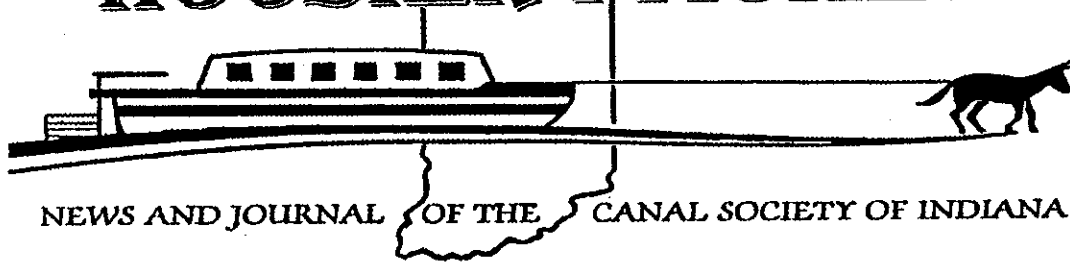


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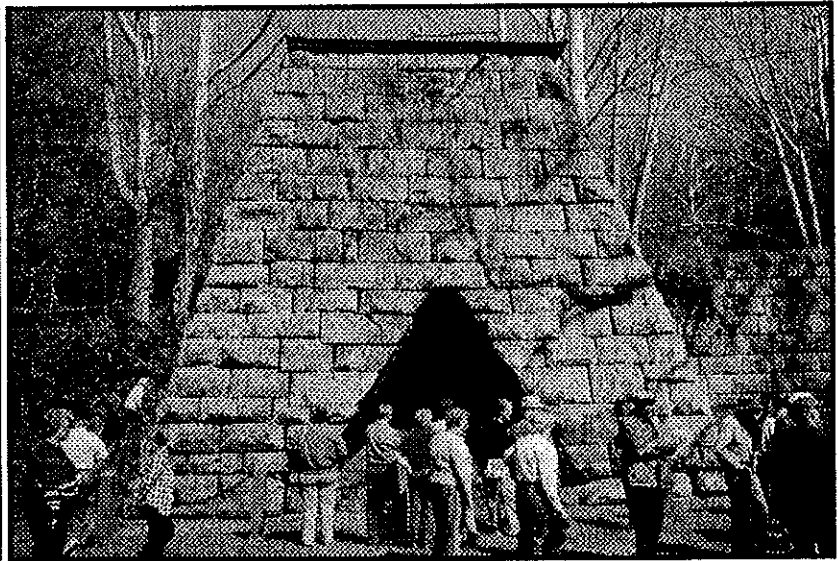
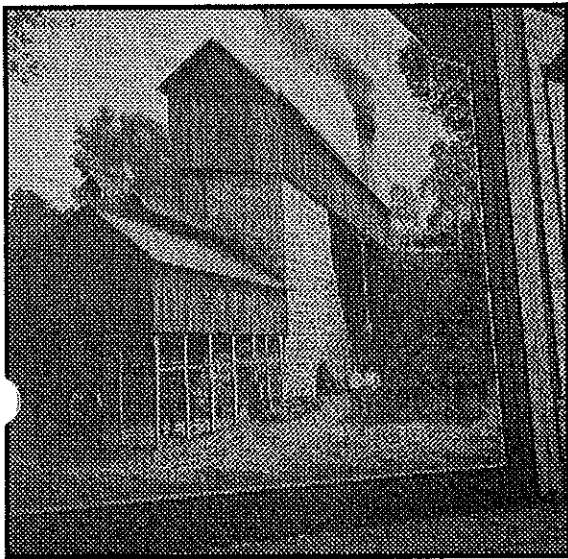


VOL. 7 NO. 3

P.O. BOX 40087 FORT WAYNE, IN 46804

MARCH 2008

# ENGINEERING MARVELS



## “FLUMES, FRESCOES & FURNACES”

April 18-20, 2008

CSI tour of the Ohio & Erie Canal in Ohio's Scioto Valley will feature the canal, its structures, Portsmouth's fantastic flood wall murals and the area's magnificent iron furnace remains. Mural and furnace photos by Bob Schmidt 2003

### Features

1. Engineering Marvels
2. CSI Donor Recognition For 2008
3. Canal Ports, Harbors And Havens Update
4. 18th Lockport, Welcome Members, Speakers Bureau
5. Canawlers At Rest: Robert Cissna
11. The W & E Canal: A Study Of 19th Century Technology
14. Cross-Cut Canal 1836-1839
17. The Mysterious Barge Dog Of Belgium
19. I & M Flood Damage
20. Whitewater Canal Research Group Projects
21. News From Delphi: Deer Creek Hike, Hoosier Heartland Highway Through Deer Creek Valley, Canal Boat Playground
23. In Memoriam: Susan Feller, "Towpaths" Features Whitewater Canal
24. Beneath The Water

### ENGINEERING MARVELS

Canals and their structures were among the engineering marvels of the nineteenth century that provided economic benefits as well as lending beauty to the landscape. The same can be said for the magnificent iron furnaces built at that time. Wonderful murals have been painted of them as well as of other places and events depicting the history of Portsmouth, Ohio and its surrounding area. Robert Dafford, muralist from Louisiana, and his crew, have turned the Portsmouth floodwall into an enormous canvas of over 2000 feet covered with realistic detail, and amazing color and light. It is a modern artistic marvel.

EDITOR: CAROLYN SCHMIDT

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We thank them for their support of our projects.

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Members also gave 10 gift memberships.

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**Canal Ports, Harbors, and Havens:  
2008 Update**

by Richard F. Brown, Jr., AICP

This article updates the original November 2006, report in the *Hoosier Packet* about places in the United States and Canada which have the term "port, harbor, or haven" incorporated in their name. The original article identified 187 places. Based on additional research and sources, this update increases the number by 30 to 217. The additions to the list include:

**COMPANY CANAL**

Lockport, Laforche Parish, LA  
Lockport Heights, Laforche Parish, LA

**CONESTOGA CANAL**

Bridgeport, Lancaster County, PA

**ERIE CANAL**

Lockport Junction, Niagara County, NY  
South Lockport, Niagara County, NY

**LEHIGH CANAL**

Lockport, Northampton County, PA

**MIAMI & ERIE CANAL**

Bridgeport, Montgomery County, OH

**MISSISSIPPI RIVER NAVIGATION**

Bridgeport Twp., Crawford County, WI  
Portage, Jo Daviess County, IL

**MOHICAN CANAL**

Brinkhaven, Knox County, OH

**MONONGAHELA RIVER NAVIGATION**

Port Perry, Allegheny County, PA

**MORRIS CANAL**

Port Delaware (Phillipsburg), Warren County, NJ  
Port Washington, Warren County, NJ

**OHIO RIVER NAVIGATION**

Bridgeport, Harrison County, IN

**PENNSYLVANIA CANAL**

**Allegheny Portage**

Portage Township Cambria County, PA

**Erie Division**

Bridgewater, Beaver County, PA  
Lockport, Erie County, PA

**North Branch Division**

Port Bowkley, Luzerne County, PA  
Port Griffith, Luzerne County, PA  
Port Blanchard, Luzerne County, PA  
Beach Haven, Luzerne County, PA

**Shenango Division**

Harbor, Lawrence County, PA

**Western Division**

Lockport, Westmoreland County, PA

**PORTAGE LAKE CANAL**

Portage Entry, Houghton County, MI

**RAPPAHONNOCK RIVER NAVIGATION**

Port Conway, King George County, VA  
Port Royal, Caroline County, VA

**ST. JOSEPH RIVER NAVIGATION**

Lockport Township, St. Joseph County, MI

**WELLAND CANAL**

Port Dalhouse, ON, Canada  
Port Maitland, ON, Canada  
Port Weller, ON, Canada

A review of the complete list, including addendums and a few corrections from the original report show the following place names to be the most commonly found:

Lockport	17 (see correction*)
Bridgeport	9
Portage	10
Newport	7
Williamsport	6
Portland	5
New Haven	4
Freeport	3

Logansport	3
Middleport	3
Rockport	3

**AN 18TH "LOCKPORT"**

by Richard F. Brown, Jr., AICP

(The list above includes variations of these names such as Portageville or Lower Newport).

The term "port" remains the most commonly used term by a significant margin. It is followed by "haven" and "harbor" respectively.

Port	193	89.0%
Haven	15	6.9%
Harbor	8	3.7%
Combined	1	0.4%
<b>TOTAL</b>	<b>217</b>	<b>100.0%</b>

**NOTES:**

\* The Nov. 2006 article inadvertently left out a few of the "Lockport" places which had been included in the "Lock" Place Names article in the August 2006, edition of the *Hoosier Packet*. The total should have been 16 in Nov. 2006, not nine.

**SOURCES (for the update only):**

American Canal Society, Canal Information and Data Sheets at [www.americancanals.org](http://www.americancanals.org).

Brown, Jr., Richard F., AICP. "Canal Ports, Harbors, and Havens," *The Hoosier Packet*, November, 2006, pages 3-7.

Brown, Jr., Richard F., AICP. "Lock Place Names in the United States & Canada," *The Hoosier Packet*, August, 2006, pages 26-27.

Gard, Max and William H. Vodrey, Jr. The Sandy and Beaver Canal. East Liverpool Historical Society, 1952.

Kalata, Barbara N. A Hundred Years, A Hundred Miles: New Jersey's Morris Canal. Morris County Historical Society, 1983.

Trevorrow, Frank W. Ohio Canals. 1973

[www.topozone.com](http://www.topozone.com)

While researching information for an article for *The Hoosier Packet* on portages, another canal place named "Lockport" was recently discovered. Located in Tuscarawas County, Ohio, Lockport (also known as Blake's Mills) is located in Goshen Township and is situated across from New Philadelphia on the south side of the Tuscarawas River, along the Ohio & Erie Canal. (History of Tuscarawas County)

This addition increases the number of canal places named "Lockport" found to 18. This also amends the number of canal places with "port" in their name to 194.

**SOURCES**

Brown, Jr., Richard F., AICP. "Canal Ports, Harbors, and Havens," *The Hoosier Packet*, November, 2006, pages 3-7.

Brown, Jr., Richard F., AICP. "Canal Ports, Harbors, and Havens: 2008 Update," *The Hoosier Packet*, to be published.

*The History of Tuscarawas County, Ohio*. Warner, Beers & Co., 1884.

**Speakers Bureau**

January - Terre Haute, IN

Jeffrey Koehler, CSI director from Center Point, Indiana, visited Westminster Village, a retirement community, in Terre Haute in mid-January. He presented a program about Indiana's canals to 70 of the village's residents.

