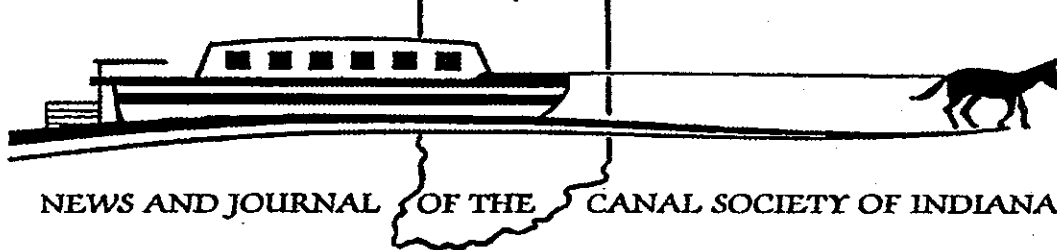


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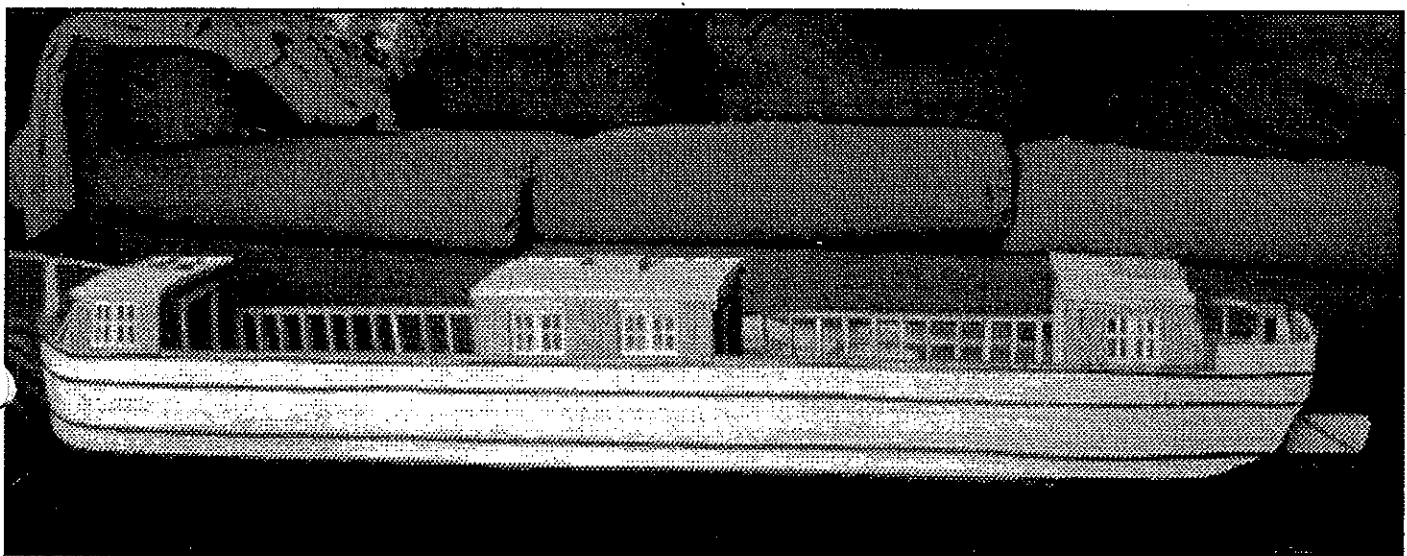
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 7 NO. 5

P.O. BOX 40087 FORT WAYNE, IN 46804

MAY 2008

MODELS & LIFE SIZE BOATS



Paul Baudendistel of Metamora built this model canal boat using materials at hand. A leather shoe string became a bumper, bits of clay formed a man at the tiller, basket weaving strips became siding. There is no limit to Paul's imagination! The back side is open allowing a visitor to look into a mirror behind it to see how a boat was constructed. The model will be displayed in the new "Whitewater Canal Byway Visitors Center," which is a dream for the future of the people of Metamora and the Byway organization. Some buildings and a campground are available for purchase along SR 52, the bypass around the early town. Enthusiasm abounds....only funds are lacking. Paul is also building an aqueduct model to display in the hoped for Byway Center.

Photos by Paul Baudendistel

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A CANAL BOAT MODEL

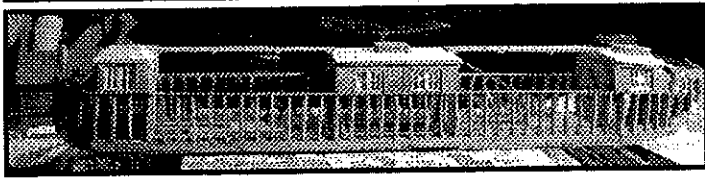
By Paul Baudendistel

As a builder I am accustomed to people saying to me.. "Why are you doing that?" or.. "What are you going to do with it?" or.. "How long did it take?" Actually this all began two years ago when I wrote a short (historic fiction) story about an archaeological excavation of a canal boat on the Whitewater Canal. To do this I reviewed "the web" and found seven archaeological digs of canal boats conducted here in the Midwest and Eastern U.S. From these accounts I gleaned sufficient facts to create the experience of excavating a canal boat.

EDITOR: CAROLYN SCHMIDT

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From that study I became curious to see if I could design a canal boat hull based on evidence found in the archaeological excavations. I was intrigued by the different ways that the hulls had been framed and drew up some rough plan sheets of the two more common methods of framing a canal boat hull. At the time I had no intentions of building a canal boat model, but thinking it would be a good winter project, I began a few days before Christmas.

Model building is to see in 3 dimensions whether the plans one drew actually work. The model isn't a toy, it's a interpretation of hull framing. I was a little surprised to learn that none of the boats I had reviewed had a keel. One of the archaeologists even said in his report... "We didn't find the keel." It never occurred to me that one would build a canal boat without a keel, but they did.

To test whether I had learned something, I wrote to my colleague Charles "Chuck" Whiting, Jr. of Lawrenceburg and boldly said, "some canal boats didn't have keels." To this Chuck replied, "Did you know steamboats on the western rivers were built without keels and with flat bottoms per Louis Hunter's *Steamboats on the Western Rivers*. The emphasis was maximum carrying capacity with minimum draft." I replied, "Well, no I didn't."

This made sense as our canals were shallow and often filled with silt. On a boat framed with horizontal ribs there is a "keelson" installed, which is a heavy plank running longitudinally down the center line of the boat and mortised into the rib frames.

While my hands and eyes focused on the task of building my mind considered naming the boat model. Built to a scale of one half inch equals a foot, the original boat was 11 ft. wide and 68 ft. long. On the canals in Indiana this was not a small boat. It was a freighter.

I was tired of boat names like the Gen. Wayne, the Wm. H. Harrison, and the Ben Franklin. I always consider a good boat to be female. So I checked through my list of canal boats names that operated on the Whitewater Canal and christened her "The Lucy Walker." A boat by that name was last recorded in 1858 as lying in the canal at Laurel, Indiana. She was owned by Caleb H. Schofield, who had mortgaged her for three hundred dollars to Ebenezer Y. Lee. She was named for John Walkers wife, Lucy. The Walker Bros., George, Daniel, and John were prominent business men in Metamora in the 1840's. They owned a mill, a distillery, and a merchandise establishment. Advertisements in the Brookville paper of the time promoted their warehouse. They also provided the local farmers with a weekly market report of current grain and pork prices in the city.

What a shame she wasn't a sleek little "Packet." What exactly is a Packet? I thought it was a class of passenger canal boats, but that didn't explain why so many Steamboats were called Packets. Did it imply First Class Accommodations? I asked Chuck for an expert's answer since I knew that the Whitewater Canal had one advertised Packet Line. "Swan Lines" I think it was called, owned by August Boden of Cambridge City. It didn't last long, maybe a season or two. Not enough human cargo.

Chuck answered, "A steamboat packet travels on a regular schedule from scheduled cities. A tramp travels in different trades wherever it can find business."

That was the key I was looking for. Packet is not necessarily the style of a boat as I thought... Packet is likely to mean a regularly scheduled passenger route. Of course you know that means the good canal boat "Lucy Walker" is a tramp.

To answer the more common questions: 1. I built the canal boat model to learn. 2. It takes as long to build the model as it takes to do the job reasonably well. 3. I did it to interpret canal boat framing (at a glance) rather than struggle with words as I have done in writing this article. It also made for an enjoyable winter, as it is spring now and I am busy building other things.

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**"PAPER CANALS" OF THE OLD
NORTHWEST TERRITORY AND ONTARIO**

by Richard F. Brown, Jr., AICP

The following is a list of "paper canals" from those states bordering the Great Lakes which once comprised the Old Northwest Territory and from the province of Ontario. These projects were conceived, planned, designed, and/or discussed as future navigation canals or canalized rivers, but were either never built or saw only minimal construction actually take place. For all intents and purposes these canals only existed on paper. While the list is meant to be comprehensive, if other "paper canals" are known for these states or Ontario, any additions to the list are very welcome.

ILLINOIS

Beardstown & Sangamon Canal

This proposed canal project of the 1830's was intended to construct a canal along the Sangamon River between Springfield, Illinois and Beardstown, Illinois where it would connect to the navigable Illinois River (en.wikipedia.org). As a result, the Beardstown & Sangamon Canal would have provided a direct waterborne link to the state's capital city. On February 13, 1836, Abraham Lincoln, a strong supporter of the proposal, spoke to a large crowd in Petersburg, Illinois, where he promoted this proposed canal project (en.wikipedia.org and lincoln.lib.niu.edu). The Beardstown & Sangamon Canal project was abandoned when the engineering survey estimated the cost of the needed improvements to be well above the projections (en.wikipedia.org).

Kankakee & Iroquois Navigation

Proposed in 1847 by the Kankakee & Iroquois Navigation and Manufacturing Company, this project would have provided slackwater navigation from the Kankakee Feeder Canal and its connection to the Illinois & Michigan Canal along both rivers to the Indiana border, approximately 100 miles upstream, and potentially up to another 70 miles within Indiana itself (Illinois Canal Society). Various incarnations of this proposed improvement project arose throughout the mid to late 1800's, but navigation was only completed as far as Wilmington, Illinois (Illinois Canal Society).

