

THE
HOOSIER PACKET

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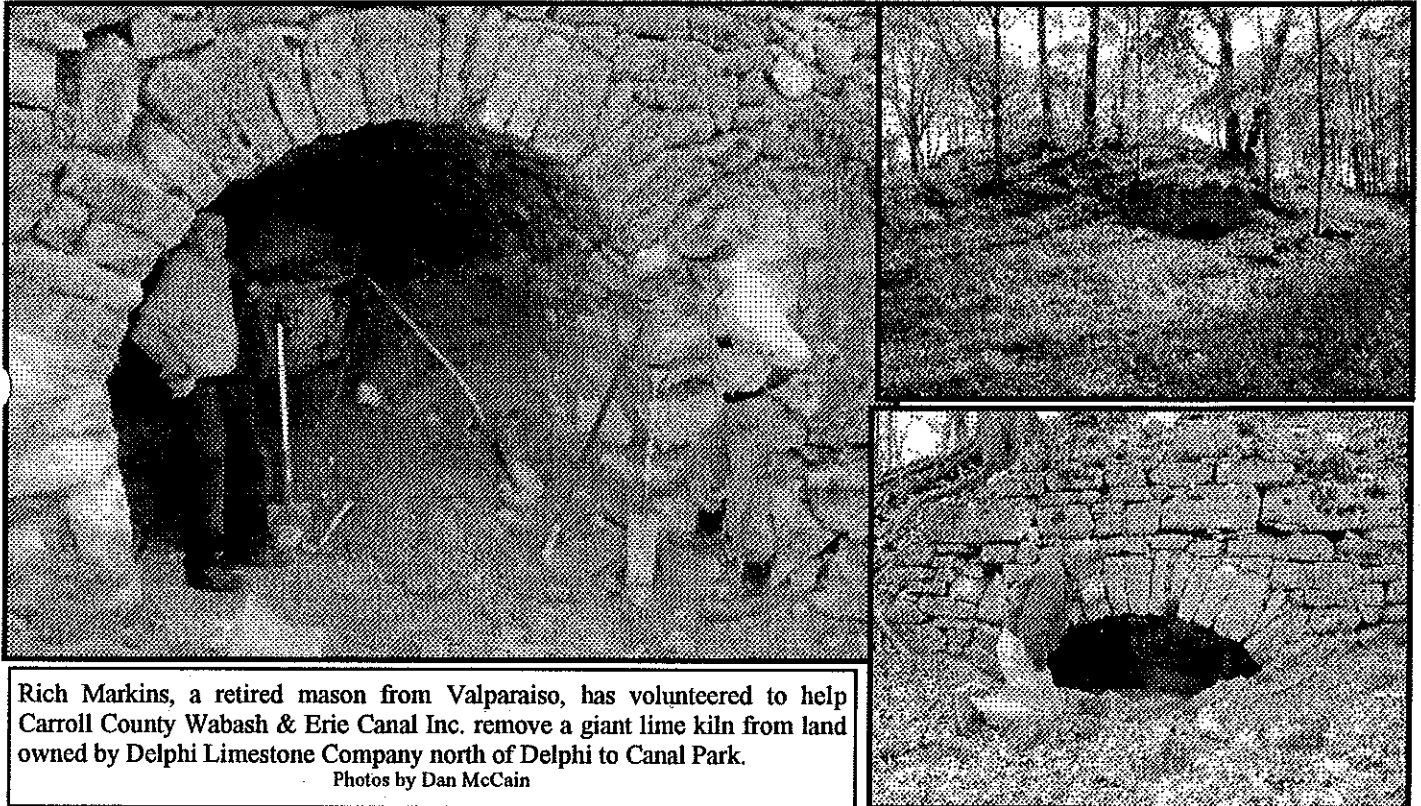
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 8 NO. 1

P.O. BOX 40087 FORT WAYNE, IN 46804

JANUARY 2009

LIME KILN REMOVED



Rich Markins, a retired mason from Valparaiso, has volunteered to help Carroll County Wabash & Erie Canal Inc. remove a giant lime kiln from land owned by Delphi Limestone Company north of Delphi to Canal Park.

Photos by Dan McCain

Features

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LIME KILN REMOVED

By Dan McCain

Carroll County Wabash & Erie Canal, Inc. (CCWECl) was notified that U.S. Aggregates, the parent of the stone company in Delphi is clearing everything off land they own where the last standing historic lime kiln is located. They agreed to donate the stones of the old kiln to Canal Park Annex if the canal volunteers would remove it by December 1, 2008. The kiln is located just east of the old Emery Martin house. Members of the canal volunteer team went out with Mayor Randy Strasser, Aaron Lyons, Steve Rodenbarger and contractor Jack Cohee to assess the site and

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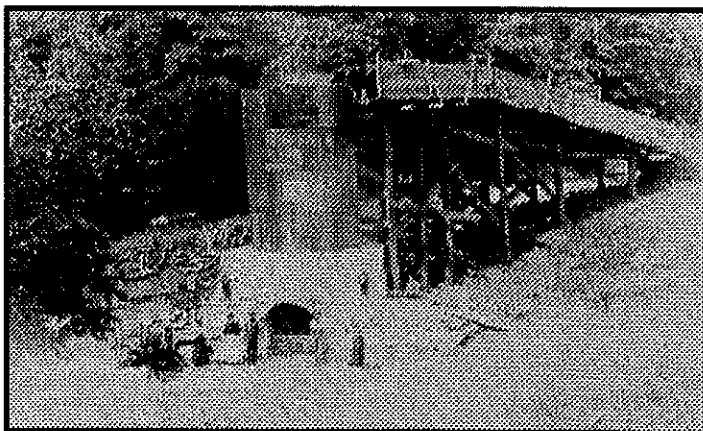
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THE HOOSIER PACKET - JANUARY 2009

determine how best to move it. It represents a once prosperous period with 22 kilns. Local lime production operations ceased by 1917.

Back in the 1840s and 1850s the processing of limestone in north Delphi netted three primary lime products: plaster, mortar and whitewash. These first products were shipped by canal boats from docks beside the Wabash & Erie Canal in what is now called Canal Park Annex.

In 1857 brothers-in-law Hubbard and Harley began operating six "Pot Kilns" along the canal right beside today's Red Iron Bridge in Canal Park Annex. Those earliest kilns were not as efficient as the next generation would enjoy. Pot kilns were not capable of being loaded with fuel day and night.



The more efficient kilns built in the 1870s and 80s were built from patented plans. These newer kilns

could receive continuous feeding of wood fuel and fist size lumps of quarried limestone. Products from these kilns were shipped primarily on the Monon Railroad because by the 1870s the canal had ceased to operate.

Fuel for these kilns was harvested as logs from the surrounding lands being cleared for farming, but as time went on the sources had to come from further out. In the case of the second generation Harleys, their continuous kiln operation bought fuel from forest land six miles south along the Monon Railroad.

Kiln structures were mostly made from the same rock as was being heated inside the brick lined chimney stacks. One patent used tall iron stacks lined inside with brick. Now comes the big challenge! Moving this giant kiln with its multi-sized stone face and firebrick making up its walls and firebox.

Measurements were made by the volunteers along with investigations as to where the firebox was located in the firebrick lining. Care is needed to gently remove the iron flume and make note of special flat and angled stone for re-creating the beautiful stone archways when it is reassembled in Canal Park Annex next summer.

Jack Cohee will lead the kiln removal. He is experienced in removing trees, handling soil and loading rock. This part of the project should be completed by the end of 2008. Then Rich Markin, an experienced, retired mason from Valparaiso, has volunteered to work with the canal volunteers to re-erect the kiln during the following 6-7 months. (continued on page 26)

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CANAL LIGHTHOUSES OF THE UNITED STATES & CANADA

by Richard F. Brown, Jr., AICP

The following chart provides a list of current lighthouses located along navigation canals or canalized rivers in the United States and Canada. In some cases, judgments were made on which lighthouses to include. For example, only those lighthouses which are located along or near the path of the Intra-coastal Waterway were included. Several lighthouses situated in the Chesapeake Bay are in the vicinity of the Intra-coastal Waterway, but were not reasonably proximate to it. Lighthouses on barrier islands were not included unless they were reasonably proximate to the waterway and had some likelihood of aiding navigation along it. Those lighthouses noted with an asterisk (*), were not built as a navigational aid, but were instead constructed for decorative or memorial purposes. If the status of a lighthouse is unclear, a question mark "?" is listed next to its name. The list is meant to be comprehensive, but any updates, additions, or corrections are welcome.

CANAL	LIGHTHOUSE	YEAR BUILT	HEIGHT (feet) (a)	LOCATION	STATE or PROVINCE
Allegheny River	Tionesta*	2006	100	Tionesta	Pennsylvania
Beauharnois	Valleyfield?	1882	30	Salaberry de Valleyfield	Quebec
Burlington Canal	Burlington Front Range	1909	43	Burlington	Ontario
	Burlington Main	1858	55	Burlington	Ontario
Canso Canal	North Canso	1966	35	Auld's Cove	Nova Scotia
	Balache Point	1963	20	Port Hastings	Nova Scotia
Cape Cod	Wings Neck	1890	32	Bourne	Massachusetts
Champlain	Crown Point	1926	55	Crown Point	New York
Chesapeake & Delaware	Bethel Bridge (replica)	1996	30	Chesapeake City	Maryland
	Turkey Point	1833	35	North East	Maryland
Chicago River Nav.	Chicago Harbor	1893	82	Chicago	Illinois
	Southeast Guidewall	1938	30	Chicago	Illinois
Chute-a-Blondeau Canal	Chute-a-Blondeau Front Range	1912	18	Pointe Fortune	Quebec
Delaware & Hudson	Rondout Creek	1915	48	Ulster	New York
Duluth Ship	Ship Canal North Pier	1910	37	Duluth	Minnesota
	South Breakwater, Outer	1901	35	Duluth	Minnesota
	South Breakwater, Inner	1901	67	Duluth	Minnesota
Erie (Oneida Lake)	Brewerton Rear Range	1917	85	Brewerton	New York
	Frenchman's Island	1918	105	Cicero	New York
	Sylvan Beach	1917	85	Sylvan Beach	New York
Fox River (Illinois)	Fayban*	1905	unknown	Geneva	Illinois
Fox River (Wisconsin)	Asylum Point	1937	31	Oshkosh	Wisconsin
	Grassy Island Front Range	1872	26	Green Bay	Wisconsin
	Grassy Island Rear Range	1872	36	Green Bay	Wisconsin
	Neenah	1945	40	Neenah	Wisconsin
	Rockwell	1909	42	Oshkosh	Wisconsin
Genesee	Charlotte-Genesee	1822	40	Rochester	New York

CANAL	LIGHTHOUSE	YEAR BUILT	HEIGHT (feet) (a)	LOCATION	STATE or PROVINCE
Grand River (Ontario)	Port Maitland Range	1830	41	Dunnville	Ontario
Intra-coastal Waterway	Hillsboro Inlet	1907	137	Pompano Beach	Florida
	Jupiter Inlet	1860	105	Jupiter	Florida
	Pensacola	1859	150	Pensacola	Florida
	St. Simons	1872	104	St. Simons Island	Georgia
	Oak Island	1958	169	Caswell Beach	North Carolina
	Price's Creek	1848	20	Southport	North Carolina
	Charleston	1962	163	Sullivan's Island	South Carolina
	Harbor Town	1970	90	Hilton Head Island	South Carolina
	Bolivar Point	1872	117	Point Bolivar	Texas
	Point (Port) Isabel	1853	57	Port Isabel	Texas
	Hog Island (lens)	1896	n/a	Portsmouth	Virginia
	Newport News Middle Ground	1891	35	Newport News	Virginia
	Old Point Comfort	1802	58	Hampton	Virginia
	Portsmouth Lightship	1916	n/a	Portsmouth	Virginia
	Keweenaw Waterway	Portage River	1870	45	Jacobsville
Keweenaw Lower Entrance		1920	31	Houghton	Michigan
Keweenaw Upper Entrance		1950	82	Houghton	Michigan
Rouleau Point Front Range		1897	22	Hancock	Michigan
Rouleau Point Rear Range		1897	51	Hancock	Michigan
Lachine Front Range		1900	30	Lachine	Quebec
Lachine Rear Range		1900	59	Lachine	Quebec
West Point		1881	27	Seattle	Washington
Valleyview*		unknown	61	Dubuque	Iowa
Pass A L'Outre		1855	85	Venice	Louisiana
Northern Michigan	South Pass Rear Range	1881	108	Port Eads	Louisiana
	South Pass West Jetty Front	1919	unknown	Venice	Louisiana
	Southwest Pass	1873	128	Venice	Louisiana
	Southwest Pass Entrance	1962	85	Venice	Louisiana
	Mark Twain Memorial	1935	unknown	Hannibal	Missouri
Oswego Canal	Cheboygan Crib	1884	25	Cheboygan	Michigan
	Cheboygan Front Range	1880	45	Cheboygan	Michigan
Pontchartrain	West Pierhead	1934	57	Oswego	New York
Red River	New Canal	1901	32	New Orleans	Louisiana
	Red River Front Range	1914	27	Selkirk	Manitoba
Richelieu River	Ash Island	1913	44	Île aux Têtes	Quebec