Concentrating primarily on the Wabash & Erie Canal, since it once ran through Terre Haute, Jeff explained how a 42-mile-long cross-cut canal was originally planned to connect the Wabash & Erie at Terre Haute to the Central Canal at Point Commerce (Worthington). The works were started in 1836 and stopped in 1839 due to Indiana's indebtedness. The Cross-Cut Canal was eventually completed in 1850 as part of the Wabash & Erie Canal. It had a summit level between the Wabash and White Rivers. Canal boats had to be raised/lowered 78 feet over this summit. Two huge reservoirs at Birch Creek and Splunge Creek were created to feed the Cross-Cut Canal. It was also fed by damming the Eel River at Aquilla.

Following his talk several of the residents had questions about canals. He also listened to their stories about how the canals had played a part in their ancestors' lives.

**WELCOME NEW MEMBERS**

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

Al Auffert	Cutler, IN	Gift membership
Mary Crary	Delphi, IN	Gift membership
Kirk/Joanne/Kyle/ Abigail Germond	Delphi, IN	Gift membership
Laura Jolly	Carmel, IN	
David Kelly	Monticello, IN	Gift membership
Marty Nycum	Ft. Wayne, IN	Gift membership
Beth Smith	Roanoke, IN	Gift membership
Randy/Denise Strasser	Delphi, IN	Gift membership
Roy/Cathy Vandivier	Milton, IN	Gift membership

# CANAWLERS AT REST

## ROBERT CISSNA

**b. February 2, 1800**  
**d. November 6, 1877**

**By Carolyn I. Schmidt**

Robert Cissna was born on February 2, 1800 in Pennsylvania. As a small boy he and his parents moved to Fairfield in Licking County, Ohio. His father and mother both died early in life and Robert had to support himself by manual labor.

Around 1823 Robert married Susan McCollum, who was about 22 years of age. As far as we know they had five children all of whom were born in Ohio:

Alexander Cissna

b. April 25, 1826

d. January 21, 1876

m. 1846 to Jerusha Furrow

b. 1848

d. July 6(?), 1893

Member of 84th Indiana Regiment

Died of softening of the brain

Louisa Cissna

b. around 1830

d. ?

m. D. Patterson

Susan Cissna

b. around 1833

d. ?

m. James McCrea June 1857

George Cissna

b. around 1836

d. December 8, 1858 age 22 years 11 days

Mary Cissna

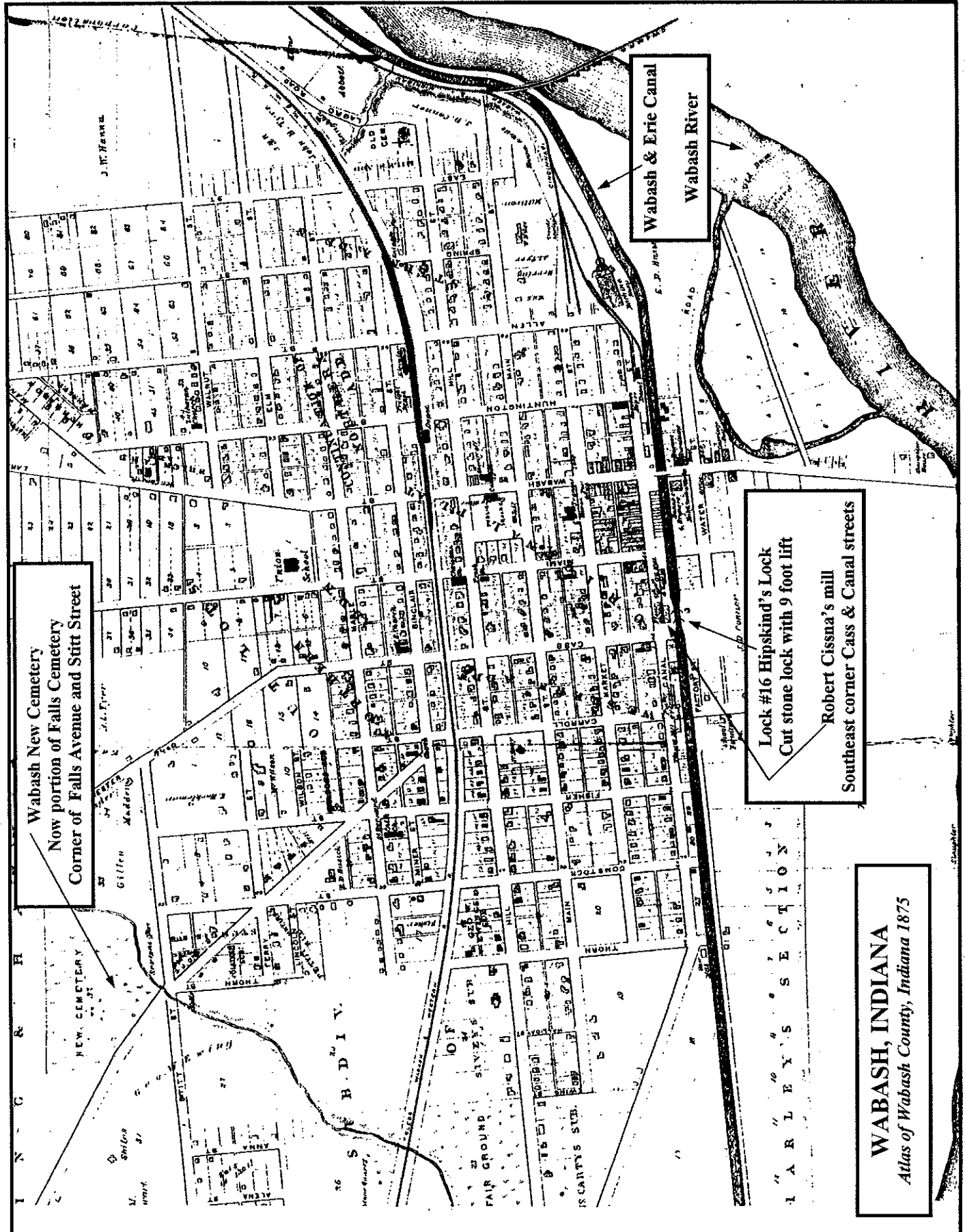
b. around 1840

d. October 1, 1847 age 7 years, 5 months, 5 days

In 1842 Robert left Ohio and moved to Iowa City, Iowa. He did not remain there long before moving to Logansport in Cass County, Indiana. The Wabash & Erie Canal prism had been completed to the town in the fall of 1838 and the canal opened on April 20, 1839. He saw how it helped develop businesses. He learned that water from the canal was being used to power mills all along its route from Toledo to Lafayette. He took a scouting trip to Wabash, Indiana, and found the perfect place to construct a grist mill alongside Wabash & Erie Canal Lock #16, which, in the spring of 1834, had been contracted to Lemuel G. Jones and Peter Myers to build. He knew that the site would meet the terms prescribed by the managers of the canal, and that he only needed to purchase it and get the consent of the State Legislature.

In the fall of 1843 Robert and his family moved to Wabash. On January 15, 1844 the state board of internal improvements was instructed by the State Legislature to lease Robert the waterpower at Lock #16 of the Wabash & Erie Canal "for the purpose of erecting thereon a mill house, and further to carry out and enjoy the object of the purchase or lease of said waterpower, to enter upon, take possession of, use and occupy so much of Canal Street in said Town of Wabash, as also so much of a space of public ground in said town lying west of fractional Lot No. 1 between the Wabash and Erie Canal and Canal Street as may lie and be situated within a line commencing at and running north from the north side of the tumble at said lock, fifty-eight feet, thence west forty-one feet, thence south to the canal, and thence east along the canal to the tumble or place of beginning;" also, "that said purchaser, or lessee, may for the purpose specified in the first section of this act, use and occupy any portion of the south part of Canal Street in said town not exceeding eighteen feet from north to south, not forty-one feet from east to west, commencing within and not varying more than ten feet in any direction from the northeast and northwest corners of the premises in the first section of this act particularly described; as also so much of the space of public ground in said town west of fractional Lot No. 1 as may be east of a line running from the northwest corner of the premises so used and occupied, to the Wabash & Erie Canal."

Robert hired Sanford Honeywell, a Wabash millwright and cider mill owner, to build the mill for him in 1844. [After 1880, Honeywell grew oranges in DeLand, Florida. He was the father of Mark C. Honeywell, the founder and president of the Honeywell Corporation (1927) after whom the Honeywell Center in Wabash is



Wabash New Cemetery  
 Now portion of Falls Cemetery  
 Corner of Falls Avenue and Stitt Street

Wabash & Erie Canal  
 Wabash River

Lock #16 Hipkind's Lock  
 Cut stone lock with 9 foot lift  
 Robert Cissna's mill  
 Southeast corner Cass & Canal streets

**WABASH, INDIANA**  
*Atlas of Wabash County, Indiana 1875*

named.) The mill was located at the southeast corner of Canal and Cass streets adjacent to Lock #16 of the Wabash & Erie Canal. [A mill stone from Cissna's mill with a plaque on it sits by the *Wabash Plain Dealer*, the local newspaper, which is currently located at the mill site.]

On September 2, 1845 Robert secured a lease of the premises for thirty years that was back dated starting on November 1, 1844. This gave him the right to use the surplus canal water that was not required to operate the lock for navigation "as would be sufficient, applied to an overshot wheel of eight feet diameter with proper gearing, to propel two four and one-half feet mills."

Robert utilized this canal water by diverting it to his mill and using its valuable power to turn the mill stones. His lease for water was reported by E. F. Lucas, General Superintendent of the Wabash & Erie Canal, in the *Indiana Documentary Journal* of December 1, 1845 as follows:

Robert Cissna, of the town of Wabash, is the lessee of two run of 4½ feet stones, at \$226 per annum each, one commencing December 16, 1844, and one run November 1, 1845, and payable semi-annually thereafter, on the 1st of May and November in each year. His wheel is 8-foot overshot, and the regulating weir that conducts the water to it is well and elegantly constructed, which admits of no surplus water to escape, and further, is well worthy of imitation by others. The rents are all paid up to November 1, 1845.

In a table of water power as leased on the Wabash and Erie Canal reported to the legislators on December 1846 in the *Indiana Documentary Journal*, we learn that this run of 2 stones on the 8 ft. wheel was allowed usage of 1237 cubic feet of canal water per minute, the annual rent formerly computed at \$452.00 and presently computed at \$678.00 for a number of standard powers of 3.00 with the computed rate per power as per lease of 226.00.

Although Colonel Hanna had improved the waterpower of the Wabash River and built a gristmill as early as 1835, it was the enterprise founded on Robert Cissna's grist and flour mill built in 1844 that eventually became Wabash's largest mill with a daily capacity of about one hundred barrels. D. Thompson & Son purchased the mill and operated it for several years. It then was operated by George W. Summerton and later with his sons, Clayton C. and George P. It was the original building of the Wabash Milling Company.

On a deed dated July 7, 1845, Solomon Hoover granted Robert Cissna Lot 41 of the original plat of Wabash, Indiana. The price of the lot was \$100.