Lake Erie & Lake Michigan Canal

For more information, please refer to the listing(s) for this canal under Indiana and Michigan. A variation proposed by a resident of Crawfordsville, Indiana would have utilized the former Wabash & Erie Canal route, as well as the Tippecanoe and

Kankakee River valleys to connect these two Great Lakes via canal (*Fort Wayne Morning Journal*).

INDIANA

Blue Creek Canal

Blue Creek Canal was proposed in 1834 as a connection between the Whitewater Canal in Brookville and the forks of Blue Creek which are located approximately four miles to the south (Morthorst).

Erie-Michigan Canal

The Erie-Michigan Canal was planned as an 110 mile long canal connection between the Wabash & Erie Canal in Fort Wayne and Lake Michigan (indcanal.org). The canal would have provided a navigable bypass of the Lower Peninsula of Michigan by linking Lake Erie with Lake Michigan via the Miami & Erie; Wabash & Erie; and the Erie-Michigan canals. Only limited work between 1837 and 1839 was completed along the St. Joseph River in Fort Wayne and at the Northport Reservoir (now Sylvan Lake) at Rome City, Indiana (American Canal Society).

Lake Erie & Ohio River Ship Canal (Indiana Route)

Passed by Congress on June 14, 1880, was a bill to determine the feasibility of building a ship "barge" canal from Lake Erie to the Ohio River (*Fort Wayne Gazette*). Two routes were considered for the canal; the former Wabash/Miami & Erie Canal corridor in Indiana and Ohio; and the former Miami & Erie Canal route through Ohio (*Fort Wayne Journal*). Neither was constructed.

**Lake Erie & Lake Michigan Canal (Indiana Route)/
Toledo, Fort Wayne & Chicago Barge Canal**

In 1894, a canal route across the southernmost part of the Lower Peninsula of Michigan was being discussed as a way to shorten the shipping distance between Chicago and Lake Erie (*Fort Wayne Morning Journal*). An alternative proposed by I.L. Campbell of Crawfordsville was to take advantage of the lower summits in Indiana and Illinois and construct a canal by means of the former Wabash & Erie Canal route, the Tippecanoe River valley, and then the Kankakee River valley to northern Illinois (*Fort Wayne Morning Journal*). Though discussed for a number of years, only surveys and preliminary engineering appear to have been completed (*Rochester Sentinel*).

Ohio Falls Canal(s)

Three attempts were made during the first quarter of

the 19th Century to construct a canal on the Indiana side of the Ohio River in order to bypass the Falls of the Ohio, but all failed (indcanal.org).

Richmond-Brookville Canal

Surveys projected a total construction cost of \$507,996 for the Richmond-Brookville Canal, which was first planned along the East Fork of the White-water River in 1834 (Morthorst). The ambitious improvement project was designed to overcome a total elevation fall of 273 feet and was to include construction of two aqueducts; 33 locks, including guard and lift locks; and five dams (Morthorst). Only four miles of work was initiated on this planned 33 mile long canal link, as work was stopped on the project in 1839 (indcanal.org).

MICHIGAN

Dexter Branch Canal

The branch canal was planned as a link between the Village of Dexter on the Huron River in Washtenaw County and the Clinton & Kalamazoo Canal, which was proposed to bisect Livingston County ([memorial library.com](http://memorial.library.com)). Establishment of the Dexter Branch Canal Company was approved by the legislature on April 19, 1839, but the canal was never constructed ([memorial library.com](http://memorial.library.com)).

Flint River & Saginaw Canal

Proposed as slackwater navigation, the canal would have followed the Flint River to link the City of Flint with the Shiawassee River just south of Saginaw (Michigan Legislature). The Flint River & Saginaw Navigation Company was incorporated in 1846, but the project was never built (Michigan Legislature).

Gibraltar & Flat Rock Canal

The Gibraltar & Flat Rock Canal was intended to connect the Lake Erie at Gibraltar, Michigan via the Huron River eventually extending across the Lower Peninsula to Muskegon on Lake Michigan (Brown). The canal was proposed, but never started after the Flat Rock Canal Company failed (Palmer).

Lake Erie & Lake Michigan Canal (Michigan Routes)

In 1894, several options for a canal across the southernmost part of the Lower Peninsula of Michigan were being discussed as a way to shorten the shipping distance between Chicago and Lake Erie (*Fort Wayne Morning Journal*). The first option considered would have linked Lake Michigan from the vicinity of Michigan City/New Buffalo to the Toledo area,

while the second option would have connected Benton Harbor with Detroit (*Fort Wayne Morning Journal*).

Looking Glass Canal

This canal was proposed to follow the Looking Glass River between the communities of DeWitt and Wacousta in Clinton County, just north of Lansing at about the same time as the Saginaw & Maple River Canal project was under development (Ellis). Whether it would have been eventually extended further west to connect to the navigable Grand River at Portland, Michigan is unknown. It appears that construction work was never begun on this canal project.

Michigan & Superior Canal

Proposed on at least two occasions, this canal would have linked Lake Michigan with Lake Superior along a 40 mile route from Big Bay de Noc near Escanaba to South Bay at Munising (*NY Times*). The route would have served as a short-cut across the Upper Peninsula allowing shipments between the Iron Range of Minnesota and the industrial cities of lower Lake Michigan and avoid navigating the St. Mary's River between Sault Ste. Marie and De Tour Village, as well as the Mackinac Straits (*NY Times*). A Native American Portage had followed a similar route between these two Great Lakes (Brown).

Saginaw & Maple River Canal (a.k.a. Saginaw & Grand River Canal; Northern Canal or Bad River Canal)

The Saginaw & Maple Rivers Canal was planned to connect the navigable Saginaw River to the navigable Grand River via the Bad River, a short overland canal, and then a link to the Maple River at its bend near Bannister in southern Gratiot County (Tucker and Ellis). Studies found only three miles separated these watersheds and the maximum elevation above Lake Michigan was only 72 feet (Tucker and Ellis). This three mile separation was also the location of an historic portage between the Bad and Maple Rivers that allowed cross-state canoe travel (Brown).

For the first five mile segment, a contract was let in 1838 to Norman Little of Saginaw for excavation work (Tucker and Ellis). Construction was abandoned in July of 1839, with the primary reason for work ceasing being the State's inability to pay the contractors (Tucker and Ellis). A total of \$22,256.81 was spent on this incomplete project (Tucker and Ellis). Remnants of this incomplete canal project may remain in areas of Chapin Township near St. Charles and Brant (American Canal Society).

A second attempt to build the canal was made in 1849 by the Saginaw & Grand River Canal Company, but no work was ever started and the dreams of a cross-state waterway along this route ended (Tucker and Ellis).

Shiawassee & Bad River Canal

The Owosso & Saginaw Navigation Company had completed slackwater navigation on the Shiawassee River between Owosso and Saginaw, Michigan in 1838 (Ellis). In 1846, the company reincorporated and was authorized to construct a canal between the Shiawassee River at Chesaning and the Bad River approximately 10 miles to the west (Ellis). Only limited work was completed, including a lock and weir dams at Chesaning (Ellis).

MINNESOTA

Please refer to the Lake Superior and Mississippi Canal listed under Wisconsin.

OHIO

Killbuck Creek & Black River Canal

Limited information is readily available on this canal other than the University of Akron Library website indicates historical materials are preserved within the Canal Society of Ohio's collection there. The canal was to be developed by the Lake Erie & Muskingum Road Canal Company (ohiolink.edu).

The north-south waterborne corridor of the Black River and Killbuck Creek, which flows into the Tuscarawas River at Coshocton, was one of the five routes considered by the State of Ohio for canals linking Lake Erie with the Ohio River (www.geocities.com/Heartland/Prairie).

Lake Erie & Lake Michigan Canal

Portions of this proposed canal route may have extended into Ohio near Toledo. For more information, please refer to the listing under Indiana and Michigan. A variation proposed by a resident of Crawfordsville would have followed the former Wabash/Miami & Erie Canal route from Fort Wayne to Toledo (*Fort Wayne Morning Journal*).

Lake Erie & Ohio River Ship Canal (Ohio Routes)

Passed by Congress on June 14, 1880, was a bill whose purpose was to determine the feasibility of building a ship "barge" canal from Lake Erie to the Ohio River (*Fort Wayne Gazette*). Two routes were con-

sidered for the canal; the former Wabash/Miami & Erie Canal corridor, which would have included the portion of the Miami & Erie Canal from Toledo to Junction; and the former Miami & Erie Canal route itself through Ohio (*Fort Wayne Journal*). Neither was constructed.

Mohican Canal

Proposed as a 23 mile extension of the Walhonding Canal, but work was never started on the Mohican Canal (American Canal Society).

Nimishillen & Sandy Canal

Designed and planned to link Canton, Ohio to the Sandy & Beaver Canal, this canal was only partially constructed in Tuscarawas and Stark Counties between 1835 and 1837 (American Canal Society).

Vernon Canal

Proposed as part of the Walhonding and Mohican Canal systems, it was to extend 21 miles and link Mt. Vernon, Ohio to the state's expanding canal system (American Canal Society).

ONTARIO

Georgian Bay Ship Canal

A massive construction project was proposed to link the St. Lawrence River with Lake Huron's Georgian Bay by building a navigation canal system along the Ottawa, Mattawa, and French Rivers (Brown). The canal would have considerably shortened the distance between the St. Lawrence and Lake Huron by bypassing Lake Ontario, Lake Erie, and Lake St. Clair.

St. Clair & Erie Canal

This 13 mile long canal was proposed by the Tilbury Canal Company and would have linked Lake Erie with Lake St. Clair by bypassing the western Lake Erie and the Detroit River and saving shipping interests 112 miles (*NY Times*).

WISCONSIN

Fond du Lac & Rock River Canal

Conceived in 1835-36 by James Duane Doty of the Fond du Lac Company, a large land holder at the south end of Lake Winnebago, this canal was proposed to link Lake Winnebago via the Fond du Lac River to the Rock River (www.co.fond-du-lac.wi.us). As a

result, a waterborne corridor would have extended from Green Bay/Lake Michigan along the Fox River to Lake Winnebago and then onto the Mississippi River via the Rock River. The Fond du Lac & Rock River Canal could have potentially been a viable competitor to the Portage Canal and other existing and proposed canals in the area by connecting the Lake Michigan and Mississippi River watersheds.