CANAL	LIGHTHOUSE	YEAR BUILT	HEIGHT (feet) (a)	LOCATION	STATE or PROVINCE
Sacramento River	Roe Island	1891	unknown	Port Chicago	California
St. Joseph River	North Pierhead Inner	1898	57	St. Joseph	Michigan
	North Pierhead Outer	1906	35	St. Joseph	Michigan
St. Lawrence Seaway (from Lake Ontario to Montreal)	Rock Island	1882	60	Clayton	New York
	Sunken Rock	1882	60	Alexandria Bay	New York
	Sisters Island	1870	60	Chippewa Bay	New York
	Crossover Island	1882	30	Chippewa Bay	New York
	Ogdensburg Harbor	1900	65	Ogdensburg	New York
	Windmill Point	1873		Prescott	Ontario
	Prescott Breakwater	unknown	20	Prescott	Ontario
	Prescott Rotary	1989	40	Prescott	Ontario
	Dixie Rear Range	1916	85	Montreal (Dorval)	Quebec
	Pointe Beaudette	1877	30	Pointe au Beaudet	Quebec
	Repentigny Front Range	1927	21	Repentigny	Quebec
	Repentigny Rear Range	1913	45	Repentigny	Quebec
	Ile Sainte Helene	1912	48	Montreal	Quebec
	Ile Sainte Therese Lower	1855		Montreal	Quebec
	Longue Point Front Range?	1903	23	Montreal	Quebec
	Longue Point Rear Range?	1900	45	Montreal	Quebec
	Pointe aux Trembles Fr. Range?	1846	23	Montreal	Quebec
St. Peters Canal	Gregory Island	1884	34	St. Peter's Inlet	Nova Scotia
	Jerome Point	1883	36	St. Peter's Canal	Nova Scotia
	Cape George	1875	27	St. Peter's	Nova Scotia
Soo	Point Iroquois	1871	65	Brimley	Michigan
Soulanges	Lower Entrance Front Range	1902	29	Pointe-de-Cascades	Quebec
	Lower Entrance Rear Range	1902	45	Pointe-de-Cascades	Quebec
	Upper Entrance Front Range	1902	35	Les Coteaux	Quebec
	Upper Entrance Rear Range	1902	46	Les Coteaux	Quebec
Sturgeon Bay	Sturgeon Bay Ship Canal	1899	98	Sturgeon Bay	Wisconsin
	Ship Canal North Pierhead	1903	39	Sturgeon Bay	Wisconsin
Susquehanna & Tidewater	Concord Point	1827	39	Harve de Grace	Maryland
		2002	20	Grand Rivers	Kentucky
Tennessee River.	Lighthouse Landing				

CENTRAL CANAL LEAK

Puddles of water near the roots of trees in almost the identical spot where the Central Canal ruptured in 1992 may herald the danger of another breach. The earlier breach left 600,000 citizens of Indianapolis without a water supply when 50 million gallons were dumped into White River by the puncture.

The Central Canal is Veolia Water Indianapolis' largest reservoir. It provides drinking water to 60 per cent of its customers.

Two trees that are already down might let water seep out of the canal. If others should topple and their roots upturn, a large crevice could develop between the 100 feet separating the canal and the river releasing the canal water.

Bowen Engineering Company of Indianapolis is driving 100 steel pilings into the ground creating an underground levee along 250 feet of the canal bank. They cut down trees to build a 1,500-foot access road for their equipment and the steel beams to access the area. The two month repair will cost \$1.5 million.

Concerns about turtles and muskrats have arisen. The six species of over 2,000 turtles that live in the canal will be hibernating and shouldn't experience much change. The muskrats mostly live north of the repair area. A breach would disturb the animals more than the repair.

The construction zone is between Holcomb Gardens at Butler University to Michigan Road near the Indianapolis Museum of Art at the south end. A mile-long stretch of the towpath trail will be closed to hikers/bikers while the repair is made. This might inconvenience bicycle commuters to Indiana University-Purdue University Indianapolis.

Charles Huppert, CSI vice-president, Indy

CANAL	LIGHTHOUSE	YEAR BUILT	HEIGHT (feet) (a)	LOCATION	STATE or PROVINCE
Welland Canals #'s 1-3	Port Dalhousie Front Range	1879	42	Port Dalhousie	Ontario
Welland Canals #'s 1-3	Port Dalhousie Rear Range	1898	40	Port Dalhousie	Ontario
Welland Canals #'s 1-4	Port Colborne Inner	1903	43	Port Colborne	Ontario
Welland Canals #'s 1-4	Port Colborne Outer	1928	25	Port Colborne	Ontario
Welland Canal #4	Port Weller Outer	1931	40	Port Weller	Ontario

(a) If the tower height is unavailable, the focal plane height is provided (if known).

SOURCES:

Published

Bacheider, Peter Dow, editor. *Lighthouses of the United States*, revised second edition. Hartnett House Map Publishers, 2001

Oleszewski, Wes. *Great Lakes Lighthouses; American and Canadian*. Avery Color Studios, 1998

Web Based

- <http://lighthouse.boatnerd.com/>
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- <http://www.lighthousefriends.com/>
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- <http://www.rudyallicighthouse.net/>
- <http://www.unc.edu/~rowlett/lighthouse/index.htm>
- <http://www.us-lighthouses.com/>

2008 Year 27 In Review

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Miami Co.- Kreig Adkins
Wells Co.- Craig Leonard

Vigo Co.- Mike McCormick

These men receive and answer numerous phone, e-mail and posted messages from persons seeking information that may involve canal business or its builders.

MAJOR CSI EVENTS/ACTIONS

Assisted students, authors and genealogists in canal research

Participated as a consulting partner on Indiana Department of Transportation projects :

U.S. 24 New Haven to Defiance

Terre Haute S.R. 461 Corridor

I-69 Corridor

S.R. 62 Lloyd Expressway Evansville

Supported proposal to make a park across the canal from the Indiana Historical Society

Provided information to Whitewater Canal Research Group

Board meeting: Nov. 1 Lawrenceburg Public Library, Chuck & Anne Whiting hosts, tour of Culverts and Mill in W. Harrison, 15 directors, 6 guests

On-line:

Canal Society of Indiana website: indcanal.org

Wabash & Erie Canal Towpath Trail's forum promoted on wabasheriecanal.blogspot.com - Tom Castaldi

Funds granted:

\$5,000.00 Western Wayne Heritage for Vinton House Improvements

\$3,250.00 Carroll County Wabash & Erie Canal, Inc. for interpretive signage

\$1,250.00 Whitewater Trails for plaque honoring 1940 saviors of canal as State Historic Site

\$ 375.00 Indiana Historical Bureau for repair of Gronauer Lock Marker

\$ 200.00 Whitewater Byway for website

\$ 100.00 Ft. Wayne Trails to Oprah's Big Give for Towpath Trail in Ft. Wayne

Set aside:

\$4,000.00 Whitewater Canal Trail for stabilization of Butler Run Culvert to be added to \$1,000 set aside in 2005 so they can raise matching funds and begin project

Markers:

Tom Castaldi researched and wrote text for INDOT historical markers at the Carrollton Bridge: "The Wabash & Erie Canal" and "Operating the Canal" 4 panels . Tom also researched and wrote text for 2 panels "Lock No. 32" and "Mentzer Tavern" , 2 panels for Carrollton Bridge trail markers.

Articles, books and reviews:

Fort Wayne Monthly magazine: 68,000 circulation per a 2005 Major Market Study by KPC Research. "Along the Heritage Trail" monthly articles by Tom Castaldi included: April -"Swinney Home A place of Celebration," July -"Building a Better Water Supply," and August -"A Park at the Headwaters."

Fort Wayne News Sentinel, September 13, 2008, article by Kevin Leininger (Todd Pelfrey, Angie Quinn and Tom Castaldi interviewed) about Allen County ruins and discussed Aboite Creek and St. Mary's Aqueducts, Robinson Park and St. Joseph River Feeder, Blue Cast Springs.

River Currents Banks of the Wabash, "Wabash Erie Canal Towpath Trail Chapter Ride, River and Roam" an article on progress of a towpath trail that would unite the established trails in community along the historic canal route by Tom Castaldi.

The Bulletin of Allen County Fort Wayne Historical Society Spring/Summer 2008, "Telling Tales of the Old Canal." by Jennifer Milholland featuring illustrations of Burnett's Creek Arch and Lock No. 28. Reprinted with permission in the August 2008, Indiana Historical Society's *The Update*.

Canal History and Technology Proceedings, March 15, 2008, Symposium featured Tom Castaldi's paper titled, "Forgotten Lock No. 28 on the Wabash and Erie Canal"

Indiana Magazine of History, September 2008 includes Tom Castaldi's book review for, *Triumph at the Falls: The Louisville and Portland Canal*, by Leland R. Johnson and Charles E. Parrish.

CSI members attended:

Canal Society of Ohio tour of P&O Canal Warren, OH
 Canal Society of Ohio tour of O&E Canal Akron, OH
 Maumee Heritage Corridor meetings
 Central Canal stakeholders meetings
 American Canal Society meeting in Kingston, Ontario
 World Canal Conference in Kingston, Ontario
 Towpath Trail meetings in Ft. Wayne
 Wabash & Erie Canal Towpath Trail in Wabash, Lafayette, and Delphi
 Whitewater Canal Scenic Byway meetings
 Annual Whitewater walk
 "The Artist as Historian: Painting the W&E Canal" Lecture
 "Wait Til You Get To Wabash" Play
 Delphi 4th of July Canal Festival
 Indiana State Museum Foundation/Trustee board meetings.
 Allen County Fort Wayne Historical Society board meetings
 Indiana County Historian Roundtable meetings
 Scenic Byway Conference in Irvington
 Brookville Bi-Centennial play

CSI Members visited canals in and outside Indiana

East Race Waterway in South Bend, Indiana
 Hennepin Canal in Illinois
 Illinois & Michigan Canal in Illinois
 Ohio & Erie Canal in Ohio
 Pennsylvania & Ohio Canal in Ohio
 Miami & Erie Canal in Ohio
 Savannah-Ogeechee Canal in Georgia
 Waldo Canal in Florida
 Florida Canal, Eureka lock in Florida
 Rideau Canal in Toronto, Canada
 Grand Union Canal in London, England
 Regents Canal in London, England
 London Canal Museum, England
 Italy's Canals
 Sicily's Canals

IN MEMORIAM

Martha E. Wright	1-16-2008	age 73	Indianapolis, IN
Susan Feller	1-17-2008	age 68	Lafayette, IN
Robert A. DeVinney	5-30-2008	age 93	Ft. Wayne, IN

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ACTIVITIES FOR EACH CANAL BY AREA

(Miami) Wabash & Erie Canal

Local History Month celebrated in May in the Maumee Valley Included canal history
Toledo, OH Fred Folger was docent on 4 Sandpiper cruises on Maumee River passing W&E Canal sites
Grand Rapids History Day Camp at Providence Metropark with canal boat rides, Mill Fest at Isaac Ludwig Mill adjacent canal
Junction, OH Marker erected at junction of Miami-Erie and Wabash-Erie Canals
New Haven Gronauer Lock marker ripped from post, Kiwanis donates \$375 for marker repair, Canal Days Festival held
Ft. Wayne Towpath trail constructed through Eagle Marsh, Paintings in Delphi's Canal Interpretive Center speech given by Terry Lacy at History Center, \$900,000 from Governor for trail, Eagle Marsh open house held, W&E Towpath Trail of Banks of the Wabash met
Huntington \$250,000 from Governor for trail
Lagro Paul Bever talked about canal at St. Patricks Church to Wabash County History Hunters series
Wabash W & E Towpath Trail Chapter met, "Wait Til You Get To Wabash" canal play given at Honeywell Center
Peru 33rd Annual Heritage Days
Carrollton Third Annual Transportation Festival, Markers erected at Carrollton Bridge dedication funded by CSI
Delphi Dedication of Stearns Truss Bridge over canal, Railroad Baggage Station exhibit placed on trail, Playground canal boat completed, Playground canal boat torched by arsonist, Earth Day Cleanup, Received \$30,000 from Duke Energy for mule barn, Canal boat rides and narrated hikes given, Flowers planted on Flower Day, Volunteers toured I&M Canal and rode new canal boat at LaSalle, Held Canal Days Festival, Held Sundays at the Canal with plays given on playground canal boat, Visited by Findlay Parks, Received Historic Landmarks Preservation Award for Carrollton Bridge and Stearns Truss Bridge, Launched "The Total Canal Experience" fundraising campaign, Received TEA funds for dock
Terre Haute Cross-Cut culvert #151 timbers stored in Fowler Park lake, Cross-Cut toured by CSI
Splunge Creek Reservoir flooded, crops damaged

Riley Studies made for Lock 47 park, Toured by CSI
 Evansville \$900,000 from Governor for trail

Central Canal

Indianapolis Buggs Temple opened with 3 dining options on downtown canal walk adjacent monorail, Concerts held on the canal adjacent Indiana Historical Society, Canal dyed green for St. Patrick's Day, Mrs. Robert Louis Stevenson's Early Days in Indianapolis article published, Indianapolis Star article on Indiana's Canals by James Glass, repaired breach across Broad Ripple Levee of White River raised and Central Canal inlet gates adjusted

Whitewater Canal

Cambridge City Vinton House floor painted and canal exhibit along with Wayne County history exhibits set up on 3rd floor by P. and Ron Morris, Canal exhibit set up in hardware store for Canal Days by Jerry Mattheis, 3 panel Byway exhibit set up in Hagerstown Cultural Center by Jerry Mattheis, CSI publications placed in public library, Dave Lundquist led two walks around town to see historic structures and canal remains

Metamora Article about Duck Creek Aqueduct, Canal boat model and canal aqueduct built by Paul Baudendistel, White water Trail and signage donated by CSI dedicated. Efforts to purchase Metamora campground, Received \$689,600 in TEA funds to purchase 33 acres for visitor's interpretive center and museum at the Whitewater Valley Regional Interpretive Park.