The 1850 Census for Wabash County, Indiana, shows Robert at age 50 a miller with an estate valued at \$13,400. Those living with him are his wife, Susan age 48, and children Louisa age 20, Susan age 17 and George age 12.

In 1859 Robert built a woolen mill/factory that employed a force of about twenty men. Philip Smith worked as a laborer in the mill receiving fifty cents per day. The mill outgrew its building and had to be enlarged so that new looms could be added. Philip ran a carding machine and learned spinning, weaving and cloth finishing. Philip became the boss carder and had his wages increased several times. James McCrea, Robert Cissna's son-in-law also worked for him in this mill for six years.

Robert sold the mill to Mr. Stearns in 1862. Although Stearns had originally planned to erect a larger factory on the opposite side of the canal, he decided to build at Peru, Indiana, instead. Stearns took the woolen mill's foreman with him and Philip Smith took over as the foreman of the Wabash mill that by then employed sixty hands. Philip's wages were increased to \$2.75 per day. He remained the foreman for two and a half years.

The 1860 Census shows Robert at age 60 working in a woolen factory with an estate valued at \$11,000 and personal property valued at \$5,000. Living with him are his wife Susan age 58 keeping house and Mary Musser, age 28 housework.

Although the town of Wabash had been incorporated in 1849, it was in the class of laws designed as "Local" and the State abandoned these "Special Laws." To re-organize the town had to be re-incorporated. Meetings ensued that led to an election held on Tuesday, May 16, 1854, at the courthouse creating 5 wards and on July 24, 1854 an election was held to select a trustee for each ward. Elections were held again in 1855 and 1856. In 1857 Robert Cissna was elected as a trustee of the Fourth Ward, which comprised all territory from north to south between Miami and Cass streets.

After the state school law was passed in 1852 several attempts were made to build the Union Schoolhouse in Wabash. They failed and the town board of trustees couldn't reach agreement. Finally five new trustees were appointed for school purposes as follows: Robert Cissna, M. R. Crabill, Albert Pawling, Warden McLees and Daniel Sayre. These men worked together and in the fall of 1857 a school fund was made available, plans for the building adopted and contracts let. The cornerstone of the school was laid on May 18, 1858 and in September of 1859 the first term of the Wabash graded schools began.

On July 6, 1863 John Hunt Morgan's Raiders crossed the Ohio River at Brandenburg, Kentucky, and entered Indiana. On July 9 Indiana's Governor Oliver P. Morton called for citizens to organize into military companies and be subject to orders. This Civil War group was known as the Indiana Legion.

In Wabash a war meeting was held on July 11 at the court house to organize into the military those over 45 years of age. A roll of paper was presented for signatures under the following terms:

ROLL OF WABASH PIONEERS.

ARTICLE I. The undersigned associate themselves into a military company, the persons composing it being over forty-five years of age and exempt from military duty.

ART. II. We do hereby —each member for himself —voluntarily waive all right of exemption as set on in the foregoing article, and tender our services, and present a company that shall be held and holds itself, as a part of the Indiana Legion subject to the orders of the Governor for all military purposes.

ART. III. This company pledges itself to loyalty, and hearty supports the Union and the Government. This article is fundamental, and shall not be changed.

Robert Cissna was among the 86 signatures joining in this effort. They met every evening at 7 p.m. at the courthouse for roll call and drill awaiting further orders. They were relieved from duty on July 15, 1863 in an address by Governor Morton stating that the duties of these "minute men" were no longer needed.

After the national banking law of February 25, 1863 was passed, the First National Bank of Wabash was organized with a capital stock of \$50,000 and the privilege of an increase to \$100,000. Robert Cissna was its president and John L. Knight its cashier. The bank became extremely successful and by 1883 needed to enlarge the facilities.

In 1868-69 Robert Cissna, Joseph Crabbs, Esq. (b. October 10, 1815, d. February 14, 1890), and Judge John L. Knight (b. December 27, 1816, d. ?) organized the Citizens' Bank in Wabash with a capital of \$50,000. Robert was its president, Joseph Crabbs its vice-president and Judge Knight its cashier. James McCrea, Robert's son-in-law later became the bank's president and principal stockholder, owning five-sixths of it. The institution was prosperous.

The 1870 Census for Wabash County, Indiana, shows Robert at age 70 as a banker with an estate valued at \$13,000 and personal property valued at \$2,000. His wife Susan is 68 years old and is keeping house. They have a domestic servant, Kate Ott age 16, living with them.

Robert lived out the rest of his life in Wabash. He had been actively "engaged in enterprises calculated to develop the resources of the country, or foster and increase the business of the town and city."

On the morning of November 6, 1877, Robert Cissna passed away having suffered greatly for some time with cancer on his face. He was survived by Susan, his wife of 54 years, and his two daughters, Mrs. D. Patterson and Mrs. James McCrea. A large group of citizens followed his remains to Falls Cemetery in Wabash, Indiana, where he was buried. The following obituaries ran in Wabash County newspapers:

Wabash Plain Dealer November 9, 1877

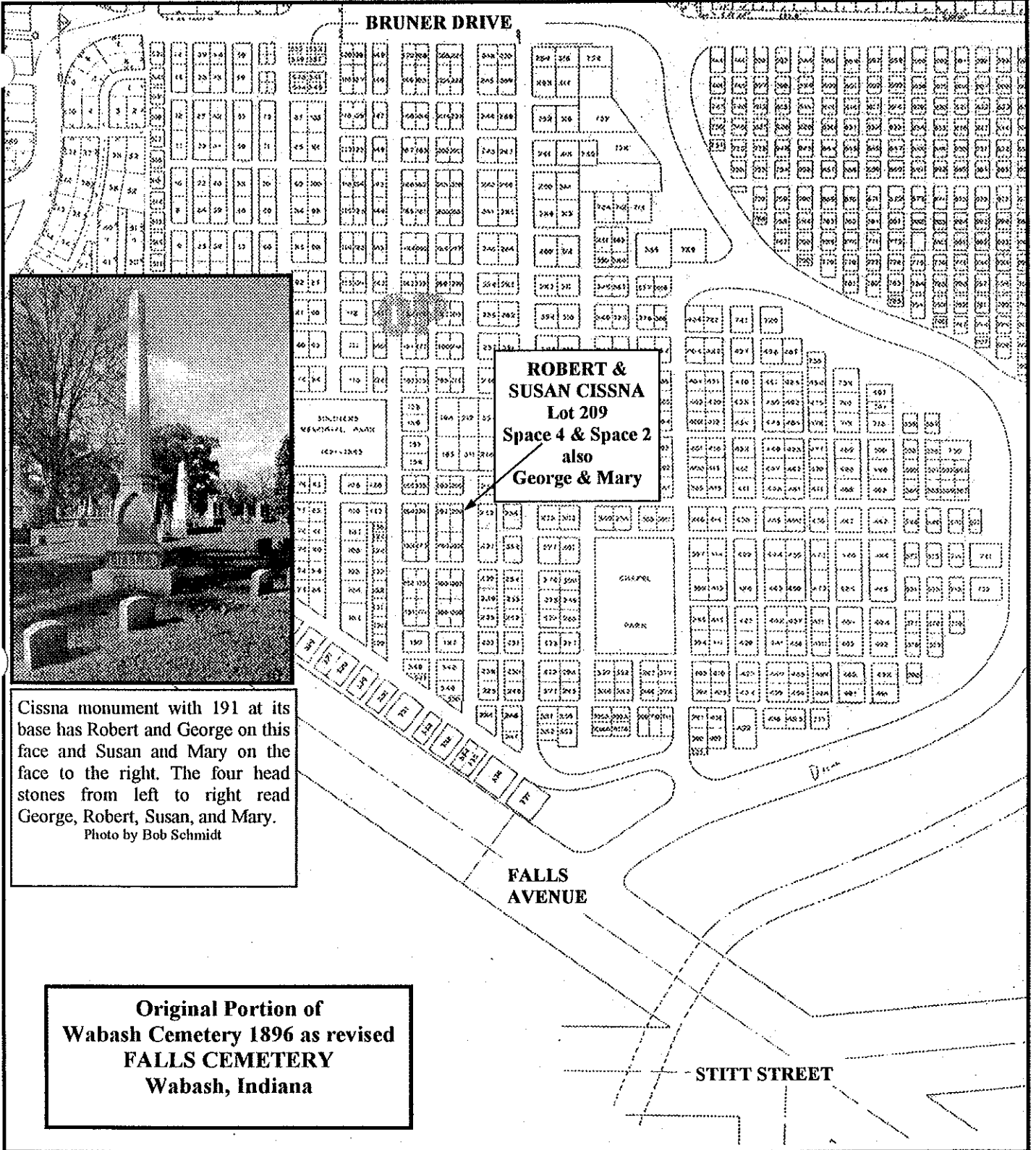
—Mr. Robert Cissna was buried yesterday. Not one of the very earliest to settle in this city, he was one of its inhabitants for more than a third of a century. Though by some he was thought not easy of approach, the general verdict of those who knew him longest and best will be that his seeming indisposition to conciliate grew out of a jealous regard for the public advantage, and was scarcely ever exhibited in matters pertaining to his private interests. All agree in pronouncing him an honest man and a public-spirited citizen; one who fought harder for what he thought was the public interest than he did for his own; less yielding when the public interest was involved than when his individual rights were likely to suffer. For many of our public improvements, as well as much of our city's growth and prosperity, those who survive him are indebted to his advice, his money and his influence. Those who knew Robert Cissna only after age and infirmity began to drive him out of business, have little conception of the strength of his judgment, the simplicity of his manner, the industry and frugality of his habits, and the energy and force of his character in the days of his active life. He will be long and favorably remembered by those who knew him best. This item is not meant in any sense as an obituary —that appears in another part of this paper —but we were unwilling one should depart from among us we had favorably known so long, and who had formed so conspicuous a part in our city history, without at least a passing mention on the editorial side of our paper. He did our people much good and no harm.

Wabash Weekly Courier November 10, 1877

Mr. Robert Cissna, one of the oldest residents of this county, and for a number of years among the leading men of Wabash, died at his residence in this city last Tuesday and was buried in Falls Cemetery, on Thursday. Mr. Cissna was 77 years of age and had been a resident of this city thirty-four years.

Lagro Local & Express November 10, 1877 said that Robert Cissna died of facial cancer.





Cissna monument with 191 at its base has Robert and George on this face and Susan and Mary on the face to the right. The four head stones from left to right read George, Robert, Susan, and Mary.  
Photo by Bob Schmidt

**Original Portion of  
Wabash Cemetery 1896 as revised  
FALLS CEMETERY  
Wabash, Indiana**

Robert's will was written on March 21, 1877 were Francis M. Eagle and Thomas McNamee. [Note and recorded on November 21, 1877 following his death. In it is listed Susan Cissna, his wife, and the four eldest children of their son Alexander, who had died the previous year. These were James, Geo, John and Gertie without a father. According to the Federal Census of Goodlander. There was no executor and the witnesses 1870 Alexander and Jerusha had six children James age

21, Girty age 15, Jackson (John?) age 12, George age 9, Kittie age 3, and Otey age 3½ months. Why Kittie was left out of the will we do not know. Otey had not been born when the will was written.]

