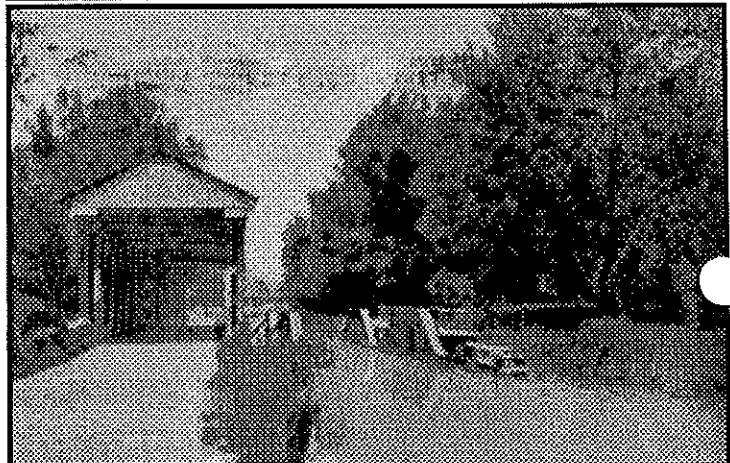
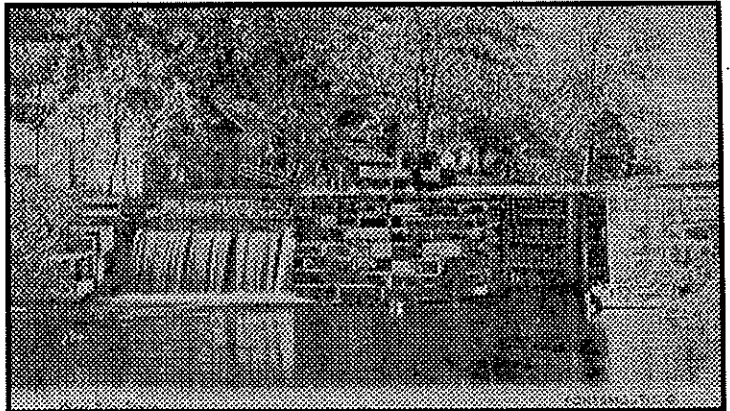
November 7, 2007 — HuntingtonIN

The Huntington County Genealogical Society met at the Huntington City/Township Public Library in the Indiana Room for their monthly meeting. After a short business meeting Bob and Carolyn Schmidt, dressed in canal era garb, presented a program about Indiana's canals to the twenty-five people present. They also displayed pictures of canal sites around the state, showed canal boat models, and had copies of some of the CSI tour guidebooks available for sale. Membership brochures and canal maps were given to all present. Following a lively question and answer period, one lady said information handed down through her family says that her ancestors moved to Indiana by a canal boat. She will try to find out more about them.

CSI SPRING TOUR - PORTSMOUTH, OH OHIO & ERIE CANAL

April 18-20, 2007

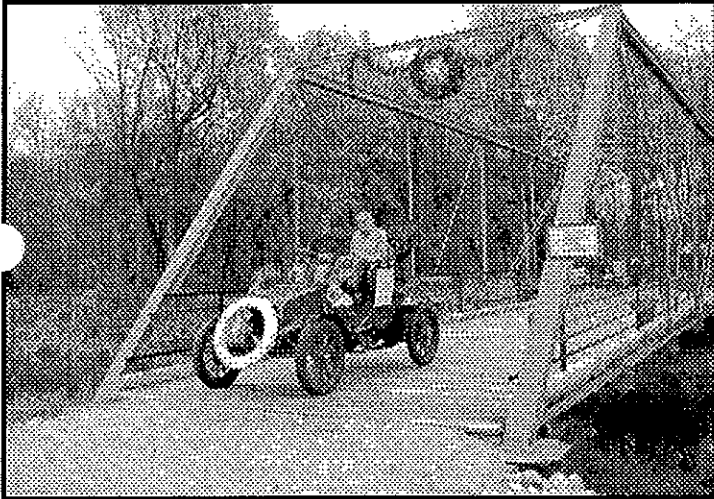
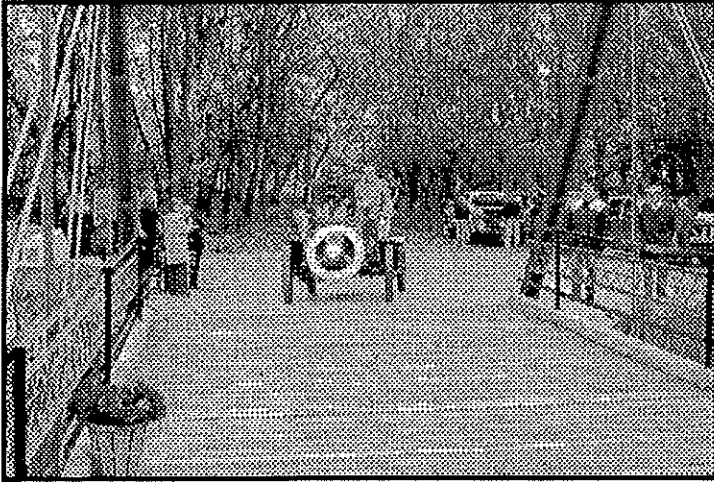
Registration forms in future "Hoosier Packet"
Postcard scenes of the Ohio & Erie Canal at Portsmouth



