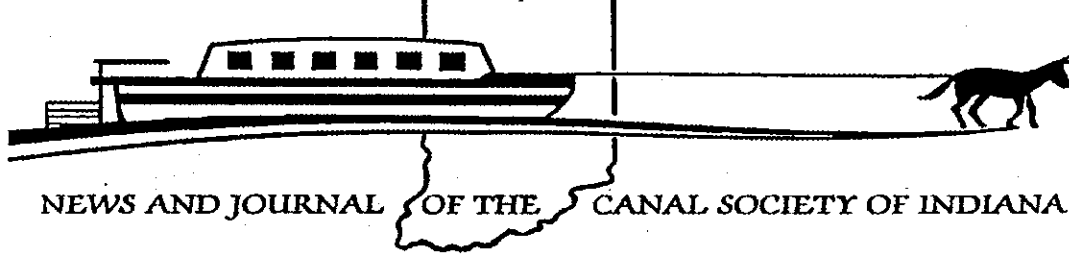


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AUGUST 2008

MISTAKEN IDENTITY



This Whitewater Canal stone arch culvert was recently located by Kim Ziegel, who is on the canal research committee for the Whitewater Canal and is from Covington, Kentucky. Photo - Kim Ziegel

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POSSUM RUN CULVERT?

The Whitewater Canal stone arch culvert on Oberting Road east of Lawrenceburg, Indiana, has apparently been misnamed Possum Run Culvert in past Canal Society of Indiana tour guides. Recently Kim Ziegel, of Covington, Kentucky, was out scouting for canal remains as part of the Whitewater Canal research committee and found another stone arch culvert at 1111 Oberting Road, just a short distance from the earlier misnamed culvert.

Chuck Whiting, CSI director from (Greendale) Lawrenceburg, looked through reports to determine if

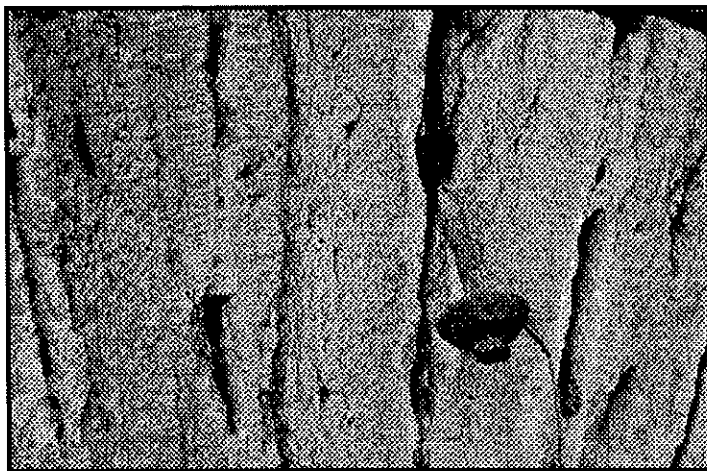
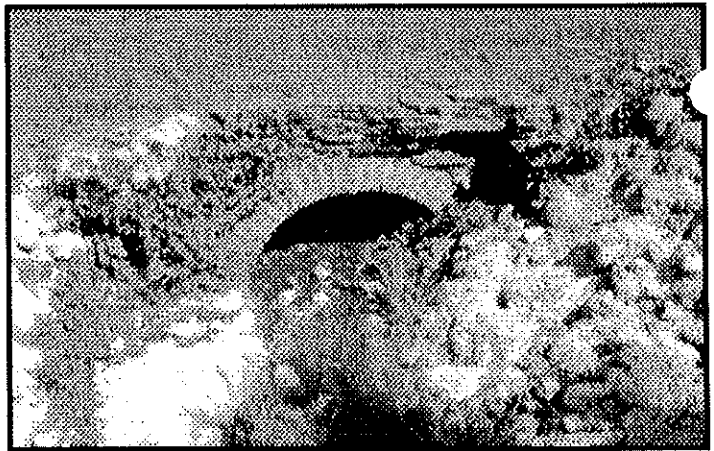
EDITOR: CAROLYN SCHMIDT

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the culvert found by Ziegel was actually a canal culvert. He became convinced that it indeed was when he read in Don Burden's thesis that both Sections 6 & 7 contracted by David Guard had 8 foot culverts. The culverts are approximately 0.4 miles apart and are both 8' cord. Checking Google Earth, Chuck found that the location of the Zeigel culvert is 39 deg. 08' 11.41 N 84 deg. 50' 22.46 W or by pacing it from the exit it is 35 yards from the road through a lot of undergrowth at this time of year. Checking with the county surveyors and viewing a copy of an 1800 survey the creek is named Elk Run and it runs down Possum Hollow valley to the culvert. Therefore the culvert located by Ziegel is the Possum Run culvert.

The culvert up the road towards Lawrenceburg, which has been called Possum Run in the past, doesn't line up with Possum Hollow. Although misnamed, it is definitely the other canal culvert contracted by Guard. However, the creek that runs through it apparently doesn't have a name.



Left: Bolt in face of newly found Possum Run culvert Kim Ziegel
 Top: Road side of misnamed Possum Run culvert as seen on CSI "Canal Passages" tour in October 2006. Photos - Bob Schmidt
 Bottom: 1995 tour at back end of earlier misnamed culvert

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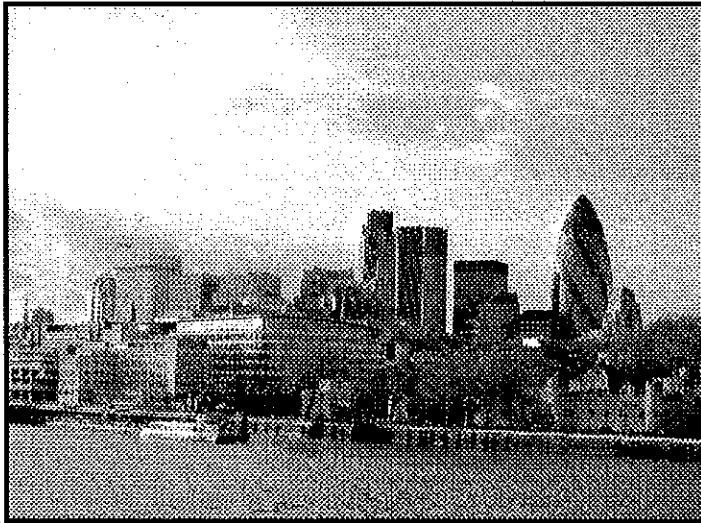
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A Brief Trip Back in Time: Touring Canal Sights of London, England

Article and photographs (unless otherwise noted) by
Richard F. Brown, Jr., AICP

For our 2008 Spring Break vacation, my wife, youngest son, and I decided we would take our first overseas adventure. After considering several options, we agreed to spend the trip seeing the sights and sounds of majestic London, England.



Skyline of London, England from Tower Bridge

Our schedule called for us to spend seven days in greater London and among the activities we hoped to accomplish was a trip to the London Canal Museum and a ride on a canal boat. These plans became more complex when unexpected travel delays had us arrive at our hotel some 27 hours late! Isn't modern travel just wonderful.

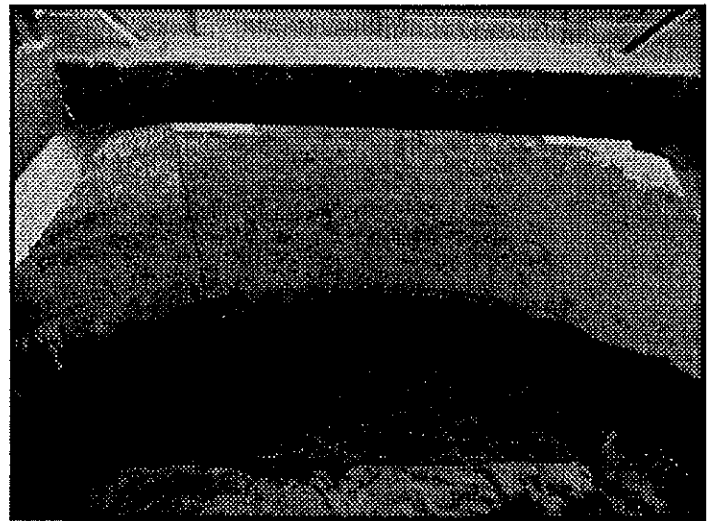
Fortunately, with some timely planning and thorough use of "The Tube" (a very accurate local term for the subway system) we were able to take part in both activities, though somewhat abbreviated versions.

The London Canal Museum is a wonderful source of information and history about the vast canal system that was built in London and throughout Great Britain. The museum occupies a former ice warehouse and overlooks a canal basin.

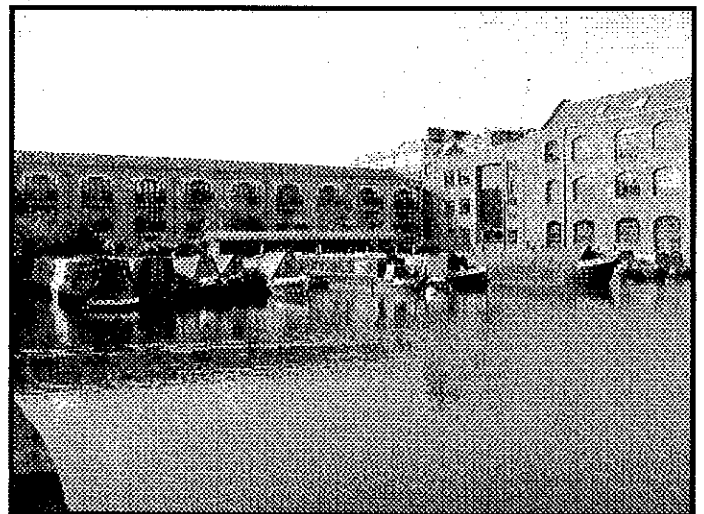
The museum has a number of interesting exhibits situated on two floors and is located a short walk from the massive St. Pancras-Kings Cross Rail Station on the north side of the city. This station is now the primary railway connection to the European mainland.



London Canal Museum signs (author shown in the photograph to the right taken by Ryan Brown)



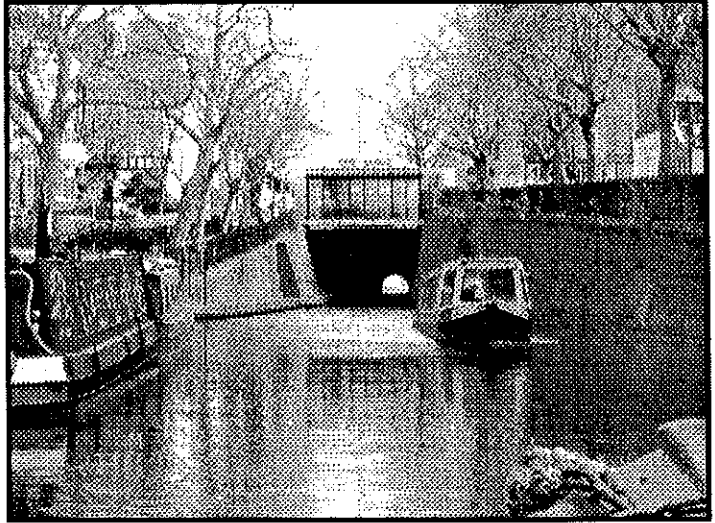
An ice well below the museum's main floor.



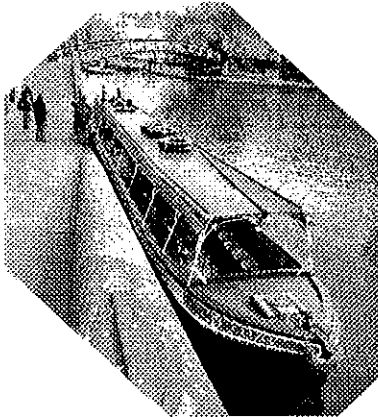
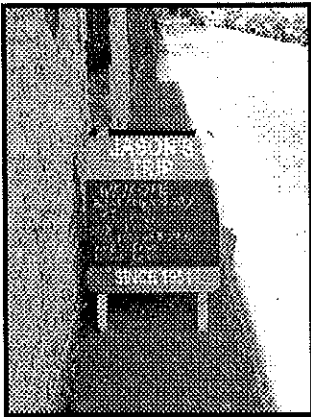
Canal boat basin outside the London Canal Museum

Later in the week, we took a relaxing 45-minute canal boat ride on the canal boat "Jason" along a portion of the Grand Union Canal, through the Browning's Pool (named for poet Robert Browning), and then through a lovely segment of the Regent's Canal. Our one-way tour started from the Little Venice section of northwest London, which is a short walk from the Warwick Avenue Tube Station on the Bakerloo Line. The route included a trip through the 816 foot long Maida Hill Tunnel, across the northern fringe of Regent's Park, past stately multi-million pound sterling mansions, through the London Zoo aviary, and finally concluded at Hampstead Road Lock in the wonderfully unique Camden section of the city. If you ever loved rock n' roll, you will find Camden a fascinating stroll. The signs on the shop buildings alone are quite entertaining. If you need more time on the water, a return trip is available back to Little Venice. Other canal boat tour operators and a waterbus transit service are also available along this canal corridor.

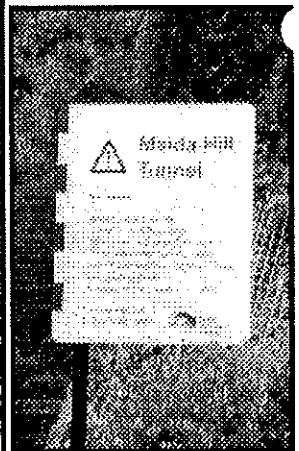
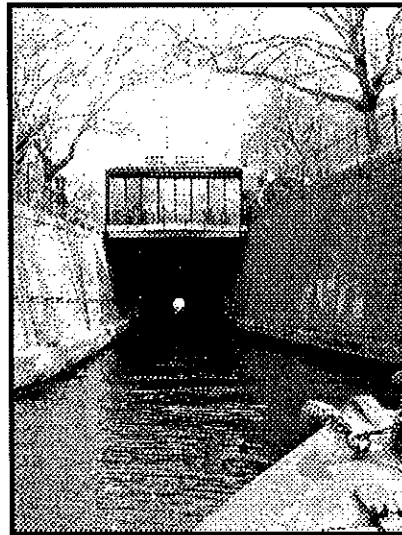
tunnel, which does not have a towpath following along-side. Instead, in the years prior to the use of engines, the canal boat crew would move the boat through the tunnel by using their legs and pushing against the tunnel walls. Also interesting was the fact that the Hampstead Road Locks are manually operated by those on each canal boat passing through.



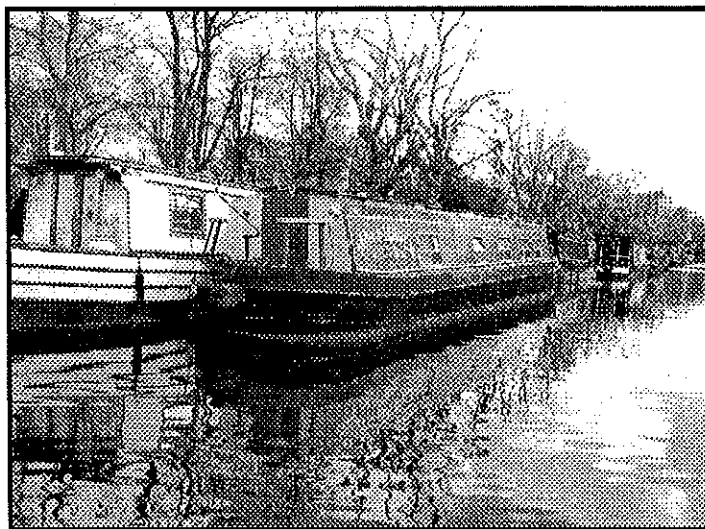
Traffic on the Regent's Canal approaching the Maida Hill Tunnel



Signage for the tour and a photo of our tour boat the "Jason"



Maida Hill Tunnel



Other canal boats along the Regent's Canal

Another highlight of the trip was the fascinating array of canal houseboats on the water, most of which were year-round homes. All in all, the museum and canal boat ride were very enjoyable and relaxing respites from the hectic city pace.