In Wabash County histories Robert Cissna is described as "an architect of his own fortune" who had "great vital energy, discreet judgment and indomitable will in every emergency." "He was a man of well poised mind, positive from conviction, and stubborn only in the defense of right as he saw it; every ready to listen to reason, and yielded his own opinions when argument and facts demonstrated their faultiness."

Apparently Robert liked to clash with the editor of the *Plain Dealer*. One reminiscence reported that "Mr. Cissna was an old-time abolitionist and A. P. Ferry, the editor of the *Plain Dealer*, was also a rank republican, but they would disagree sometimes and it was worth more than the price of a trip to Nevada when they joined issues and got into a political scrap — although their quarrels never led to anything more serious than the use of adjectives.

As a business man he was described as "having a clear conception of business details and of the means whereby any desired result might be obtained....He was seldom mistaken....the people of Wabash especially, and of the county generally, owe the satisfactory introduction and prosecution of their present excellent gravel road and turnpike system."

Susan McCollum Cissna, Robert's wife, died on November 14, 1878 at the age of 77. Note that her obituaries carry the name of her husband rather than her first name as was the custom at that time.

Wabash Weekly Courier November 16, 1878  
Mrs. Robert Cissna, one of the oldest residents of Wabash county, died of apoplexy [stroke] at her late residence in this city last Thursday about ten o'clock, A.M. She had not been in good health for several months. But had not been seriously affected at any time. For some weeks past the deceased had given herself a great deal of trouble about her financial affairs, and on Thursday morning Mr. Thomas McNamee called upon her to set her mind at ease on that subject as well as he was able. Mr. Mc was about to depart when Mrs. Cissna called to him, as if wishing further conversation, and when he returned she gasped a few times, fell in his arms and died in a moment without a struggle. The deceased was the wife of the late Robert Cissna, one of the prominent pioneer citizens of Wabash county. She was a highly respected lady and her sudden and unexpected death will be deeply regretted by her many friends. Mr. James McCrea and wife, the latter a daughter of the deceased, were visiting in Pennsylvania at the time of her death.

They were immediately telegraphed for and are expected to arrive this (Friday) evening. No burial arrangements will be made until the return of Mr. and Mrs. McCrea.

Lagro Local & Express November 16, 1878 reported the death of the wife of Robert Cissna.

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

By Anthony G. Blake

*While working on a project to partially fulfill the requirements of his Master of Arts degree in the Liberal Studies Program in the Graduate School of Duke University, Tony Blake contacted CSI headquarters for information on Indiana's canals. He was encouraged to join CSI and was asked if we could publish his final work. He has been a member since 2003. In 2004 he provided a copy of his dissertation for us to publish as we see fit. We will publish it as a series in upcoming "Hoosier Packets" without his footnotes, table of contents, bibliography and some of his illustrations. If a question should arise these items are available at CSI headquarters.*

I. INTRODUCTION

In the first half of the nineteenth century, Americans built 3,700 miles of canal to move goods and people around their new nation. The first was the Middlesex Canal, completed in 1804, connecting Boston with the Merrimack River at Lowell. The first long-distance canal was the Erie, completed in 1825, connecting the Hudson River with Lake Erie. The spectacular success of the Erie Canal bred imitators in other states: Pennsylvania, Connecticut, Maryland, Virginia, Ohio, Indiana, and Illinois. None of these later canals proved as profitable as the Erie, but all were important to the economic development of the territories they served. Costs to move agricultural products to markets dropped significantly, making possible farming in the western parts of New York and Pennsylvania and in the new states across the mountains in the west. Water transport, even if slow by modern standards, was infinitely superior to dragging cargoes with horse and wagon over muddy, rutted tracks in the wilderness. On their westward journeys, canal boats carried new settlers for the now-profitable farmland and manufactured goods for their use. People arrived by the tens of thousands, they tamed the wilderness, they built towns, and the United States grew at the most rapid rate in its history. The canals were an essential part of this.

Today we think of the Canal Era as an especially vibrant and romantic period of American history. The canals brought prosperity. People marveled at the canal engineers' spectacular feats; managing water supplies over vast areas, aqueducts to carry canals over rivers, great cascades of locks, tunnels, and even a portage railway to carry canal boats over the Pennsylvania mountains. Canal construction provided employment to thousands, many of whom were Irish immigrants. The jobs may have been arduous, dangerous, and poorly

paid; nonetheless, we can still find many examples of descendants' reminiscences of the parts their ancestors played in the construction of this or that canal. And the canals were beautiful. They often were set in river valleys, beautiful in themselves. They followed the contours of the land, producing graceful curves. Passengers on the new packet boats, the early nineteenth-century version of luxury travel, wrote of the beauty and excitement of quiet travel through the countryside. Books today extol the virtues and romance of the American canals, and folk songs commemorate them.

Lost in all of this is the dark side of the canal enterprises. Many of the canals, especially the later ones, were financial failures. Construction costs invariably exceeded estimates, and maintenance and repair costs, which turned out to be considerable, were scarcely considered when the projects were conceived. Traffic and tolls never came up to the largely unrealistic expectations of canal promoters. And, most important of all, the rapid development of rail transport in the 1840s and 1850s put an early end to the useful life of the canals. The result was that public and private investors in canals lost a great deal of money. Their ill-conceived projects drove the states of Pennsylvania and Indiana into bankruptcy, causing them to default on interest payments to canal bondholders in the early 1840s.

In light of this, it seems instructive to examine the promotion and development of the American canals. What caused investors and politicians of the early nineteenth century to decide on construction of canals for their territories? In particular, why did they decide on canals rather than railroads, even though their advisors told them that railroads were technologically superior to canals? This paper sets out to examine these questions. It will give particular attention to Indiana's Wabash and Erie Canal, which eventually linked Toledo on Lake Erie to Evansville on the Ohio River. The 468-mile Wabash and Erie was the longest of the American canals. It was the last to be completed, finally reaching Evansville in 1853 after more than two decades of construction. But in order to understand what the Indiana legislators knew and why they did what they did, we need also to understand what had happened previously in New York, Pennsylvania, Maryland, and Ohio. Chapter II of this paper examines canal projects in these states, and Chapter III looks at the Indiana project. Chapter V attempts to formulate answers to the questions posed above, at least for the Wabash and Erie Canal.

My interest in the Wabash and Erie Canal arises in part because a relative of mine played an important part in its promotion and construction. Thomas H. Blake, of Terre Haute, Indiana, was my great-great-grandfather's first cousin. He was a prominent Whig politician in Indiana in the first half of the nineteenth

century and a lifelong advocate for the Wabash and Erie Canal. This paper is also about Thomas Blake. Chapter IV contains a biographical sketch and suggests reasons for his support of the canal.

Looking forward to our conclusions, we will see that the decisions to build the Wabash and Erie Canal — both its initial parts and later extensions — were *not* driven by considerations of which technology seemed superior. Instead, the legislators committed state support for internal improvement during a period of expansionist fever, choosing what seemed to be safe technology in order to get started as quickly as possible. They favored canals over railroads also because they could understand the process of construction and operation; the canals would be more homegrown, not relying on big companies from the east. And, in a subtle way, the choice was about boosterism. Those who held the political power that caused the legislature to endorse the canal projects represented districts that would most benefit from the canals. Bringing infrastructure to one's home town using money provided by all the taxpayers in the state was then, as now, very attractive to any ambitious politician.

These conclusions will not surprise anyone who is familiar with modern historical thought, in particular the social construction of the history of technology. Social constructivists hold that technological development seldom follows a straight path towards ever-improving technical solutions. Instead, technological changes are influenced, delays, and diverted by many factors: economics, competitive advantage politics, special interests, and human emotions. Traditional historians of technology might suggest that Americans would have started building railroads as soon as their feasibility was demonstrated and that many of the canal projects, including the Wabash and Erie Canal, would have been shelved in the face of the obviously superior railroad technology. This paper will show that the introduction of railroad technology came later than it need have and that society wasted substantial resources on little-used canals. In Indiana, the superiority of railroad technology was not obvious to those who made the decisions for the canal, while the benefits the canal would bring to their home towns were.

## II. BACKGROUND

Canals had long been established as an alternative to the poor roads found everywhere in the eighteenth and nineteenth centuries. Canals had been known in the ancient and classical worlds, but the first modern canal, with locks, tunnels, aqueducts, and reservoirs, was the 148-mile Canal du Midi, built in France in 1681 to connect the Atlantic to the Mediterranean. In the next century, canals were widely built in the Netherlands and

in Britain. The British built more than 4,000 miles of canals before the advent of railroads in 1825 caused them to cease construction. Canals were a welcome relief to travelers and shippers of goods in Britain; roads there were poorly built and not maintained.

In America, at the beginning of the nineteenth century, canals seemed a natural solution to the problems faced by the large and sparsely settled nation. Leaders in Washington were concerned about the lack of cohesion in the new republic. Surrounded by potential enemies, populated by people of diverse interests, and plagued with difficult communications and transportation between its coastal and interior regions, the United States faced a real danger of flying apart. Many politicians saw improved transportation as the most immediate means of allaying this danger. The politicians' inclinations were reinforced by pleas from farmers and merchants, who argued that excessive transportation costs prevented the commerce that was needed to unite the country. The federal government came up with a master plan for internal improvements in 1808, documented in Treasury Secretary Albert Gallatin's *Report on the Subject of Public Roads and Canals*. The report envisioned a network of turnpikes, canals, and improvements to rivers that would link all part of the country.

By the time of the Gallatin report, American's first commercial canal had been put in use: the 27-mile Middlesex Canal between Boston and Lowell, Massachusetts, started in 1793 and completed in 1804. The Middlesex Canal had been privately financed, was used to carry lumber and agricultural products from the Merrimack River to the Charles River at Boston, and seemed to be a technical and social success. As with many later canals, it was not a financial success. The investors never saw much in the way of dividends, and the canal earned nothing at all after the 1835 startup of the Boston and Lowell Railroad, which followed the canal right of way. Ironically, the railroad builders had used boats on the Middlesex Canal to transport rails and sleepers to their construction sites.

But the Middlesex Canal did demonstrate the feasibility of canals in America. This, together with the Gallatin report, set the stage for America's Canal Era. Construction would begin in earnest with the Erie Canal in 1817 and end in 1853 when the Wabash and Erie Canal was finally completed. More than 85% of American's canals were already in service in 1840; after that the pace of construction slowed in response to the beginning of the railroad age.