Brookville \$300,000 grant from Governor for trail

Lawrenceburg Possum Run Culvert identified

Four county walk held Jerry and Phyllis Mattheis housed some of the walkers

Whitewater Canal Scenic Byway officially approved

Illinois & Michigan Canal Corridor

Scarano built canal boat and placed on canal at LaSalle, IL., Canal damaged by flooding, Governor closed some canal heritage areas and canal parks because of budget cuts, Dock built for boat, Carroll County volunteers rode new boat

Hennepin Canal

Governor closed some canal heritage areas and parks because of budget cuts

Miami & Erie Canal

Delphos Canal Days Festival

Ohio & Erie Canal

War over rock in the Ohio River between Ohio & Kentucky at Portsmouth, OH

Erie Canal

Erie Canalway National Heritage Corridor received Daniel Burnham award for comprehensive plan

Savannah-Ogeechee Canal

Held Civil War Event

Chesapeake and Ohio Canal

Closed in preparation of Hurricane Hanna

PUBLICATIONS

Guide book for tour "Across The Cross-Cut" (121 pages) by Carolyn Schmidt

Guide book for tour "Flumes, Frescoes & Furnaces" (49 pages) by Mike Morthorst

The Hoosier Packet Vol.7 No. 1-12 Carolyn Schmidt, editor

Major Articles

The Wabash & Erie Canal: A Study of Technology Change in 19th Century Indiana (published in a series) by Anthony Blake

The Mysterious Barge Dog of Belgium by Lynn Bower

A Visionary's Concept of a Wabash & Erie Waterway by Brig. Gen. Charles R. White

Canawlers At Rest Columns by Carolyn Schmidt

Frederick J. Meyer, Sr.	B. 11-21-1813	D. 7-04-1897	W&E Canal laborer
Henry T. Sample	B. 9-20-1805	D. 2-19-1881	Pork packer & shipper on W&E Canal
Robert Cissna	B. 2-02-1800	D. 11-06-1877	Operated mill adjacent Lock #16 W&E Canal that used canal water
Archibald Stitt	B. 12-7-1801	D. 10-13-1867	Superintendent of Ft. Wayne to Logansport division of W&E Canal
George W. Frybarger	B. 12-28-1796	D. 3-26-1853	Director of White Water Valley Canal Company
James Heron	B. 6-10-1825	D. 6-17-1876	Assisted in engineering Whitewater Canal, Lock #38 Heron's Lock
James Elward	B. 1805	D. 3-12-1890	Drove oxen/wagons of canal building tools/stone for Lagro locks
Charles Comstock	B. 10-12-1807	D. 7-21-1850	Large contractor of W&E Canal locks, culverts, stone piers
Dr. John H. DePuy	B. 8-30-1820	D. 7-20-1904	Doctor of canal workers who settled in Lagro and Wabash
James S. Wilson	B. 10-09-1823	D. 3-26-1901	Captain of canal boat on W&E Canal
William Douglass	B. 8-04-1815	D. 6-11-1909	Ran his own canal boat between Terre Haute, & Toledo, OH
Hugh McCulloch	B. 12-07-1808	D. 5-24-1895	Home by W&E Canal, Gave speeches in support of canal/internal improvements, Banker during scrip era, Lincoln's Secy. of Treasury

Articles by Bob Schmidt

Summary of canal structures and their locations in Vigo, Clay and Greene counties, Indiana
The Wheels of Commerce (mills)
Hanging Rock Iron (iron furnaces)

Articles, charts, poems by Richard F. Brown, Jr. AICP

Native American Etymology of Canal Names
Canal Ports, Harbors and Havens
An Eighteenth Lockport
Corridors of Progress poem
Paper Canals of the Old Northwest Territory and Ontario
Summit City Connections poem
Michigan Navigation Canals
Lock Place Names in the United States and Canada
A Brief Trip Back in Time: Touring Canal Sites in London, England
Summit Levels of American and Canadian Navigation Canals
Plank Roads: The Radiating Transportation Spokes from Canal Town Hubs
The Old Plank Roads poem
Ten Reasons Why Canal Preservation is Important
Canal Predecessors: Historic Portages of the Great Lakes Region in Canada and the United States

Articles by Charles Davis

John Houston and his I&M Canal Connections
John Given Davis and his W&E Canal Connections
John Mulligan and his W&E Connections
Thomas Heron and his W&E Connections
Two Men and Their W&E Connections (John Carter and R. G. Atcheson)
Lt. Joseph Addison Gurley and his W&E Canal Connections
Fleury F. Keith and his W&E Canal Connections

Articles by Mark Smith

Carrollton: A Prussian Port in Carroll County
Rattlesnake: A Hissing Serpent or an Attorney's Enterprise
Lockport, Indiana
Influence of Canals vs. Railroads
Why Delphi Celebrates the Canal
Partnerships During the Canal Era in Delphi and Carroll County, Indiana
A Family Partnership in an Unusual Business
A Trio in Business, A Grand Edifice and an Establishment in Philadelphia

Current News Articles, Historical Clippings, Photographs, Etc.

We have been kept up to date on the following canals by:

Dan McCain: Carroll County Wabash & Erie Canal, Inc. and Canal Park
Gail Ginther, Phyllis Mattheis, Chuck Whiting and Mick Wilz: Whitewater Canal, Whitewater Canal Trail, Scenic Byway
Chuck Huppert: Central Canal
Jeff Koehler: Cross-Cut Canal, Riley Lock, Culvert #151 Splunge Creek Reservoir
Gerry Hulslander: I&M and Hennepin canals; LaSalle canal boat
John Geyer: Miami and Erie Canal
Linn Loomis: Ohio & Erie Canalway, Dresden Side-cut Canal
Sam & Jo Ligget: Culvert #151, Susquehanna Tidewater Canal
Neil Sowards: items found on E-bay
Terry K. Woods: stories from Ohio's canal era
Paul Baudendistel and William Shive: articles about canal boat models
Scott Bieszczad: Ohio/Kentucky rock conflict
Sue Simerman: book on Mrs. Robert L. Stevenson
Stan Schmitt: canal travel account
Tom Castaldi: St. Patrick's Lagro, Korean Waterway
Linda Barth: Korean Waterway
George and Shirley Clark: W&E canal tragedy, frogs and canal

Photographs: Scott Bieszczad, Rich Brown, Lynn Bower, Jim Ellis, Don Haack, Chuck Huppert, Troy Jones, Jeff Koehler, Lynette

Kross, Dick Kudner, Sam Ligget, Lin Loomis, Dan McCain, Phyllis Mattheis, Gene Paschka, Bob Schmidt, Sue Simerman, Neil Sowards, Mark Smith, Brian Stirm, Chuck Whiting, Mick Wilz

TOURS

"FLUMES, FRESCOES & FURNACES"

April 18-20 Annual Meeting Comfort Inn, Wheelersburg, OH

Hosts and docents: Mike Morthorst, Bob & Carolyn Schmidt, Darlene Moore, Judy Ross

Theme: "Flumes, Frescoes & Furnaces" Ohio & Erie Canal Waverly to Portsmouth, OH

Friday night: Mike Morthorst, "Tour Sites on the Ohio & Erie Canal in and around Scioto County"

Saturday noon: Box lunches from Union Mills Confectionary in the library

Saturday buffet: Ponderosa Steakhouse in Wheelersburg, OH

Saturday program: Judy Ross, "Scioto County History up to the 1913 Flood"

Tour refreshments: Jim & Ruth Ellis, Bob & Carolyn Schmidt

Tour book: Mike Morthorst

Tour logo, Goodie bags, Name tags: Carolyn Schmidt

Tour:

Saturday morning: Shawnee Trails Charters & Tours from Waverly to Portsmouth, O&E Canal prism & structures, First Methodist Church Cemetery, Union Mills Confectionary, Portsmouth Murals, Greenup Dam, Iron Furnaces

Sunday morning: Car caravan to iron furnaces

Board Elections: Lynette Kross presented slate.

Re-elected directors: Sandy Billing, Sue Simerman, Mick Wilz

Newly elected directors: Richard Brown, Gail Ginther, Brian Stirm

Resigned directors: Bill Davis, Karl Kettelhut

Re-elected officers: Bob Schmidt-president, Charles Huppert-vice-president, Cynthia Powers-secretary, Jim Ellis-treasurer

40 Attended tour

41 attended banquet

States represented: IN 32, OH 6, IL 2

Carl/Barbara Bauer, Sue Burger, Allan/Linda Corwin, Bill/Betty Easton, James/Ruth Ellis, Tom/Mary Grimes, Don/Betty Haack, Gerald/Jean Hulslander, Lynette Kross, Richard/Martha Kudner, Gerald/Phyllis Mattheis, Paul Moffett, Michael Morthorst, Ed/Cynthia Powers, Melissa Reed, Robert/Carolyn Schmidt, Bruce/Kay Sheldon, Steve/Sue Simerman, Neil Sowards, Brian Stirm, Michael Thrall, Frank/Mary Timmers, Allen/Becky Vincent, Charles/Anne Whiting Jr., J. R. Winchell

"ACROSS THE CROSS-CUT"

October 10-12 Fall Tour Park Inn, Linton, IN

Hosts and docents: Leon & Sandy Billing, Bill & Berky Davis, Jeff Koehler, Bob & Carolyn Schmidt

Theme: "Across the Cross-Cut" Wabash & Erie Canal from Terre Haute to Worthington, IN

Friday night: Picnic at Pleasant Grove Farm

Friday program: Marsha Cline, "History of Greene County"

Saturday noon: Box lunches from Angell's Deli at VFW Post 972 Park in Riley

Saturday buffet: Old Bank & Company

Saturday program: Dr. Ed Borter, "Anchors Away"

Tour refreshments: Leon & Sandy Billing, Bill & Berky Davis, Jim & Ruth Ellis "Archway Cookies"

Tour book: Carolyn Schmidt

Tour logo: Nate Tagmeyer/Carolyn Schmidt

Goodie bags: Sandy Billing & Berky Davis

Name tags: Carolyn Schmidt

Tour:

Saturday morning: Turner Coaches, Inc. from Linton to Worthington, Johnstown, Eel River feeder dam, Splunge Creek Reservoir, Anguilla, Saline City, Birch Creek Reservoir, Blue Hole, Riley Locks 49 & 47, to Linton

Sunday morning: Car caravan to Richland Furnace, Tulip Railroad Viaduct/Trestle, VanSlyke Graves in Bloomfield, Yoho's General Store, American Bottoms, Old Tobacco Barn, Sculpture Garden

55 Attended tour 54 attended banquet States represented: IN 47, OH 6, Washington, D. C. 1

Sally Bancroft, Leon/Sandy Billing, Maurice/Dorothy Bonecutter, Ed Borter, Paul Brandenburg, Sue Burger, Tom/Linda Castaldi, Allan/Linda Corwin, Bill/Berky Davis, Bill/Betty Easton, Ernest/Helen Ellis, Jim/Ruth Ellis, Gay Ginther, Ed/Melverine Gruber, Don/Betty Haack, Jeff Koehler, Lynette Kross, Dan McCain, David McCain, Dennis McDaniel, Charlotte May, Paul Moffett, Mike Morthorst, Ed/Cynthia Powers, Melissa Reed, Bob/Carolyn Schmidt, Dan Schuster, Bruce/Kay Sheldon, Steve/Sue Simerman, Brian Stirm, Neil/Diana Sowards, Michael Thrall, Frank/Mary Timmers, Larry Turner, Margaret VanVleet, Allen/Becky Vincent, Chuck/Anne Whiting, J. R. Winchell

SPEAKERS BUREAU

Date	#People	Event	Presenters
11-05-2007	79	Portland/Jay County Historical Society	Bob & Carolyn Schmidt
11-07-2007	25	Huntington County Genealogical Society	Bob & Carolyn Schmidt
2-09-2008	29	Indiana State Society Colonial Dames XVII Century	Charles Huppert
5-04-2008	10	Wayne County Museum	Jerry & Phyllis Mattheis
5-08-2008	100	Franklin County Schools 4th graders	Jerry & Phyllis Mattheis
5-08-2008	6	Illinois Veteran's Home	Gerald Hulslander
5-15-2008	80	Western Wayne 3rd graders	Jerry & Phyllis Mattheis
7-21-26-2008	1000	Model T convention visited Vinton House to learn about canals	Jerry & Phyllis Mattheis
9-09-2008	28	Dearborn County Historical Society	Chuck Whiting
9-22-2008	10	Whitewater Walkers SR 38-Scout Camp Hagerstown	Jerry Mattheis
9-22-2008	10	Whitewater Walkers Vinton House to Milton Culvert & Lock	Phyllis Mattheis
10-12-2008	25	Carmel-Clay Historical Society	Charles Huppert

Broadcasts:

Daily: un-audited audience, (estimate 20,000 weekly tune-in number) "Historia Nostra : Our History" on **WLYV AM 1450**, Ft. Wayne, is a series of short programs by Tom Castaldi that air several times each day and have included at least 5 programs discussing canal related subjects such as Blee Manse, canal contractor Edward Collierick, and the Wabash & Erie's influence on the communities in Indiana.