Fond du Lac & Sheboygan Canal

Conceived by the same individual as the previous listing, this proposed canal would have connected the south end of Lake Winnebago with Lake Michigan at Sheboygan (www.co.fond-du-lac.wi.us).

Fox River Branch Canal

This canal would have linked the Milwaukee & Rock River Canal to the Fox River at or near Prairieville (*History of Waukesha County*).

Lake Superior & Mississippi Canal

This canal was proposed in the 1800's as a navigable link between Lake Superior and the Mississippi River via the Bois Brule and St. Croix Rivers (www.nps.gov/archives). The idea of linking these two important watersheds by canal was revived briefly in the early 1910's by George Hazzard with encouragement from elected officials in Minnesota and Wisconsin, but the project died due to lack of support by the Army Corp of Engineers (www.nps.gov/archives).

Milwaukee & Rock River Canal

Likely planned to compete with the Illinois & Michigan Canal to the south, this canal was proposed as a link between Lake Michigan at Milwaukee and the Rock River near Fort Atkinson, Wisconsin. The canal was intended to follow Milwaukee River, Menomonee River, then cut through to the Rock River, with connections also to Madison via its four lakes and eventually the Wisconsin River (www.wnrmag.com).

The originator of the idea to link the Milwaukee and Rock Rivers by canal was Byron Kilbourn of Milwaukee (*History of Waukesha County*). Work on the canal was begun in 1835 by the Milwaukee & Rock River Canal Company with construction of a dam across the Milwaukee River (www.wnrmag.com). Only about one mile of the canal was ever completed and the project was abandoned in 1848 (www.wnrmag.com and wikipedia.org).

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CANAWLERS AT REST

GEORGE W. FRYBARGER

b. December 28, 1796
d. March 26, 1853

By Carolyn I. Schmidt

among the men who pioneered the development of Connersville. Pioneers like A. B. Conwell, Newton Claypool, Arthur Dixon, George Frybarger, Joshua Harlan, Jonathan McCarty, James M. Ray, John Sample, Oliver H. Smith, and later Marks Crume, Daniel Hankins, Samuel W. Parker, Martin M. Ray, and Caleb B. Smith went on to become legislators, judges, members of Congress, a United States senator, a cabinet officer, and wealthy businessmen.

In 1834 the Legislature passed an act dividing the state of Indiana into ten districts for establishing a state bank in one town in each district. Fayette county, along with Delaware, Henry, Randolph, Rush, Union, and Wayne counties, were in the third district. The town of Richmond was chosen for the bank site. George later became a member of the board of directors for the Richmond branch of the Indiana State Bank.

When the Whitewater Canal was being built George took a prominent part in its construction. It was completed to Connersville in June, 1845, and the first canal boat to reach the village in the fall of that year was the "Patriot" commanded by Captain Gayle Ford. According to the *Brookville American* of January 7, 1848, George was elected director of the White Water Valley Canal Company.

The Whitewater Canal gave impetus to Connersville's growth. However, floods and a railroad caused through traffic to cease in 1849. It operated between local points up to 1862. The "Union" owned by David McCarty was the last boat to pass over it. It was purchased by what is today the Big Four Railroad. Tracks were laid on the towpath.

George had interest in various mercantile enterprises and erected quite a few business blocks in Connersville. He also established a pork-packing plant on the banks of the Whitewater River. For about 25 years after the Whitewater Canal was opened to traffic hog slaughtering and pork-packing became leading industries. George's competitors were A. B. Conwell & Sons, Daniel Hankins, Caldwell, McCollem & Company, etc. The number of hogs killed in the town in 1846 amounted to 6,000.

The office of postmaster was a trusted position. George served in this capacity from April 5, 1847 to December 30, 1847. It appears that he had to attend to his other businesses.

Prior to the Constitution of 1851, which provided for a state bank, and the Legislature's act of May 18, 1852, formally establishing a state bank to go into effect on July 1, 1852, banking in the town of Connersville was basically done by merchants such as George.

George Frybarger was born in Frederick County, Maryland on December 28, 1796 to German parents. In the spring of 1805, when George was 8 years old, the family moved to Montgomery County, Ohio, to settle in the vicinity of Dayton. There in his neighborhood, he taught a term at a subscription school at the early age of 15. At age 16 he worked as a clerk in a Dayton mercantile establishment. After a few weeks of displaying admirable fitness in that position he was given the job of chief clerk. In 1819 he was taken as a partner by his employer William Worton.

After his success George decided to seek a new outlet for his talents and energy. In May 1821 he left Dayton and moved to Connersville, Indiana, a promising village in a relatively new state. Thence began his wonderful business career touching almost every enterprise of importance in the growing town.

George opened a dry goods store. In 1824 a license to vend merchandise in Connersville was given to him and also to W. & S. Watson. Earlier licenses were given to others for operating taverns, but George and Watson had the first store licenses.

In 1828 Connersville was still in its early days. George told about witnessing a savage encounter between a wolf and several men with dogs. The wolf was killed on the street across the street from Frank Dale's property.

George was a member of the board of trustees of Connersville. In that position he greatly contributed to the advancement of the commercial and industrial development of the village. By 1830 George was listed

They issued paper currency to customers and bought or sold notes. These were called "shin-plasters." These "shin-plasters" and bank paper of various kinds were the basic currency used during the flourishing days of the Whitewater Canal. Very little specie was in circulation anywhere in Indiana.

In 1852 the first fifteen banks were organized. The Bank of Connersville was one of them and started out with twice as much capital (\$400,000) as any of the others. It was located in the rear of George's store, which stood at the southwest corner of Central avenue and Fifth street. George Frybarger was its first president. A. B. Conwell followed him. It soon outgrew that location and built a three-story brick building on Central avenue between Fourth and Fifth streets. Most of the time from the opening date of the Bank of Connersville until his death, George was its president.

The 1850 Federal Census shows George Frybarger at age 52, a merchant with a real estate value of \$46,000, living in Connersville and born in Maryland. Living with him are his young wife and children:

Eliza [Eichelberger] Frybarger age 34
 b. October 30, 1817 York County, Pennsylvania
 d. May 15 or 18, 1886

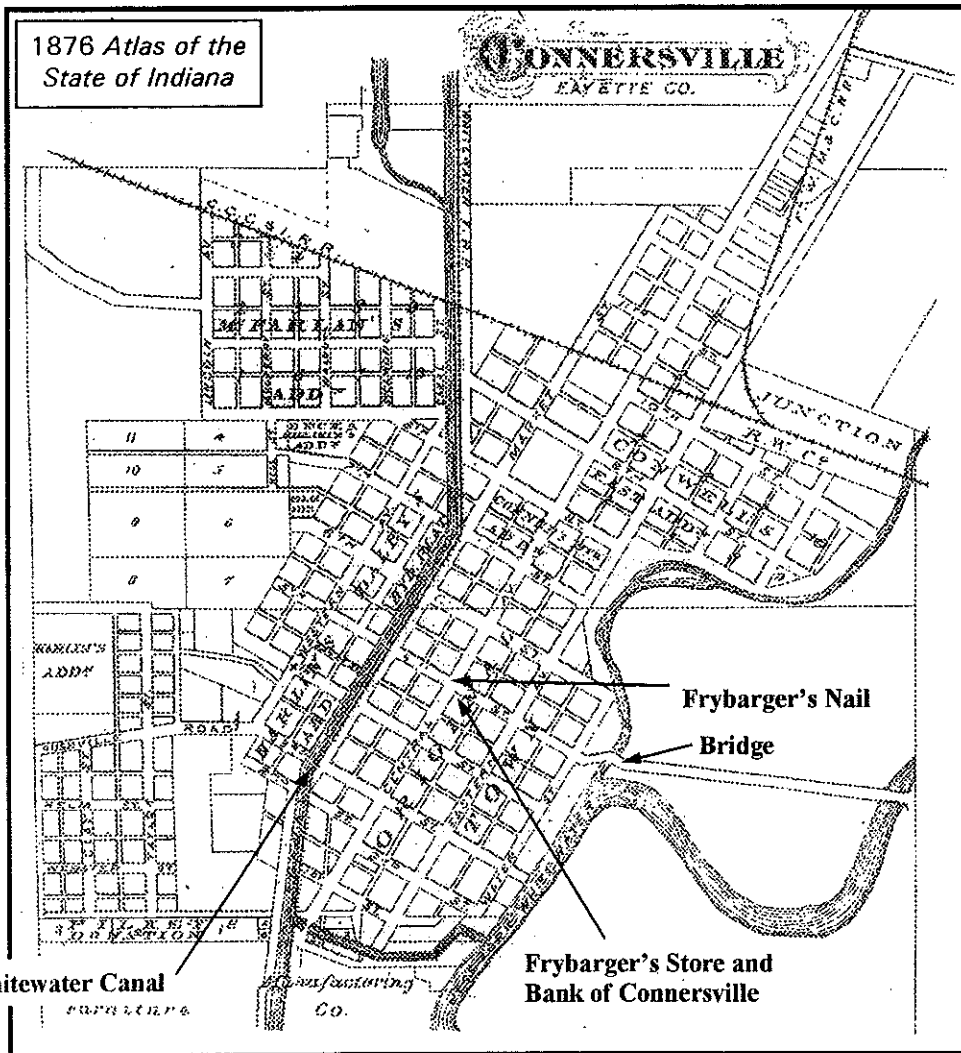
Mary Frybarger age 8
 b. 1842
 d. December 31, 1915
 m. Dr. William J. Pepper on August 4, 1858.
 b. September 26, 1830
 d. August 31, 1892
 First president of the Fayette County Medical Society organized in 1879.

Sophia Frybarger age 6

George W. Frybarger age 4
 b. October 14, 1845
 d. March 9, 1906

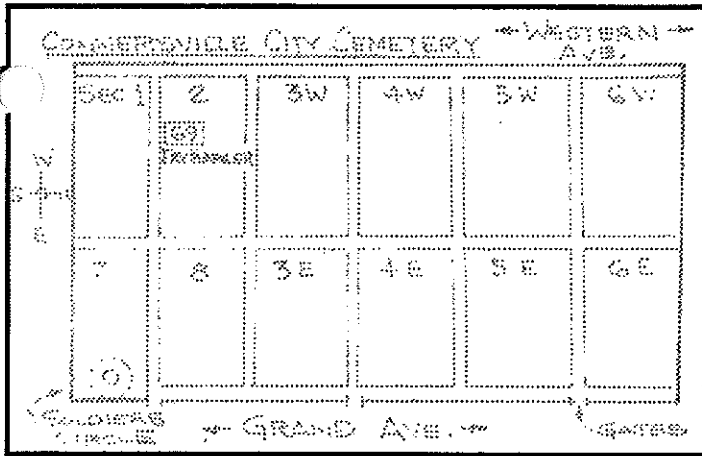
Charles H. Frybarger age 2
 b. July 24, 1847
 d. April 10, 1906

George W. Frybarger died on March 26, 1853.