London is a magnificent city with an amazing number of activities from which to choose. Even with the economic growth and development that has taken place in the city, it is nice to see these aspects of canal history being preserved for future generations. Cheers!

The most interesting aspect of the tour was the

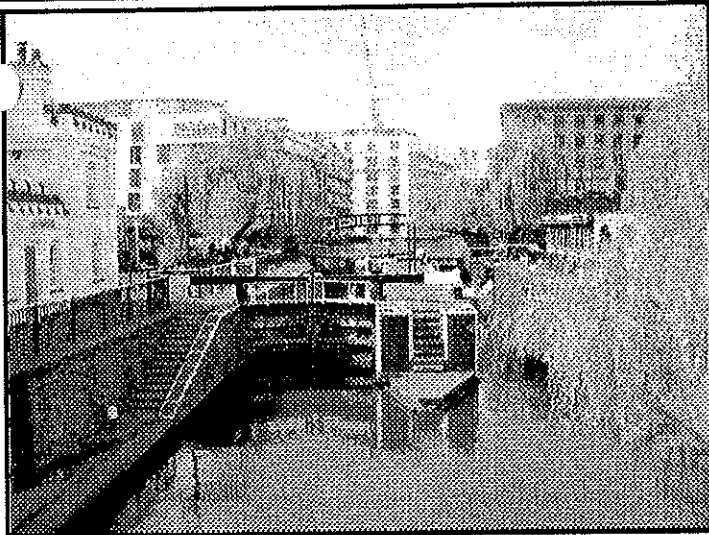
COST OF INDIANA'S CANALS

CSI headquarters receives many requests for information. A recent one came from Jim Hamil at the Whitewater Canal State Historic Site. He enquired how much was spent building all of Indiana's canals. Although no one figure could be found in any of the canal materials in the CSI archives, Bob Schmidt, CSI president, used the following sources from which to make an estimate.

Fatout, Paul. *Indiana Canals*. W. Lafayette, IN: Purdue University Press. 1972. p. 174.

Gray, Ralph. D. "The Canal Era in Indiana," *Transportation and the Early Nation*. Indianapolis, IN: Indiana Historical Society, 1982. p. 127.

These two sources show that approximately 8.2 million was spent on the Wabash & Erie from the Ohio State line to Evansville.

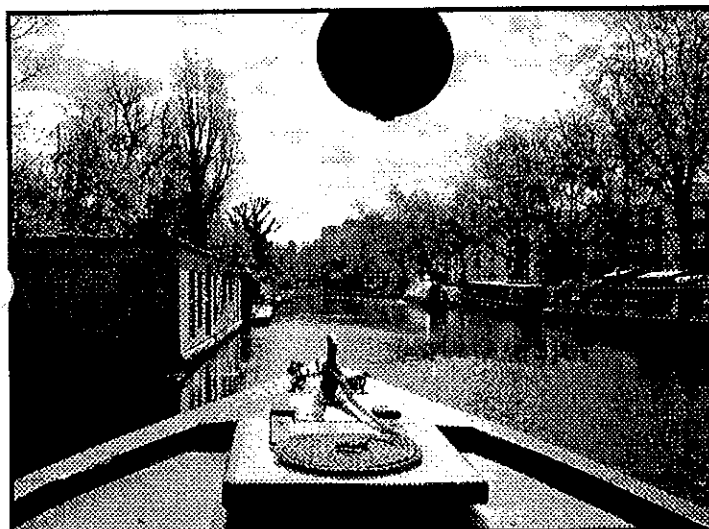


Hampstead Road Locks in Camden Section of London

Garmon, Harry O. *Whitewater Canal: Cambridge City to Ohio River*. p. 6.

Potterf, Rex. "The Whitewater Canal Story," *Old Fort News*. Ft. Wayne, IN: Allen County/Ft. Wayne Historical Society. Vol. XXVI, No. 3, 1963. pp. 11-12.

These two sources show that approximately 1.2 million was spent on the Whitewater Canal from Hagerstown to Lawrenceburg.



Union Canal from our tour boat; "The Jason"

Jan. 1853 Annual Report of the Trustees of the Wabash & Erie Canal to the General Assembly. p. 90.

Giffin, Marjie Giffin. *Water Runs Downhill*. Indianapolis, IN: Privately printed, 1981. p. 12.

These two sources show that approximately .9 million was spent on the Central Canal (north - the part of the canal built out of Evansville is included in the W&E estimate)

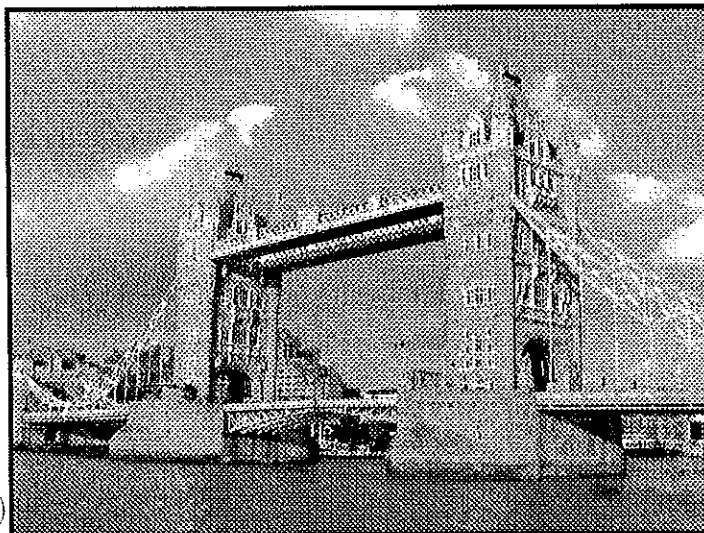
Jan. 1853 Annual Report of the Trustees of the Wabash & Erie Canal to the General Assembly, p. 90.

This source shows that approximately .2 million was spent on the Erie-Michigan Canal

Totaling these findings, Bob determined that approximately 10.5 million was spent constructing all of Indiana's canals.

GRONAUER LOCK DRAWINGS ON INTERNET

Four drawings, 63 photographs, 21 data pages, and 11 photo caption pages can be found on the internet. Search for: Historic American Engineering Record Library of Congress. Then search Place (Indiana, Allen County - New Haven Vicinity) to see these documents.



View along the Grand Magnificent Tower Bridge

CANAWLERS AT REST

CHARLES COMSTOCK

b. October 12, 1807
d. July 21, 1850

By Carolyn I. Schmidt

Charles Comstock, of Irish descent, was a native of Buttermilk Falls, Pennsylvania. His ancestors were among the early settlers in the colony established by Roger Williams in 1632, at what was then known as the Plantation of New Providence, now Rhode Island. They arrived there in 1683. Family records show that for two generations they lived and prospered in Pennsylvania.

While in Pennsylvania, Charles met and fell in love with Polly Hall. Polly was born on February 6, 1813. They were married in Luzerne county, Pennsylvania.

Charles and Polly Comstock had five children:

Waty, b. *circa* 1834 in Pennsylvania became the wife of Samuel T. Morgan, of Huntington, 1901 history lists her as deceased

Rosalia, b. probably in Pennsylvania died in childhood

Andrew F., b. probably in Indiana was deceased by 1850 census

Charles E., b. *circa* 1845 in Indiana Charles served in the Union Army from 1861 to 1864. married Mary E. Rose 1-7-1866 in Huntington, Indiana, moved to Ellis, Kansas had three children

Aurora B., b. 2-19-1850 d. 1-28-1923 in Highland, San Bernardino county, California, buried in Wesley Chapel Cemetery in Indiana

married Abram Cuppy Huffman 10-21-1868 in Wesley Chapel Methodist Church in Huntington County, Indiana, following his graduation. Abram was 22 and Aurora was 18. He was the son of William and Elizabeth Smith Huffman, originally of Clear Creek, Ohio, who came to Fort Wayne via canal boat and then proceeded to their new home in Jackson township by wagon and ox team. Wesley Chapel was the small Methodist church that William Huffman helped construct.

Aurora and Abram Huffman had five children:

Lillian E., b. 7-9-1869, d. 1-17-1940 college teacher, married Monroe Dinius, of Jackson township, 3-1-1891

Archer William, b. 10-3-1872, d. 10-23-1942 married Antis E. McCarty, moved to California

Mabel E., b. 1875, d. married John Ellsworth 2-21-1895, a horticulturist, bee keeper, and lived in Allen county, Indiana

Walter Charles., b. 2-19-1877, d. a graduate of the Huntington Business College, who held a clerical position in Detroit, Michigan

Verne Abram., b. 1-1-1882, d. married Elfa Carter about 1905, who continued to live at the old home

Charles Comstock, our subject, was a master carpenter and a contractor. He probably saw an advertisement for the Wabash & Erie Canal much like the following, which appeared in the Indianapolis *Indiana Journal* on August 4, 1832, as follows:

Cash for Canal Hands

We wish to employ laborers on the Wabash and Erie Canal, 12 miles west of Fort Wayne.

The situation is healthy and dry. We will pay \$10 per month for sober and industrious men.

MURRAY & VERMILYA (sic)

Charles moved to Indiana in 1832 without his family. He is on the list of early settlers of Huntington county. He found jobs on various public works. He took out large contracts for the construction of canal locks, culverts, stone piers, etc. on the Wabash & Erie Canal. He also engaged in building canal boats for the first few years after his arrival. Although no canal boats survive, there is still evidence today of his work on the canal be-

tween Ft. Wayne and Lafayette.

It wasn't until three years later that his family joined him in Indiana. During that time of separation he erected a dwelling and prepared a new home for his wife and children. They arrived via a large wagon laboriously drawn by a team of oxen.

The Wabash & Erie Canal was constructed along the side of an old Indian village known as White Raccoon's Village. Just to its southwest, a small town grew up alongside one of the canal's locks. It was first called Dickey's Lock. It was in Jackson township, Huntington county, Indiana. Lemuel G. Jones, from Virginia, erected a sawmill at the lock and called it Roanoke Mills.

"The Town of Roanoke...was an out-growth of the Wabash and Erie Canal and early became not only a prominent shipping point, but also the chief source of supplies for a large area of territory in Huntington, Allen and Whitley Counties, being at that time the principal trading place between Fort Wayne and the town of Wabash. The construction of the Dickey Lock was the immediate cause that led to the birth of the village...The mill and the store early formed the nucleus of quite a flourishing settlement, and within a couple of years the influx of population was such that the owner of the land, George A Chapman, determined to lay out a town, which was accordingly done in September, 1850...The first four [lots bordered] on the canal." Its name was later changed to Roanoke from Roanoke Mills that was located there.

Today an Indiana State Format Marker stands at the site of the Dickey Lock. It reads:

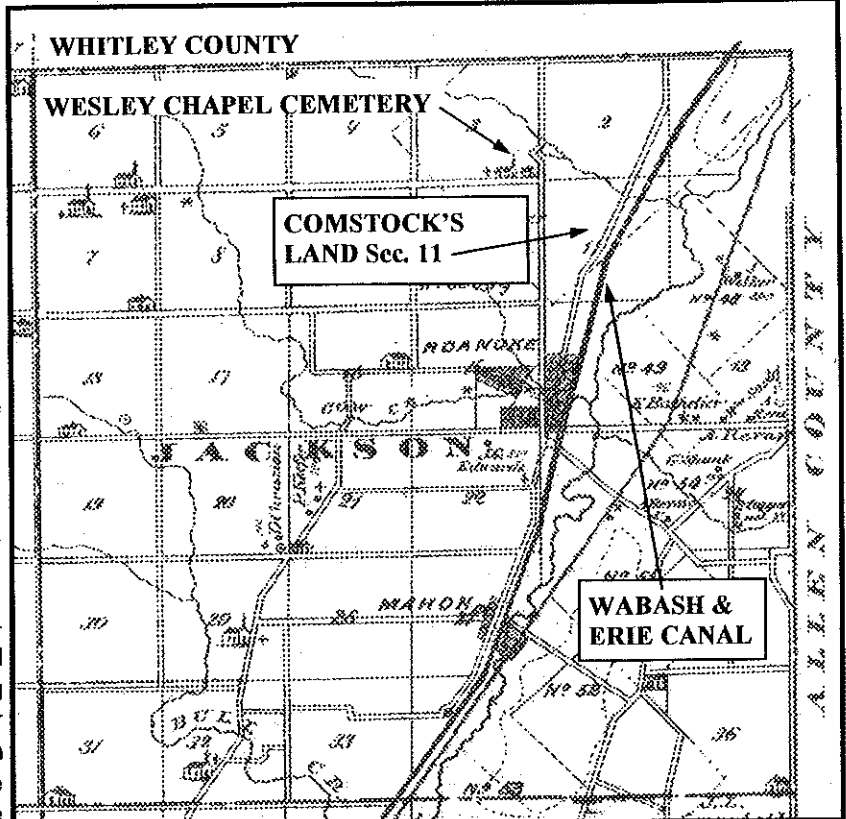
Wabash Erie Canal Lock 4

First lock west of summit level of Wabash and Erie Canal (connected Lake Erie with Ohio River in 1853) Known as Dickey Lock Built as Lock 1 1834-1835 of wood construction renumbered Lock 4 as result of canal completion to Ohio line (1840) Remnant of arch culvert nearby Canal important to founding of Roanoke

Erected 1997 Indiana Historical Bureau and Roanoke Area Heritage Center

Around 1835 the canal construction had progressed beyond Roanoke to Huntington, Indiana. Histories say that Charles Comstock built the locks there.

In 1844 Charles purchased several hundred acres of government land in Jackson township northeast of Roanoke, a part of which was included in the farm



Map of Jackson township, Huntington county, Indiana from *Illustrated Historical Atlas of the State of Indiana*. Chicago, IL: Baskin, Forster & Co. 1876.

where his daughter Aurora B. Comstock Huffman, her husband Abram Huffman and their five children later lived.

His land purchases were recorded as follows:

Oct. 31, 1844
 NE Fr NW¼ 40.00 neJA-11
 E Fr NE¼ 38.80 neJA-11
 W½ NW¼ 80.00 neJA-11
 N Fr SW¼ 67.60 neJA-11
 S Fr SW¼ 43.00 neJA-11
 Oct. 12, 1847.
 Fr NE¼ 110.88 neJA-11
 \$380.28

Tom Castaldi, Allen County Historian and CSI Advisory Council, found the following contracts that Charles Comstock held with the state of Indiana, while doing research for the canal books he has written:

Contract No. 192

6/1/47 Charles Comstock is named in the contract for St. Joseph Feeder and Dam north of Fort Wayne in Allen County. Tom suggests that this contract is sort of ambiguous. The "feeder" could encompass a lot of differ-

ent projects. Jesse Lynch Williams says in his 1847 Engineer's Report that it is suffering from much decay, and "must be rebuilt during the low water of the present summer." It appears that he arranged for Comstock to do the work.

Contract No. 193

10/20/47 Comstock received the contract for "Huntington locks - wooden" in Huntington County. No specific lock was named. In his 1847 report Williams recorded Lock No. 7 as being built on the "combined or composite plan." He then says that, "the other five locks [in Huntington] may all be described under one statement. They were built upon the wooden crib plan ... constructed in 1835, and the timber is of course, considerably decayed. The upper course in places, and in some places the two upper courses, have been renewed. By renewing the remainder of the two upper courses, and in some parts, the third course, during the ensuing winter it is supposed these locks may last for two seasons more, but after that must be rebuilt." Tom believes that Williams contracted Charles Comstock to make these repairs. This is likely what the early histories meant when they said that Comstock built the locks in Huntington that was mentioned before in this article.