Weekly: 12,000 (audited weekly tune-in numbers averaged for 6-7 a.m. and 8-9 a.m. programming.) "On the Heritage Trail" recorded and broadcast on **WBOI FM 93.1** Northeast Public Radio in Fort Wayne by Tom Castaldi.

Yearly: 20,000 estimated audience broadcast on December 21st on **WSAL AM** Logansport canal history and Wabash & Erie Tow-path Trail progress by Tom Castaldi.

Dan McCain spoke to thousands of visitors at Canal Park in Delphi who see the Canal Interpretive Center and walk the trails. Besides promoting the park almost daily he attends meetings around the state and elsewhere. Other Carroll County Wabash & Erie Canal volunteers are docents in the canal museum and on the trails for thousands of visitors.

Ed and Pauline Hurley explained the function and operation of an aqueduct to over approximately 75 people who attended the annual one-room schoolhouse reunion held in Aboite School #5 in Ft. Wayne. They use the model of the Aboite Creek Aqueduct that Ed constructed and answer questions.

ARCHIVES

Donations to the archives were made by the following:

Paul Gwozdz

Illustrated Historical Atlas of the State of Indiana, 1876 by Baskin & Forster.

Linn Loomis

1. Photographs and a news clipping concerning events from August 1984-Sept. 9, 2008 regarding the Tinker's Creek Aqueduct and the Roscoe Aqueduct Bridge of the O&E Canal.
2. Photographs of the O&E Canal Visitor's Center and Signage along the O&E from Seven Hills and Independence to Newburgh Heights taken November 16, 1991 & April 18, 1992
3. O&E Canal's Northern Terminus photographs taken May 4, 1992 showing Key Bank, Terminal Tower and Tower City, British Petroleum Industries Tower and Erieview Tower
4. O&E Restoration photographs taken on September 26, 2003 5-6 miles south of Key Bank Tower in downtown Cleveland, OH of Cuyahoga Valley National Recreation Area, O&E Canalway Coalition, Cleveland metro-plex, Newburgh Heights Area, and area within Harvard Avenue and East 49th St.
5. Photographs taken on October 1991 showing Cleveland/s B P Tower, Terminal Tower, Key Bank and Cleveland Flats.
6. "Bicentennial Moments in Tuscarawas County History" from *The Chronicler*, New Philadelphia, OH: Tuscarawas County Historical Society. Vol. XXI, No. 2, Spring 2008.
7. "Covered Bridges in Ashtabula, County"
8. Book review for *One Man's Journey*

Sue Simerman

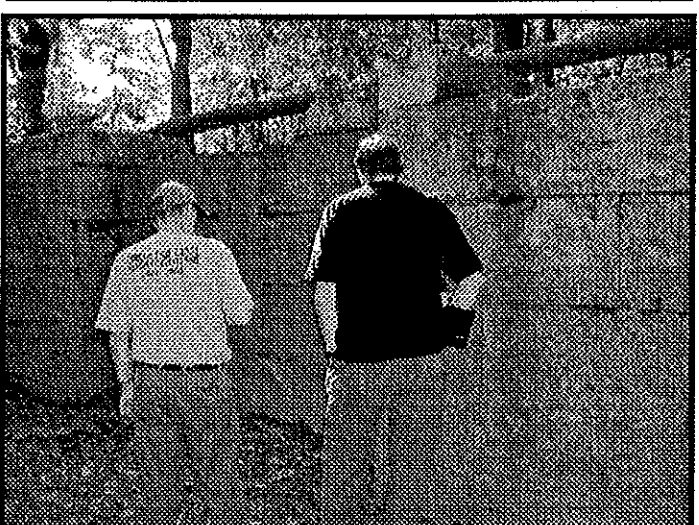
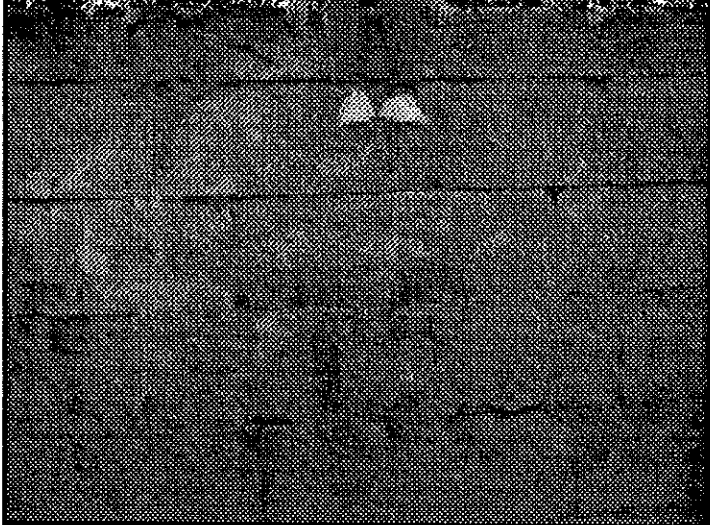
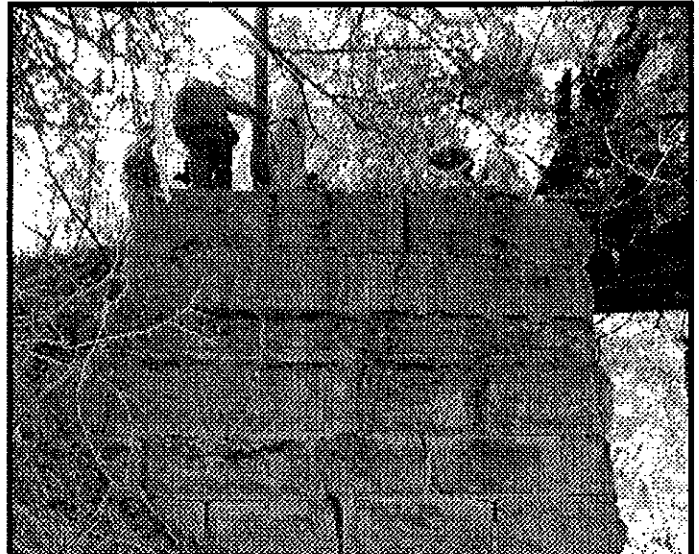
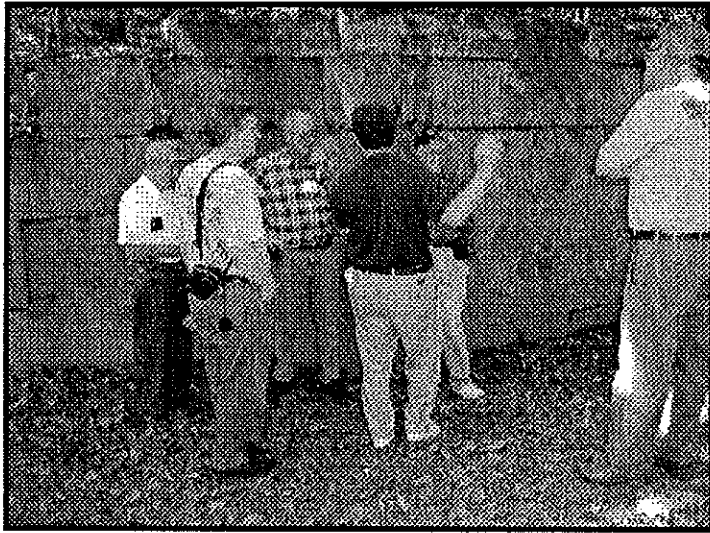
The Life of Mrs. Robert Louis Stevenson by Nellie Van De Grift Sanchez, 1922.

Kay Sheldon

Natural Resources of Indiana U. S. Department of the Interior, 1967.

MORE "ACROSS THE CROSS-CUT" TOUR PHOTOGRAPHS

Due to the length of the December 2008 "Hoosier Packet" not all places visited on the tour were pictured. Here are additional pictures from Sue Simerman, CSI director from Ossian, Indiana.



An animated Tom Castaldi explained Riley Lock #47.

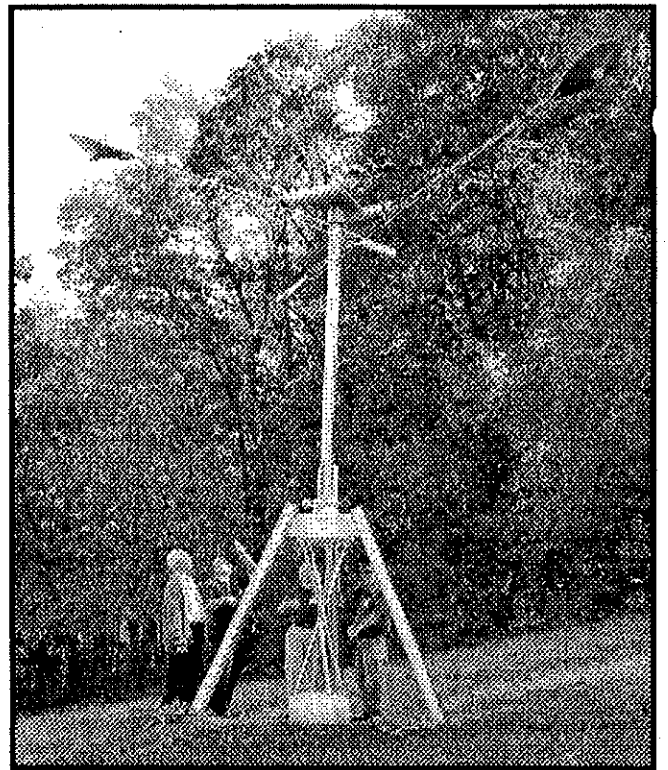
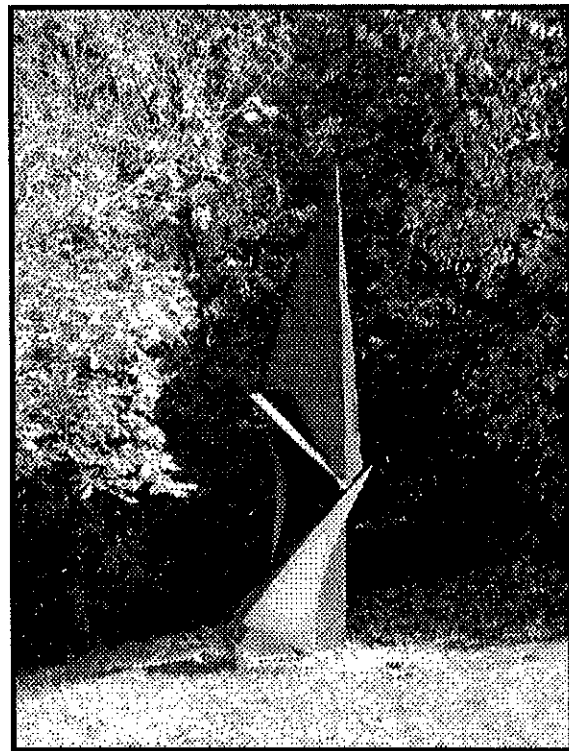
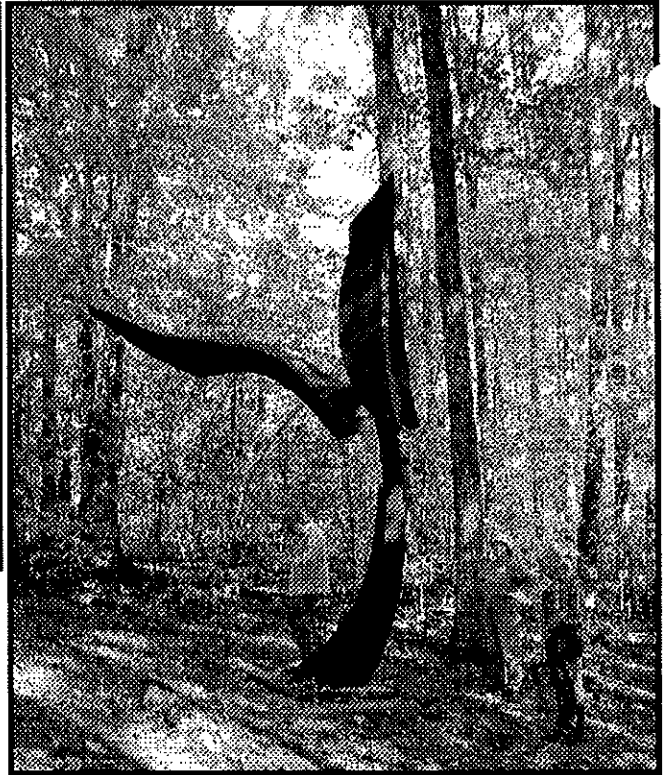
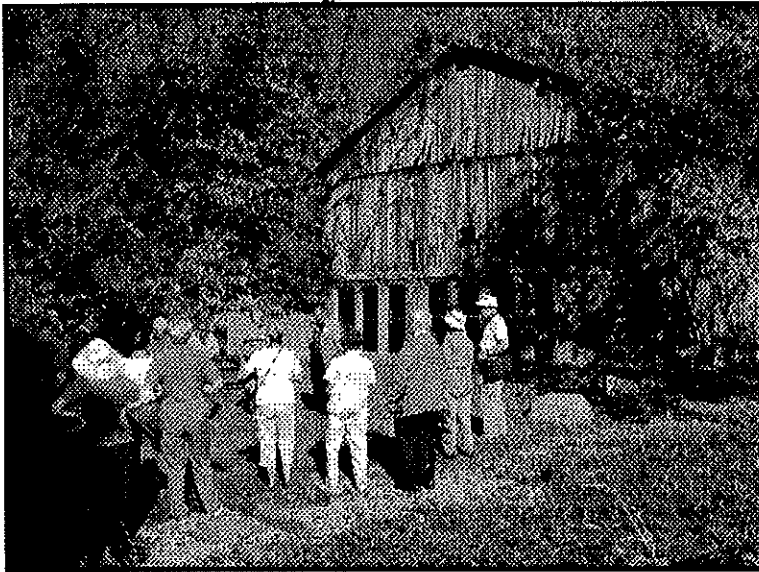
Bill Davis perched atop Lock #47's west wall to listen and observe discussions below.