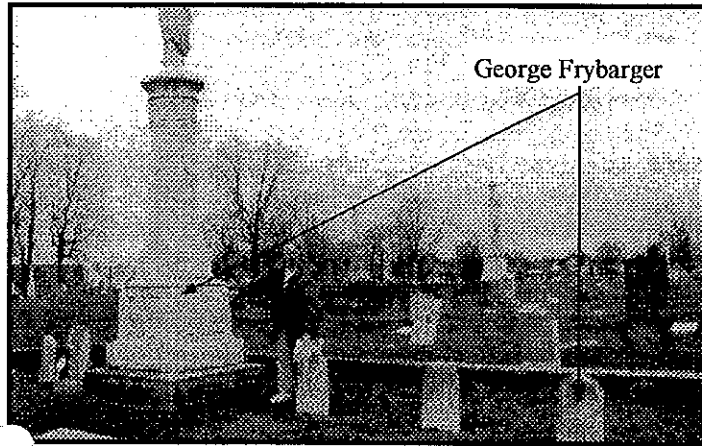
STRIFE OVER FIFTH STREET BRIDGE
History of Fayette County, Indiana

Locating the site for a bridge across the river at Connersville gave rise to a bitter strife. Colonel Hankins and others whose business interests were in the south part of the town wanted the bridge at the end of Third street. Abraham Conwell and those whose property and businesses were two squares up the street wanted it leading from Fifth street. On the day that the question was to be decided **George Frybarger**, with a hammer in his hand, stepped to the center of the street, at the intersection of Central avenue and Fifth street and drove a large nail into the earth, at the same time saying "Gentlemen, for years to come these four corners will be the center of the town," a prediction that has come true, and a decision, which meant the ultimate selection of a site for the bridge.

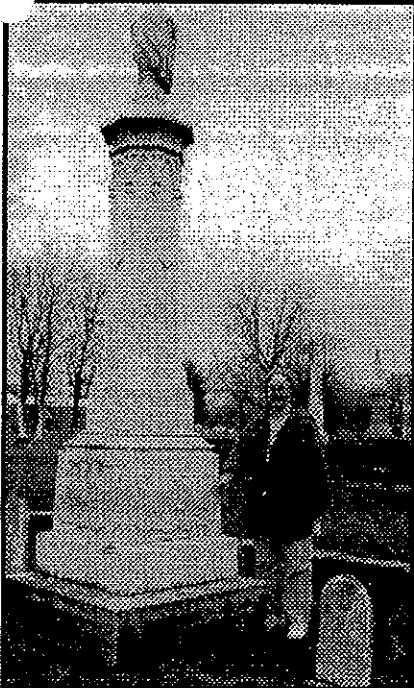


born on December 12, 1797 and died on March 26 185_, the last digit being hard to read. This differs from his date of birth in the history book of December 28, 1796. A large monument on the lot reads: "Erected AD 1855 to mark hallowed ground where sleep our Father, Mother, George, Mary & Eliza Frybarger." This and the earlier reported census lead us to believe that George had two wives. A headstone gives Mary's birth being October 1804 and death on August 23, 1826. Eliza's headstone shows she was born October 30, 1817 and died May 15, 1880 or 1886.

In *The History of Fayette County, Indiana*, a writer describes George Frybarger as follows:



"Like most of the early settlers he was fearless and self-reliant, and entered upon the duties of his calling with decided purposes of usefulness and accumulation. His industry and energy gave him success, and for many years he ranked among the foremost merchants and traders of the White Water valley. It has been said that, perhaps, there never was a man in Connersville who knew the business as well as Frybarger, none at least who did so much business as he. There can be no doubt but the ruling trait and the carefully guarded ambition of George Frybarger was honesty. Even to the minutest details of ever raging trade throughout a long life of successful mercantile pursuits, he adhered in theory and practice to his passion — honesty. The charity of Frybarger was to the unfortunate honest; he gave, too, and encouraged with his advice and credit and means, stimulating them to all the demands of success. He had an unbounded credit at home and abroad. He always kept safely stored in his vaults coin to put against his credit. He is said to have been the first man in the West in a crisis, well remembered in the commercial world, to promptly pay his Eastern debts with coin stored for the purpose of adversity."



Above: Map of Connersville Cemetery

Center: Phyllis Mattheis stands by the 1855 Frybarger monument with a draped finial on top. The west side of the monument reads:

Our Father & Mother
The south side reads:
George o Mary
Eliza
Frybarger

George's headstone is at the far right of the three and closest to the drive.

Bottom: 1855 Monument West & South sides

Map/Photos by Jerry Mattheis

Sources:

Barrows, Frederic Irving. *History of Fayette County, Indiana*. Indianapolis, IN: B. F. Bowen & Company, Inc., 1917.

Brookville American. January 7, 1848

1850 Federal Census of Connersville, Fayette County, Indiana on September 7.

Illustrated Historical Atlas of the State of Indiana. Chicago, IL: Baskin & Forster & Co., 1876.

Old Cemeteries Fayette County, Indiana. Connersville, IN: Indian Hill Chapter DAR, 1964.

He was 57 years old. He is buried in Section 2 Lot 69 of City Cemetery in Connersville. The whole Frybarger lot surrounded by a low wall and has at least 8 burials. SI director Jerry Mattheis and his wife Phyllis found that the inscription on his tombstone says that he was

Special thanks to Jerry & Phyllis Mattheis for their help.

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

By Anthony G. Blake

This is the third installment of Blake's paper and is a continuation of Chapter 2 from the April 2008 issue of The Hoosier Packet.

Pennsylvania Mainline System (cont.)

Whoever the author was, *Facts and Arguments* covered the debate between canals and railroads in exhaustive — some might say exhausting — detail. His arguments, which are, as the title suggests, mostly in favor of the railroad, are summarized in Tables 2 [in last months issue of The Hoosier Packet] and 3 below. Essentially, they boil down to the author's contentions that a railroad between Philadelphia and Pittsburgh would be cheaper to build and operate than a canal, construction time would be less, and transit times would be shorter; furthermore, the railroad could operate in all seasons of the year, while the canal would be closed by ice during winters. The author became so captivated with his case that he finished the pamphlet with the following throwaway claim:

It is unnecessary to specify the immense advantage Philadelphia will derive from a monopoly of the spring market, when the New York and other canals are closed by the frost. It does not require the voice of prophecy to predict *that the period is not far distant when the New York canal will be superseded by a railway.*

If his contentions were to be believed, the au-

thor's case for the railroad was strong. The problem with *Facts and Arguments* is that, while its observation about canals were based on actual experience with the Erie and Union canals, its observations on railroads were based on theory and some limited information about experience in England. Where there was uncertainty, the author shaded his claims to favor the railroad case.

The railroad case was strengthened, however, when Strickland's views were made public in August. Strickland was very impressed by his experiences in England. He concluded that railroads should be selected for all of American's internal improvements and, in particular, a railroad would be the solution to Pennsylvania's problem. In a 5 June 1825 letter from Edinburgh, Strickland wrote to the Society:

As to the relative advantages of Railways and Canals in mountainous or level countries, there appears to be but one opinion among the ablest Engineers in England; both modes of transportation have been practically tested, and although much wealth and commercial greatness have been produced by numerous canals, still railroads offer greater facilities for the conveyance of goods, with more *safety, speed and economy.*

It is a matter of little importance whether the surface of the country where they are introduced be level or mountainous; these objects are still attained without difficulty; if *level*, horses or locomotive engines are to be used with great advantage; if *mountainous* a stationary steam-engine or brake is to be applied on the summit; while the ascent is to be overcome at once, by means of an inclined plane.

Table 3. Comparative advantages of railway and canal from Philadelphia to Pittsburgh (summarized from *Facts and Arguments*, 48-52).

<u>Railway</u>	<u>Canal</u>
No tunnels or new river bridges needed	Best route requires 3358 feet of lockage, one tunnel of four miles
Construction cost \$3 million	Construction cost at least \$7 million; could be double that amount; Erie Canal with same mileage and one fifth the lockage cost \$7 million
Will operate in all seasons; scraper on the forward carriage will remove snow and other obstacles from tracks	Obstructed by ice four months of each year; out of service because of leaks or bursting banks at other times
Transit time Pittsburgh to Philadelphia 4 days 4 hours using relays of horses; 2 days with steam locomotive	Transit time 11 days 4 hours
Operating cost \$20 per 100 tons and 100 miles	Operating cost \$32
Construction time two or three years	Construction time ten years, perhaps more

It would not perhaps be proper for me to eulogize this system of internal improvement in a report which is solely intended to convey facts; but I feel it a duty which I owe to my own judgment, as well as to that of the liberal Society whom I have the honor to serve, to state distinctly my full conviction of the *utility* and decided *superiority of Railways* over other modes as a means of conveyance; and one which ought to command the serious attention and adoption by the people of Pennsylvania.

Strickland's technical reports endorsed much of what *Facts and Arguments* had to say about British experience. He provided details to substantiate his endorsements, including a series of drawings (for example, a depiction of the Stephenson locomotive, Figure 3). However, he did suggest that railroad construction costs would be somewhat higher than claimed by the author of *Facts and Arguments*.

Strickland's opinion was important. The battle was joined. The public, the press, and the politicians were entranced with the idea of railroads. However, the Society remained nervous about the practicality of the railroad proposals. Its leaders pressed Strickland for yet more specifics. He responded with answers to their technical questions, hardening his recommendations for using locomotives rather than horses on level or gently sloping terrain and inclined planes with stationary engines for steeper grades. However, he also backed away somewhat from his basic position, admitting that the facts on which his recommendation was based "may be presumed to have been exhibited, *perhaps* upon too *small a scale* in England, to admit of an unequivocal rec-

ommendation to your society, or the people of Pennsylvania."