Contract No. 196

7/1/48 Charles Comstock received a contract for Fort Wayne's Lima Rd Bridge and Barr St. Bridge in Allen County.

Contract No. 188

8/10/49 Charles Comstock received a contract for Lock No. 1. Williams states in his 1847 report that Lock No. 1 "will last some three years, which brings its renewal, say in 1850." It appears that Comstock was selected to make the repairs having received his orders in August of 1849.

Charles also had an interest in a general store. Unfortunately the histories do not give any dates as to this enterprise. Entries in his business books would probably cause a present day accountant to smile. For instance one reads:

John Smythe

July 29, to one gallon whisky, two pounds lard, one pound tobacco, half pound salt

July 30, one white dog, one gallon whisky, five pounds flour

While Charles was keeping store, the currency at the time was unstable. Store keepers seldom accepted what was known as "wildcat" money for more than half of its face value. In those days it was often the case that those who did receive paper money would note in

the next day's news that a very large proportion of it would be, if not entirely, worthless. According to the 1850 Federal Census, Charles had an estate valued at \$1,700, the equivalent of \$41,886.00 today.

It seems that Charles was more of a family man than a social person. Apparently he had no political aspirations or belonged to any fraternal organizations. A research through the county histories found no references to him in any of those type of things. It is assumed that he was a Methodist by his place of burial and the fact this his daughter and son-in-law were Methodists.

According to the histories and his tombstone Charles Comstock died on July 21, 1850. They also say he was about 43 years of age at that time and that his death occurred only 5 months after Aurora's birth leaving Polly with a family to raise on her own. However, the August 6, 1850 Federal Census taken by Samuel Mahon, another canal boat builder, shows him alive that August. It also shows Aurora as being the age of 5/12. Perhaps his tombstone should read August 21, 1850. That would put him alive on August 6th for the census and would be a little over 5 months after Aurora's birth. There is also the possibility that the census was taken earlier and recorded on August 6.

Polly Hall Comstock outlived Charles Comstock by nearly 22 years. Polly later married John Houseman (b. 1810 in Virginia), and Aurora and her older brother, Charles E. Comstock, were thereafter John Houseman's stepchildren. The 1860 Federal Census shows Polly (age 47), Charles E. (age 15) and Aurora B. (age 10) living with John Houseman (age 50) and his children, Caroline E. Houseman (age 16) and George Houseman (age 13).

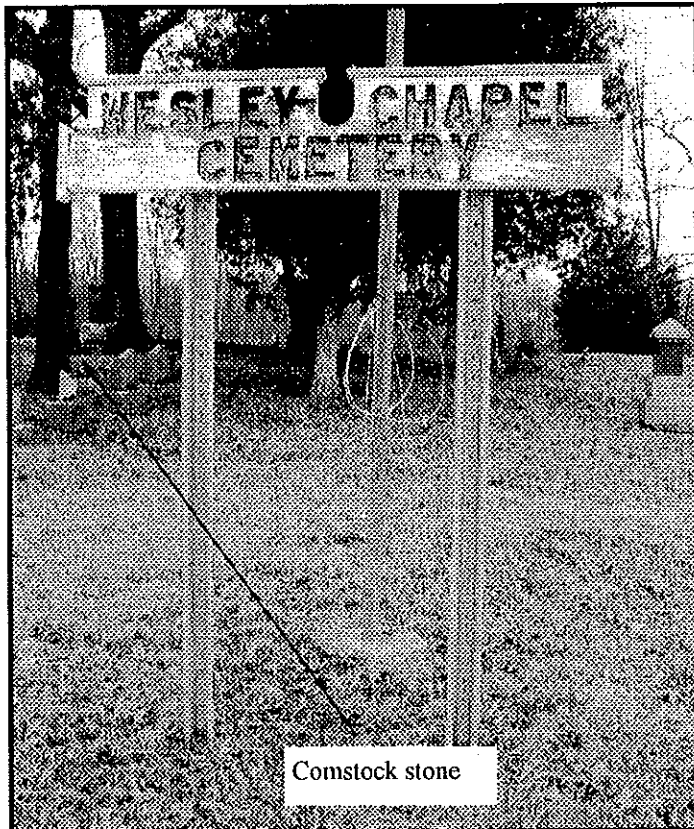
In later years, after John Houseman died, Polly lived with Abram and Aurora on the Huffman farm in Huntington County. Polly died on June 25, 1872 at the age of 59. Many Huffman and Comstock families are shown in the Huntington County registries at this time.

Charles and Polly Comstock are buried in Wesley Chapel Cemetery located in Huntington county, Jackson township, Section 3, near the corner of 1100 N and 400 E, north of the town of Roanoke, Indiana. The tablet portion of their shared gravestone has been replaced by a newer red granite stone on top of the former stone's base. The old tablet has been buried in front of the stone and a portion of the words are still visible. The new stone reads:

Charles Comstock
b. 12 Oct 1807 d. 21 Jul 1850

Polly Comstock
b. 6 Feb 1813 d. 25 Jun 1872

Alongside a tree to the left of the stone for Charles and Polly is the gravestone of Abram and Aurora Huffman, their daughter. It is the same color and style as their stone.



Comstock stone

Sources:

Bash, Frank Sumner. *History of Huntington County, Indiana*. Chicago, IL: The Lewis Publishing Company, 1914.

Biographical Memoirs of Huntington County, Chicago, IL: B. F. Bowen, Publishers, 1901.

Castaldi, Thomas E. *Wabash & Erie Canal Notebook: Allen County and Huntington County, Indiana*. Fort Wayne, IN: Graphik Mechanix, 1995.

1850, 1860, 1880, 1900, & 1910 Federal Census

History of Huntington County, Indiana. Chicago, IL: Brant & Fuller, 1887.

[Http://www.huffman.tk/id21.html](http://www.huffman.tk/id21.html)

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

Poinsatte, Charles R. *Fort Wayne During The Canal Era 1828-1855*. Indianapolis, IN: Indiana Historical Bureau, 1969.

Scherr, Luke. *Alphabetical Listing of the Settlers Who "Entered" Lands in Huntington County, 1830-1853*.

With special thanks to Tom Castaldi for his research on canal contracts at the Indiana State Archives.



Above: Grave stone of Charles and Polly Comstock with the old tablet buried in front of and on the sides of the original base.

Below: The Comstock's daughter and son-in-law are buried between their stone and a tree. The Huffman stone reads:

Abram C. Mar 4, 1846 Dec 15, 1927

Aurora B. Feb 15, 1850 Jan 26, 1929

Co. D 137th Ind Vol Inf

Photos by Bob Schmidt

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

By Anthony G. Blake

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

Indiana Hopes for a Canal (cont.)

...Up to that point, there had been no support from the federal government; as noted earlier, President Madison had in 1817 vetoed the "bonus bill," which would have enabled federal aid to internal improvement projects.

In 1826, however, the mood in Washington had changed. John Quincy Adams was president, and Henry Clay and John Calhoun, both fervent advocates of national support for internal improvements, were in positions of power. In this environment, Indiana's congressional delegation started to solicit federal assistance for the Indiana canal. Thomas Blake was a member of Indiana's delegation; he and the others requested grants to the state of federally owned land for the canal right of way and also adjoining sections that could be sold to generate revenues for its construction. Other states as well were clamoring for assistance. The collection of demands from the states, together with sympathetic policy-makers in the executive branch, finally resulted in congressional actions, facilitated by Charles Mercer and his House Committee on Road and Canals, that provided partial support for projects such as the Indiana canal. For Indiana, the result was funds for surveys in 1826 and, in March of 1827, a substantial grant of land along the upper Wabash and the Maumee. The federal land grants were contingent upon commencing construction of a canal within five years of the date of the act and completion within 20 years. Many scholars looking back on these events argue that this was the critical decision point: by accepting the land grant, the state of Indiana entered into "a moral and legal commitment to build the canal." Certainly the Indiana canal supporters in 1827 took this position.

As in Pennsylvania, however, the canal supporters faced opposition from railroad enthusiasts. One of the best-placed railroad enthusiasts was James Brown Ray, Governor of Indiana from 1825 to 1831. In his annual address to the Indiana legislature at the end of 1827, he suggested that construction of a railroad in place of a canal be considered. He cited the arguments put forward in Pennsylvania for railroads: faster transportation, unhindered by ice in the winter, and lower construction costs. He noted that the state had received copies of the Strickland reports, which, as we

saw in the discussion of the debate in Pennsylvania, indicated that in England in 1825 and 1826, canal building had come to an end and that railroads were being built instead. And, regarding the recently enacted federal land grants, he claimed:

It is said that Congress would not hesitate upon your memorial, to change the act, so as to enable you to adopt the railway, if thought most expedient.

This message infuriated the canal supporters, who tended to think of Ray as unreliable, anyway. Two weeks after the governor's speech, the legislative "committee on Railways" fired back:

It is not within the knowledge of your committee, if any state or country have perfected Railways to any great extent....Your committee are destitute of the knowledge of Railways, which a profitable and advantageous experience of sister states afford of Canals; but judging by all they know of the railways substitute, it is believed to be worthy of serious notice, only where water to supply a Canal is found to be wanting. This state is at present unable to furnish a permanent material of which to construct a Railway...[but does possess] an abundance of water to supply our necessary Canals, at a much less expense....Indeed, it is believed, that every consideration of usefulness, practicability, durability, and economy, point to Canals, and render it obviously inexpedient to waste time on the subject of railways....It is fresh in the memory of your committee, that a liberal grant of land has been made by the Congress of the United States, to aid this state in effecting a connexion of the navigable waters of the Wabash, with those of the Miami of the Lake.... Your committee do not believe that any diversion, or change, in regard to that great improvement, would be either wise or politic.

These rather colorful arguments against railroads can be re-stated: no one else has built many railroads; we don't know much about them; we don't want to know much about them; we can't build them; we can build canals at less expense. So let's not rock the boat and endanger our land grant.

While many of these arguments were debatable, at least in the light of what was known at the time, the disagreement on amending the land grant conditions was not. The canal boosters were wrong and Governor Ray was right. Congress had granted land in Illinois on the same date as in Indiana with the same conditions. But in 1833 Congress amended its act to give Illinois

the option to build a railroad instead of a canal. This willingness of Congress to be flexible on the terms of the land grants seems to have been ignored or conveniently forgotten by canal supporters during the era of the Wabash and Erie Canal. With the exception of Elbert J. Benton's 1906 treatise, canal scholars also seemed to have missed it.

Indiana Decides to Build a Canal

In any case, the legislature voted to move ahead with a canal. The federal survey was well under way by this time. The legislature formally accepted the federal land grant in early 1828, "authorized construction of a canal to connect the navigable water of the Wabash River to the navigable waters of the Maumee," and elected three canal commissioners. Despite the legislature's votes, however, there still was no actual money to start construction. Other than commissioners' reports, legislative speeches, newspaper reports, and letters to the editors, nothing much happened for four years. Land sales were disappointing; the commissioners reported at the end of 1830 that not enough cash had been generated to begin the project. The commissioners and the cadre of canal advocates recommended that the state borrow the money to begin construction, since the prices and amounts of land sales would improve greatly once the canal was built. The legislature had resisted such recommendations in previous years, believing that they did not know the full cost of the project and not wanting to take steps that would require taxation of Indiana's citizens.

These delays were frustrating to the canal supporters in Indiana. News from the east intensified their frustration. The Erie Canal was proving to be an enormous success, transforming the countryside of upstate New York, invigorating the port at New York City, and generating profits for the state of more than \$1 million annually. Work was well underway in Pennsylvania; their project still was very promising in 1830. And work on the Ohio and Erie and the Miami canals in Ohio was nearing completion; enthusiasm was building there. Adding to the Hoosier canal promoters' frustration, the Ohio legislature dragged its heels and refused to ratify an 1829 agreement with Indiana that called for sharing the federal land grant in exchange for extending the Indiana canal from the state line to Lake Erie. Ohio's delay proved to be yet another reason for the Indiana legislature to take no action.

The canal supporters in the Indiana political community had come to be known as the "Wabash Band." The Wabash Band had been a potent political force since the legislature first met in Corydon in 1817. For years, they battled representatives from the more populous Ohio River communities in the southeast for

projects benefiting their constituents along the lower Wabash. They had become a well-organized and focused lobbying group, even if they did not have a legislative majority. Their leader was Thomas Ewing, an outspoken Irishman from Vincennes. Also part of the Wabash Band were Thomas Blake and his business partner and brother-in-law, William Linton, both from Terre Haute, as well as entrepreneurs and civic boosters from other towns or would-be towns along the Wabash River. They were ardent Whigs and faithful followers of Henry Clay. They believed in internal improvements and economic progress. And they believed in their canal, favoring it over railroads or, worst of all, no action.

At this point, in 1831, their time was running out. Indiana needed to begin construction on its canal, or else, according to the federal act of 1827, the land grants would be forfeit. There was discussion in the legislature about requesting from Congress an extension of time and the option of building a railroad, turnpike road, or canal without losing the land grants. A motion to this effect was tabled and then vigorously resisted by the Wabash Band. In a "protest" against the motion, Ewing and his followers argued that such action would be

glaringly inconsistent with out duty; and inexpedient and impolitic. The General Assembly prayed for aid to construct a canal, and accepted the grant with the conditions annexed, without any qualification, and the time has fully arrived when the best interests of the state *should not*, when the people themselves *will not*, longer be satisfied to see their certain prosperity postponed by a course of inefficient, vacillating legislation on the all-important subject of internal improvements.

They continued with a series of arguments that had grown more sophisticated since their reaction to Governor Ray cited above. This time, they put forth the notion that the construction of a railroad would require purchase of materials out of state, while materials to build a canal were at hand. They rebutted the railroaders' argument that canal usage in winters would be prevented by ice with the observation that the ice season in Indiana was shorter than in New York, and since all imports and exports would have to pass through the Erie Canal, ice in the Wabash and Erie Canal would be irrelevant. And they claimed that land sales would produce more than enough cash to build the section of the canal in the high land between the Wabash and Maumee, which was all that was being suggested at this time. In the end, the motion to ask Congress to relax the conditions on the land grant failed.

Arguments such as these continued throughout 1831. The dispute came to a head with the opening of

the year's legislative session. The then-governor, Noah Noble, encouraged the lawmakers to authorize construction. The Wabash Band continued to lobby. Some of the opponents continued to urge caution, others worried about Ohio's refusal to join in the project, and the railroad enthusiasts continued to push their cause. In their annual report in December 1831, the canal commissioners summarized their rebuttals to the opponents' arguments and recommended again that the state borrow the money needed to get started on the canal.

In the commissioners' report, the case for the canal was put more soberly and clearly, even if not more realistically, than previously. To the concern about Ohio's refusal to ratify the interstate agreement, the commissioners assured the legislature that it was *not* because Ohio was concerned that the Indiana canal would divert business from Ohio, but rather that Ohio's resources were stretched thin by their work on their projects already underway. And that when the canal from Dayton to the Maumee would be finished, it would be easy to connect the Wabash and Erie, and Ohio would not then hesitate. To the railroad adherents, the commissioners had the following to say:

- The route of the Wabash and Erie Canal would be more favorable to the construction of a canal than the route of any other American canal. There would be no high embankments to cut through, lockage would be minimal, and there would be adequate supplies of water for the entire route. Railroads or railroad segments would be justified only where topography dictates against canals.
- The canal could be built from materials to be found in Indiana. The iron and other materials needed for a railroad would need to be imported.
- Farmers could use their own boats, horses, and labor to transport their goods on the canal. To transport goods by railroad they would need to pay the railroad company.
- The canal would be free of ice for longer parts of the year than Lake Erie. Any goods moving to the east must pass through Lake Erie and the Erie Canal regardless of whether they moved to the lake by canal or railroad. Thus an Indiana railroad would be of no advantage in this respect.
- The costs of canal construction would be about \$9,000 per mile, about the same as a single track railroad. Double track railroads, which would probably be necessary, would cost more.
- The canal would be less costly to maintain. The ca-

nal and its banks would be unlikely to collapse and would "become more permanent with time." Wooden railroad ties would be "subject to rapid decay."