A fern took root between Lock #47's stones.

The abutment of the old Indiana 52 iron bridge where the Eel River Feeder Dam was once located had a large crack in it.

Larry Turner and Mike Morthorst, CSI members from Ohio, checked out the gate recess, rounded hollow quoin, and condition of the stones in Lock #47.

Photos by Sue Simerman



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Tobacco Barn at Trail Head

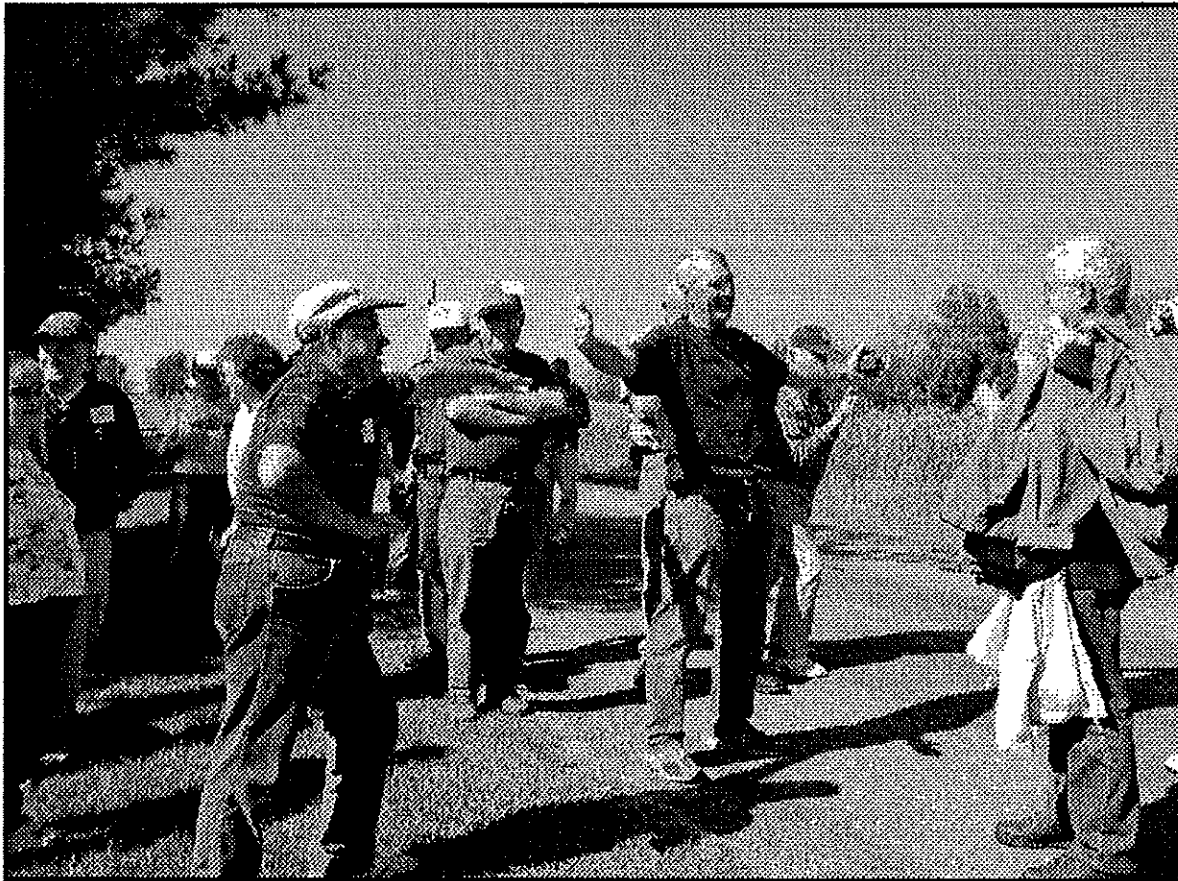
"Stealth," first on trail

"Basket 1" woven with stranded wire cable

"Dancing"

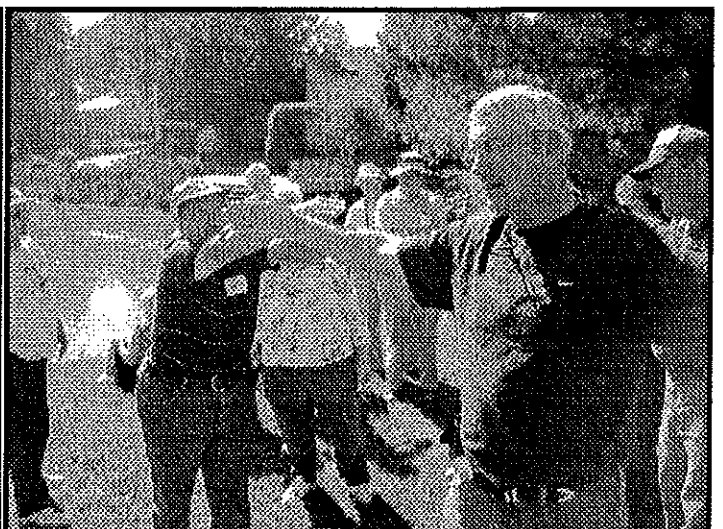
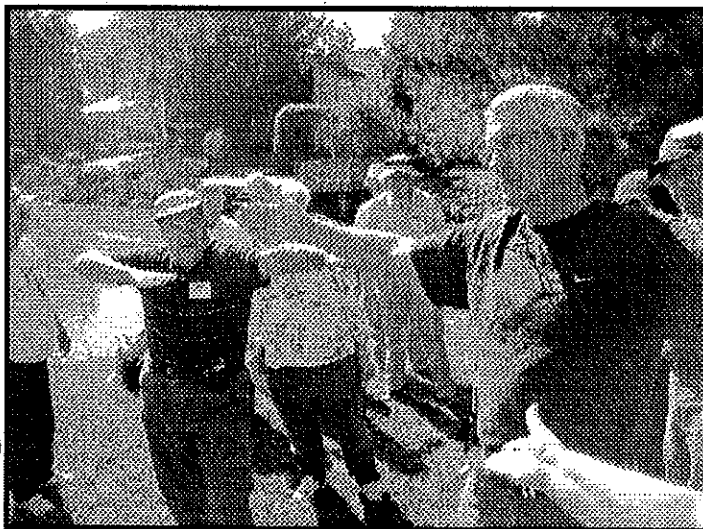
"Visitation"

Photos by Sue Simerman



Understanding how the Cross-Cut Canal was fed by Birch Creek Reservoir, Splunge Creek Reservoir and water pooled by the Eel River Feeder Dam was not easy. At the Blue Hole, the canal summit, Bob Schmidt, CSI President, and Jeff Koehler, CSI Director, became very animated while explaining how water was backed up by the Eel River Dam and carried down the Eel River Feeder to the Cross-Cut Canal's summit level. Part of the water fed the northwestern portion of the canal, some flowed down the southeastern portion of the canal and some was diverted via a spillway into Splunge Creek Reservoir, which was lower than the feeder. Then the reservoir fed the southeastern part of the canal when needed. Water from Splunge Creek Reservoir never fed any of the canal to the northwest since it was lower than the summit level. Then to supplement the water flow from the Eel River Feeder when water became insufficient, water from the Birch Creek Reservoir and Feeder was also introduced into the Eel River Feeder.

Top photo- Sue Simerman Bottom photos - Tom Casraldi





W & E CULVERT 38 LOCATED

Tom Castaldi, Allen County Historian and CSI advisory council, received a call from Mark Hiple of Huntington County on Monday, October 20, 2008. Mark said that over the weekend a truck left U.S. 24 south of Roanoke and ended up in a ditch. After the rig was removed, he noticed several large timbers exposed below the berm along the highway. Mark, who is employed by Geiger Excavating knows a little something about how unusual it is to find large timbers uncovered along such a major highway, so he contacted the Huntington County Historical Society and they referred him to Tom.

After a lengthy telephone discussion with Mark, Tom searched for the site on various maps and referred to extant reports. He then made a first hand visit to the site and noted that the wood was of the proper vintage, size and shape of a wooden culvert. He took pictures to document the find.

In his 1847 report Jesse Lynch Williams, Chief Engineer of the Wabash & Erie Canal, notes three culverts located between "Port Mahon" and Aqueduct No. 13 that crossed Bull Creek. Each culvert is 10 feet by 18 inches and is built of timber, submerged.

A stream that once flowed north to south to the Little Wabash River at the culvert site has been diverted with the building of U.S. 24. The site appears to have been Culvert No. 38, the first of the three culverts mentioned in Williams' report. It is located approximately at 40°55'46.46N and 85°2'3'10.24W.

Further study will be made regarding the culvert. We send a big HIP HIP HOORAY to Mark Hiple for finding the culvert and notifying CSI!



These timbers found alongside U.S. 24 near C.R. 675 N are part of a Wabash & Erie Canal box culvert that carried the canal across the creek. We suspect that they are the remains of Culvert 38. Photos by Tom Castaldi

WELCOME NEW MEMBERS

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

Richard Kincaid - Terre Haute, IN

Charles Lake - Ft. Wayne, IN

Jerry Lehman - Terre Haute, IN

Don Pergal - Indianapolis, IN

Richard Rennick Jr. - Covington, IN

CANAWLERS AT REST

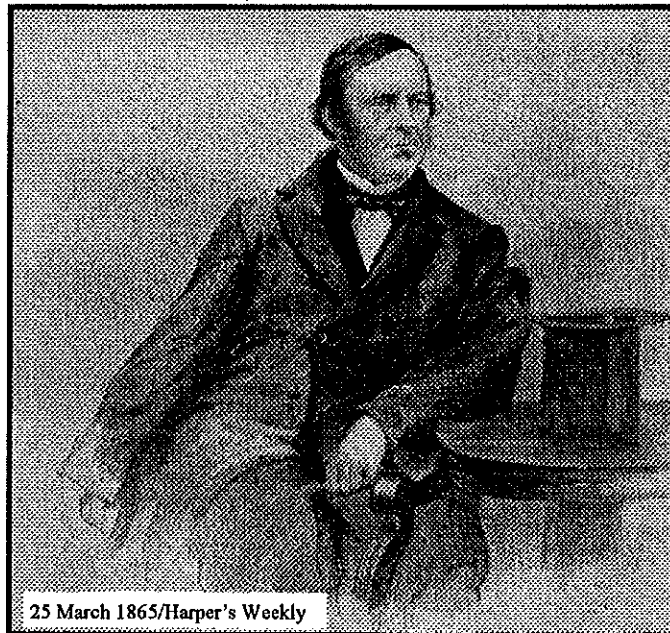
HUGH McCULLOCH

Part II: His Washington Years
First Comptroller of the Currency and
Twice Secretary of the Treasury

b. December 7, 1808

d. May 24, 1895

By Charles B. Huppert



25 March 1865/Harper's Weekly

Hugh McCulloch made his first business trip to Washington D.C. in 1862. At the time he was the president of the new Indiana State Bank. He had been the branch cashier and manager of the Second State Bank of Indiana in Fort Wayne for many years; however, its charter expired in 1857. When the new Indiana State Bank was formed, Hugh McCulloch was made its president.

The reason for McCulloch's sojourn to Washington City (as it was then called) was to oppose a bill in Congress establishing a national banking system. McCulloch opposed the bill because he felt that if the Union lost the Civil War the entire banking system could fail. However, with strong state banks, the disruption of the Federal government would have much less of an impact. McCulloch failed in his effort. The bill, after being amended, passed and was signed in to law early the following year.

In the meantime McCulloch and his wife decided they needed a vacation. So in March of 1863 they journeyed back to Washington. The vacation was to be a quick one. So they could thoroughly enjoy their time they did not leave an itinerary as to where mail could reach them. While in Washington they visited the Treasury Department. At that time Salmon P. Chase was Secretary of the Treasury. McCulloch did not feel at liberty to call upon him since he did not know him and had no business to transact; however, he did leave his card with Chase's messenger. The next morning the McCullochs left Washington for Baltimore, Philadelphia, New York City and then Plattsburg, New York, where he and his wife, Susan Man, had been married in 1838.

Sometime near the time they were on vacation, McCulloch revisited the idea of the creation of a national banking system. He had a change of mind and wrote about it:

"My opinion in regard to the establishment of a national banking system underwent a change after the bill which I had opposed had been amended and became law. It had become quite certain that the war was not to be brought to an early close, and that the expense of prosecuting it, already largely exceeding its anticipated cost when hostilities were commenced, must be enormously increased before it was ended. . . . I had therefore been forced to the conclusion that banks with a perfectly secured circulation, which would be current throughout the Union, were an absolute necessity, and a careful examination of the Bank Act had satisfied me that this necessity had been met by it."¹

When he returned to Indiana, he found several telegrams which urged him to return to Washington, and a letter from Salmon Chase offering McCulloch the position of Comptroller of the Currency. Such a position heretofore had not existed. The purpose of the position was to, *inter alia*, set up the national system of banks. In the letter Chase strongly urged McCulloch to accept the position. McCulloch undoubtedly was shocked and claimed to be embarrassed. However, after much soul searching and consulting with his wife, he decided that

¹McCulloch, *Men and Measures of Half a Century*, p. 164.

he must resign from the State Bank and accept the position of organizing the National Currency Bureau.