This was enough for Carey and the Society. They dropped their position of impartiality and vigorously endorsed the construction of a canal. For months beginning in September 1825, Carey wrote columns, broadsides, and pamphlets urging that the state move on with a canal and forget the irresponsible idea of a railroad. He ridiculed the railroaders' speed claims, disputed their cost claims, and contested their claims that steam locomotives were practical. The leaders of the Society bowdlerized Strickland's reports when publishing them in pamphlet form. They removed from the letters published in the pamphlet his unequivocal recommendation for the construction of a through railroad and substituted their own recommendation for a canal. In attempting to explain itself during a later postmortem, the vice-president of the Society claimed it was trying to save Strickland from embarrassment.

The railroad advocates fought back. A columnist in the *United States Gazette* on 30 December 1825 warned that should the state decide to build a canal, private interests would undoubtedly build a full railroad from Philadelphia to Pittsburgh in the near future. The railroad would destroy the value of the canal, carry more freight, be less expensive, be quicker and safer, and operate throughout the year. The columnist concluded:

Should the advocates of canals gain a victory... *it is one they will never boast of.* An error committed at present will have the most serious consequences on the future destinies of this state.

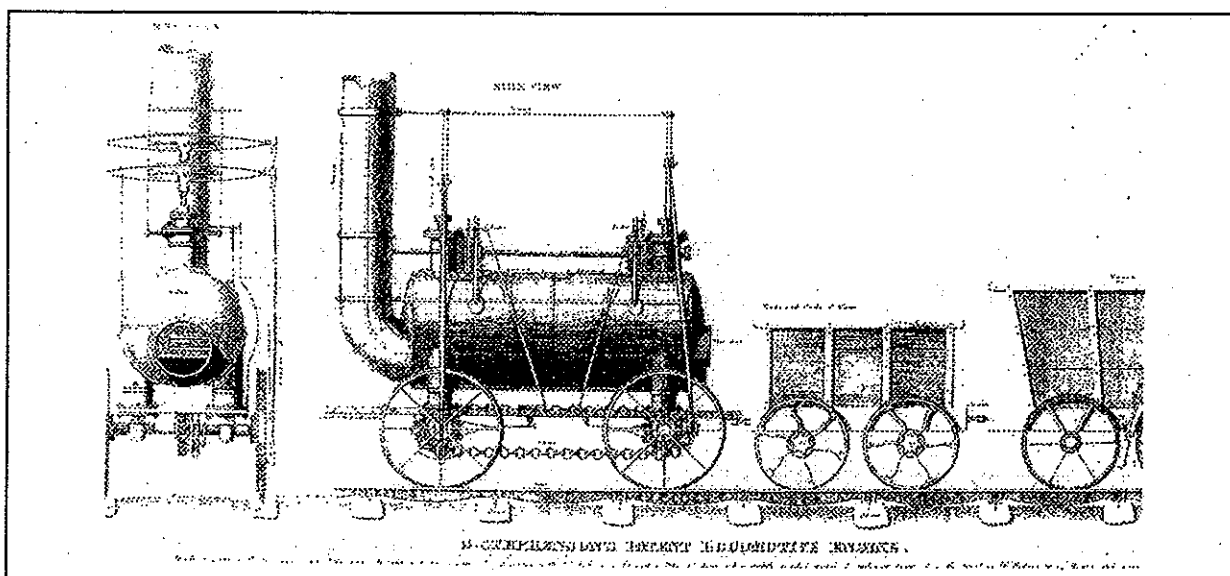


Figure 3. Stephenson locomotive -- early 1820s (from Strickland, *Reports on Canals, Railways, Roads, and Other Subjects*, plate 50).

Prophetic, indeed.

The Board of Canal Commissioners reported to the legislature the following February. It recommended that work begin immediately on canal segments along the Susquehanna and Juniata rivers west of Harrisburg to the mountains and along the Allegheny and Conemaugh rivers east of Pittsburgh to the mountains. The commissioners recommended that the mountains be traversed with a portage railway, a massive inclined plane arrangement that would haul canal boats and cargo up one side of the mountain range and down the other. And they suggested that the Union Canal be used temporarily to connect Philadelphia to Harrisburg, implying that a larger, more direct canal would be built in the future. The legislature responded by passing bills for the construction of the recommended canals and left the issue of the portage railway open. Construction of the Mainline system, as it came to be known, began on 4 July 1826. It was finally opened for operation between Philadelphia and Pittsburgh in 1834, not much sooner than the ten years predicted by the author of *Facts and Arguments*.

When finished, the Mainline System incorporated two railway segments: the portage railway for 38 miles over the mountains between Hollidaysburg and Johnstown and also a double track railroad stretching 82 miles between Philadelphia and Columbia in the east. The latter was built instead of the larger canal that had been planned to replace the Union Canal. The route had proved infeasible for a canal; it traversed limestone terrain and heights where water could not be supplied. Thus the construction of a horse-powered railroad with inclined planes and stationary engines was begun in 1828, after seemingly little debate. It was finished in 1834; by that time, steam locomotives shared the line with the horses.

Only in 1831, after they proved to themselves they could design and build a railroad, did the legislature and canal commissioners agree to the portage railroad between Hollidaysburg and Johnstown. The engineer appointed to design and build the Allegheny Portage Railroad was Moncure Robinson, another canal expert who had traveled to England in 1825 and returned home a railroad advocate. Robinson put together what was referred to at the time as one of the wonders of the modern world. It included ten inclined planes (five on each side of the summit) at a pitch of six to ten percent, 30-horsepower stationary engines at the head of each plane, rising 1,400 feet in the ten miles west of Hollidaysburg (to a height of 2,334 feet above sea level), and dropping 1,170 feet to Johnstown on the western side of the summit. On each incline there were parallel tracks and a continuous eight-inch rope to allow descending cars to balance ascending traffic.

The engineering accomplishments on the Mainline System were indeed glorious. The portage railway, a 900-foot railroad tunnel just to its west, and a complex set of waterway tunnels and aqueducts where the canal joined the Monongahela River in Pittsburgh were all feats not seen before. Wonderful and impressive though it was, however, the Mainline System was cumbersome to operate, especially in comparison with the rival Erie Canal. In addition to the portage railway, there were 174 locks on the Mainline canal, compared with 84 locks on the Erie. The total rise and fall on the Mainline was 3,711 feet; on the Erie it was 689 feet. One third of the 395-mile Mainline System was rail, which was odd for a project whose promoters viewed railroads as unproved theory.

Transit times on the Mainline System were significantly slower than on the Erie Canal. Not only was passage of canal boats interrupted by waiting for the more frequent locks, but also freight was badly delayed at the three transshipment points: unloading canal boats at Johnstown for loading onto railway cars, unloading railway cars at Hollidaysburg for loading onto canal boats, and unloading canal boats at Columbia for loading onto railway cars again. In the 1840s sectional canal boats were developed to alleviate the transshipment delays. Instead of unloading freight at the transshipment points, the freight-laden canal boats would be disassembled into sections and the sections loaded onto the railroad cars. Just as we today see containers perched on ships or railroad cars, in Pennsylvania in the 1840s and 50s one could see canal boats being dragged over hills and mountains on railroad cars. Innovative though it was, however, this apparently did not satisfactorily solve the problems caused by the patchwork nature of the Mainline System.

The Mainline was busy during the first fifteen years after it opened. Passenger traffic was brisk, even if it did not match the Erie Canal. Internal Pennsylvania freight shippers used the Mainline extensively. Ominously, however, farmers west of the mountains preferred to send their produce downriver to New Orleans rather than pay the tolls and suffer the delays in shipment via the Mainline to Philadelphia. Also, some merchants in Philadelphia were said to have found it cheaper and quicker to ship cargoes to western Pennsylvania via New York City and the Erie Canal. By 1838, people had started to agitate for a continuous railroad over the Mainline route. The state of Pennsylvania, broke by the 1840s, was in no position to support such a project. Thus the privately financed Pennsylvania Railroad was chartered in 1846. It completed construction from Harrisburg to Pittsburgh in 1852.

(To be continued in next month's *The Hoosier Packet*)

TWO MEN AND THEIR WABASH & ERIE CANAL CONNECTIONS

Contributed by Charles Davis

Rockville Republican
April 11, 1906

A PIONEER. Saturday, March 17, [1906] John Carter of Bloomingdale passed his 87th milestone. He was born near Hillsboro, North Carolina, March 17, 1819. When John was 5 years old, his father moved to this state [Indiana], making the long journey from North Carolina thru Tennessee and Kentucky in covered wagons. They first located in Orange county, but in a few years came on to Parke county, arriving in the Bloomingdale settlement on the last day of November, 1830. The Carter family spent that first winter in a cabin, which stood near the present location of Oscar Harland's barn. With other youngsters of the neighborhood John attended school in a log house, which was built in the woods just north of where the Friends church now stands. This was the typical pioneer school house, having a puncheon floor, small windows and rude benches in lieu of desks. The room was warmed by two huge fireplaces. The course of study consisted of the three "R's," principally, but was thoro [sic] and practical as far as it extended.

John Carter's father entered land near the head of the ravine known as Turkey Run. There the family lived for several years. For more than three-quarters of a century, John Carter has lived in that community, and has seen great changes.

When the Carter family first came there were but four or five houses in what is now the corporation limits. John, then a boy, attended the first quarterly meeting held by the Friends at the old meeting house in south town. As a young man he assisted at log rollings when great logs of oak, walnut, and poplar were burned, because there was then no market for timber, which would now be worth more than the acres of ground on which it grew.

He remembers many incidents of interest connected with those early times of long trips on horse back thru the woods to the nearest grist mill; of driving in wagons to Cincinnati and Evansville for merchandise; of hauling loads of stoneware from the potter shop near Coke Oven Hollow to Chicago; of two trips to New Orleans on flat boats loaded with farm produce; and of two summers spent on the old Erie and Wabash canal, freighting sandstone from the bluffs of Sugar Creek to Terre Haute.



Rockville Republican
August 8, 1906

OLD TIME MONEY. R. G. Atcheson of Annapolis exhibited in this office, Monday morning, two relics of old times that are very interesting and recall the days of "wild cat" money. The first of these is a 10 cent scrip issued by Benson and Davis of Montezuma, who were then big dealers at that place. At the left end is a picture of George Washington and in the upper right hand corner two pork barrels. It is number 337 with date of March 1, 1862. The text says: "Due bearer 10 cents on demand, when presented in amounts of one or more dollars." The back of the scrip is blank.