As we shall see, a number of Americans started pushing for railroads instead of canals as early as the mid-1820s. The Stockton and Darlington Railroad, the world's first general purpose railroad, had started opera-

tions in England in 1825, demonstrating, at least to some, the technical and commercial feasibility of steam rail transport. American railroads began when Maryland's Baltimore and Ohio Railroad put 13 miles of track into service in 1830. After that, railroad construction increased rapidly. Even during the height of the Canal Era in the 1830s, railroad construction exceeded canal construction, and during the 1840s and 50s, railroads swamped canals.

In the remainder of this chapter, we will examine canal and railroad projects in New York, Pennsylvania, Maryland, and Ohio. We will look at the decisions that led to their construction, the factors that entered into the choices of canal vs. Railroad (at least in those cases where such choices were actively considered) and the influence of railroads on the canal operations. In the following chapters, we will consider these points in greater detail for the Wabash and Erie Canal.

### *Erie Canal*

Americans had known for some time that the most favorable topography for access to the interior lay along New York's Mohawk River valley from Albany westward. In the 1790s, a private company attempted to construct short canals and locks to make the river navigable. The attempt was unsuccessful and after about ten years of work was abandoned. The failure should not have been a surprise; years earlier the British had concluded that improving rivers for transportation was fraught with technical problems. Benjamin Franklin had reported this from London in a 1772 letter to the mayor of Philadelphia:

...Here they look on the constant practicability of a Navigation allowing Boats to pass and repass at all Times and Seasons, without Hindrance, to be a point of the greatest Importance, and, therefore, they seldom or ever use a River where it can be avoided....Rivers are ungovernable things, especially in Hilly Countries. Canals are quiet and very manageable. Therefore they are often carried on here by the Sides of Rivers, only on Ground above the Reach of Floods, no other Use being made of the Rivers than to supply occasionally... water in the Canals.

Political leaders in New York tried to revive the effort with a proposal to build a canal over a route extending from Albany to Lake Erie at Buffalo. Such a canal had been included in the federal master plan proposed by Gallatin. The New Yorkers arranged for surveys, gathered cost estimates, and went to Washington in 1811 to obtain funding. War with Britain prevented any action on this request; it was presented again, however, Congressional plans to create a fund for the sup-

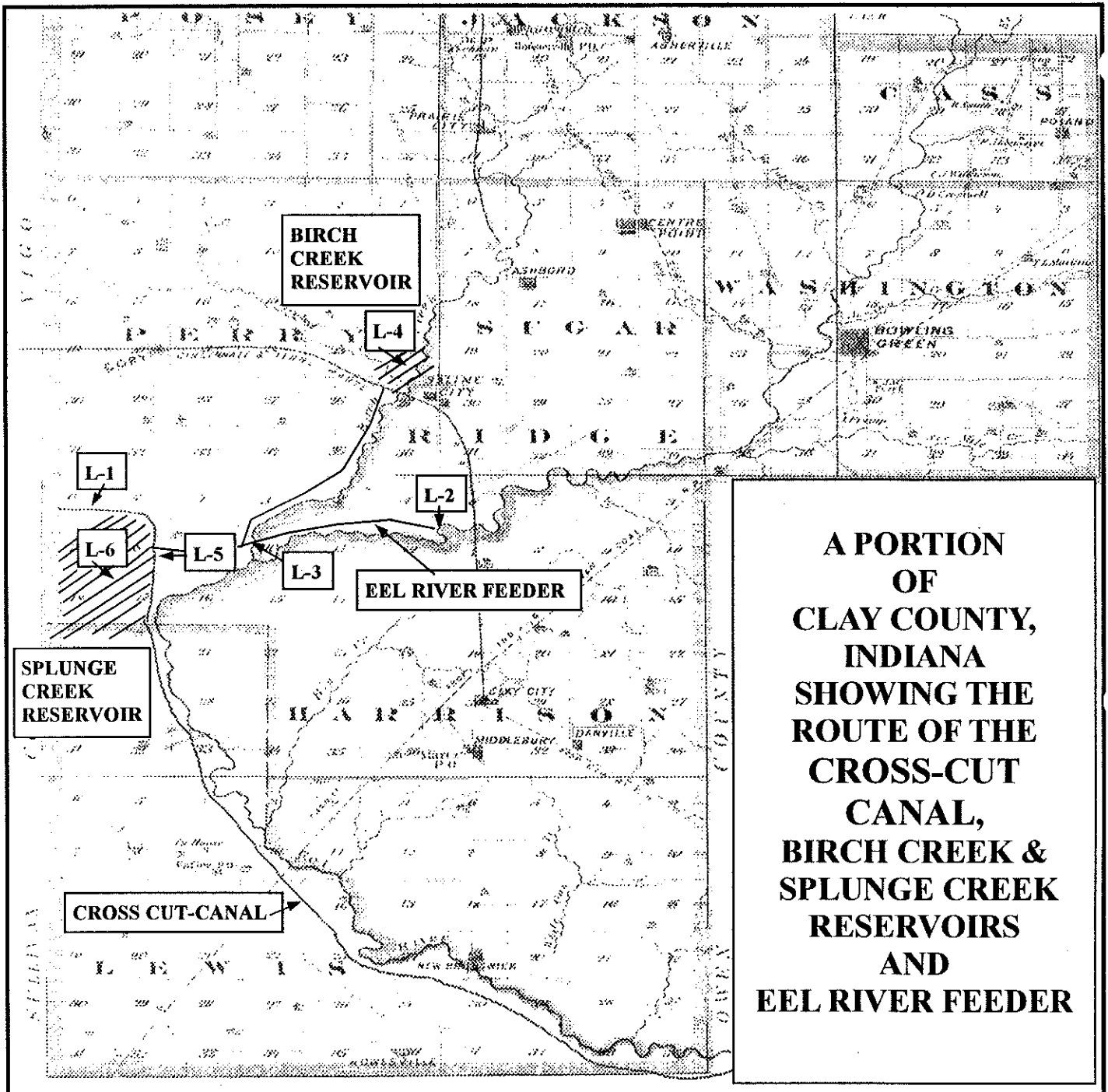
port of internal improvement projects fell victim in 1817 to a presidential veto. If such projects were to be pursued, it would be the responsibility of private interests or of state governments.

In this environment, the state government in New York, under the influence of the estimable DeWitt Clinton, ploughed ahead. The legislature authorized the formation of a canal commission and provided funds, which were to be raised through borrowing, taxes on salt, and lottery receipts. While there was considerable public enthusiasm for the project, there was also stiff resistance, particularly from parts of the state that seemingly would not gain direct benefits from the planned canal. The strongest objections came from New York City, whose representatives missed the point: after the canal started operating, New York City rapidly widened its lead over America's other cities as a center of commerce and imports and exports.

The story of the construction of the Erie Canal is well known. The engineering achievements were remarkable, especially since none of the participants had been trained in engineering at the start of the project. Support from the politicians was steadfast, despite the resistance from some quarters. Workers were available for \$8 to \$12 per month; in later years of the Canal Era, wages would increase. Management was diligent, and high standards of workmanship were enforced. By 1823, the portions of the canal that were in operation produced tolls sufficient to fund the construction of the ambitious locks needed to surmount the escarpment near Lockport in the west and to navigate the falls from Schenectady to the Hudson River. The work was finished in 1825. It was capped by the spectacular "wedding of the waters" in October and November of that year. Clinton, who by then had been elected governor on the strength of his support for the grand canal project, the canal commissioners, and the engineers led a procession down the canal to Albany and thence down the Hudson River to New York harbor, where they dumped two kegs of Lake Erie water into the Atlantic Ocean. The event was marked by cannon salutes along the length of the canal, festive speeches at every stop, and grand pageantry in New York City. Shaw quotes Page Smith on the subject;

The historian has...difficulty...in suggesting the degree to which the canal obsessed and enchanted Americans in the fall of 1825....It was taken to be a symbol of the boundless potentialities of the country, its resiliency and its hopes.

*The continuation of Chapter 2 of this paper will be in the April 2008 issue of The Hoosier Packet.*



**A PORTION OF CLAY COUNTY, INDIANA SHOWING THE ROUTE OF THE CROSS-CUT CANAL, BIRCH CREEK & SPLUNGE CREEK RESERVOIRS AND EEL RIVER FEEDER**

## CROSS-CUT CANAL 1836-1839

(42 MILES: 17 IN VIGO COUNTY, 21 IN CLAY COUNTY & 4 IN GREENE COUNTY)

This waterway between Terre Haute and Worthington that connected the Wabash and White Rivers lifted canal waters 78' over a summit level. There were 9 lift locks in Vigo county to reach the Eel feeder summit level. The Eel River feeder and the Birch Creek and Splunge Creek Reservoirs supplied water for this summit. Begun in 1836, the works were abandoned in 1839 only to later be completed in 1850 as part of the Wabash and Erie Canal.

OCT 22, 2007

DETAILS OF WABASH & ERIE CANAL IN CLAY COUNTY

Official distances in bold  
 MILEAGE X = Visible Remains or Marker  
 FROM IN L = Locations

ST LINE County

243

Vigo County Line  
 L-1 Big Slough  
 Little Slough

Into Reservoir

ROAD LOCATIONS

1847 REPORT & MISC DETAILS

TYPE

DIMENSIONS

Timber - Box 2 spans 11 Ft x 2 Ft  
 Timber - Box 1 span 10 Ft x 1.5 Ft

5.5 Miles  
 264 Ft

16.5 Ft high

**Open-Trunk** 3 x 27 Ft 81 Ft  
 Timber - Box 2 spans 10 Ft x 2 Ft

1000 acres

4 Miles

300 Ft

50 ft

40 Ft

12 Ft x 3 Ft

10 Ft x 3 Ft

15 Ft Chord

Culvert No. 157  
 Culvert No. 158

**Eel River Feeder**

Eel River Dam 1st dam 180 Ft destroyed - flood

Guard Lock on west end

Aqueduct

Culvert on feeder

2 - Road Bridges on feeder

**Birch Creek Reservoir**

Feeder from Reservoir to Eel Feeder

Culvert to discharge water

Waste Weir

2 - Road Bridges on feeder

Small Culvert on feeder

Waste Weir

**Lock No. 50**

**Lock No. 51**

Culvert for Splunge Creek Feed

**Splunge Creek Reservoir**

Road Bridge No. 112

Road Bridge No. 113

Culvert No. 159

Road Bridge No. 114

Road Bridge No. 115

Waste Weir - same as mouth of Eel River

**Lock No. 52**

Culvert No. 160

Road Bridge No. 116

Waste Weir - same as mouth of Eel River

Culvert No. 161

**Lock No. 53**

Road Bridge No. 117 just below lock

Road Bridge No. 118

**Lock No. 54**

At Eel River Feeder

X L-5

X

246

X L-6 Splunge Creek

lower end of reservoir

Hooker's Mill

At Kossuth

At Kossuth

**Prairie Creek**

Just below Prairie Creek

Road to New Brunswick

Road to New Brunswick

Greene County Line

264

OCT 22, 2007

WABASH & ERIE CANAL BY INDIANA COUNTY

BRAZIL

COUNTY SEAT - BRAZIL

ESTABLISHED : 1877 first was Bowling Green in 1828

FOUNDERS :