Shortly thereafter McCulloch found himself in Washington in Chase's office where they discussed the situation. McCulloch only asked that in addition to his \$5,000 per year salary that he be allowed to pick his own clerks, to which Chase quickly agreed. During the next twenty-two months McCulloch chartered 868 national banks, none of which failed. Chase, due to the fact that he was seeking the Republican nomination for the presidency, resigned from the Cabinet in June 1864. Abraham Lincoln replaced him with William P. Fessenden. Fessenden had many physical problems and after Lincoln's re-election and just before his second inauguration, Fessenden resigned as Secretary of the Treasury.

Within a couple of days of that inauguration - March 4, 1865 - Lincoln called McCulloch to his office in the White House and offered the Cabinet position to him. McCulloch was taken aback because he did not suspect that this was the reason that he had been summoned to the White House. He responded that he was unsure of his ability to do what was required of the Secretary in light of the existing financial condition of the government. "I will be responsible for that," said the President. "I will be responsible for that, and so I reckon we will consider the matter settled." The next day Lincoln sent the nomination to the Senate which confirmed the appointment unanimously.

One of the most serious problems that McCulloch inherited was the fact that over 25% of the greenbacks in circulation were counterfeit. So,

"On the afternoon of April 14, 1865, with [Lafayette C.] Baker still in charge of the anti-counterfeiting campaign, Abraham Lincoln met the Secretary of the Treasury Hugh McCulloch, who described the ongoing severity of the counterfeiting problem to the [P]resident. McCulloch suggested: 'We should have a regular permanent force whose job it will be to put these counterfeiters out of business.' Lincoln agreed. It was the last meeting McCulloch ever had with Lincoln."²

As we all know, the President was assassinated that evening by John Wilkes Booth at Ford's Theater. A page was turned and another chapter began in the history of the United States.

Lincoln's successor also agreed with McCulloch. President Andrew Johnson continued McCulloch in office throughout his presidency. Because of the political

upheaval caused by the assassination, the United States Secret Service was not hatched until July 5, 1865, when Hugh McCulloch swore in the first director of the United States Secret Service, William P. Wood.³

McCulloch, as Secretary of the Treasury, believed that it was incumbent upon him to make the dollar as stable as possible. To do this he believed that two things should occur. First, specie payments should be resumed. Second, federal greenbacks should be retired. All of this he explained in an address he gave in Fort Wayne, Indiana, October 1865. He said:

"I am not one of those who seem disposed to repudiate coin as a measure of value, and to make a secured paper currency the standard. . . . I favor a well-secured convertible paper currency - no other can to any extent be a proper substitute for coin. . . . Whenever specie is needed for such a purpose, the paper currency of the country should be convertible into it, and a circulation which is not so convertible will not be, and ought not to be, long tolerated by the people. The present inconvertible currency of the United States was a necessity of the war; but now that the war has ceased, and the Government ought not to be longer a borrower, this currency should be brought up to the specie standard, and I see no way of doing this but by withdrawing a portion of it from circulation."⁴

It appears that it was Hugh McCulloch who firmly settled the matter of putting the United States on the gold standard. This was accomplished within eight years after he became Secretary of the Treasury. This standard remained the basis of our system of currency for almost 100 years. It ended when President Nixon eliminated the fixed gold price in 1971 causing the system to break down.

McCulloch served as Secretary of the Treasury until his successor was appointed by President Grant shortly after he became president in March 1869. By

² Melanson, *The Secret Service*, p. 10.

³ The reason that McCulloch conducted the swearing-in of Wood was because the newly formed Secret Service was then a division of the Treasury Department with its only task to investigate counterfeiting. Now the U.S.S.S. is under the Department of Homeland Security and has two primary functions: investigation and protection. The responsibility for protection evolved out of the assassination of President William McKinley in 1901, the third presidential assassination after Lincoln.

⁴ McCulloch, *Men and Measures of Half a Century*, p. 201.

1870 McCulloch had moved to London where he was to head up the London office of Jay Cooke & Co., which there was called Jay Cook, McCulloch & Co. This banking company was headquartered in New York City with offices in Washington. It was a most successful bond brokerage house and was usually involved with any bonds which were issued by the United States. However, by 1873 with Cooke's interests elsewhere, the company failed. McCulloch continued the London office for three years thereafter as McCulloch & Co. In 1876, McCulloch returned to the United States.⁵ In 1884, President Chester A. Arthur asked him to resume duties as Secretary of the Treasury. However, what Hugh McCulloch did in the intervening years eludes this writer. In October 1884, the President called upon McCulloch at his farm home, Holly Hill, in Prince George's County, Maryland,⁶ and told him of the resignation of his Secretary of the Treasury, Walter O. Gresham. The President asked him if he would consent to a second time as Secretary. McCulloch consented and filled out Arthur's term for about 5 months until March 4, 1885, when Grover Cleveland was inaugurated.

Hugh McCulloch retired to his Maryland home where he concluded his memoirs, published in book form in 1888 under the title *Men and Measures of Half a Century*. There he resided with his wife until his death. Hugh McCulloch passed away at Holly Hill on May 24, 1895. On May 27th his body was removed to the Episcopal cemetery, Rock Creek, in the District of Columbia. Services were held at the church, and the body was borne to the gravesite a short distance north of the church.

To complete this account, William E. Gladstone, future Prime Minister of England, best summarized McCulloch's achievements when he stated in 1867 before the House of Commons:

"Let us not be ashamed to follow a good example wherever we may find it, or to render a just tribute of admiration to the courage and forethought of the American people, who are at this moment bearing a large burden of taxation, both in its amount and kind, which makes their conduct a marvel, because they believe that the true secret of their future lies in the steady and rapid reduction of their debt. I am sure the prevailing sentiment of the House will be to convey to the American people, to the authorities there, and to the able and enlightened Minister of Finance [Hugh McCulloch] our hearty congratulations and our best wishes, that he may long continue to apply the same vigorous

and prudent hand in thus wisely administering the resources of his country."⁷

⁵ This is somewhat controverted in a New York Times article announcing his death dated May 25, 1895.

⁶ Thanks to Susan Pearl, historian for Prince George's County, for confirming the location of Holly Hill. She explains that McCulloch's 514 acre farm was actually in two Maryland counties, Prince George's and Montgomery. It was located in the Southeast quadrant of the intersection of the Capitol Beltway (I-495) and New Hampshire Avenue (MD 650), about 3 1/2 miles outside of the District of Columbia.

⁷ New York Times article of Hugh McCulloch on May 25, 1895.

SOURCES:

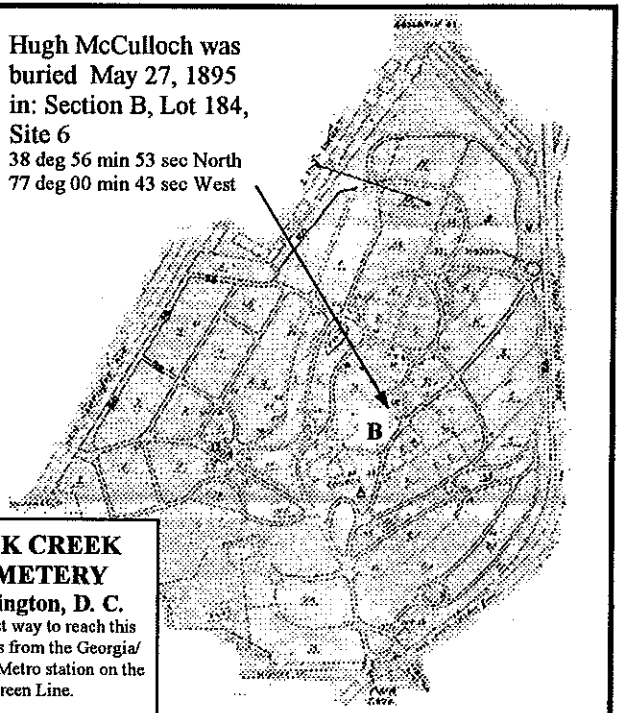
- McCulloch, Hugh, *Men and Measures of Half a Century*, Chas. Scribner's Sons, New York, 1889 The New York Times archives *Encyclopaedia Britannica*, vol. 14, p. 502 (1968)
- Melanson, Philip H., *The Secret Service: The Hidden History of an Enigmatic Agency*, Carroll & Graf, New York, 2005
- Basler, Roy P., *The Collected Works of Abraham Lincoln*, Rutgers University Press, New Brunswick, N.J., 1953, vol. VIII, p. 408
- www.nationmaster.com/encyclopedia/hugh-mcculloch
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- www.ustreas.gov/education/history/sedcretaries/hmcculloch.shtml
- www.mrlincolnwhitehouse.org/

WANT TO LEARN MORE ABOUT HUGH MCCULLOCH?

Lincoln's Treasurer: Hugh McCulloch of Fort Wayne at the Fort Wayne History Center This exhibit will be on display Dec. 15, 2008, through June 30, 2009, at the History Center located at 302 E. Berry St. in Fort Wayne. It shows how Fort Wayne native, Hugh McCulloch, shaped Abraham Lincoln's presidency and legacy.

Hugh McCulloch: Father of Modern Banking This 247-page book by Fort Wayne native, Susan Lee Guckenberg, is available at the History Center. www.fwhistorycenter.com or call (260) 426-2882.

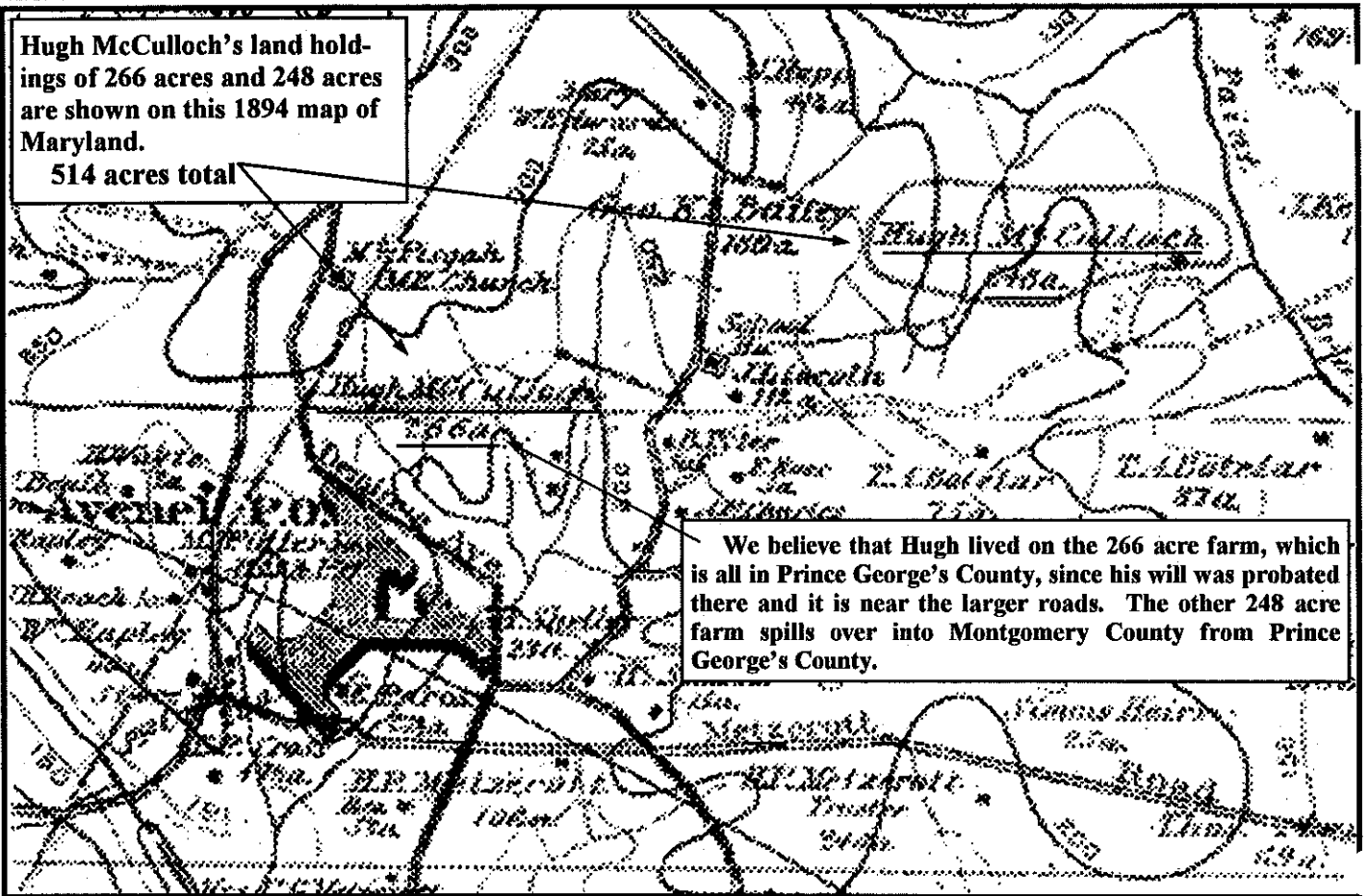
Hugh McCulloch was buried May 27, 1895 in: Section B, Lot 184, Site 6
38 deg 56 min 53 sec North
77 deg 00 min 43 sec West



ROCK CREEK CEMETERY
Washington, D. C.
The easiest way to reach this cemetery is from the Georgia/Pentworth Metro station on the Green Line.