Mr. Davis was Hon. John G. Davis, who represented this district in congress, was county clerk for years and was a leading citizen of Parke county in his day. Col. Benson was for years prominent in business at Montezuma [Benson's Basin for canal boats].

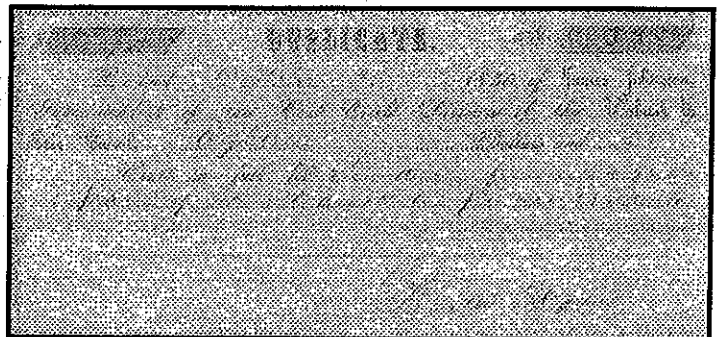
The other scrip is No. 37. At the top is a canal boat. The text says: "On demand I promise to pay to Baker Spence or bearer the sum of 25 cents in Wabash and Erie canal land scrip whenever the amount of five dollars shall be presented to Harvy Kidny, at his counter in Covington, Ind." It is signed by Harvy Kidny and is dated Nov. 12, 1842. Like the other the back is blank.

That is the sort of money the people had to use in those early days. These relics belong to Pat Featherstone, who lives west of Annapolis, and are greatly prized. It is probable there are very few like them in existence. Both are well preserved.

Along with the above two articles, Charles Davis sent a copy of a receipt that he has in his personal collection. Starting in the upper left hand corner is written:

\$18.28/100 DUPLICATE No. 338
Received October 22, 1850, of James Johnston, Superintendent of the Coal Creek Division of the Wabash & Erie Canal, Eighteen Dollars and 28 Cents in full for Sundries furnished for the repairs of the said canal as per bill rendered.

Benson & Davis



CANAL ARTIFACTS: THE REST OF THE STORY

Shortly after the April issue of "The Hoosier Packet" went to the printers, the following letter was received concerning a letter William Shive had sent to the C. Howard Heister Canal Center and to CSI headquarters for publication last month:

Dear Mr. Shive,

Thank you for your recent letter sharing the story and photographs of the Pa. Canal boat models.

Just to clarify in regard to the two sets of boat models you wrote about:

C. Howard Hiester never had any models included as part of the collection that he donated to the Berks County Parks & Recreation Department in 1976 in anticipation of the creation of the C. Howard Hiester Canal Center. So whoever told you on your visit here that **we** declared them surplus and gave them away was **mis-informed!!** Nothing in the Hiester Collection or the Gruber Wagon Works collections has ever been, or in my tenure will ever be, declared surplus.

I called Louise Hiester-Graff to ask her if she could recall anything about boat models being in her father's collections. She did not recall ever seeing any except for a small model she donated to us about two years ago. She did recall seeing those large boat models you sent pictures of, at the same picnic you mentioned in your letter, in Port Treverton. She remembered that the models were hauled around to those picnics and were even in the water sometimes. You said that your father purchased the models in 1950, with the other set going to the C. Howard Hiester Canal Center. That is just not possible, as the CHHCC was not opened until 1986. But maybe Howard did have the models at one time.

Our Executive Director, William Semmel, recalled that at the time prior to 1976 when he was working with Howard on the transfer of his collection to the Parks & Recreation Department, that Howard was looking for models he had given to the Pa. State Museum. It is perhaps these models that were declared surplus and given away by the PHMC.

I also called Tom Smith, Public Programs and Collections Manager at the Hugh Moore Park in Easton in regard to the models. I thought that he or Lance Metz, Historian there, could tell me about any models in their collection, as Louise Hiester said that she thought they had models there from her father. Tom and Lance both replied. They do indeed have a set of the large boat models in their museum collection. They were on exhibit recently in the Emerick Technology Center. According to Lance, the 24" models that they have were given to the National Canal Museum by the Pa. Historical & Museum Commission, prior to 1979. Those models are on permanent display on the 4th floor of the NCM. Maybe these then are the models Howard was looking for.

Lance also explained that the story he knew of the larger PA. Boatman's models was this - they were displayed in the lobby of the Canal Boat Tavern at the Sheraton Hotel in Easton. What is confusing is that they made copies and were used as salad bars. The PBA models were only on loan to the restaurant, as the NCM did not have space to display or store them at the time.

We are very fortunate to have Glenn Wenrich as one of our very dedicated and knowledgeable volunteers. His mod-

els have been a wonderful addition to our displays. We only had one small model from Howard in our collection, one that we believe he built himself, of a Schuylkill Canal cargo boat. We had a Schuylkill Navigation boat built to scale by an exhibit company, and then along came Glenn to build a Union Canal model and subsequent other models to show the type of boats used in canals in Pennsylvania. Then, as I mentioned, Louise brought us a model they had in the family, that we now have on display.

I hope this helps to clear up the story of the models. I have also shared this letter by E-mail with Bob & Carolyn Schmidt of the Canal Society of Indiana, so they are informed with the "rest of the story".

Thank you for sending me your letter and I hope that maybe one day you can come back to visit and see all of Glenn's models as well as his model/diorama of the Hiester Boat Yard which is in the Hiester Canal Center as well.

Let me know if I can be of any further help.

Sincerely,

Cathy L. Wegener, CPRP

Superintendent of Interpretive Services

LUCKY GRANDPA

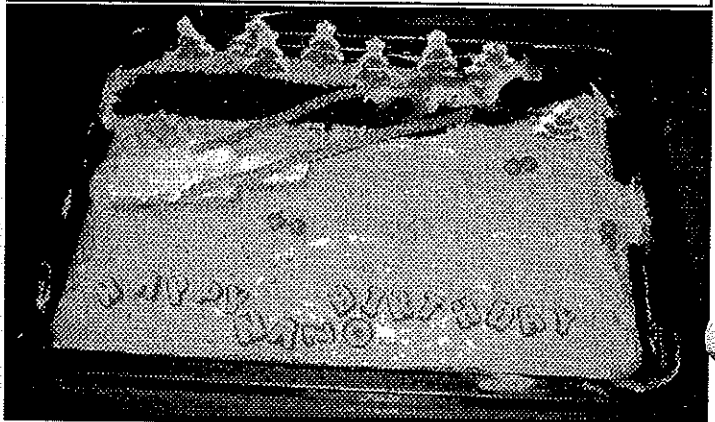
All the grandchildren of Tom Castaldi, Allen County Historian and CSI Advisory Councilman from Fort Wayne, know about his interest in canals. He has written three books about the Wabash & Erie and has more in progress. His eight year old granddaughter, Cassie Seculoff, decided to decorate his birthday cake with a canal theme. It was topped with a canal made of blue frosting, a black towpath complete with a plastic horse to tow the boat, a boat made out of cookies and frosted white, jelly bean rocks, Christmas tree cookies and towlines made from gummy strips.

Tom's canal book series to date published by the Canal Society of Indiana:

Wabash & Erie Canal Notebook I: Allen and Huntington Counties, 1995

Wabash & Erie Canal Notebook II: Cass, Carroll and Tippecanoe Counties, 1998

Wabash & Erie Canal Notebook III: Wabash and Miami Counties, 2004



STUDIES MADE FOR W & E LOCK 47 PARK

Storrow Kinsella, a planning, urban design and landscape architecture studio, has contacted CSI headquarters asking for the Canal Society to be a consulting party in planning a park around Wabash & Erie Canal Lock 47 immediately north of Riley, Indiana. Maps and photographs of the lock and surrounding areas have been received on which we are asked to comment regarding possible environmental or cultural resources that may be affected in association with the project.

The plan is to preserve, protect, restore and interpret Lock 47 built in 1837-38 on the Cross Cut portion of the Wabash & Erie Canal in Vigo County. It is located at the southwest corner of Frye Street and Fenway Drive on a 10-acre parcel owned by the county.

The project would include stabilization of the site from further erosion and vegetation overgrowth, protection of the site from unauthorized trespass, further archaeological investigation, and a determination of what level of restoration or reconstruction of the removed portions of the hand-cut stone lock and its timber gates is needed.

Since the lock is built on a timber base, the degree of hydraulic restoration will be examined. These timbers are located beneath 4 feet of sediment and are believed to be in a good condition based on the condition of the hand hewn timbers removed in September 2007 from an old W & E Culvert 151 as part of construction of the Indiana 641 bypass near Terre Haute, Indiana. Those timbers ranged in length from 20-40 feet with many measuring 14 inches square.

The wall on the west side of the lock is mostly intact with little damage to the closely-fitted hand-cut stones. Only the bottom four courses of stone concealed by sediment remain of the east wall. This wall may be reconstructed with concrete that has a matching exterior veneer.

Besides work on the lock, the construction of a pedestrian and/or bicycle trail adjacent to the historic canal alignment along South Frye Street to connect with the Riley Elementary School located approximately 1.5 miles to the south is proposed. The school already has a parking lot that could be used as a trail head instead of building another parking lot by the lock. School children would then have easy access to the park along this trail for educational purposes.

A state grant of \$400,000 was awarded in 2002 to the county for a lock park. The county had to

have an \$80,000 match. Some money comes from its Economic Development Income Tax.

An article in the Fort Wayne *Journal Gazette* on March 9, 2008, sent to CSI headquarters by Jim Ellis, CSI treasurer, reported that a three-dimensional image of the lock has been created by assembling thousands of laser scans. David Myers, president of Myers Engineering, which did the scan, said, "It scans the stone itself. It will create a wire-frame model, only it will have all the details filled in and you can see the outline of the stone. It is a permanent record in three dimensions."