To those worried about financing the project, the commissioners presented an estimate of \$1.1 million for building the canal "for its whole length in this state" from the Ohio state line to the junction of the Wabash and Tippecanoe Rivers, near Lafayette. They argued that eventual revenues from land sales would total \$756,000 and the balance of \$344,000 could be paid from future years' canal revenues.

Thus, the commissioners said, "the policy of commencing the canal...is sufficiently obvious." They restated their recommendation of the previous year: the legislature should authorize the borrowing of money sufficient to make the start. The legislature agree, reluctantly. They passed a Canal Bill on 9 January 1832, which approved the Wabash and Erie Canal to extend from the Ohio state line to the point where the Tippecanoe River joined the Wabash. The plan was for the canal to include the summit section, extension to the Ohio state line, and extension to the Tippecanoe River. The bill authorized the commissioners to borrow up to \$200,000 immediately, continue land sales, and let contracts for construction up to the level of funds on hand. The canal supporters were jubilant and staged noisy celebrations in towns along the Wabash. The general population and state legislature seem not to have been so overjoyed. It may be that the Canal Bill passed because even the canal opponents did not want to forfeit the land grants and, in any case, it was felt better to do something than to do nothing. As noted, most of the 1831 commissioners' stated arguments for proceeding with a canal later proved specious or, at best, naïve.

However they got there, this time work on the canal actually should have started. But still it did not. Official groundbreaking ceremonies finally were held in Fort Wayne on Washington's Birthday, 1832, beating the federal dealing for retaining the land grants by eight days. Newly appointed fund commissioners (one of whom was the aforementioned William Linton) set out to arrange loans; only in the summer, however, did they go to New York to arrange for borrowing \$100,000 of the authorized \$200,000. After some difficulties arising from the fund commissioners' inexperience, they were successful, with half of the loan to be paid in September 1832 and the remainder in the following March. These funds, together with money in hand from land sales, enabled the canal commissioners to let contracts to begin work on the summit section of the canal. Work still did not begin, however; the contractors needed to find workers.

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

MRS. ROBERT LOUIS STEVENSON'S EARLY DAYS IN INDIANAPOLIS

In 1922 Charles Scribner's Sons of New York published *The Life of Mrs. Robert Louis Stevenson*, by Nellie Van De Grift Sanchez, the sister of Mrs. Fanny Stevenson. The second chapter tells of Fanny's early life in Indianapolis along the Central Canal and a portion of it is reprinted below:

When Jacob Van de Grift arrived in Indianapolis in 1836 the first rawness of frontier life had passed away, and many of the comforts of civilization had made their way out from the East or up from New Orleans. When he married Esther Keen he took her to live in the little red house, which, as I have already said, he had built next door to Henry Ward Beecher's church, opposite the Governor's Circle. Seven children in all were granted to them, of whom the eldest, a daughter, was born on March 10, 1840, in this same little red house on the Circle. When the infant was two years old she and her mother were taken into the Second Presbyterian Church, and were baptized by Henry Ward Beecher in the White River, in the presence of a concourse of several thousand spectators. The record of this noteworthy occasion is still preserved in the church at Indianapolis.

The little girl was name Frances Matilda, but when she grew older the second name was finally dropped. To her family and friends she was known as "Fanny."

The main source, in fact almost the only one, from which I have been able to draw a description of the childhood of Fanny Stevenson is an article on early reminiscences written by my sister herself, which was found among her papers after her death. As she was always her own worst critic, she has dwelt on mischievous childish escapades and has said little of the sweetness and charm and warm generosity that even then drew all hearts to her. From this article, called *A Backwoods Childhood*, I quote the following extracts for the sake of the vivid picture they give of those Indiana days:

"Our life in the backwoods was simple and natural; we had few luxuries, but we had few cares. In our kitchen gardens potatoes, cabbages, onions, tomatoes, Indian corn, and numerous other vegetables grew most luxuriantly; and of fruits we had great abundance. We lived a natural life and were content. The loom and the spinning-wheel, though they had by this time largely disappeared from the towns, still had a place in every farmhouse. We raised our own food and made our own clothing, often of the linsey-woolsey woven by the women on their home-made looms. We breakfasted by the light of a tin lamp fed with lard, four o'clock being a not unusual hour, dined at noon, supped at five, and went to bed with the chickens. Our carpets were made

of our old cast-off garments torn into strips, the strips then sewn together at the ends and woven into carpet breadths by a neighbor, who took her pay in kind. Wheat broken and steeped in water gave a fine white starch fit for cooking as well as laundry work. We tapped the maple trees for sugar, and drank our sassafras tea with relish. The virgin forest furnished us with a variety of nuts and berries and wild fruits, to say nothing of more

beautiful wild flowers than I have seen in any other part of the world, and, laid up in the trunks of hollow trees, were rich stores of wild honey.

"Except for ague we had little sickness, and for ordinary ailments healing herbs waited everywhere for seeing eyes. These were calamus, bloodroot, snakeroot, slippery elm, tansy, and scores that I do not remember the names of. There was sumach [sic] for tanning and butternut for dyeing; hickory wood for our fires and hard black walnut for our house-building and fences. Everything that we needed for comfort or health was within reach of our hands. Nor in this wholesome simple life were the arts forgotten. Among us lived a poetess who is quoted wherever English is spoken. Theatricals were cultivated, and my father belonged to a Thespian society. We had good painters, too, and at this moment there hangs before me my father's portrait, at the age of twenty, done by Cox of Indianapolis, which has been praised and admired by both French and English artists of reputation.

"When we made maple sugar there were the great fires built out-of-doors with logs that needed the strength of two men to carry; the bubbling cauldrons, and the gay company of neighbors come to help; the camp where the work went on all night to the sound of laughter and song.

"And the woods, traversed by cool streams, where wild vines clambering from tree to tree made bowers fit for any fairy queen — what a place of en-



Fanny Van De Grift Osbourne
About the time she met R. L. Stevenson
From
The Life of Mrs. Robert Louis Stevenson

chantment for a child! There were may [sic] apples to be gathered and buried to ripen, and as you turned up the earth there was always the chance that you might find a flint arrowhead.

"Then, too, there were shell barks, hickory nuts, walnuts, and butternuts to be gathered, husked and dried, an operation which produced every fall a sudden eruption of the society of the 'Black Hand' among the boys and girls. Haw apples, elderberries, wild gooseberries, blackberries, and raspberries provided variety of refreshment. Or you might, as I often did, gather the wild grapes from over your head, press them in your hands, catch the juice in the neck of a dried calabash, and toss off the blood-red wine. With my romantic notions, imbibed from my reading, I always called it the blood-red wine, though it was in reality a rather muddy looking gray-colored liquid with the musky flavor peculiar to wild grapes. This wild dissipation I felt compelled to abandon after I joined a temperance society and wore a tinsel star on my breast.

"Through the little hamlet where I was born ran, like a great artery, the National Road. Starting in the far East, it crossed the continent, looked in on us rustics, and finally lost itself in the wilds of Illinois. Though we lay on the banks of a romantic river [White River], and a canal, a branch of the Erie [Central Canal], languidly crawled beside us, breathing fever and ague as it passed, the Road was our only real means of communication with the outside world. The river, though of a good breadth, had too many shoals and rapids to be navigable; and though now and then boats crept along by the towpath of the canal, I never heard that they landed or received any produce. The streets of Indianapolis had no names then; it was too lost a place for that, and we just said the 'main street.'" This was afterwards called Washington Street, and was really a part of the National Road. Oh, but that was romantic to me, leading as it did straight out into the wide, wide world! At certain intervals, about once in two weeks, the weather and the state of the road allowing a lumbering vehicle called a 'mud wagon' left for regions unknown to me with passengers and freight. I don't know where it came from, but on its return it brought letters to my father from his mother, who lived in Philadelphia.

"Sometimes bands of Indians, wrapped in blankets, came through the town. They seemed friendly enough and no one showed any fear of them.

"We little girls wore pantalettes, to our ankles, and our dresses were whale-boned down the front, with very long bodices. We had wide flat hats trimmed with wreaths of roses and tied under our chins. We wore low necks and short sleeves summer and winter. I was thin but very tough. My Aunt Knodle made long mittens for me out of nankeen beautifully embroidered; they came up to my shoulders and were sewn on every day to keep me from spoiling my hands. My hair was braided in front and my everyday gingham sunbonnet sewn to my

hair. This was done in the vain hope of keeping off sunburn, for I was dark, like my mother, and my complexion was the despair of her life. Beauty of the fair blonde type was in vogue then, so that I was quite out of fashion. It was thought that if one was dark one had a wicked temper."

In reality, Fanny, with her clear olive skin, her bright black eyes, her perfectly regular features, and mass of half-curling dark hair, was the prettiest in the family; but the dictates of fashion are imperious, so her mother put lotions on her face and her grandmother washed it with strong soap, saying: "She is that color by nature - God made her ugly." The little girl asked rather pathetically if they would not change her name to Lily, to which her mother replied: "You are a little tiger Lily!" In after years in her many gardens in different parts of the world there were always tiger lilies growing. She was a high-spirited, daring creature, a little flashing firefly of a child, eagerly seeking for adventure, that might have brought upon her frequent punishment were it not that her parents held exceedingly liberal views in such matters. About this she says:

"Henry Ward Beecher and my father were great friends, and used to discuss very earnestly the proper method of bringing up children. At the time it was the custom to be extremely severe with youth, and such axioms as 'spare the rod and spoil the child,' 'to be seen and not heard,' were popular; so that the views held by Mr. Beecher and my father were decidedly modern. They argued that if a child was bad by nature it would grow up bad, and that if it was good it would grow up good, and that it was best not to interfere with the development of children's characters, but to allow them to have their own way."

As Esther Van de Grift limited her corrections of her children to an occasional mild remonstrance, they worked out their own individualities with little interference. Fanny was what the children called a "tomboy," and always preferred the boys' sports, the more daring the better. She roamed the woods with her cousin Tom Van de Grift, and the two kindred wild spirits climbed trees, forded streams up to their necks, did everything, in fact, that the most adventurous boy could think of. School was a secondary affair then, and, except for drawing and painting, in which she was thought to have a remarkable talent, Fanny paid little attention to her studies.

While growing up Fanny's family moved to a house on Illinois street. At age seventeen she married Samuel Osbourne, age twenty, on December 4, 1857 and moved to a house on Michigan Street. Before Samuel was 21 Isobel, their first child, was born. Samuel took part in the Civil War as an army captain for the North.

Following the war Samuel decided to go with George Marshall, Fanny's brother-in-law, to California. They boarded a ship in New York for Panama but George died while crossing the Isthmus. Samuel made it to California and loved it so much he told Fanny to sell their property and come to him. She went. After having another child and following her husband around the west to different mining towns over the years, she was supposed to meet him in San Francisco in 1866. When she arrived she received word that he had been killed by the Indians.

Fanny became a fitter in a dressmaking establishment. One day Samuel appeared at the door of the shop "returned from the dead." After a son was born she learned that Samuel had had affairs. She moved back to Indiana for a year only to return to San Francisco to try to save their marriage. There they had another son, but, in 1875, when the boy was about age four, she left Samuel due to his infidelities.

Fanny and the children moved to Antwerp, Belgium, to study art and then went to Paris. While in Paris her youngest son died. Her health broke down and a doctor told her to move to a quiet country place.

They moved to Grez, France, and she began to recover. The news spread that an American lady artist and her children were living where only male artists frequented. Robert Louis Stevenson was sent to scout out the situation and approached the small dinner party at the old inn. He later said that he had fallen in love with Fanny at first sight.

In 1878 Fanny returned to California and filed for divorce from Samuel. Stevenson followed her taking steerage passage on the *Devonian* to New York and then traveled overland by train to Monterey. The trip broke down his health and he arrived in Monterey near death. Even though he was ill, he refused not to work. He courted Fanny in Monterey and partially regained his health. They were quietly married on May 19, 1880. He died Dec. 3, 1894, at the age of 44. Fanny died on February 18, 1914, age 53.

Want to learn more about Fanny Van De Grift Stevenson? *TRACES OF INDIANA AND MIDWESTERN HISTORY* published in the fall of 1992 by the Indiana Historical Society ran an article by Catherine E. Forrest Weber entitled "Robert Louis Stevenson's Hoosier Wife: A Love Story."

Book donated by Sue Simerman, CSI director from Ossian, IN

CANAL DAYS ON THE OHIO & ERIE CANAL IN 1908

By Mrs. Carl Gundling

In the spring of 1908, times were very bad in Peninsula, where I lived with my husband and two children. My husband had been laid off from his job at the quarry.

Somehow we heard that Jerry Jenkins and his brothers were hiring men to dredge the Ohio & Erie Canal from Everett to Akron, and also needed a cook. My husband was hired to work on the dredge at \$30.00 a month and I got the job as cook at \$50.00 a month, plus our quarters aboard a canal boat and our food.

We went on board the canal boat at Bolanz Road in Everett, and the dredge began to work south toward Akron. There were two shifts working the dredge. Three men worked the day shift and three men the night shift for twelve hours on each shift, with one man for carrying water and odd jobs. Warren Fryman of Bath was one of the men who worked on the dredge and Perry Jenkins was the boss. He usually went home to Peninsula with his horse and wagon every night.

My Husband ran the dredge and, after working three weeks, got \$20.00 more a month and later, another \$20.00, so with my \$50.00 we were making \$120.00 a month. We were really in the money and had plenty of good food.

Of course the boat was very rough to live on. We had coal oil lanterns. But no running water, no refrigerator, no covering on the floor and worst of all, no bathroom.

The front section of the cabin was the bunk room for the men. There were bunks two high on each side where the men slept. In the next section was the cook-stove, cupboard and a rough, unpainted wood table and benches.

Our cabin was very small with just room for a single bed and a trunk. We sent our daughter, who was about five, to stay with my parents, but our little boy, who was two and a half, stayed with us through the spring and summer and into the fall until it got cold when he also went to stay on the farm with my parents. He shared the single bed with me and my husband slept on the floor.

One night while we were asleep and the boat was tied up at the lock at Botzum, the water came up through the floorboards and woke up my husband. The roustabout had forgotten to pump out the leaky boat as he was supposed to every night. Our trunk was floating before the boat was finally pumped out, and it took two

days to dry out the boat and all our bedding and clothing.

The back section of the boat was open and the coal was stored there for the cookstove. My washtubs and clothesline were back there, and I washed for my family, but the men took care of their own washing or had it done by people who lived along the canal.

The canal boat always went ahead of the dredge so we would have clear water to use for cooking and drinking and for washing.

As the dredge worked along the canal, the roustabout would move our boat along the bank. There was a plank laid from the boat to the towpath. Many times, in the nice weather, I would do my mending on the back part of the boat while my little boy played back and forth with his little dog, Tippy. I don't remember what they were doing one day, but all of a sudden, there was little Edward splashing in the canal and Tippy looking down at him. Somehow, I reached down from the plank and pulled him out, and all he could say was, "Tippy did it. He pushed me." But it was warm weather then and I dried him out and he wasn't hurt. That was the only time he fell in the canal.

I came close to falling in several times. Sometimes to go from one side of the canal to the other, we would cross by walking on the lock gates. It was always scary to balance along the top and look down into the lock.