Hugh McCulloch's land holdings of 266 acres and 248 acres are shown on this 1894 map of Maryland.

514 acres total



We believe that Hugh lived on the 266 acre farm, which is all in Prince George's County, since his will was probated there and it is near the larger roads. The other 248 acre farm spills over into Montgomery County from Prince George's County.

McCULLOCH

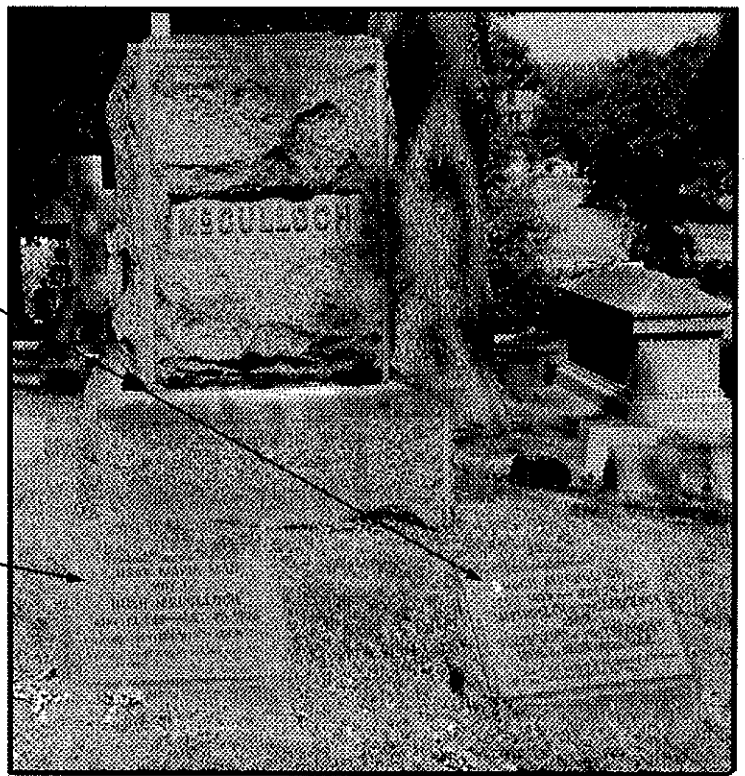
HUGH McCULLOCH
 DEC. 7, 1808 - MAY 24, 1895
 COMPTROLLER OF THE CURRENCY
 1863

SECRETARY OF THE TREASURE
 1865 TO 1869 AND IN 1884

*"Justice and Judgement are the habitation of Thy Throne.
 Mercy and Truth shall go before Thy face."*

SUSAN MARIA MAN
 WIFE OF
 HUGH McCULLOCH
 MAY 13, 1818 - JULY 25, 1890

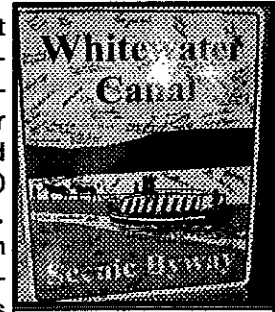
TOGETHER THEY PASSED FIFTY SEVEN YEARS
*"With long life will I satisfy him and shew him my salvation:
 Psalm XCI, 16."*



In August Chuck Huppert, CSI vice-president from Indianapolis, took these pictures of the grave sites of Hugh and Susan McCulloch in the Rock Creek Episcopal Church Cemetery located just north of Anderson Cottage, the place where the Lincolns spent their summers in 1862-4. The cottage is north of the White House a little over 3 miles and was just opened to the public this Spring after a \$21 million renovation.

CSI DIRECTORS MEETING

The Canal Society of Indiana Board of Directors met on November 1, 2008 in the old train station room of the Lawrenceburg Public Library to review the accomplishments of the society over the past year and to plan for the future. Hosts for the meeting in the light and airy restored depot were Charles and Anne Whiting, CSI director from Lawrenceburg/Greendale. During a catered luncheon a video about the "Twilight" cruise being offered by CSI on June 28-29, 2009 was shown.



CSI will purchase 3 of these signs. They will not have names on them like this special one. Photo - Lynette Kross

Photo - Bob Schmidt

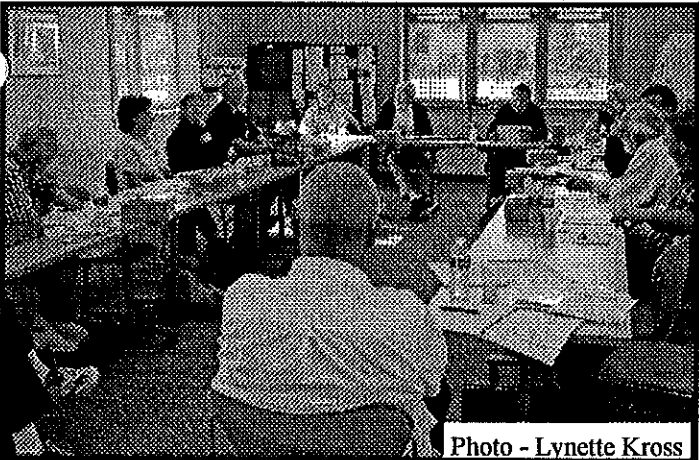


Photo - Lynette Kross

The secretary's and treasurer's report were approved as read. Carolyn Schmidt thanked all who contributed articles for "The Hoosier Packet" and gave everyone a list of canal places to visit that will be included in the CSI brochure. Chuck Huppert asked that a change be made in the information about the Central Canal when new membership brochures are printed.

Don Haack reported that he has sent the Indiana Department of Transportation a list of where major roads/interstates cross Indiana's canal prisms. He asked the directors to list those they thought should be marked with green and white signage.

Mick Wilz reported the progress of the Whitewa-

ter Canal Trail project and said that the fund raising corn maze attracted over 2000 people. Gail Ginther announced the Whitewater Canal Scenic Byway is official and said signs were available for \$100 each. CSI will fund three of them. Jerry Mattheis said the Vinton House is self-sustaining for its operating expenses, a museum has been set up on the third floor including the canal, a sign will be painted on the nearby wall, and the fund raising veterinary clinic was hugely successful.

Dan McCain said that Canal Park in Delphi has rebuilt the canal playground boat destroyed by an arsonist, will have an operating replica boat on the Wabash & Erie Canal by the latter part of next year, and has a fund drive in progress. CSI has sent out a brochure listing projects for which they are seeking funds. Brian Stirm said that Trail of Death signs have been placed in Carroll County and some are on the same posts as the canal trail signs. CSI is also setting aside \$200 for Wabash & Erie Canal markers at Peru, Indiana.

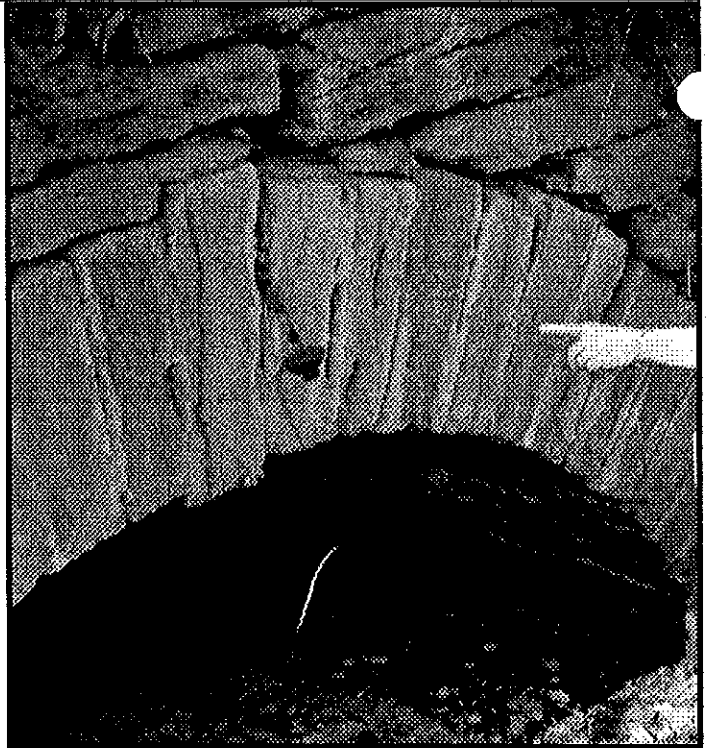
Chuck Huppert said that repairs are being made on the Central Canal near where a breach occurred in 1992. This time they are driving steel pilings into the canal bank.

Cynthia Powers announced the CSI spring tour "Wait Til You Get To Wabash" on April 17-19, 2009. Saturday night at Charlie Creek Gardens will be an extra special treat. Mike Morthorst is planning the fall tour of the Miami-Erie Canal from St. Marys to Piqua, Ohio on October 16-18, 2009. Mark your calendars for these and the "Twilight" tour.

Bob Schmidt, CSI president, thanked those attending the meeting for all the accomplishments they have made throughout the state:

- CSI Directors: Jim Ellis, Gail Ginther, Don Haack, Chuck Huppert, Lynette Kross, Dan McCain, Jerry Mattheis, Mike Morthorst, Cynthia Powers, Sue Simerman, Bob & Carolyn Schmidt, Brian Stirm, Chuck Whiting, Mick Wilz
- Guests: Ruth Ellis, Lynda Huppert, Phyllis Mattheis, Ed Powers, Steve Simerman, Anne Whiting

After the meeting was adjourned, Chuck Whiting led a car caravan to what we had previously thought was Possum Run Culvert for pictures and then to the newly identified Possum Run Culvert for more pictures. We then proceeded to the old flour mill in West Harrison to see where the mill wheel had been in the old back wall. It used water from the Whitewater Canal to grind grain. The canal was between the mill and the river.



Newly identified Possum Run Culvert with bolt.
Some directors and guests behind West Harrison Mill L to R:
Lynette Kross, Sue Simerman, Steve Simerman, Jim Ellis, Don
Haack, Gail Ginther, Chuck Whiting, Dan McCain, Carolyn
Schmidt, Mike Morthorst, Brian Stirm, Chuck Huppert.

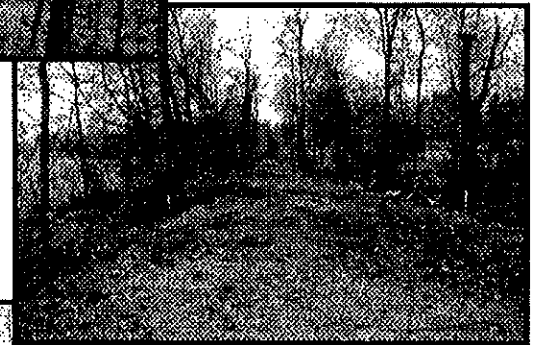
TOWPATH TRAIL FT. WAYNE

A press conference was held on the Towpath Trail along the old Wabash and Erie Canal right-of-way on Fort Wayne's southwest side on Monday October 20, 2008, to announce support of a national Rails to Trails effort seeking more trails funds in the 2010 federal transportation funding. Indiana continues to fund trails. A major grant was received this year from Governor Mitch Daniels for development of the Towpath Trail.

That day Wayne Asphalt began paving Towpath Trail on the east side of Smith Road and began on a segment of the trail located on the west side of the road. Much of the Towpath has been funded by substantial in-kind land donations and private donations both to the Greenway Consortium for the area within the city limits and the Aboite New Trails group for areas outside the city limits.

The following photos show the trail progress between Covington Road and a farmers field in Fort Wayne as it approaches and curves onto the towpath. The same field is seen in the second photo with the canal prism on the right. The final photo shows the towpath

with the field in the background, the prism in front of the towpath, a neighboring yard and Covington Road. This segment is almost ready for paving.



Photos by Bob Schmidt

**A Trio in Business, A Grand Edifice,
and an Establishment in Philadelphia**

A series of articles by Mark Smith

In 1858, the south side of the square in Delphi, Indiana was considerably enhanced by the construction of a grand edifice erected by equally as grand merchants. In fact, the *Delphi Journal* remarked thusly "N. Fletcher, of Wabash, has revived the *Gazette*. It is very neat in its appearance, and withal spicy. He gives our town the following notice: We were down at Delphi last week. That beautifully located town is improving some this summer. A magnificent courthouse is being erected in the centre of the public square, which will when completed, be one of the handsomest buildings in the State. It was let on contract for thirty-three thousand dollars. The external appearance of the building will be very showy, and unless greatly improved, the houses surrounding the square will appear to great advantage in its presence. One exception, however, we must make, and that is a new block, belonging to Messrs Rinehart, Holt, and Martin, now nearly completed, which in style, size and finish, is not surpassed by any town on the Wabash. It will reflect the highest praise on its enterprising and public spirited owners. Such men are public benefactors."

So who were these "public benefactors"? One of them was Enoch Rinehart; who was born in Hampshire County, Virginia, August 17, 1815, and made his way north to Lafayette, Indiana in 1836, and from there to Monticello, then to Canal-Era Delphi, Indiana in 1839. His coming to Delphi predated the entry of the Canal by one year.