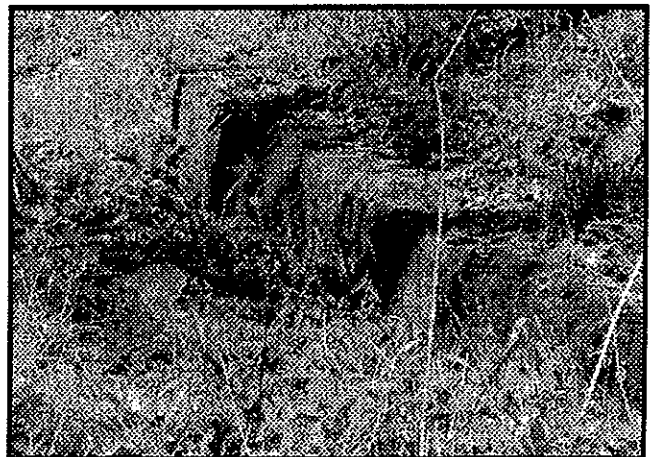
The surveying device took 12,000 images, which were compiled and displayed on a computer screen. These images show no indication of the survival of the lock gates or hardware. However, marks on the stone blocks and a hinge in the lock wall are easily visible.

The architectural firm's plan will include cost estimates. The next step is to sign a contract for an archaeological study. Construction should begin in 2009-2010.



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MEMORIES OF A CANAL COOK

Following the article "The Canal Cook," which appeared in Vol. 7 No. 2 February 2008 issue of *The Hoosier Packet*, Terry K. Woods, CSI member from Canton, OH and former president of both the Canal Society of Ohio and the American Canal Society, sent in several articles about canal cooks. The following 1943 newspaper article entitled "Memories" was clipped out by Dorothy Kraft from Canal Fulton, OH.

A lot of traffic passed through the nearby town of Canal Fulton in Stark county [Ohio] as it sits in quiet dignity in the spring sunshine. Back in the hey-days of the Ohio [& Erie] Canal, however, Canal Fulton was one of the busiest towns on the canal route. It used to have at least three hotels and 17 saloons. Now it has only three bars. Many of the old residents who remembered the days of canal activity have passed on but there are a few here who were vitally interested in it.

Mrs. Gertrude McGee, for example, used to cook on one of the canal boats. She is 75.

Started Cooking at 14

Her father, Capt. John Moore, ran one of the state boats that plied the canal. "State boats, and there were four of them, traveled up and down the canal keeping the locks in good repair and taking care of other maintenance problems," she recalled. Each boat had a 30 mile section of the canal to take care of and when trouble was reported at any point along the stretch, the boat and crew would be dispatched to that section. Mrs. McGee said that she started in as cook on her dad's boat when she was 14. During the shipping season she was on the boat each spring, summer and fall. She cooked for the crew eight years.

Same Boat, Three Names

She said that the state boats were named after the presidents of the United States and that when a new president took office the boats had to be renamed. "When Dad first started to operate a state boat it was named Grover Cleveland. Later he had to change the name to James Garfield and at one time it was named Benjamin Harrison."

SHE SAID THAT their tour of duty extended from Bolivar Aqueduct near Bolivar to Wolf Creek lock near Akron. "I never liked the life on the canal because it was too confining," she said. "After all, I was only 14 when I started cooking on the boat and missed a lot of things a young girl should have because of being tied down to a hard job."

Peeled Tons of Spuds

"I had to make three big meals a day for a crew of five, and my Dad and sister, Grace. Canalers were a

robust bunch. I had to feed them like a harvest crew." Mrs. McGee said that she prepared meat meals three times a day, baked cakes for breakfast and supper made many pies and peeled tons of potatoes for her boarders.

"MY FATHER always preferred to have horses instead of mules although most of the towboats were pulled by mules," she said. "He managed to get two black horses that he kept for years to pull the Garfield." Mrs. McGee never went back on the boats after she married David McGee, a painter and paperhanger. "I never liked them while I was working on the boat and I wouldn't set foot aboard one of the boats to travel anywhere," she declares.

Then Railroads Came

George W. Simmons, 66, never worked on the canal or any of the boats but he remembers the canal days vividly. He takes care of the Canal Fulton playground here now. "When I was a youngster the whole section here was bridged by trestles from the coal banks beyond the railroad tracks," Simmons said. "They filled the small coal cars with coal, ran them over the trestles to the canal boats and dumped them and then took the coal up to Cleveland. When the railroad came along they laid their tracks parallel to the canal in some sections. Today freight and passenger trains of the Baltimore and Ohio and the Pennsylvania railroad race along the track about 200 yards from the old canal."

Old Hotel Sill Stands

According to Simmons, Canal Fulton used to be a rip-roaring place whenever any of the canal boats tied up near the old Walzer hotel. This building still stands and was named the City hotel and Walzer's Exchange at various times. The latter name still is visible on the peeling sides of the gray, square frame structure. Louis Walzer owned the place and ran it as a hotel and saloon, Simmons said. It wasn't any tougher, however, than the old Morgan house where some of the old coal miners lived. Talk about your Mississippi river men, the canalers were as tough a lot as ever pulled a cork from a bottle.

ACCORDING TO Simmons, George Meyers had the last boat on the canal and operated it until 1890. Canal Fulton, an important grain and coal center in canal days, had a lock near the town and a turning loop near the lock. A state park has been established there between Canal Fulton and Massillon.

YOU CAN SEE beer cans, whiskey and wine bottles in the placid waters of the canal now but not as many whiskey bottles as there used to be in the old days according to Simmons. Things are quiet along the tow-path now but a lot of people fish in the canal and actually catch sizable fish, he said.

NEWS FROM DELPHI

CANAL DOCUMENTS PERTINENT TO CARROLL COUNTY NOW ON-LINE

By Mark Smith

As of this moment, there are now four documents pertinent to Wabash-Erie Canal history in Carroll County on-line. The Carroll County Historical Society is presently in the process of digitizing many documents, records, and prints on their website. Included in the link for Manuscripts are those of Samuel Milroy, State Representative and founder of both the city of Delphi and Carroll County. Those documents are:

1. 1831 —Wabash and Erie Canal Board of Commissioners receipts for interest paid on land, October 8, 1831
2. 1838 —Draft Resolution re Canal Construction ca. 1838
3. 1839 —Draft Bill releasing water power from Great Wabash Dam at Delphi, ca. 1839
4. 1839 —Draft Joint Resolution re Steam Boat Lock, Delphi, ca. 1839.

Readers should remember that Samuel Milroy was not totally in favor of Internal Improvements due to their budgetary implications, and that he vigorously objected to the Steam Boat Lock at Pittsburg due to its projected infrequency of use and its cost. Canal Contractor Reed Case and his partner James Spears were instrumental in erecting the Dam mentioned at Pittsburg, and in 1854 Spears, Case, and Dugan formed a partnership to erect a bank on the corner of Washington and Main.

The web address for the Digital Site is:
<http://carrollcountymuseum.org/index.html>.

OUR FIRST REPLICA BOAT WON'T EVEN FLOAT

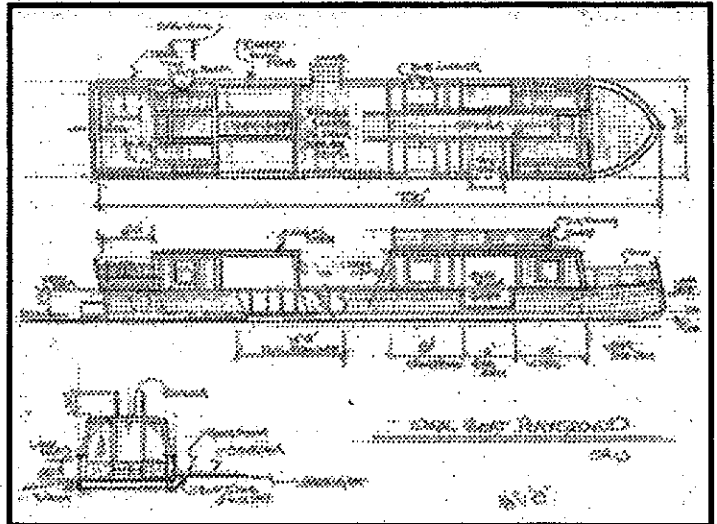
By Dan McCain

Conceptual interactive designs are being prepared for nine individually unique sites along the Tow-path Trail section plus the historic canal crossing site at Carrollton Bridge north of Delphi, Indiana. An old historic railroad baggage building was moved to the first site in early February. It was transported from near Rockfield and placed near the old Monon crossing at the back of

Canal Park.

For the first time in over a century Delphi's Canal Park will sport the likeness of a life-size canal boat. This "playground boat" becomes part of the second site that has been inaugurated with special exhibits. The only challenge is that this boat won't float.

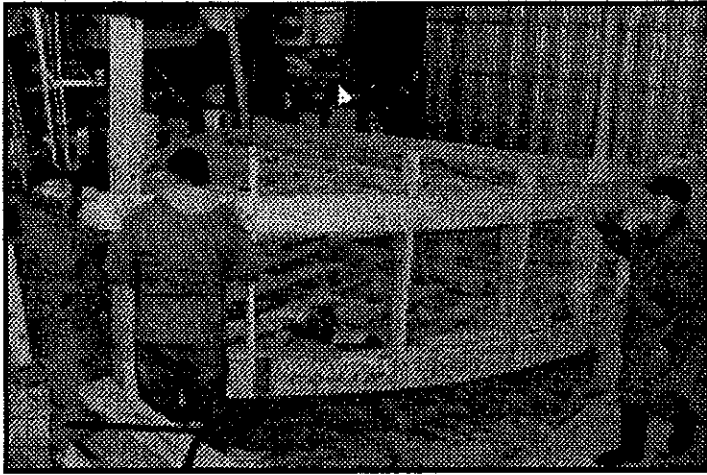
Plans were drawn by our museum designer Len Mysliwiec, and already the volunteer crew has rallied to begin constructing a "look alike" full scale model of a canal boat. This "on land" playground version should provide lots of entertainment for children and adults as well. It will be outdoors 365 days per year.



The life size creation constructed with weather-proof wood and featuring many intriguing crawl space cavities and playground attractions for kids will adorn the "basin" area in front of the Canal Center. It won't be over water but will be level with a slightly elevated sidewalk to give the impression that it is tied up next to a dock. Access will be by a "gang plank" to the deck level while the starboard side will have a child's slide and chain ladder for kids to exit into the dry basin.

The M-W-F volunteer "regulars" have been ready for the challenge of building this life-size boat model since the completion of their last big construction project (the restoration of the Stearns Truss iron bridge). The current work is being done inside Ed Gruber's barn that offers a wood stove to take off the chill on these frosty winter mornings. Twenty foot sections are being framed and then these sections will be transported to Canal Park for final assembly later this spring.