We bought some of our food from along the canal: fresh vegetables, eggs, apples, berries, milk, butter. I baked bread, pie and cake everyday on that old coal stove. I had to cook breakfast twice every day, once for each shift, and supper twice each day. But dinner only once. There was a midnight lunch to set out for the men, too, before I went to bed.

It was hard work for all of us, but there were farms and towns along the way, and we met lots of nice people. Sometimes, if there was a man to play the fiddle, the farm people would have square dances in the yards and we would go. When we were tied up at Old Portage, we would walk up the B & O railroad tracks to the old Grand Theater in Akron for the show, so we had our good times, too.

When we were south of Old Portage one very stormy night, the towpath bank washed out and we were heading for the damaged section and a drop of about fifty feet, but the boat ran aground as the water rushed out of the canal. We spent three weeks waiting for the state to fill in the bank so the boat would float again.

It took eight months to dredge the canal from Everett

to the lock at Howard Street in Akron. They were busy days for us and I would not want to live on that canal boat again, but I will never forget those days on the canal.

Terry K. Woods, CSI member, Canton, OH

Speakers Bureau

May 4, 2008 - Richmond, IN

Jerry and Phyllis Mattheis, CSI director and wife, spoke on Sunday, May 4 to ten most interested folks at the Wayne County Museum about the Whitewater Canal. They took the enlarged photos of structures and buildings that Dr. Ron Morris's class at Ball State University put together as a class project that was exhibited at the museum several years ago. All of that project is now at the Vinton House in Cambridge City on 'permanent loan' from the Indiana Historical Society. Since the photographs have not been re-hung after the west side renovation on 3rd floor of the Vinton House they were easy to take along.

May 8, 2008 - Metamora, IN

Jerry and Phyllis Mattheis took some of the Ball State class project photographs along to Metamora when they spoke to 4th graders from two Franklin County schools. They had 5 sections of about 20 kids each. In total they spoke to about 100 students, their teachers and a parent or two from the large platform scale under the porch of the mill at Lock 25. The workers at the Department of Natural Resources historic site in Metamora as well as Metamora citizen, Paul Baudendistel, also listened in on one session. In fact, Paul brought his canal boat model to show the first session or two. Then a cool wind and sprinkles forced them to hold onto things as they gave their presentation. Paul took his model inside to protect it from the elements.

Anne Fairchild, from Madison, Indiana, demonstrated rope tying behind the mill. On May 17, 2008, she held an engineering workshop at Metamora for Webelos Boy Scouts to earn their engineering badge and borrowed the large photo of the Milton culvert of the Whitewater Canal.

Gail Ginther, CSI director, provided copies of canal scrip for each student. Jerry Mattheis "paid" them with scrip for work they did. One boy asked Jerry how old he is. Jerry told him that he was as old as "the brother of Moses" and Phyllis said that in his bib overalls, straw hat and beard he really looked that old.

The school groups also took a ride on the Ben Franklin III, a replica canal boat. It was a fun but busy day!

May 8, 2008 - LaSalle, IL

Gerald Hulslander, CSI member from Marseilles, IL volunteers at the Utica museum. Each year in April and May they have special programs for 4th graders. This year while he was at the museum for one of these programs, he received a phone call from Susan Scully requesting that he narrate a tour of the Illinois & Michigan Canal towpath from Lock 14 at LaSalle eastward to Utica. She had special permission to take some of the veterans from the Illinois Veterans' Home on a canal tour. Gerry agreed to lead the tour. He met 6 veterans at 9 a.m. on May 8 at the Veterans' Home where they climbed aboard a bus equipped with all the gadgets needed for the disabled. The veterans thoroughly enjoyed the hour and a half tour and participated in the discussion about the canal asking many questions.

May 15, 2008 - Cambridge City, IN

Third graders from Western Wayne schools were transported to Cambridge City by two buses to hear about the Whitewater Canal from Jerry Mattheis. He stood on the east porch of his home, which was once owned by the artistic Overbeck sisters. Then they walked around to the front yard and stood under a huge buckeye tree while Phyllis Mattheis told them about the Overbeck sisters and their pottery. She pointed out the kiln where the sisters fired the clay pieces. It is located behind the home. The Mattheis' borrowed the Whitewater Canal trunk, which was created by Ball State students, from the Cambridge City library. It had a nice boat model that helped tell the canal story. The trunk also contained lots of canal photographs that had no identifications written on them. Phyllis typed up identifying information for each one and taped it on the back of each picture. The trunk is available for anyone wishing to use its contents through interlibrary loan.

STAR CANAL ARTICLES

Dr. James Glass, Director of the Division of Historic Preservation and Archaeology, Indiana Department of Natural Resources, has written two articles about Indiana's canals that appeared in the *Indianapolis Star*. "Indiana's Canal-Building Era Produced Triumphs, Failures" ran on April 12, 2008, and "Attractions Honor State's Canal Era" ran on May 10, 2008. In the first article Glass says that in 1827 Congress responded to farmers seeking financial assistance for canals to transport their produce. It granted federal land to the state to sell and use the proceeds to build the Wabash & Erie Canal. Canal construction started in 1832 and was to extend from Toledo, OH to the mouth of the Tippecanoe

River. The Internal Improvement Bill was passed in 1836 by the General Assembly for \$13 million to extend it to Evansville as well a build other projects. The Panic of 1837 saw the economy shrink and by 1839 construction on all of Indiana's canals halted when the state became insolvent. The state conveyed the canals to the bondholders. The new owners of the Wabash & Erie Canal completed it to Evansville in 1853 for a total length of 468 miles. The Wabash & Erie helped settled the upper Wabash River Valley, but its southern portion was a failure. Portions of the other canals had been completed. The Whitewater Canal was plagued with washouts over its 491-foot elevation change and never generated much commerce. The Central Canal eventually became a water supply channel for Indianapolis. Railroads put the canals out of business.

The second article said that although Indiana's canal era ended in 1874, had been a mammoth expenditure of money and human labor, and had fallen into disrepair, there are still sections that attract visitors. The Whitewater Canal between Brookville and Laurel was preserved as a state memorial in 1948, has a 40-foot channel between Locks 24 and 28 that floats a boat carrying visitors over Duck Creek Aqueduct, has an operating mill, and has many shops. The Carroll County Wabash & Erie Canal, Inc. was formed in Delphi, IN, in 1974, and in 2003 constructed the Wabash & Erie Canal Interpretive Center and an extensive trail system. The Canal Society of Indiana was organized in 1982 to develop public awareness and appreciation of the canal era. Historic Connersville, Inc. acquired the former headquarters of the Whitewater Canal Co. in 1971, restored it and opened a museum. The Whitewater Valley Railroad operates a vintage train along the Whitewater Canal route between Connersville and Metamora. Western Wayne Heritage has restored the Vinton House that was a National Road and canal inn in Cambridge City.

He also stated that, "The DNR [Department of Natural Resources] is studying the possibilities of including a trail along the former bed of the [Whitewater] canal between Laurel and Metamora. Several ruined stone locks owned by the state still stand along the winding course between the two towns."

Glass notes that stone locks on the Wabash & Erie Canal can be seen at Lagro and Riley. Also the Gronauer Lock timbers are on display at the Indiana State Museum in Indianapolis. [Most of the locks on the Wabash & Erie Canal were built of timber]

Articles like these create canal interest in the general public. They are greatly appreciated by CSI. Chuck Huppert, CSI vice-president, Indianapolis, IN
Brian Migliore, CSI member, Ft. Wayne, IN

LOCKPORT, INDIANA

By Mark Smith

Continuing along our Wabash & Erie Canal journey, we encounter the village of Lockport, Indiana, which had as its namesake Lockport, New York. Let's contrast the two. Lockport, New York, had as its start the authorization of the Erie Canal, the route of which was laid out by surveyors through the wilderness on the present-day site of Lockport. Five years later, the State contracted for the digging of the canal in Niagara County. It was the 1200 canal workers and their accompanying entourage of merchants, lawyers, doctors, and other professional types who became the core of what developed into a village of Lockport, and later a city in its own right. According to "A Brief Overview of Lockport History" website, it became a county seat in 1822, and in 1824, the Town of Lockport was organized. The Erie Canal opened on October 26, 1825.

And what, you might ask, led its founders to call it Lockport? Well, located there was an unusual canal construction, which consisted of a series of locks--five of them to be exact, in both ascending and descending fashion. These locks were necessary to navigate the Niagara Escarpment, a huge geographical/geological section of mineral, which included the famous Niagara Falls.

In this urban area of today, there was developed an entire district of cotton, flour, and saw mills. Lockport, New York, was the prototype for other such canal towns and cities all across the nation.

Now--coming a little bit closer to home, the subject of our writing was originally known as Barnesville, named after the enterprising Barnes family, which, ironically enough, married into our aforementioned Allen family downstream at Rattlesnake. (See previous *Hoosier Packet* article on Rattlesnake) Many of the Barnes family were entrepreneurs in their own right, making their way into Delphi as partners in stores. It was James Barnes who constructed both a grist and saw mill in the early days of Carroll County along Burnett's Creek. [In later articles, I will inform you of the importance of the reserve and family for which the creek was named.] It took the Wabash-Erie Canal, and not the Erie, to cause the town of Lockport, Indiana, to bloom and flourish as a fully-developed urban area in its own right.

According to "Carroll County Archives" online, H.C. Chandler and Company's *Business Directory for Indiana's* entry on Lockport mentioned the village in this manner: "Lockport. A village of 150 inhabitants, situated in Carroll County, eleven miles from Delphi and twelve from Logansport. It is in the midst of a fine country, well watered and timbered." Among its notable mer-

chants were included:

R. Jones--Blacksmith

Nathaniel Jones, Cabinet Maker, who in the 1874 directory promised 'Repairing promptly attended to'

William Briggs, Dry Goods, still operating as Nancy Briggs, General Store' in 1890

Grain Dealer, G.W. Friday, Grain Dealer

E.J. Daggett, Justice of the Peace

Round Brothers, Lumber Dealers

J. T. Gerard, Miller

G.M. Marrow & R. Wilson, Physicians

Alex Hoover, Postmaster, who purchased a

mill in 1860 on Burnett's Creek,

and sold it to the Fry Brothers,

whose name was given to yet another

settlement of Frytown due north

of our present subject.

Instead of five locks at Lockport, Indiana, there were two - one being in the village itself, located directly in front of the Burris House, which was another Barnes enterprise and was named for its inhabitants, the Burris family, and the other being located adjacent to a "gem of construction" known as Burnett's Creek Arch, a stone arch culvert that was erected in 1838 to transport the Wabash and Erie Canal over Burnett's Creek.

It was at this Indiana version of Lockport, New York, that there were built four warehouses, so constructed that they could discharge the contents of their rooms into canal boats as they were moored. It was known as the greatest grain market between Fort Wayne and Lafayette, Indiana, according to Dora Thomas Mayhill, esteemed Carroll County Historian and wife of Bert Mayhill, State Representative and publisher of the *Delphi Journal*. Grain and produce were shipped as far north as Rensselaer, and as far south as Frankfort.

James Kirkpatrick took the first canal packet down the canal and decided to locate there. He developed a blacksmith shop and did a brisk business in both shoeing the canal mules and forging the iron pieces for the boats as well as for their tools.

Another point of interest in this vicinity was the Potawatomi Spring. It was a rare source for potable water used by that tribe as they marched along the tow-path on their fateful pathetic parade to Kansas.

Where is Lockport, this gem of history, located? Well--for you in Cass County, just make your way to Georgetown and turn right(north) at the end of the bridge. You will know you are there by an unusually sculpted piece of art in the form of a log sign reading "Lockport".

One of the more unique pieces of cargo unloaded in Lockport was the 1852 Courthouse Bell for Monticello, Indiana. It was forged in Meneely's Foundry in New York State, transported down the Erie Canal, shipped across Lake Erie, taken by canal boat down the Wabash and Erie Canal to Lockport, Indiana, unloaded, and shipped overland to Monticello. I am sure glad they didn't drop it into the canal. What a cacaphony that would have made!

Sources:

Lockport Directory - found in the Carroll County GenWeb Archives
Carroll County Historical Museum's latest Genealogical Files.

MONTEZUMA ONCE SHIPPING POINT

By Penny Cox with permission
to print by Ron James

Talk concerning the possibility of dredging a shipping channel in the Wabash River brought to mind the times when the Wabash was widely used as a means of transportation.

Naturally, the Indians first used the river. The Wabash, Ohio, and Mississippi Rivers were centers of Indian trade and population. This is shown by the extensive mounds built in places of easy access to water transport in many areas of the previously mentioned river valleys by the mound builders. These mound-building Indians had disappeared and been replaced by other Indian tribes by the time Europeans 'discovered' this region.

By making use of portages, Indians in the mid-west area had good connections between the Great Lakes and the Mississippi Valley. The two most important portages in Indiana were the Portage from the Little Wabash River to the Maumee River - the site of present day Fort Wayne - thus connecting with Lake Erie, and the portage between the St. Joseph and Kankakee rivers - the site of present day South Bend - connecting with Lake Michigan.

The French explorers, priests, and traders, as well as early British and Colonial travelers, used these same routes. With greater settlement the portages fell into disuse, though the volume of traffic increased on the rivers. Most early shipments were of farm products by flatboat to New Orleans. The trip downstream was relatively simple, but a return trip by boat was difficult because of the current. Steam power solved this problem.

Launched at Pittsburgh in 1811, the "New Orleans" was the first steamboat on interior water systems of the United States. The first Wabash River steamboat was "The Florence," which started operations in the early 1800s, reaching as far north as Terre Haute, Indiana. The first steamboat to reach the vicinity of Monte-

zuma was "The Ploughboy," which made its way to the mouth of Big Raccoon Creek in 1824. In 1826 during a period of high water, "The American" went up Sugar Creek, passed over the dam at Beard's Mill, and continued as far as the mouth of Rush Creek.

Steamboat travel on the Wabash did not become common until after 1825. Steamboats gave a great boost to travel and resulted in a lowering of freight rates by one-third, but the great bulk of farm products were still carried by flatboat, as is seen by the estimate that over 1000 flatboats entered the Ohio from the Wabash in 1832. Montezuma became one of the early shipping and landing points for early flatboats and steamboats.

Travel by steamboat north of Terre Haute was often difficult because of low water and sandbars. Lafayette was usually the farthest point north that could be reached. Occasionally, Logansport was reached when the water was very high. It was this uncertainty over water levels and obstructions that furnished one of the reasons for the construction of the Wabash-Erie Canal.

WELCOME NEW MEMBERS

The following new members have joined CSI at the \$25 membership level unless otherwise noted. Welcome aboard!

Robert C. Spear Evansville, IN
Melvin Wood Terre Haute, IN

COMMENTS ON CONTINUING ARTICLE

By Neil Sowards

I read with interest one of the earlier installments of Anthony Blake's article "The Wabash & Erie Canal: A Study Of Technology Change In Nineteenth-Century Indian" comparing canals to railroads and the factors considered in choosing canals over railroads. I remember reading somewhere two other factors.

1. Canals were called democratic. That is anyone could build and launch a boat and use them while the railroads were a monopoly used by one company. They could have required the railroads to pull individual company cars or cars owned by individuals but that concept had not developed. Later the railroad had somewhat a deal like that with Pullman company for sleeper cars.

2. The other consideration was that much of the money spent on railroads went out of the state immediately for rails, engines and cars. While the money spent on wood and stone to build canals stayed in the state.