DUES DUE

Membership dues for 2008 in the Canal Society of Indiana were due on January 1, 2008. To keep receiving *The Hoosier Packet* please send them to: Canal Society of Indiana, PO Box 40087, Ft. Wayne, IN 46804 Single/Family = \$25

NEWS FROM DELPHI



For a hundred years the bridge was in Pulaski County over Big Monon Ditch. Now the bright BLUE span adorns the canal behind Pizza Hut / Dairy Queen in west Delphi. The site and restoration work is finished and sports a view of the rehabilitated mainline Wabash & Erie Canal section and its stub or "side cut" going to the east. The crowd was pleased to shout Hip-Hip-Hooray when the final 'golden spike' was driven into the fresh white oak deck of the bridge by the core volunteers that completed this project. Accolades to the volunteers and many residents from Pulaski County — home of this bridge for its first 100 years. It is now a link in the official Wabash Heritage Corridor Trail.

Grants from Indiana Department of Natural Resources, Historic Landmarks Foundation and Central Indiana Community Foundation's Efroymsen Fund were matched by many private donations of dollars and materials. Disassembly work started near Medaryville in early 2006 and the initial move brought the mass of iron on a single semi trailer to Delphi by March 3rd of that year. Thousands of hours of work by the core volunteers and supplemented by a total of 78 willing helpers made this project a successful community restoration effort.

The area surrounding the bridge is historic. It once hosted industrial uses of water power from two millraces exiting the canal. Paper mills were located on the west side next to the towpath. High quality rag paper products were produced by these two mills in the mid 1800s. There were warehouses on the east side for storage and receipt of canal cargo in the heyday of the canal. Also onsite, in conjunction with the Indiana Department of Environmental Management, are two wetlands that were restored to interpret habitat for Indiana's native plant species.

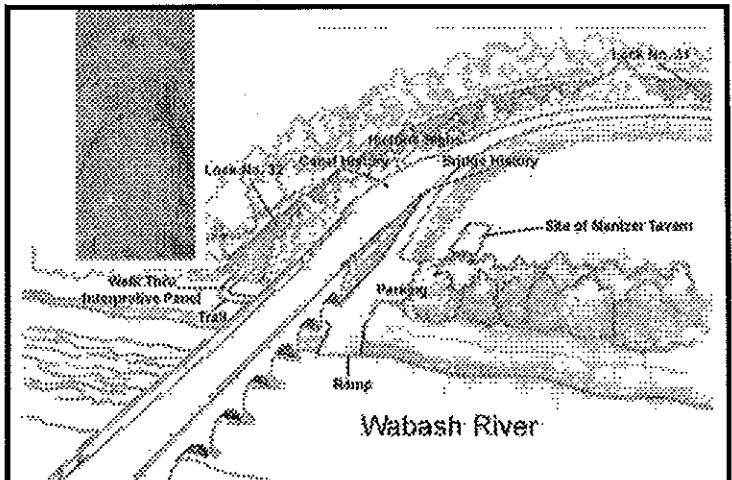
A special feature on dedication day was dialog about the Winamac Bridge Company and the Stearns patent used to produce this span. Hip Hip Hooray!

Adam Kesling and Cecil Richards cross the restored 1905 Stearns Truss bridge in a 1903 Winton. Photos by Dan McCain

1903 WINTON CROSSES 1905 STEARNS TRUSS AT DEDICATION

By Dan McCain

Although it was a nasty, cold and damp day for the dedication of the restored 1905 Stearns Truss bridge that was placed over the Wabash & Erie Canal in Delphi, the crowd of over 200 were treated by seeing a 1903 Winton driven across it. The old car owned by Dr Peter Kesling from LaPorte, Indiana was driven across the bridge by his son Adam. Cecil Richards, one of the engineers who assisted in the Winton restoration, rode alongside him. This car traveled across the US from coast to coast in 2003 to celebrate the 100th anniversary of the nation's first transcontinental crossing by a 1903 Winton.