Cedar was chosen for the sides of the boat as it will weather and retain its rustic looks for many years. Sixteen-foot-long rough-sawn 1 X 8 boards are being fastened to the struts of the frame and the surface "skin" has to bend to conform to the shape of the bow. Inside this bow is a double deck with a "hatch" that will



Volunteers are hard at work on 20 foot sections of the playground canal boat inside a heated barn. Photo by Dan McCain

give kids a hide and seek effect while discovering how these historic barges were built and used on the Wabash & Erie Canal in the heyday of the 1840s and 50s.

This playground attraction will be placed in Canal Park a year before the much anticipated operational Replica Canal Boat--the one that will float and carry up to 35 passengers for a mile-long trip on our reconstructed waterway.

The tedious planning for the million dollar floating boat is almost complete. Bidding is expected to be announced by INDOT early this summer. Completion of this project with its realistic protective warehouse (inside storage at water level) plus the grand dock will come in late spring 2009. This floating boat will be built by a marine contractor, likely out of state.

Much of the money for this federal grant has been secured but time is nearing when the Canal Assoc. must remit the 20% match to start the construction contract. Donor support for this and many unique interactive displays and graphic panels is now being sought. A fundraising campaign titled "THE TOTAL CANAL EXPERIENCE" is being launched. Exclusive donor "naming" of various sized exhibits and graphics present an opportunity for contributors to select a display that they would like to sponsor.

For further information on any of the trailside interpretive items or for general support of the match needed for the operational replica boat ask for a prospectus via E-mail admin@canalcenter.org

HELP NEEDED

We need a source of 2 or 3 inch thick by 14 inch wide cedar, poplar or other suitable weatherproof material for use on the gunwale above the deck of the playground boat. We need a total of about 150 lineal

feet although the boards can be of various lengths. Perhaps some good salvage material from a barn or out building might be found.

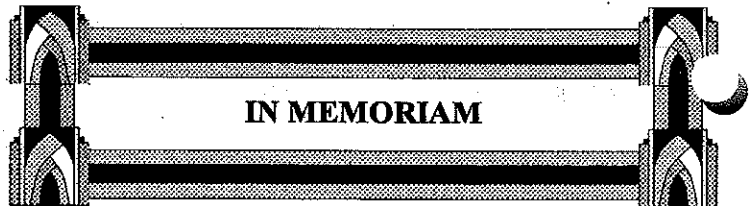
WABASH-ERIE CANAL ASSOCIATION ANNUAL MEETING IN DELPHI

April 15, 2008, at 7 p.m.

Following a short business meeting, the Carroll County Wabash-Erie Canal, Inc. hosted Potawatomi Indiana advocate Shirley Willard from Rochester, Indiana. The topic centered on the 170th anniversary of the infamous Trail of Death, during which over eight hundred Indians were forced from their homeland near Rochester and Plymouth, with forty Indians succumbing to both the elements and physical debilitation.

Donations were accepted for the funding of commemorative highway signage denoting the Trail of Death along the route of the walk.

The meeting was held at the Wabash & Erie Conference Center at Canal Park, 1030 N. Washington St. in Delphi.



MARTHA E. WRIGHT

Martha E. Wright, CSI member from Indianapolis, passed away January 16, 2008 at the age of 73. Born to Howard and Maurie Wright in Parke County, Indiana, on September 6, 1934, she attended Clinton Center High School and Butler University. She received her Masters degree in Library Science from Indiana University.



For 40 years Martha was a librarian for the Indiana State Library. She was a member of the State Library Staff Association, Indiana Historical Society, First Friends Meeting and the Iris Society. She enjoyed traveling, history and CSI tours on which she took numerous photographs. She also attended national and regional air shows.

Services were held at Shirley Brothers' Irving Hill Chapel at 1 p.m. on January 22, 2008, following a two hour visitation.

Martha was preceded in death by her parents and sister, Kathryn S. Wright. Memorials may be sent to Indiana Historical Society, First Friends Meeting Quaker Church and the Hamilton County Humane Society.

WITH SYMPATHY

The Canal Society of Indiana extends its sympathy to: Lynette Kross, CSI director from Plymouth, whose husband, Anthony, passed away in February Darrell Bakken, CSI member from Indianapolis, whose wife, Ruth, passed away in February.

WELCOME NEW MEMBERS

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

- Melissa Reed - Piqua, Ohio
Ronald Gallagher - Liberty, Missouri

A PENNSYLVANIA CANAL TRIP

An article in the Lancaster Mennonite Historical Society Newsletter received at CSI headquarters from Jo Liggett, CSI member from Terre Haute, reported on a tour taken by that society last June of canals, quarries and the historic town of York, Pennsylvania, with it's 20 huge outdoor murals. It sounded so interesting that we thought perhaps some CSI members might wish to check out the area on their vacations.

The article reported, "The Susquehanna River stretches 448 miles from near Cooperstown, NY to the Chesapeake Bay, draining a watershed of 27,500 square miles. The majority of the nation's canal system was located in Pennsylvania. The Susquehanna-Tidewater Canal extended south along the west side of the river from Columbia, PA, to Havre-de-Grace, MD. It opened in 1839 for commerce between the greater Harrisburg area and the Chesapeake Bay, with short spans of canals connecting to York and Lancaster.

"In the 43 miles from Columbia to the tidewater, the river drops an average of 5.28 feet per mile. Canal boats traveled this distance with the aid of 28 locks. Trade peaked in 1870 to be gradually succeeded by rail transport, and ceased completely in 1894, when the locks and dam were destroyed by flood."

To better understand canal history they stopped at Locks 12 and 15 located on the York County side of the Norman Wood Bridge across the Susquehanna River and then went to Delta, a small town on the Mason-Dixon Line. Its history is rooted in the slate deposits and skilled Welsh immigrants who came to excavate them in 1832.

"Slate was highly valued in Early America, not only for its durability and aesthetic appeal, but because it was fireproof. Peach Bottom slate gained a worldwide reputation as the finest roofing material available

through the early 20th century." The quarrying of slate grew rapidly once the canal system provided easy transportation for the heavy material and spread worldwide with the advent of the Peach Bottom Railway connecting Delta to York in 1876. This boom continued until synthetic roofing materials replaced slate roofs in the 1920-30s.

"At its peak, 500 workmen were employed in 15 slate quarries in the region. Original quarrymen's cottages still exist in the one-street, historic area known as Coulsontown." These cottages were made entirely of slate and stone in the architectural style of northwest Wales. One of them has been reconstructed for a craft and antique business by a local Amish carpenter.

The tour guide pointed out slate tombstones, hitching posts, sidewalks, and window ledges. They saw a unique, 1906, seven-foot, slate clock at the Old Line Museum in Delta.

In York, which served as the capital of the U. S. for nine months during the Revolutionary War, they saw the giant murals that depict the history of York County people and products. They visited a group of early American buildings known as the Colonial Complex, which includes a "German half-timber tavern, a Georgian-style home where La Fayette halted a scheme to replace General George Washington, and the Colonial Court House, where the Articles of Confederation were adopted in 1777."

At Holtwood Environmental Preserve an overview of the canal system, it's construction, engineering, canal boat operation, and canal family life and recreations was given by Steven Runkle, a retired hydraulic engineer. An evening meal at a local church completed the day's activities.



ROCKY CONFLICT

Scott Bieszczad, CSI member from Toledo, OH, sent an article entitled "Border Battle Escalates Over Indian Head Rock" that appeared in the *The Blade* on March 7, 2008. It concerns a battle over a rock between Kentucky and Portsmouth, OH, the latter of which the CSI spring tour will visit to see murals on the flood wall.

An 8-ton, crudely carved, sandstone boulder known as Indian Head Rock was pulled from the Ohio River by a historian and a team of divers and placed in Portsmouth's city-owned service garage. The Commonwealth of Kentucky controls most of the river and claims that they have the Antiquities Act that registers things through the University of Kentucky. Kentucky claims that the removal of this rock violates the act and is a Class D felony. They are demanding it be returned.

Several theories exist about the rock, which depicts a crude face, a house and names of several early settlers and has been submerged since 1920 by dams that kept the Ohio River at a constant level. It was known to have been seen during times of low water in the late 1800s and early 1900s by Portsmouth citizens. Theories include:

1. Messages were placed on the rock by early pioneers in 1851 to mark the low water mark.
2. A quarry man carved the rock using a metal tool.
3. A band of robbers marked the rock and buried their loot nearby.
4. An 1891 edition of the Portsmouth newspaper says it was carved by Native Americans.
5. John Book, a prominent member of the Scioto County society, carved it as a boy over 100 years ago.

Portsmouth and Scioto County claim that Kentucky doesn't want to display the rock, they just don't want Ohio to have it. The article said, "If it's Kentucky's intent to put the rock back in the river, that should be a crime in itself."

SUMMIT CITY CONNECTIONS

Fort Wayne, Indiana, is known as the Summit City because it is the summit level of the Wabash & Erie Canal and is on a continental divide between the Maumee River and the Wabash River via the Little River. Richard Brown, CSI member from Okemos, Michigan,

Summit City Connections by Richard F. Brown, Jr.

Footsteps across a summit
Linked two vast watersheds
Nine miles to be portaged
From edge to water's edge

Distant pioneer ancestors
Board an old canal packet
To cast off from the wharf
Amid its bustle and racket

Long holiday excursions
Adventures in motor cars
Wandering Lincoln Highway
Under sunshine or night stars

Convergence of arteries
At this Hoosier city's heart
Historic transport venues
For past journeys to depart

First a trail-blazed pathway
Then a water fed corridor
Later, a vintage auto route
As each opened a new door

Frontiers which lay ahead
Discoveries that were found
Following these passages
Many opportunities abound

As conveyors of commerce
For travel or exploration
These narrow linear ribbons
Tied together this nation.

3/20/08

wrote the following poem about the summit city.
Other canals had summits - the highest elevation of a canal. Much of the poem could be applied to them.

The Wabash & Erie Canal had a second summit between the Wabash and Eel Rivers — Terre Haute to Worthington — that was known as the Cross Cut portion of the Wabash & Erie Canal. CSI will hold it's fall tour of the Cross Cut on October 10-12, 2008. Mark