NEWS FROM DELPHI

Articles by Dan McCain DELPHI HISTORIC TRAILS NARRATED HIKES

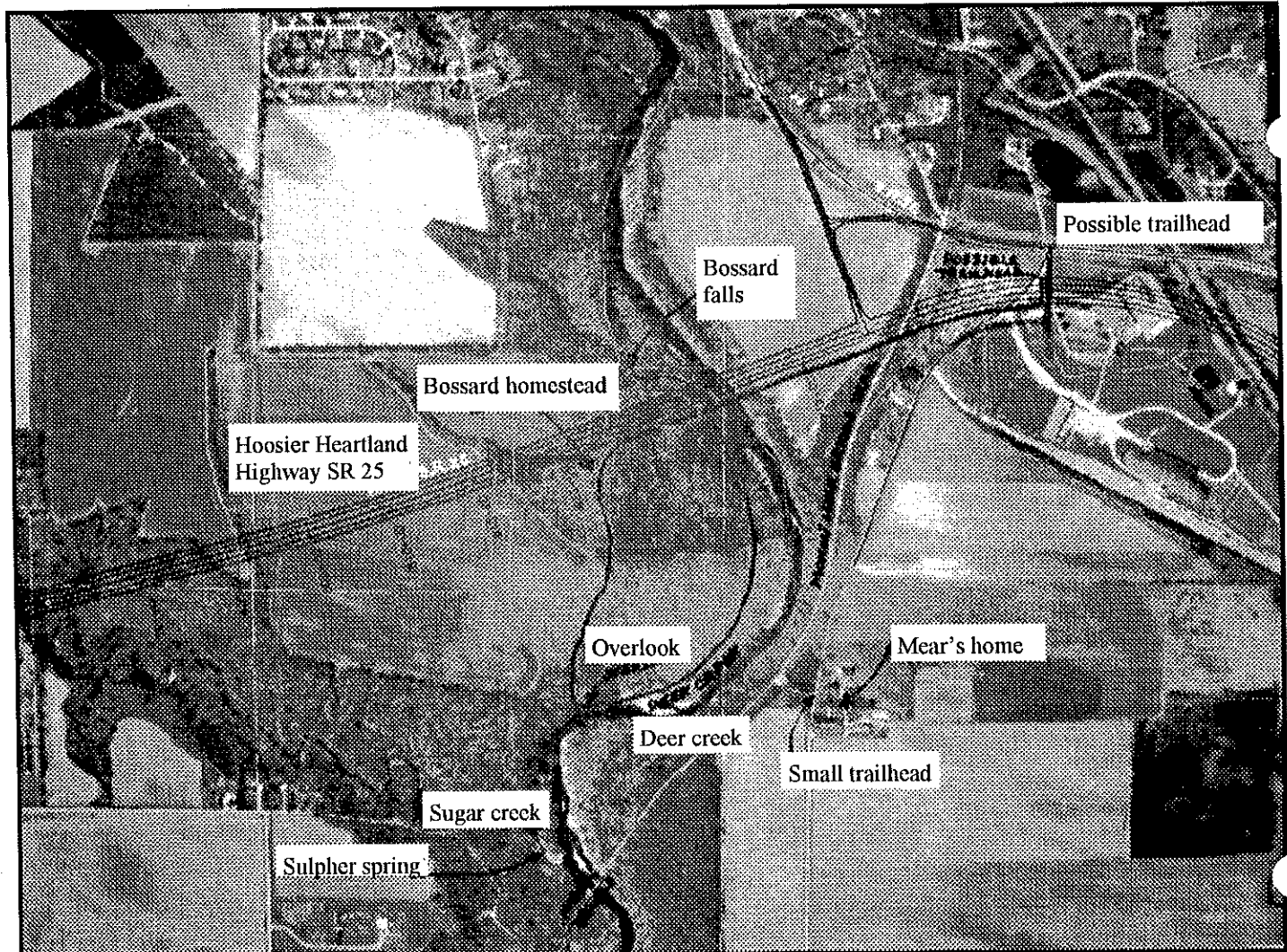
The first in a series of varied history/nature/exercise walks started the Spring season on Saturday, May 10th. The narrated hike started at 1 pm and lasted about two hours. Beautiful scenery, valley views, the magnificent "Slate Bluffs" and Bossard's Waterfall were seen on the way to see the historic Monon High Bridge over Deer Creek. This had been a favored spring jaunt annually given by the late Charles Gerard. He authored a booklet "The Mystique of Deer Creek" and it describes the history of settlement of the valley. The publication is available for purchase at the Canal Center.

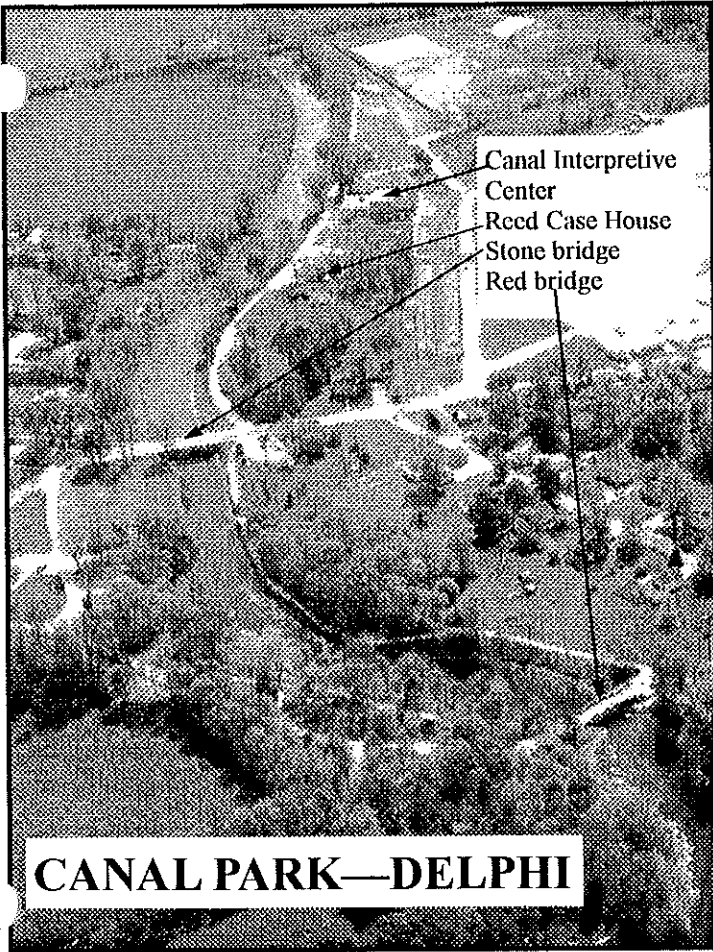
Half way through the distance to the bluff over-

looking the Monon High Bridge hikers encountered the corridor where construction of the Hoosier Heartland Highway is proposed to be built. Recent proposals for a less critical cut/fill scenario is being considered by IN-DOT. A local committee composed of organizations with historical interests, the City of Delphi, and County Economic Development officials have been working with the State Highway agency. Perhaps now there is an opportunity to provide a separated grade interchange. A positive outcome would be to place two restored historic bridges end-to-end high over the Heartland corridor to serve as a connection for Monon Trail foot traffic only. The idea to is to call attention to our quaint community and the Rural Historic District nearby.

MAY 17th WAS FLOWER DAY IN CANAL PARK & WORKDAY AT CARROLLTON

Saturday, May 17th was another Canal/Trails Workday in Delphi. Starting at 9 am volunteers interested in planting flowers to beautify the grounds and





CANAL PARK—DELPHI

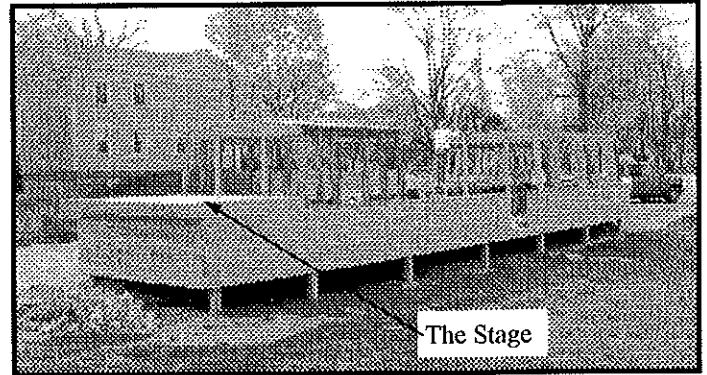
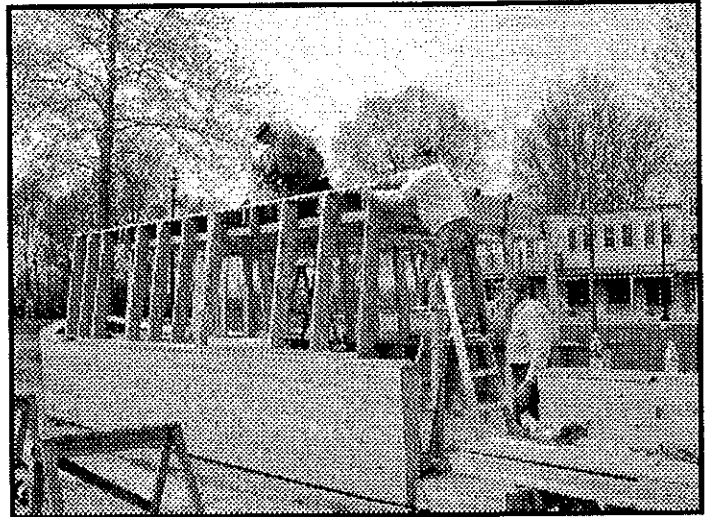
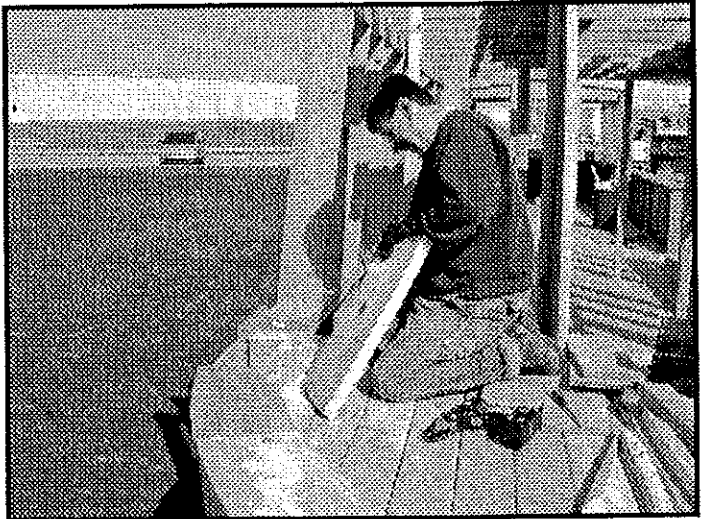
trails assembled at Canal Park. A second crew met at the north end of Carrollton Bridge 5 miles north of Delphi at 9 a.m. to work on completing the brush removal at the historic Lock #32 site. Volunteers cleared and finished the trail that will circle the 3-acre site encompassing both sides of Towpath Road.

For further information call: 765-412-4308

THE M-W-F VOLUNTEER CREW CONTINUES TO SHINE

Progress comes in great waves from the volunteer craftsmen as the weather is conducive for outdoor work. Work on the playground version of a full scale canal boat is nearing completion. Visitors' (especially kids) anticipation of this interactive outdoor exhibit is extremely high. The huge wooden structure being built in front of the Canal Center now looks like an 1850s canal barge even though it won't ever float.

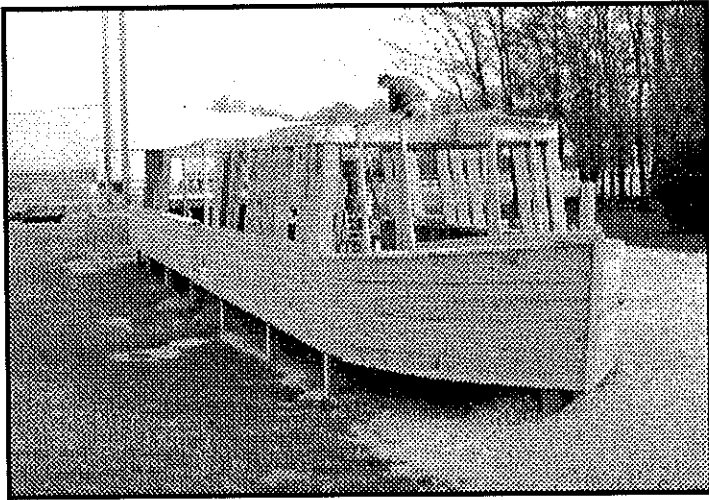
Fine details are yet to be put in place, but the main deck, cabins and sides are nearly finished. Details such as the fireman's pole, slide, hatches and crawl through spaces are taking shape. The biggest asset, it seems, is that it will become an elevated performance



Playground/Stage canal boat being built by volunteers in Delphi is nearing completion. Photos by Dan McCain

stage for local events. Perhaps hundreds of people assembling on the grass in the "basin" could attend outside speeches, concerts, and award presentations.

The first scheduled public event held on the "stage" was on Saturday, June 14th to dedicate the boat. A special 1850s play has been developed for summer long Sunday presentations on the other boat that



does float. That boat, the "DELPHI", is a donated pontoon that carries passengers regularly on summer weekends. It was structured to look somewhat like a barge and operates on a beautiful mile section of waterway alongside Canal Park.

The Canal Association has launched a campaign called **THE TOTAL CANAL EXPERIENCE** with a goal of raising \$275,000 to provide the grant match needed for the next addition to the fleet. That will be a 54 ft. long historic appearing canal boat. It will be built by a qualified shipyard and arrive in June 2009. With a durable protective (hidden) aluminum hull, quiet electric propulsion, and capacity for 36 passengers it will be constructed to allow it to be towed by horses as well. This venture will provide tourists with a realistic experience of canal travel over 150 years ago.

Become an active donor at any level. Ask for a prospectus. Contact the Canal Association's **TOTAL CANAL EXPERIENCE** fundraising team via mail, email or phone -- 1030 West Washington St., Delphi, IN 46923, admin@canalcenter.org or 765-412-4308

Influence of Canals vs. Railroads In Carroll County

By Mark Smith

In the study of various canal era merchants and notables in the Delphi-Carroll County area and also in contrasting the canal era with that of the rails, I have found the following to be true. There was an "afterglow" of the brightness of the canal era up into the early days of the last century, which was seen in the prominence of various descendants of canal era pioneers. Let me give you some examples.

In the Harley family, Charles Harley was still administering the lime burning business up until his death in 1916. He was the son of David Rogers Harley, and

his wife Persis Hubbard, a half-sister of Erastus Hubbard, who came into his own during the 1850's and 60's as banker and clerk of the Prince William Road project.

In the Case family, Catherine "Kate" Brackenridge, a granddaughter of Reed Case, was still in her prime until her death in 1962. She reared her son, Reed Case Brackenridge, REMC worker.

Yet another cogent specimen was the Wood family, represented by Charles A. Wood, paper mill owner, whose grandsons, Charles A. Wood and Robert, served the city of Delphi as both Mayor and Carroll Telephone developer, with his cousin John Walker. This was up into the 1950s.

My next example was the Pigman family. George and Caroline honeymooned on the Wabash & Erie Canal while coming to Delphi, built a fine home on Front Street, and reared several fine offspring:

Charles Pigman, who served as Clerk of the County, and later on as President of the Indianapolis Motor and Fuel Company

George Wood Pigman, who became Rear Admiral of the Navy

James Reynolds Pigman, who was a bookstore owner in Lafayette

Lillie Pigman, who married Charles Robert Pollard, and whose daughter, Mable, was married to Rheno Isherwood, a noted and controversial newspaper publisher in Lafayette

My final example is that of the Rinehart family. Enoch Rinehart was a very well known merchant, paper mill executive, sheriff of the county, and father of two children who survived to adulthood. One of these, Ed Rinehart, owner of a hickory wagon spoke factory, was married to Mary Ella Harley, Charles Harley's sister. Ed and Mary Ella's daughter Isabella, a very well known librarian and Sunday school teacher in the Presbyterian Church, was married to Harry Baum. Isabella passed away in 1977.