Carrollton Bridge site plan - see story on page 1

Canal Boat Project Awarded Funds

The dream of having a canal boat at Canal Park seemed doomed due to serious soil problems and escalating engineering and other costs; however, Carroll County Wabash & Erie Canal, Inc. remained undaunted. They sought help from the Indiana Department of Transportation's (INDOT) "Transportation Enhancement" fund. This fund has \$20 million to be distributed statewide for transportation-related activities that strengthen the cultural, aesthetic and environmental aspects of the country's transportation system. Money from the fund supports trails, streetscapes and historic aspects of transportation.

They have learned that their application was one chosen by INDOT and that they will be awarded a supplement of \$550,392 toward their boat project. The association members and the community will be required to provide a 20% match to show that there is local commitment.

When completed the boat project will include a replica canal boat, a boat dock, and a boat house that will look like a warehouse and provide storage for the boat. After the boat arrives, visitors to Canal Park will be able to experience a smooth ride up and down a portion of the Wabash & Erie Canal. A docent will be aboard telling the history of the canal and answering visitors' questions.

Lobby Murals To Be Completed

The series of murals planned to wrap around the lobby of the Canal Interpretive Center will soon be completed. Lewis and Hazel Mullin are sponsoring a painting of a scene along the Cross-cut portion of the Wabash & Erie Canal near Riley, Indiana.

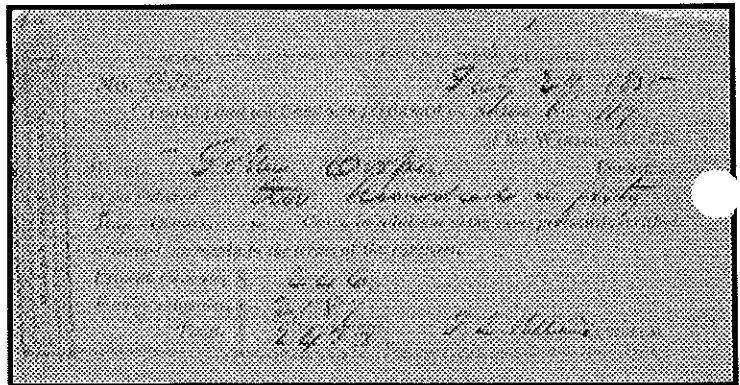
Two additional paintings will be placed above the lobby's front windows. They will be longer and narrower than the other murals. The first, in memory of the organizations past president Jim French, will show the Deer Creek dam near Trailhead Park where the dam broke and the driver was washed over it to his death. The other painting sponsored by Butler, Fairman & Seufert, Inc. of Indianapolis will depict mules crossing the Carrollton bridge as they pull a canal boat across the slackwater of the Wabash River that was pooled by the Pittsburg dam.

A new brochure is being designed that describes each painting. Visitors will be able to learn a lot about canal structures and life on the canal from these beautiful murals by Terry Lacy and from the wonderful exhibits in the canal museum.

Canal Christmas Held

On December 8 & 9 the traditional "Christmas on the Canal" was held in Delphi's Canal Park. Visitors to the park heard stories about attending school in the 1800s inside the log school house. They shopped for handmade gifts at the Cabin Crafts Gift Shop in the Bowen log cabin and purchased cookies, apple dumplings and ice cream in the Canal Interpretive Center. Inside the center demonstrations of pioneer crafts were given. Visitors also viewed the murals and had a hands-on experience of operating a canal lock in the museum. Music filled the air on Saturday when the Delphi Community Band played their instruments. On Sunday afternoon horse-drawn carriage rides were given. Some visitors took the opportunity to walk along the canal towpath and both young and old saw that "jolly-old-elf" arrive in a white carriage to their delight.

If you missed this year's event, plan on attending it next year. A good time awaits you.



This 3 1/2 x 5 inch canal document was recently sold on e-Bay. CSI headquarters was notified by Sue Simerman. It reads as follows:

No. 904 July 29, 1855
 I certify that work has been performed on Section No. 117 of the Wabash and Erie Canal, John Cooper Contractor, to the value of two hundred & forty six Dollars - Cents, in addition to the sums previously certified, estimated agreeably to the terms of the contract,
 Present estimate, \$ 246.
 Former estimate, \$ 2,187.
 Total, \$2,433. J. L. Williams, Engineer

WELCOME NEW MEMBERS

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

Beth Smith - Avon, Indiana Gift membership