NAMED FOR :

NICKNAME :

W&E reached here

June 1850

8212

CLAY COUNTY

ESTABLISHED : February 12, 1825  
 NAMED FOR : Henry Clay of Kentucky

SIZE : 358 sq miles

CANAL TOWNS :

SUMMARY OF STRUCTURES IN CLAY COUNTY

LIFT	QTY	NUMBERS	LENGTH OF CANAL IN COUNTY
			<u>21</u> = MILES
Stone Locks	0		
Timber Locks	5	No. 50-53	
County Totals	<u>5</u>		
Guard Locks	1	At Eel Dam	
Other Locks			
Aqueduct - Open	1	On Birch Creek Feeder	
Aqueduct - Covered			
Stone Arches	0		
Timber Arches	1	No. 161	
Box Culverts	6	No. 157-160 + 2 ON Feeders	
Feeders to main Canal	2	Eel River & Birch Creek	
Slackwater Crossings			
Dams	1	Eel River Dam	
Road Bridges	11	No. 112-118 + 4 on feeders	
Waste Weir	4		
Flood Gates			

WATERWAYS

Big Slough  
 Little Slough  
 Birch Creek  
 Pitt's Branch  
 Eel River  
 Splunge Creek  
 Prairie Creek

TOWNS

Kossuth

CANAL TOWNSHIPS

Perry  
 Sugar Ridge  
 Lewis



## The Mysterious Barge Dog of Belgium

By Lynn Bower, copyright 2008

On Thanksgiving Day 2007, NBC broadcast The Purina National Dog Show from Philadelphia. What made this event special, at least for me, was the small, black, fox-faced winner of the Non-Sporting Category. Beach (full name: DeLamer's Beach Blanket Baby) was said to be a Schipperke (pronounced skipper-key —Flemish for "little skipper"). Apparently, they were known as Belgium barge dogs.

Barge dogs? That got my attention, and so I decided then and there to know more about these unfamiliar canal canines. My simple quest, however, turned out to be far from easy or straightforward. Information on Schipperkes, I soon discovered, was both confusing and contradictory.

I first became aware of the Schipperke labyrinth that I was getting into when I attempted to find out when and how the breed came to be. Several sites I checked said Schipperkes had been around since the 1600s. And, the Schipperke Club of America (SCA) seconded this by sharing the news that the Schipperkes of the Guild Show had been held in Brussels' Grand Palace in 1690. Yet, the very same SCA entry declared that the breed came about only in the mid 19<sup>th</sup> century, having been bred down from a remnant population of larger Leuvenaer sheepdogs. Other sources agreed the breed was a descendant of the Belgium Leuvenaer, but didn't offer a date when that might have occurred.

Bewilderingly, quite a few entries disagreed with any Leuvenaer sheepdog connection and confidently asserted that Schipperkes had been derived from Pomeranians, Terriers, or Spitzes. Case in point, the *Grolier International Encyclopedia's* matter-of-factly noted, "Schipperkes are of the Spitz family." But, in a somewhat defensive tone, the SCA "History" section began with, "The Schipperke is not derived from the Spitz or Pomeranian." A Terrier Schipperkee forebear, the Club apparently felt, was just too farfetched to bring up.

Exploring the origin of the dog's name was an equally murky task. Several sites told me that Schipperkes were once known as Spitskes. This seemed to contradict with the Grand Palace Schipperke to-do of 1690. Most sources agreed, though, that it wasn't until 1888 that the dogs were "officially" designated as Schipperkes. And, a few sources noted that the prior name Spitskes was dropped in favor of Schipperkes to differentiate the dogs from Spitzes, which of course they are not related to — or maybe they are.

But why choose such an odd name as Schipperke? Why "little skippers?" Apparently, the choice may have been a mistake. Many sites concluded that "Schipperke" was simply an English corruption of the Flemish *Shapocke* or *Scheperke*, meaning "little shepherd." This, they said, hinted at the dog's "true" origin — the Leuvenaer sheepdog. But, hold on, there's also the theory that a few nearsighted Englishmen confused the little critters with Dutch canal-boat dogs. If this hypothesis is true, then the Brits fully intended to call them "little skippers" —even though it was the wrong breed they were observing and naming.

Okay, but do Schipperkes, in reality, have anything to do with canal boats? Yes, I learned, but perhaps much more in modern times than in previous eras. Certain authorities, argue that Schipperkes have been thought of as Belgium barge dogs *only* since the 1920s. The dogs, they argued, were once as common in the shops of Flemish shoemakers and other landlubber working folk, as on the barges of canal men.

Schipperkes in shoe shops? There's no mention of such mundane Schipperke milieus in *The World Book Encyclopedia*. It's entry unequivocally states that Schipperkes "once guarded canal barges and hurried the horses that once pulled them." Likewise, the *Grolier International Encyclopedia* unhesitatingly reported that the breed was developed to be a "watch dog and ratter on canal boats and barges."

Maybe such respected, but more general, reference books don't have all the facts —but who does on Schipperkes? One entry I did find shared that Schipperkes were not prone to sea sickness and traveled well on watercraft. I further came across this most pleasant tidbit: If you travel to Belgium these days, there's a good chance *you will* see Schipperkes on local canal boats. The breed, it seems, has come to be what it's bestowed name mistakenly thought it was all along — rather like a fulfillment a self-fulfilling prophesy

Next, I wanted to find out the specifics on Schipperke's physiques. What better place to start than at the American Kennel Club's web site? There, they verbally portrayed Schipperkes as small (about 12" high), black, thickset (weighing around 14 to 18 pounds), "square in profile," and shoulder-to-rear-end-sloping silhouetted dogs. This simultaneous square and angle thing seemed an impossibility at first. But what the AKC intended, I decided, was that Schipperkes were as high as they were long, thus their squarishness — even though they presented a decidedly downhill side view. Their triangle-ness, the AKA suggested, was mostly due to their fur.

Schipperkes, the American Kennel Club ex-

plained, had very unusual, thick dual-layered fur —made up of a coarse, “hash”-to-the-hand outer coat, over a much softer undercoat. The length varied, too, being longer on the “ruff, cape, jabot, and culottes.” While seeming to be a Fall fashion show garment description, after checking the dictionary, these terms apparently referred to the dogs having longer hair around their head, shoulders, central chest, and upper legs.

Schipperkes were further said to have bright fox-like faces (as noted before), almond-shaped, forward-placed, dark-brown eyes, and small, upright, pointy ears. Finally, the American Kennel Club described Schipperkes as “being tailless.” This brought up another can of worms —were the dogs born tailless, or were their tails cut off? The Schipperke Club of America staunchly stated, “there’s no evidence the dogs were ever born” without tails. Still, it goes on to with, it seems “more dogs are born without tails now than in earlier in their history.”

The SCA next reported that, if Schipperkes are born with tails, they are removed —following a practice begun in 1609. In that year, a legendary shoemaker (there’s that shoemaker business again) cut off the tail of his neighbor’s “thieving” dog. It was so universally agreed upon that the beast’s appearance had so much improved, that tail amputations became widespread. So, I concluded, whether born without a tail, or having it docked, Schipperkes do not have tails. Then, I saw the Schipperke image provided by *Wikipedia*. Here was a photographic representative of its breed, and there on its rump, was a tail.

Well, at this point, I decided to move on and become more knowledgeable about Schipperkes’ personality —what are they really like? Descriptions on this point are universally in agreement. They are reserved, alert, and protective. But, whether these traits are natural outcomes of their “genuine” sheepdog heritage, their “true” working townsmen roots, or their “authentic” canal boat origins, is still debatable.

Anyway you cut it though, at one time, these dogs earned their keep. They were not pampered privileged pets. At least, not until Belgium’s Queen Marie Henrietta (wife of King Leopold II ) chose to own a Schipperke in 1885. Predictably, the country’s commoners began emulating the royals and added Schipperkes to their households. The British (always quick followers of new monarchy trends) began importing them. Then, not long afterwards, they arrived in the U.S. Yet, to this day, Schipperkes remain relatively rare here. This despite the promotional efforts of a specialty Schipperke club formed in 1905 (disbanded during WWI), and its 1929 successor organization, the current Schipperke Club of America.

However, even with its limited population state-side, the Schipperke became recognized by the American Kennel Club. As with all breeds listed by them, it was placed in what was felt to be its most appropriate category. For the Schipperke, this was the Non-Sporting Category. Known euphemistically as “the leftovers,” the Non-Sporters have little in common with one another —not fur type, not function, not history not shape nor size. They are simply 18 breeds that were unable to find places in the more cohesively logical categories, such as Hounds, Herders, Toys, etc.

Therefore, in AKC sanctioned dog shows, for a Non-Sporter dog to win the Non-Sporting Championship, it must compete against the top American Eskimo Dog, Bichon Frise, Boston Terrier, Bulldog, Chinese Shar-Pei, Chow Chow, Dalmatian, Finnish Spitz, French Bulldog, Keeshond, Lhasa Apso, Löchen, Poodle, Shiba Inu, Tibetan Spaniel, Tibetan Terrier, and Schipperke. Often the winner turns out to be a Standard Poodle. But, in the 2007 Purina National Dog Show, it was Beach, the Schipperke. She would be the Non-Sporter going up against the other Category winners in a final, decisive competition.

So, as the end neared for NBC’s canine Thanksgiving Day extravaganza, the best dogs in their divisions once again strutted their stuff. As before, they were encouraged by proud and anxious trainers who tightly held their leashes. Soon, the verdict of a lone head judge would bestow the coveted Best in Show to only one of their charges. There would be no second or third place —only a single ultimate championship for the dog most closely matching its breed’s ideal standards.

During the brief promenades of the perfectly groomed canines, John O’Hurley bubbly commented on each contestant. A confirmed dog lover, he was again acting as host, as he had since the event’s initial airing in 2002. This time, unlike previously, he softly repeated a mantra-like chant: “I like the little Schipperke. I hope she wins. I sure like that little Schipperke.” He had become thoroughly captivated by a virtually unknown, black-furred, little beauty.

The tension mounted. Finally, the judge made her decision. Swizzle, an Australian Shepherd, was tapped as the victor. With that, the losing dogs left the arena, including Beach the Schipperke. She had not won the acme of grand champion’s ribbons, but instead the hearts of many of those who saw her —this most mysterious barge dog from Belgium.



## I & M FLOOD DAMAGE

Gerald Hulslander, CSI member from Marseilles, IL, found this report from the General Superintendent of the Illinois and Michigan Canal to Edward F. Dunne, Governor of Illinois, dated November 25, 1916:

"Sirs: I have the honor to submit herewith a report of the general condition of the Illinois and Michigan Canal.