These illustrious citizens of whom I have spoken made every attempt to be indigenous about their role in the Delphi and Carroll County life, constructing fine homes along Front and Main Streets, placing their children in the schools of the city, and becoming viable parts of both the spiritual and fraternal life of their adoptive city.

Contrast this with the railroads. There are three small towns bearing the name of rail executives: Yeoman, named after Stephen N. Yeoman, engineer of the Indianapolis, Delphi, and Chicago (predecessor of the Monon); Burrows, named for an executive on the

Toledo, Western, and Wabash Railroad; and, of course, Cutler, named for an executive on the Pennsylvania Railroad. All there is as testimony for these people's existence is a small town, and nothing else, because the right-of-way of the rails has met the same fate as the "Big Ditch", that is, relative anonymity.

TOUR GUIDES AVAILABLE

There are a few copies of Mike Morthorst's "Flumes, Frescoes and Furnaces" tour guides of the Ohio & Erie Canal in the Scioto Valley available. They sell for \$14 each which includes postage and handling. They give the history of the canal and area as well as contain Mike's excellent maps. To order write check to Canal Society of Indiana and mail to PO Box 40087, Ft. Wayne, IN 46804. Note on check for "FFF" tour guide.

BROOKVILLE BASIN FARMERS' MARKET

Where canal boats once docked in the White-water Canal basin in Brookville, Indiana, vehicles now park while their owners purchase items at the new Brookville Farmers' Market. Many of you will remember

that in more recent years the basin had been the site of the Co-op Mill. The market is on the west side of Highway 52 behind Curves. It opened at the end of May and will run through the summer.

The market features local growers and artisans from a 2-county radius of Franklin county. All items are grown or produced by the sellers.

On Memorial Day weekend Rex Rosenberger offered rhubarb, fresh eggs, and live chickens for sale. He also took orders for freezer birds. Bill and Norma Rudicil sold a variety of early spring vegetables and corn meal. Ready-to-eats were provided by Darlene Kohlsdorf and Michelle Williams. Melissa and Richard Putnick had rustic woodworking items for sale. And, of course, the Spencer family of Pennington Hollow Farm brought their heirloom tomato and pepper plants, organically-grown triple-washed spring salad mix and other spring veggies.

There will be more Vendors as the season progresses. Stop by for great fresh produce.

The Central Canal in Broad Ripple/Indianapolis, serenely flows past the home where Charles & Lynda Huppert have lived the past twenty-five years. Chuck, the Canal Society of Indiana's vice-president, continues to enjoy its calm beauty. P - C. Huppert



CANAL TRAILS

GOVERNOR INVESTS \$19 MILLION

On Tuesday May 20, 2008, CSI headquarters received a statewide bulletin announcing that an additional \$19 million has been allocated by Governor Mitch Daniels to develop trails and greenways in Indiana. The money will be distributed by the Indiana Department of Natural Resources one time to 28 project, which will result in the purchase of land for 26 miles of future trail development and 104 miles of trails being built on current plans. \$20 million is already being distributed annually in Daniels' Hoosiers on the Move 10-year trail plan. The plan is to eventually have every Hoosier be within 15 minutes of a trail.

Those trails selected for the \$19 million distribution were chosen based on geographic diversity, readiness to build, connectivity to the trails system and local support. The following canal trails will receive a portion of the funding:

Wabash & Erie Canal Towpath Trail \$900,000.00
The "Towpath Trail" will be a 5.5 mile multi-use trail constructed primarily along the former route of the Wabash & Erie Canal. This phase of the project is 1.7 miles of a 10-12 foot wide asphalt trail that will connect the 40 miles of trails planned in Aboite Township with the 23-mile Rivergreenway Trail in Fort Wayne and New Haven. This the final segment of the "Towpath Trail" to need funding.

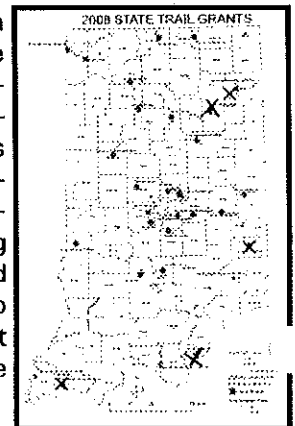
Whitewater Canal Trail \$300,000.00
This project will connect two existing sections of trail. On the west side of the project this new trail will connect with the 2.6 mile trail that was completed this year. On the east side it will connect with what is known as the Yellow Bank Trailhead, which was completed in 2005 with funds raised by the community. When this connection is finished, visitors will be able to park at Yellow Bank trailhead and ride a bike or hike the 5-mile trail to Metamora along the old canal. The interesting scenery along the route makes this section a great trail for a day trip. The new connector will be 10 feet wide and 2 miles long and begin at Mile Post 47 and travel east to Mile Post 52, which is located next to the mill in Metamora.

Other trails with canal connections but not mentioning the canal in their description that will receive funds are:

Forks of the Wabash Trail \$250,000.00
The Huntington Park and Recreation Department in a community partnership with the Historic Forks of the Wabash will develop a 1-mile, accessible trail along the Little Wabash and Wabash Rivers in Huntington, Indiana. This 8' wide paved multi-use trail will provide recreational and educational opportunities for walkers, joggers, bicyclists and cross-country skiers. The development of this trail, along the scenic river and through the Historic Forks of the Wabash will promote and enhance a healthy lifestyle in the community. [The Wabash & Erie Canal passed through the Historic Forks of Wabash Park.]

Pigeon Creek Greenway Passage \$900,000.00
The City of Evansville will build a 0.7 mile section of the Pigeon Creek Greenway Passage-Industrial Corridor. The Pigeon Creek Greenway Passage Plan is the overall pedestrian/bicycle corridor plan to accommodate trail users and connect residential, parks, commercial districts and the public facilities through Evansville and Vanderburgh County. The plan calls for the construction of a pedestrian/bicycle trail along the existing Evansville Levee System and encircle the City of Evansville. Two sections, the Middle Levee and Riverfront Corridors were completed in 1997 and 2004 respectively and the first section of the Industrial Corridor was completed in 2007. Extending another section of the Industrial Corridor will provide additional trail and recreational opportunities and bring us closer to completing the Industrial Corridor. Completed the Industrial Corridor and linking the Middle Levee and Riverfront Corridors will create 6.5 miles of continuous trails in Evansville. [The canal basin at Pigeon Creek was the southernmost point of the Wabash & Erie Canal]

Clarksville Levee Trail \$900,000.00
The Clarksville Levee Trail Project will link the Falls of the Ohio State Park and Interpretive Center, to George Rogers Clark State Park and Midway Park. The project will pave a 12' wide footpath on top of the floodwall for a distance of approximately 1.33 miles. This segments will connect to the Lewis & Clark Trail, currently under design, and become part of the 7-mile Ohio River Greenway linking Jeffersonville, Clarksville and New Albany. [Indiana planned to build a canal around the falls but it was eventually built on the Kentucky side.]



WHITEWATER CANAL TRAIL UPDATE

1. Franklin county, Indiana, has received a \$300,000 grant for the Whitewater Canal Trail, as mentioned on the previous page, as part of Governor Mitch Daniels' INShape Indiana plan, which encourages Hoosiers to become more active.

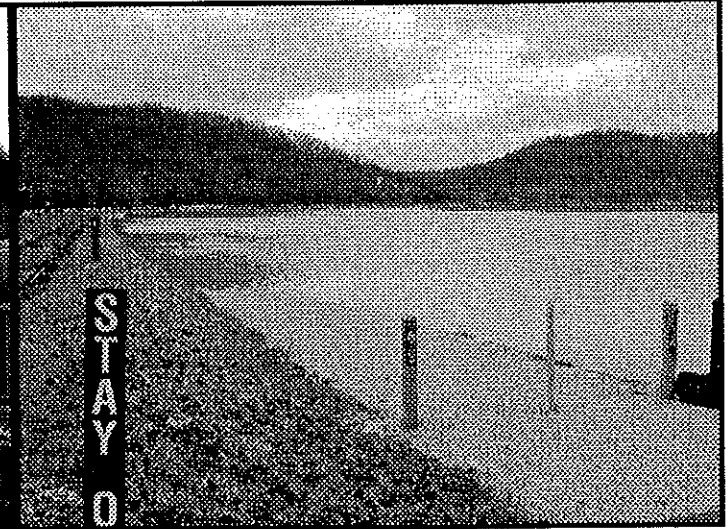
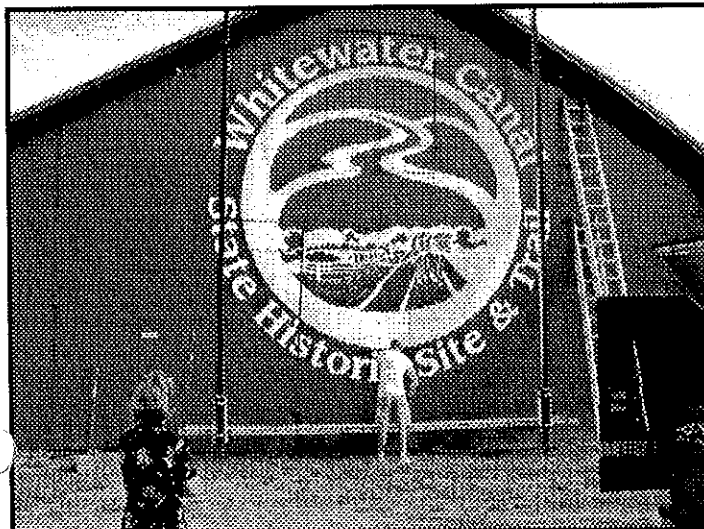
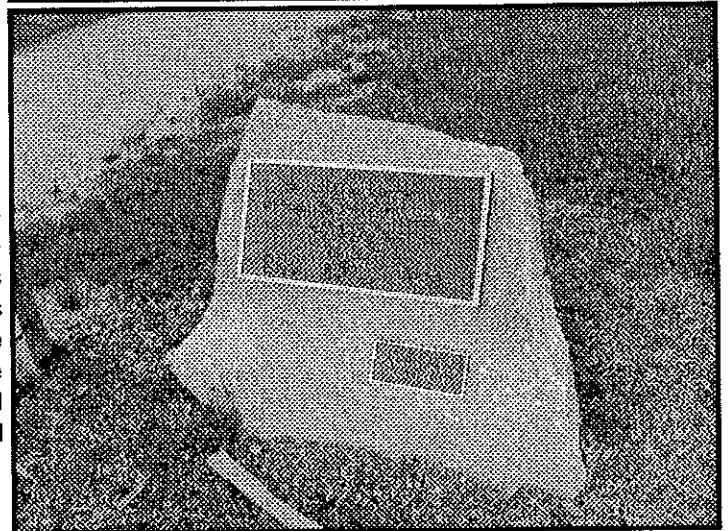
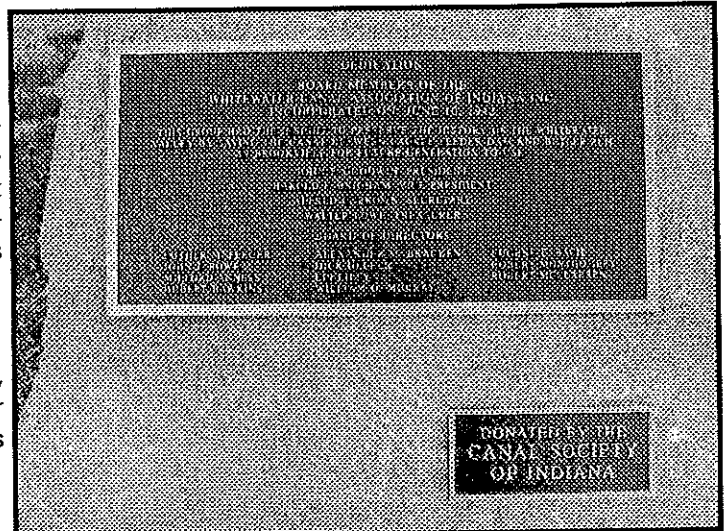
2. The marker, honoring those board members who joined together on June 10, 1943, to form the Whitewater Canal Association to save the Whitewater Canal between the Laurel Feeder Dam and Butler Run Culvert at Brookville, has been completed. These men started canal preservation in Indiana. CSI funded this marker as shown on the smaller plaque.

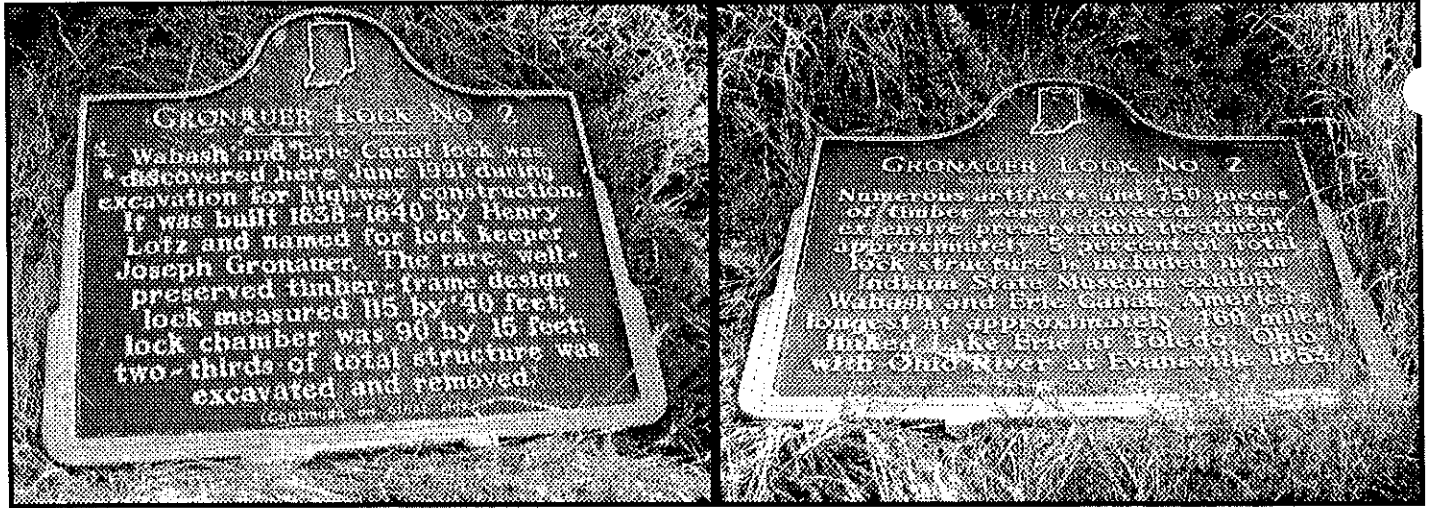
3. "The Barnartist," who paints all the barns in Ohio, has painted the barn at the trail head for the Whitewater Canal Trail. A canal boat being towed by horses has been included in the Whitewater Canal Trail logo.

4. This spring in Franklin county the West fork of the Whitewater River flooded several times. The good news is that the trail sustained no damage even though parts of it were under water.

5. "Celebrate 1858" was held June 7-8, 2008 in Metamora with the Banjo of Papa Joe aboard the Ben Franklin III canal boat during rides on the canal, James Whitcomb Riley strolling through town reciting his works, a strawberry shortcake tent in the Banes' house yard, dancing, and the on-going daily events that take place in the historic town. Some of the visitors walked the Whitewater Canal Trail, saw the new marker and looked at the newly painted barn.

Photos courtesy Mick Wilz, CSI director from Brookville, IN





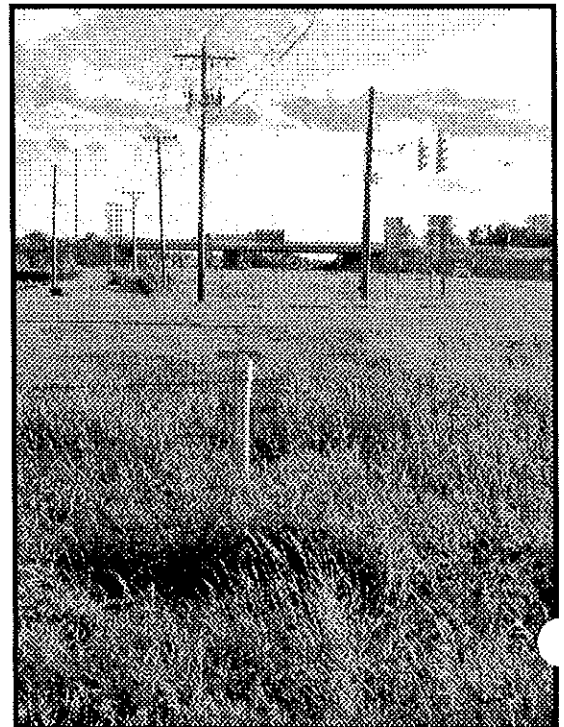
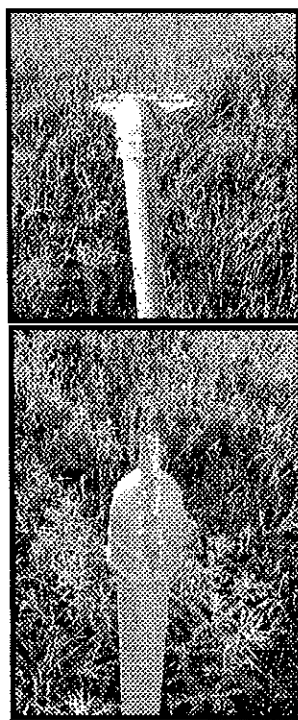
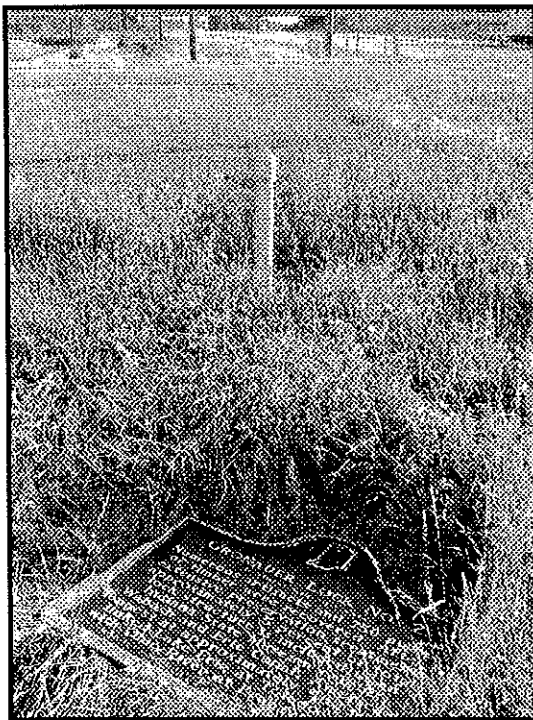
GRONAUER LOCK MARKER DAMAGED

A concerned neighbor recently reported to the Historical Society that the Gronauer Lock marker placed near the intersection of US 24 and I-469, east of New Haven, Indiana, by the Indiana Historical Bureau, the Canal Society of Indiana and the New Haven Kiwanis in 2003, was down. It has broken off its post and is currently laying on the ground to the east of the post in tall grass. There has also been quite a bit of "pock-marking" to the paint on the westerly side of the sign.

Todd Pelfrey, Allen County Fort Wayne Historical Society Director, was kind enough to travel to the marker site to take these digital photographs of the damaged marker. They show evidence that the marker sustained earlier damage perhaps by vehicle impact, that an amateurish attempt was made to re-weld the marker to the supporting post, and that a failed welding job that did not withstand the recent near tornado strength wind experienced in Allen County thus resulting in the marker now being on the ground.

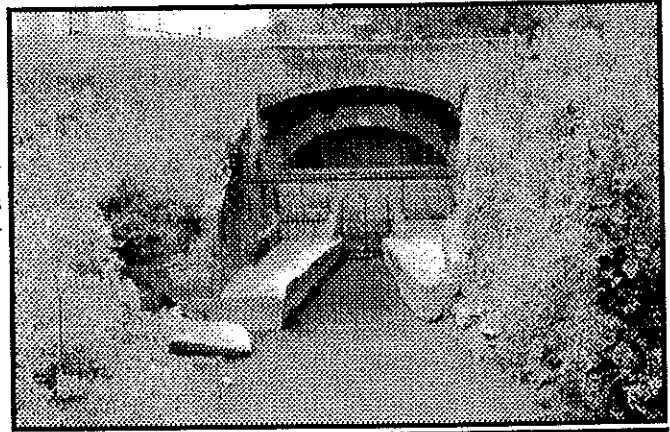
Tom Castaldi, Allen County Historian and CSI Advisory Councilman, is currently working with Jeremy Hacker of the Indiana Historical Bureau in Indianapolis to see what can be done to repair the marker. Hopefully it will be back on its post sometime this summer.

Photos by Todd Maxwell Pelfrey

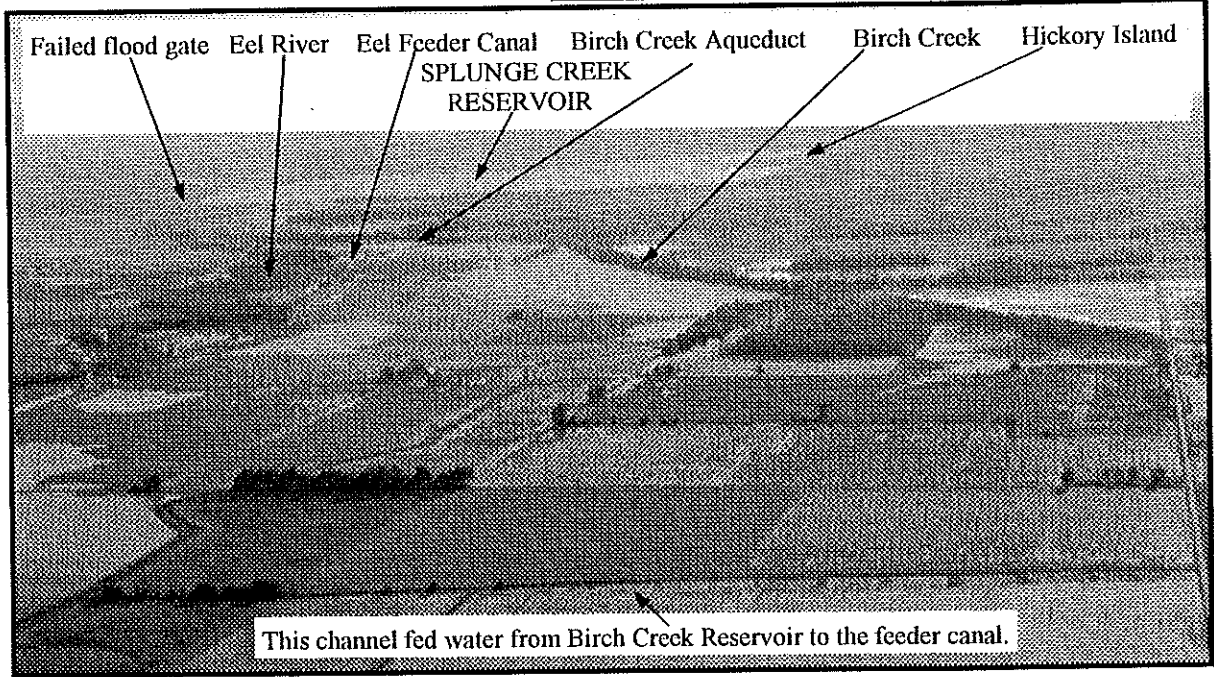


SPLUNGE CREEK RESERVOIR FLOODED

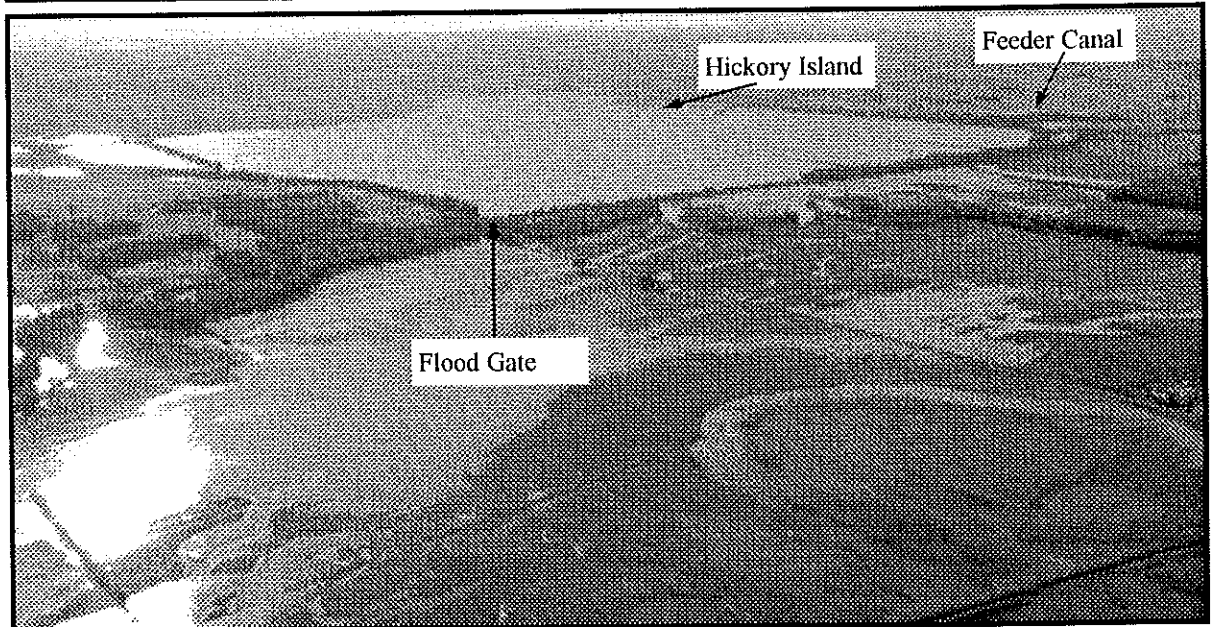
The extreme weather this spring took its toll on crops located within what was, during the canal era, Splunge Creek Reservoir. This 4,000 acre reservoir on the Cross-Cut portion of the Wabash & Erie Canal stored water to be fed into the canal during the dry season. After the canal era the reservoir was drained and a flood gate built under the stone arch. This gate recently failed letting flood waters from the Eel River flow into the reservoir and damage crops.



In these aerial photographs taken at 2500 feet from a plane piloted by Jeffrey Koehler, CSI director from Center Point, the outline of the reservoir and Hickory Island, extending from its northern shore, can be seen. This is much as it would have appeared in the 1850s. Jeff says that about 2000-2500 acres or 4 square miles (about half of the original size) were underwater when his cousin took the photographs.



The flood gate at the top right was photographed in May 2008 shortly before the flooding occurred by Bob Schmidt, CSI president from Ft. Wayne, in preparation for CSI's fall tour of the Cross-Cut Canal. Here can be seen canal era stones and more modern concrete.



DOCK BUILT FOR LASALLE CANAL BOAT ARRIVAL

On Thursday May 29, 2008, Bob and Carolyn Schmidt, CSI president and editor, found workers hustling to complete a dock on the Illinois & Michigan Canal at LaSalle, IL, in time for the delivery of the long-awaited LaSalle Canal Boat. The dock is located upstream from Lock 14, the western terminus of the Illinois & Michigan Canal State Trail, which is owned and managed by the Illinois Department of Transportation.

The full-size replica canal boat built in Albany, New York, by Scarano Boat Building will give rides on the I&M Canal pending Coast Guard inspection. The boat was loaded onto the bed of a semi-trailer truck and traveled 900 miles overland for four days before reaching the canal on June 3. The boat and trailer measured 110 feet long - an oversized load. A crane, with a 120-foot boom and about 80 tons of counterweight, lifted the boat off the truck and placed it in the canal.

The boat is owned and will be operated by the nonprofit Canal Corridor Association. The City of LaSalle maintains the site where it will dock.

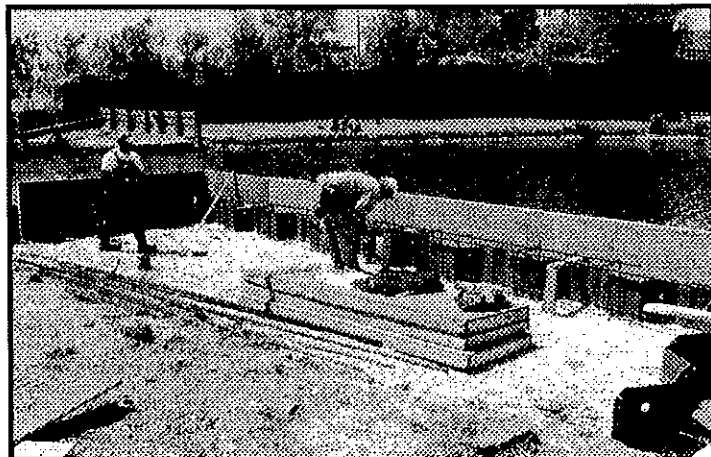
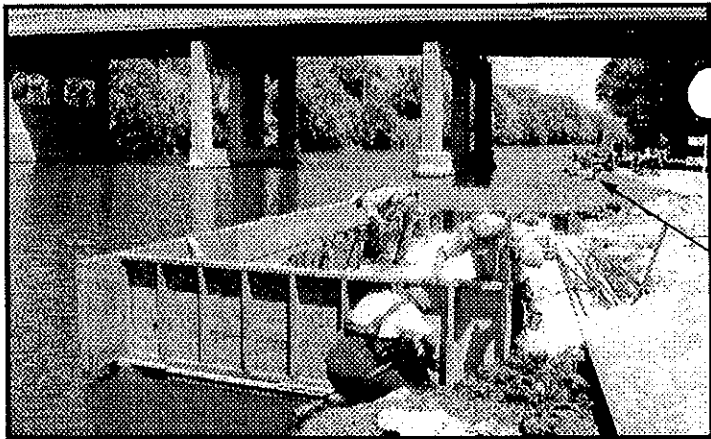
Boat enthusiasts had to wait two weeks until the grand opening. On June 27 the boat was christened "The Volunteer" as the LaSalle Rotary Club, who later formed the I&M Canal Volunteers to help bring this 35-year-long dream to fruition, looked on. Rides were then given to major donors and elected officials. The public grand opening, including a talk by the president of Scarano Boat Building, was held on June 28-29.

An I&M Canal visitors center called "Lock 16" was opened on May 30, 2008, prior to the arrival of the boat. It is located in a two-story brick commercial building at First and Joliet streets that was constructed in 1910 by F. W. Koenig for the buggy and harness business and later automobile business. It has a full wall mural of the canal in LaSalle dating back to 1848. It features a café, gift shop, and soon-to-come history exhibits. It is open from 7 a.m. to 5 p.m. daily.

The Canal Corridor Association and the Illinois Department of Transportation teamed up in 1999 to raise money to fund the \$1.8 million dollar project, which included the visitors center as well as the boat. Funds are still being raised.

Boat rides will be given at 9 a.m., 11 a.m., 1 p.m. and 3 p.m. daily.

Did you know that Wild Bill Hickock worked on the I&M Canal?



Lock and Dock photographs by Bob Schmidt

Boat photograph courtesy of LaSalle press release by E-mail.

Note:

Top photo - the line of chairs filled with senior citizens fishing beneath the bridge.

Bottom photo - the location of the new dock near the bridge.