"There is a constantly increasing and most insistent demand for an improved waterway connection between the Great Lakes and the Illinois River by the commercial interests, not only of the State of Illinois but of a large portion of the entire mid and south West and so your Board of Canal Commissioners desire to call attention to the fact that if the Illinois Waterway, as recommended by you cannot be built in the near future then the original Illinois and Michigan Canal ought to be rehabilitated without further delay.

"The Illinois and Michigan Canal under the present board of commissioners remains about the same that it was when they assumed charge nearly four years ago except that seventy-five year old locks, banks and other appurtenances are naturally that much older and more obsolete. The repairs that have been necessary to keep navigation open have for the above reasons been quite expensive and in some cases almost impossible on account of the condition brought on by the ravages of time.

"Taking all these things into consideration it is our pleasure to report to you that the canal closes the season of 1916 in fairly good condition. The past year has been notable by reason of the many and unusually violent storms which have occurred. Rain falls of great duration which frequently amounted to cloud bursts have occurred all along the line of the Canal. The result has been much damage that no human care or foresight could have provided against. Farm lands were inundated and buildings washed away which for years have been considered above and beyond the reach of flood waters; railroads suffered from innumerable washouts and wrecked bridges and naturally the Canal did not escape its share of damage wrought. Several times in different localities cloud bursts occurred which carried great quantities of earth, stone, drift-wood, etc. into the Canal at times nearly filling

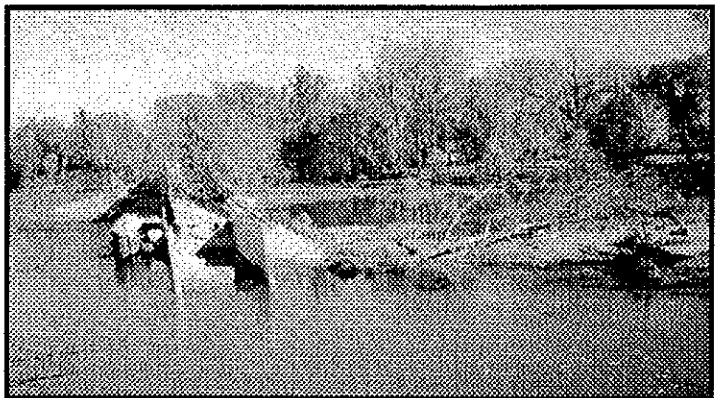
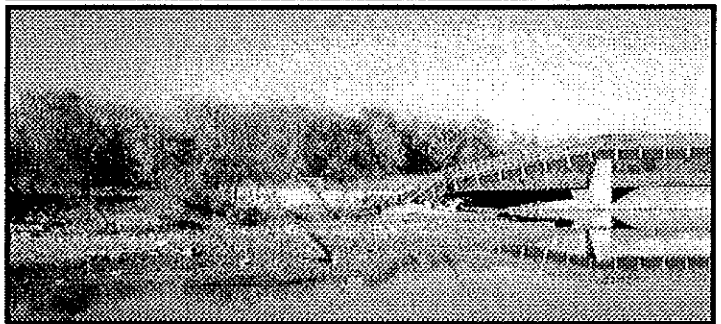
the channel from bank to bank, while numerous bars were formed all along the line of the Canal.

"The exceedingly heavy ices last Spring caused this department the greatest and most serious loss of any; that of two dams and two spans of bridge at Channahon, Illinois. This necessitated the building of a new 170 foot long dam at this point and prevented us from opening the Canal to navigation until June 26."

The Illinois and Michigan Canal experienced the same problem 80 years later when, in the late summer of 1996, an unusually extreme thunder storm deposited over 15" of rainfall on Chicago's southwestern suburbs within a 24-hour period of time. A result of the torrential downpour was the destruction of a dam across the DuPage River at Channahon that supplied a large section of the Illinois and Michigan Canal with water. The unexpected result of the dewatering of this stretch of the canal was the exposure of seven canal boat hulls within a section of canal known as the Morris Wide Water, a turning basin located on the eastern edge of the community of Morris in Grundy County. Although the destruction of the dam stopped navigation on the canal while it was rebuilt and a CSI tour saw an un-watered canal, at least some good came of the situation, which afforded an opportunity for archeologists to study the canal boat hulls. A story of this event was in the November 1998 issue of the "Canal Society of Indiana Newsletter."

### 1996 I & M Canal Dam and Bridge Destruction

Photos: Top - Bob Schmidt, Bottom - Jerry Mattheis



## WHITEWATER CANAL RESEARCH GROUP PROJECTS

A group of people came together in 2007 to create a list of Whitewater Canal sites, etc. for research and exploration. The following report was compiled by Paul Baudendistel.

### Journal of the exploits of the Whitewater Canal Research Group 2007

#### What is the Whitewater Canal Research Group ?

Well it is not an organization, it has no officers, it has no dues or need for regularly scheduled meetings.

These basic rules give the group an open hand to research, explore, and get a lot of work done. To be a member is good standing one has to be excited about contributing their time and energy to learning about those things along the Whitewater Canal that specifically interest them and to contribute those findings to the research group.

#### Members:

Douglas Arthur, Cambridge City, IN

Paul Baudendistel, Metamora, IN

Donald Burden, Cincinnati, OH

Jerry & Phyllis Mattheis, Cambridge City, IN

Chuck Whiting, Lawrenceburg, IN

#### Annual Report:

Ideally an annual report would be made available to all those individuals who provided access to their properties, showed us documented evidence or relics of the canal route, and showed a sincere interest in their Whitewater Canal sites and or materials.

#### Index of the adventures and discoveries of the 2007 season:

##### Dearborn Co.

Research of the location of Feeder Dam 1. CW

Tour of Kaiser Hardware (Mill) W. Harrison. DB, DA, CW, PB

Search for the ruins of canal Lock 4 (artifacts recorded) DB, DA, CW, PB

Recording of Canal Culvert \_\_ and related research. CW, DB, PB

Research of last canal boat and last use of the canal in division one. CW

##### Wayne Co.

Symonds Creek and Symonds Creek mill, feeder dam, National Road bridge, canal basin, and last use of the canal for navigation or hydraulic power through Cambridge City. DA, JPM, DB, PB

Symonds Creek Aqueduct. (ruins recorded) RM, DA, DB, PB

Valentine & Sara Sell story and tombstone, JPM, DA, PB

Search for the Milton Mill site, tour of City Run Culvert, and Locks 50 & 49.

Feeder Dam 6 research of its demise. JPM, DA

Observations, research and Aerial Search for Lockport. DA, PB

##### Franklin Co.

Butler Run Project DB, PB

Butler Run Pulp Mill research DB, PB

Culverts recorded in Cedar Grove, New Trenton, and Boundary Hill. DB, PB

Search for ruins of Case Feeder Dam No. 2 (found). DB, CW, PB

Exploration for hardware details and recording same at canal Locks 21, 20. DA, PB

Research/look for State Fish Hatchery at Magnesia Springs.

Research/look for Camp Bide-A-Wee. (in Franklin and in Fayette Co.

##### Fayette Co.

Photography of Connersville Hydraulic Co. ruins at Visteon. DB, PB

Recording of a hydraulic canal culvert on ? Creek where hydraulic canal runs under the creek.

Research of Wawasee Paper Co. at lock 33.

Preliminary research of Nulltown and Alpine mills.

## NEWS FROM DELPHI

### A HIKE IN THE DEER CREEK VALLEY

By Dan McCain

On December 26, 2007, hikers boarded "The Trolley," which was bedecked with a Christmas garland and wreath, at the Canal Center and were shuttled to the east side of Delphi where the Monon High Bridge Trail begins. Similar hikes in the past were organized by the late Charles Gerard and had as many as 85 people attend this "day after Christmas" event.

This narrated outing was organized by Delphi Historic Trails. It began on a nice day that became an even warmer day by the time it ended two hours later. That increasing warmth was noticed by the 110 hikers of all ages on the way to High Bridge and especially by young Austin Smith, who shed his coat and gave it to his father Gil to hold. It wasn't until two days later that Gil finally relocated Austin's winter coat, which had been left in the Canal Center.

The mission was to first explore the developed rail trail that skirts the valley high up on the north rim of Deer Creek and then go up to the old Monon trestle known as High Bridge. This vantage point allowed a special birds eye view of the Deer Creek valley from an exhilarating height once experienced by the train travelers.

Up to that point the hike was on the level stone trail. Then the hearty hikers, who specifically wanted to see the potential location of the Hoosier Heartland Highway as it comes into the valley approximately north-south, took the second part of the walk. More than half the crowd followed the "off trail" cross country route - that's where the expended energy and sun's warmth came into play causing Austin to shed his coat. It was a beautiful day. Sites were viewed in the valley depicting the history and beauty of this area located just east of downtown Delphi. Early pioneer settlement landscapes, the Bossard Falls, Slate Bluff, the old mill dam site near Robinson's Run where the old mill dam remnants can yet be seen -- all were viewed with consideration of where the massive cuts and fills of the new four-lane highway will affect the area.

On the return circuit the trek took the hikers into the valley via an old farm access tunnel used for livestock and two-row equipment going to the lower field. The mood of many avid hikers - young and old - kept pace with the kids. They then returned to the Canal Center via the *Delphi and Wabash Valley Traction Com-*

*pany* Trolley for refreshments before disbanding. It culminated in a very special outing.

This was the largest "day after Christmas" crowd in the fifteen year history of the event. Next spring a similar hike will be offered to explore the south side of Deer Creek Valley where the old Pioneer Road, waterfall and beautiful overlooks afford an appreciation for the Bowen Woods. This area may become a landlocked isolated nature area after the new highway is completed. The Indiana Department of Transportation (INDOT) is committed to "Context Sensitive Solutions" planning in an effort to not destroy these natural, cultural and historic assets.

One mission the Trails Association is trying to accomplish is to get INDOT to provide trail access across Deer Creek to join the Monon Trail with the Bowen Trace. Other important points of contention are focused on the massive earthen cuts and fills that may detract from the beauty of this valley as well as the concern for an elevated "at grade 'T' intersection" planned for the east entrance to Delphi.

Other committee members involved with evaluating INDOT's plans are affiliated with the local historical organizations, the Rural Historic District or are local governmental representatives. Citizens are being asked their opinions as well.

### LOCAL GROUP MEETS TO DISCUSS IMPACT OF HHH THROUGH DEER CREEK VALLEY

Anita L. Werling

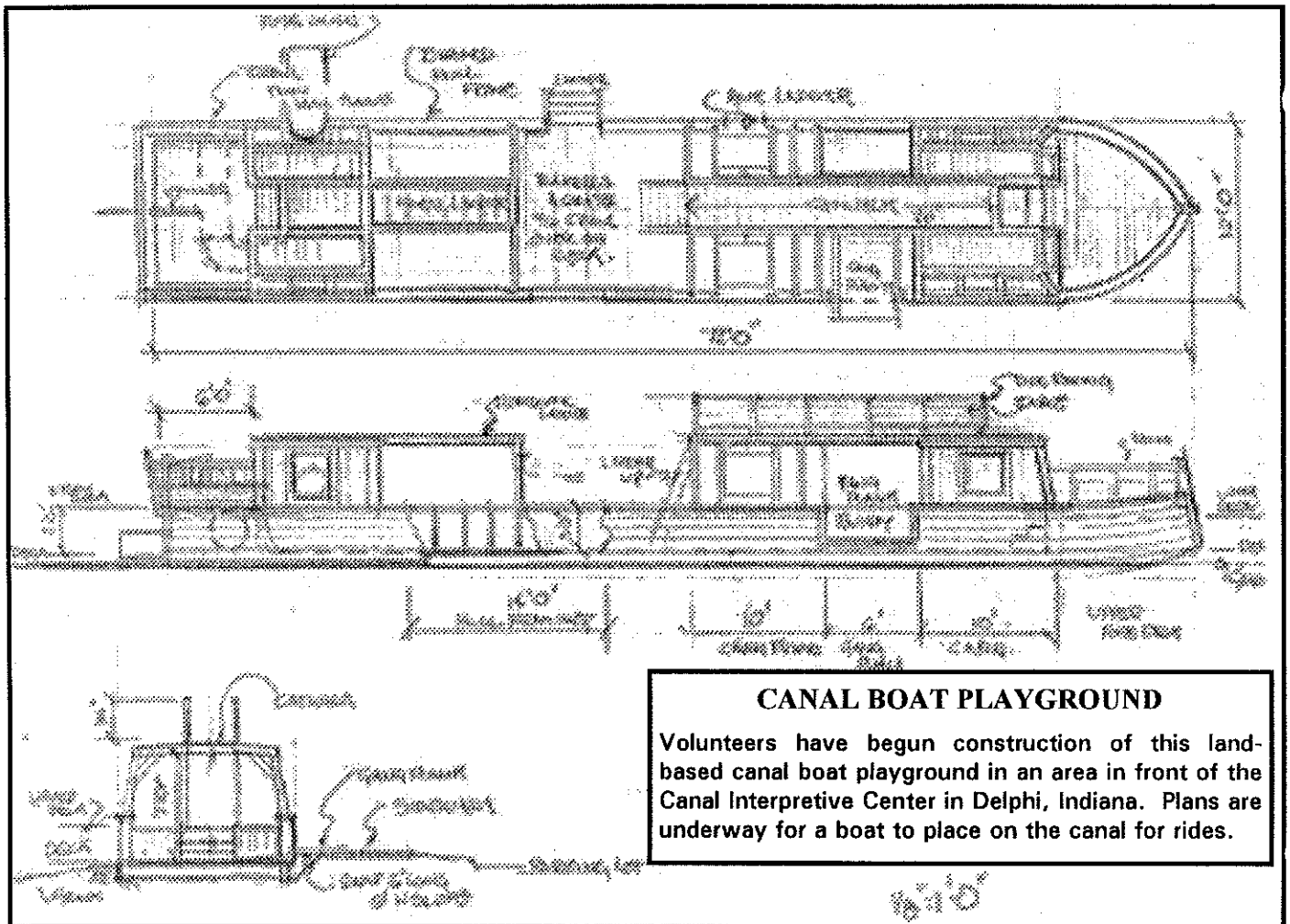
On the evening of December 27, 2007, a planning group of 21 citizens met at the home of Ken and Julie Pyle to discuss the current plans from INDOT for the Hoosier Heartland Highway as it cuts through the Deer Creek Valley Rural Historic District. The group is part of an initiative for Context Sensitive Solutions (CSS) outlined in a Memorandum of Agreement between INDOT and local government and historic organizations to minimize the impact of the HHH on this important culturally rich, historically significant, and environmentally sensitive area. The CSS initiative allows local input into some of the design process for the HHH to lessen its visual and environmental impact on the region and to mitigate some of its negative effects, such as the severing of established trails. This is the first instance in Indiana in which INDOT has used CSS planning and as a result the Deer Creek Valley initiative will help to set a standard for how CSS planning is done at other locations in the State. INDOT has held two meetings in Delphi with the local CSS planning group and another is scheduled for March. The local planning group has been

meeting in the interim to study the HHH plans and to formulate suggestions and concerns for the INDOT project team about the Deer Creek Valley area of the highway.

Most of those at the planning meeting had participated in the hike through part of the Deer Creek Valley area on December 26 sponsored by the Delphi Historic Trails group and led by Dan McCain. More than 100 people walked the Monon Trail from the Samuel Milroy monument out to High Bridge, stopping at the location at which the highway will sever the trail. There hikers tried to visualize how the scenery would change with the highway cutting up to forty feet deep through the hillside opposite the creek, then bridging Deer Creek, and finally progressing through the valley on a roadbed sitting atop 30 feet of fill. The walk continued into the valley and on toward Deer Creek with hikers again stopping to ponder the changes that would be made to the landscape by the highway project.

The purpose of Thursday evening's planning meeting was to drive toward consensus on a few key areas: the design of the bridge over Deer Creek; the roadway design through the valley toward 300 N; and

the intersection with extended Main Street. After much discussion, the group agreed to ask INDOT to consider a separated-grade alternative to the at-grade T intersection now planned at the extended Main Street exit. Without planning for grade separation now, the exit might be at risk of being lost should the HHH become Interstate-level access in the future. Without the exit, the opportunity for a business route through Delphi's historic downtown could be lost. A second request to INDOT was an alternative to the valley section of highway that requires fill up to a level of 30 feet in spots for the roadway to rest upon. The concern is over the impact that this amount of fill will have on the valley, the floodplain, and the view-lines of the area. At issue is where the fill would be mined without negative impact to the historic district and surrounding area. Equally of concern is the depth of the cuts to be made on the south side of Deer Creek and the impact of the view-lines there. The group also agreed that the design for the bridge at Deer Creek needed to be attractive and to make a statement about our community. Although no specifics were determined as to what the bridge should look like, one suggestion was a façade treatment that would blend with the coloring and texture of the slate bluff that will be visible from the bridge.



**CANAL BOAT PLAYGROUND**  
 Volunteers have begun construction of this land-based canal boat playground in an area in front of the Canal Interpretive Center in Delphi, Indiana. Plans are underway for a boat to place on the canal for rides.

# IN MEMORIAM

## SUSAN FELLER

Susan Feller, CSI and Carroll County Wabash & Erie Canal, Inc. member from Lafayette, Indiana, died at Regency Place on Thursday, January 17, 2008, at 4:30 a.m. shortly after being diagnosed of having acute leukemia. She was 68 years old.

Susan was the daughter of Raymond and Alice Feller and grew up on a farm in Dayton, Ohio. She attended Manchester College in Indiana and was graduated with an education degree. She did advanced work at Purdue University.

As an elementary teacher she taught in public schools including Perry Worth School in Lebanon, Indiana. She was a member of the Indiana Teachers Association and the Boone and Tippecanoe counties retired teachers organizations.

She took her love of local and Indiana history to her classroom during the school term. She established and led day camps at Fort Ouiatenon for the Tippecanoe County Historical Association in the summer.

During other summers, Susan was an employee at Conner Prairie, a pioneer interpretive center, where she developed a program of spinning and weaving for the museum. There she, along with others, began preparing dinners in fireplaces and baking bread in brick ovens. This led to her establishing Lafayette's "Feast of the Hunter's Moon" along with William Baugh.

While in Lebanon, she and Dr. Jack Potter maintained a semi-public garden. Later in Lafayette she continued gardening.

As a member of the Carroll County Wabash and Erie Canal, Inc., she developed an outreach program for school children. She was also a host in the Canal Interpretive Center and served on the board of directors. When the Canal Society of Indiana had its 25th anniversary celebration in Canal Park, Susan helped prepare a schedule for rotating among the canal boat ride, towpath hike, museum tour, Case House tour, etc.

Susan was a member and sat on the board of directors of Clegg Gardens. She also was a host at the

nature centers at Tippecanoe Battlefield and Celery Bog.

A brother, Dick (Beverly) of Charleston, S.C., and sister, Karen (Don) Clevenger of Indianapolis, IN., along with numerous nieces and nephews survive her. She also left behind 3 cats.

Susan donated her body to the Indiana University Medical School. Instead of a funeral, a service of remembrance and celebration was held at 3:30 p.m. on January 19 at Duncan Hall in Lafayette. Memorials were to be given to Petsavers No Kill Shelter in Lafayette.

## "TOWPATHS" FEATURES WHITEWATER CANAL

*Towpaths*, the quarterly publication of the Canal Society of Ohio, Vol. XLV No. 3 & 4, carried CSI director and CSO president, Mike Morthorst's, complete report entitled "The Whitewater Canal From Metamora to Harrison." The 38-page booklet covers the canal era in southeastern Indiana and the Whitewater River valley.

Part one contains its geology, the settlement of the valley, the construction of the Whitewater Canal, the decline and the closing of the canal in part one.

Part two covers a canal tour from Metamora, Indiana to Harrison, Ohio covering the town of Metamora, the Whitewater Valley Railroad, the town of Brookville, the communities of Mound Haven and Cedar Grove, the town of New Trenton, General William Henry Harrison and the town of West Harrison, Indiana.

Part three covers related canals — the Cincinnati & Whitewater Canal, the Indiana Whitewater Canal south of Harrison, and other proposed canals in the area.

Part four describes the contemporary Whitewater Canal related attractions — the Whitewater Trail, Inc., the Whitewater Valley "Scenic" Railroad, and the Whitewater Canal State Historic Site.

Mike has drawn and included detailed maps, photographs, old lithographs and a bibliography. 5½ by 8½ booklet is easy to carry while touring the canal.

According to its front cover, a single copy sells for \$2.50 and can be obtained from its editor David A. Neuhardt, P. O. Box 8801, Dayton, Ohio 45401-8801. You might check with David to see if there is a shipping/handling charge at: David.Neuhardt@ThompsonHine.com





## BENEATH THE WATER

After reading pages 1 and 2 of "More Tunnels For List" that appeared under the Beneath the Water headline of the December 2007 Vol. 6 No. 2 issue of *The Hoosier Packet*, Linn Loomis, CSI member from Newcomerstown, Ohio, sent CSI headquarters these pictures he took on New York's Erie Canal. One shows Oak Orchard Creek In Medina, New York, passing under the Erie Barge Canal. It can be reached by a simple earthen footpath. The others show Culvert Road, the only road under the Erie Canal in Ripley's Believe It Or Not. It was built in 1823 and has a 7 foot 6 inch clearance. It is located near Route 31 and Medina.