Enoch was county Sheriff for two terms, from 1844-1848, and in typical Canal-Era versatility, he threw his lot with George Robertson in paper manufacturing along the Canal west of the City. He was also on the committee to bring what became the Monon Railroad (then called the Airline) to Delphi. Much of his time was occupied with various fraternal organizations, such as the Mount Olive Lodge No. 48, Free and Accepted Masons, and the Delphi Lodge, also associated with the Masonic lodge. He was married to Elizabeth F. Parker in Springfield, Virginia, June 6, 1845, and she passed away three years later. His second marriage was to Isabella Moore, July 14, 1849. To this marriage were born three sons: Edward Moore, William A., and Harry M. His wife passed away on December 22, 1884, at the rather young age of 53 years. Besides his entrepreneurial talents, he was known for his grandiose home on Front and Market, which was the site of his funeral upon his death on November 1, 1895, the Reverend James Omelvena officiating. He was laid to rest in the Masonic Cemetery.

The second of this grand triumvirate was Abraham Martin, who was born in Bedford County, Pennsylvania, November 1810. He came to Carroll County in 1834. Abraham was very well known for his fruit nursery in what was called then South Delphi. He was also known for his strong spiritual convictions of the Baptist variety. He passed away November 15, 1898, and his wife followed him on October 25, 1899. One son survived.

Our final merchant of this trio was Vine Holt, whose father, Ziba Holt, was born in Windham, Connecticut, moved to Gallatin County, Kentucky, and then came to Carroll County, Indiana. Ziba was well known as a Revolutionary War hero, serving under General Israel Putnam, then under Andrew Jackson in the Battle of New Orleans. In Carroll County Ziba and his wife Penelope King Holt settled along what is now known as the "Crooked Road to Flora", or the "Burlington Pike." Ziba took his rightful place as one of the many land owners and developers of that era and location.

Vine Holt was born in Gallatin county, Kentucky, October 13, 1813, and came with his father in the fall of 1825. Vine's initial venture into the business world was his role in constructing the Michigan Road. In 1840, he joined forces with the late Noah Dewey, then with Lewis Martin. He was also associated with John Brookbank in a tannery as well as a saddle and shoe shop. He was a stockholder with the Toledo, Wabash, and St. Louis Railroad. His first marriage was to Edith Phelps, and, upon her death, he was married to Mrs Martha Applegate.

So what about this store in Philadelphia, you might ask? Well--Vine's daughter Isabella (Bell for short) was married to Benjamin Zellely Strawbridge, who was originally from the Keystone State. Strawbridge and his father-in-law were in partnership at their business on the south side of the square in Delphi until October 1, 1874, when he left the economic incubator of Delphi, Indiana. He returned to his native state of Pennsylvania to found a grander emporium known as Strawbridge and Clothier, with Justus Clothier.

The structure in which Holt and Strawbridge had their business in Delphi became known the "Holt and Rinehart Hall" and was used as the very first large concert hall. Later on it was outfitted with a skating rink. Blind Tom, a black version of our Scott Joplin, performed there. So this is Delphi's "Philadelphia Connection".

Vine's granddaughter Emily Strawbridge Dunn returned in 1902 to deed over her grandfather's home on the corner of Wilson and Main to James Shirk. The home is still standing as a testimony to a grand era.

A Partnership Nestled in a Building

One of a series of articles

By Mark Smith

Now that I have previously presented to my readers the grand edifice known as the "Holt and Rinehart Hall," I think I should inform them that there were several partnerships housed in that structure, much as nesting Kachina dolls utilize the largest doll as a base, and the smaller ones stack in subsequently.

In addition to Holt and Strawbridge, there were others such as Matthew Simpson, James Watts, and Thomas Howes, Noah Cory (who later on distinguished himself as a very good insurance agent), and our present subjects, the Mount family.

On June 16th of 1865, there was a proud announcement in the *Delphi Journal* worded thusly: "NEW HARDWARE STORE ---Messrs. Jackson & Mount have entered into partnership in the Hardware business. They have rented the north room in the new brick building of Ruffing & Assion, and are fast filling it up with every thing in their line of trade. Call in as you pass, and see what they have."

However, in just two short years' time, a grander article was seen in the same publication worded in this manner: "Attention Citizens! Jackson and Mount---keep constantly on hand a large assortment of HARDWARE--shovels, forks, rakes, chains, iron and steel, BUILDERS HARDWARE such as glass, locks, latches, paints and oils, and we have a full stock of BUGGY WOOD WORK Finished and in the Rough, and Hubs and Felloes for wagons. All of which we will furnish as low as any house, east or west. We don't allow any House to Undersell us. We buy goods for cash and can sell them lower than parties buying on time. PARTIES BUILDING Will do well to call and price our goods before buying. Sign of the Big Padlock, South Side of the Public Square."

The Mount family came to Carroll County from Franklin County, Indiana. Jonathan Mount was married to Nancy Jackson in February of 1844, and had a son Daniel from an earlier marriage. (Carroll County Indiana Legacy, 1824-2005, Edited by Bonnie J. Maxwell & Anita L. Werling, pp. 132-133) Daniel was in partnership in the same structure with Charles B. Lyon until 1873.

Daniel was born near Delphi on June 4, 1838. He died at his home in Delphi on May 25, 1920, aged 81 years, 11 months, and 21 days.

In December of 1860 Daniel was married to Jane Haughey to which one son, John, was born. His wife preceded him in death on February 27, 1919. He

was a member of the Christian Church. His death came as the result of a stroke following a hip fracture caused by a fall. Elder E.C. Wells officiated at the funeral from the home next to the Christian Church.

Daniel's son, John, was seventy-seven years of age upon his death recorded in the Thursday, January 17th *Journal*. He was first connected with his father in the clothing business, then in 1908 entered into a partnership with the late Charles Lane in a local hardware store. It then became known as Mount and Lane. Later he bought the interest of Mr. Lane and formed the company known as Mount and Son with his son Haughey in partnership with him.

John's funeral was again held from the family residence adjacent to the church he called home for many years. Rev. Howard Jenkins officiated.

John's son, Haughey, continued the enterprise and developed it with his wife Ruth Royster. Upon their marriage he immediately made his way to Indianapolis to apprentice at Block's, L.S. Ayres, and Wasson's department stores in dressing store fronts.

Haughey was well known for his punch bowl, which made the rounds to many social functions in the Delphi area. He and Ruth were parents of four children, Mary Jane, John R., Robert, and Margaret. Mary Jane was well known as a teacher in the Pittsburg school. Unfortunately, ill health on the part of many of the Mount family closed what had been a very vital part of the Delphi life in the early 1980's.

I fondly remember the entire family as being the embodiment of Christian grace and character. My mother would frequent the many CWF meetings held at the Mount cottage along Lake Freeman with Ruth and her sisters in Christ. Thus closes one more chapter in the mercantile life of Delphi in a grand edifice on the south side of the square.

NEWS FROM DELPHI

SIGNAGE ERECTED

Carroll County Wabash & Erie Canal, Inc. board members Brian Stirm and Mark A. Smith are seen flanking a Trail of Death sign along the Bicycle Bridge Road in Carroll County. Stirm and Smith were involved in a co-operative project with both



Shirley Willard, Fulton County Historian, and Ron Francis, County Highway Superintendent, to place signage along the route of the historic Potawatomi Trail of Death through Carroll County.

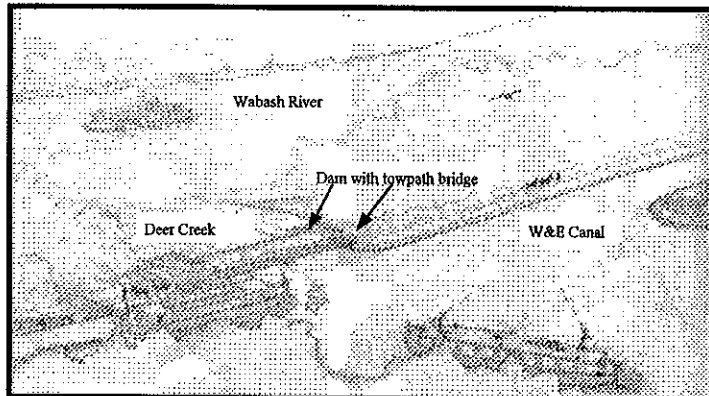
No tax dollars were used in the completion of this project. On the contrary, private contributions were accepted from a varied group of citizens including Bishop Higi, Mike White of Brookston, two local DAR Chapters, the Carroll County Wabash-Erie Canal, Inc, and Brenda Crume from Burlington.

Brian Stirm erected signage below the already placed Wabash & Erie Canal towpath trail sign on September 21, 2008. On September 22nd a grand caravan, which initiated at Rochester in Fulton County and terminated at Quincy, Illinois, was filmed the length and breadth of the Trail of Death journey. The Canal Interpretive Center at Delphi was one of the many sites filmed for the documentary.

INTERPRETIVE PANELS & CANAL BOATS

By Dan McCain

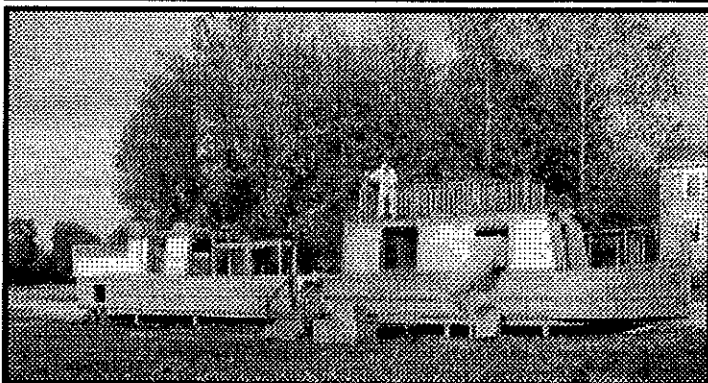
We are planning a series of colorful outdoor interpretive panels with descriptive information and artwork to be placed along Delphi Historic Trails. Below is a beginning sketch of one of our most intriguing historic canal sites -- we call this area "Sunset Point". History records that the last boat passing this narrow spot between the high bluff and the spillway in 1874 crashed into the dam. That happened just after the mules pulling it had fallen through the rotting spillway bridge boards. Since the forward momentum was ceased with the demise of the mules, the captain couldn't control the boat and it was swept by current into the aging wooden dam. Cargo, driver, mules and all were "dashed into the Wabash" and drowned.



Artist Terry Lacy placed the completed interpretive panel on the wooden posts at the Carrollton Bridge site. This panel illustrates the Mentzer Tavern location adjacent to the site where canal boats crossed the Wabash River (then a slackwater lake). On the west side of

the road was Lock #32 where another panel sign was placed. Many additional historic locations along the trails are available for sponsorship in this expanding program. (call 765-412-4308 for details if you are interested in sponsorship).

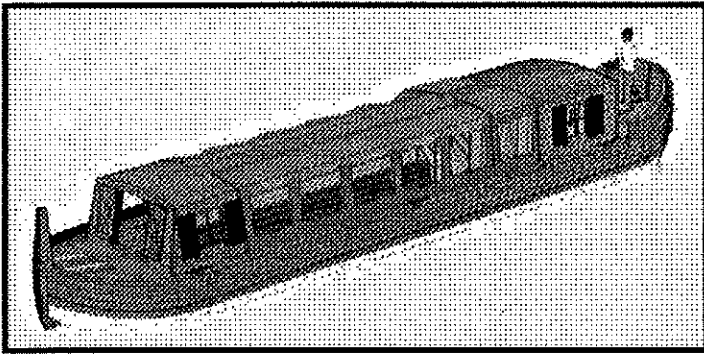
Photos by Dan McCain



Volunteer Jeff Seramur (topside) assisted by Kevin McNally started spray painting the playground boat that was completed by the many volunteer carpenters. The arson fire destroyed the whole back half (note the difference in color) in August. This signals the end of construction for this popular outdoor exhibit.

During reconstruction the crew doubled in size -- usually 10-12 each day. The name to be painted on the back will be "Volunteer" to recognize the efforts of so many men and women who helped on a M-W-F morning work schedule to complete the playground boat, which will be outdoors in front of the Canal Center year-round. Very recently a donor stepped up to sponsor this full size "playground" freight/passenger boat. We thank Richard Funkhouser for his generous donation. And thanks to the many contributors, including children, who helped fund and provided materials to rebuild it after the fire.

The newest boat coming to our fleet will be a



structure will be placed. A skid loader or trailer and small tractor could then easily access the piles of old squared stone without having to cross a busy road. The stone will be moved to the set up site as needed.

When the kiln is re-erected it will serve as a monument to those who worked in the lime industry. The burning of lime in Delphi focused on this very location when Hubbard and Harley operated here in the 1850s and shipped directly on the canal from their own dock. Now the only remaining challenge is to interpret this structure for the public to appreciate.

replica craft that floats and takes passengers on rides along the mile-long watered section of canal. It will be housed inside a protective "Warehouse" by entering a slip at water level. The operational boat shown above will be known as the "DELPHI" after it arrives from Scarnano Boat Company in Albany, New York next June. The operational boat and warehouse project is primarily funded by the Department of Transportation since it is a type of historic transportation.

LIME KILN (cont. from page 2)

CCWECI has requested that they may temporarily store the stone on an old crop field beside the Belt Railroad and next to the driveway to City Well #5. This would be handy to the existing county gravel road that curves around to the southwest and ends up at the 1873 Red Iron Bridge over the canal near where the

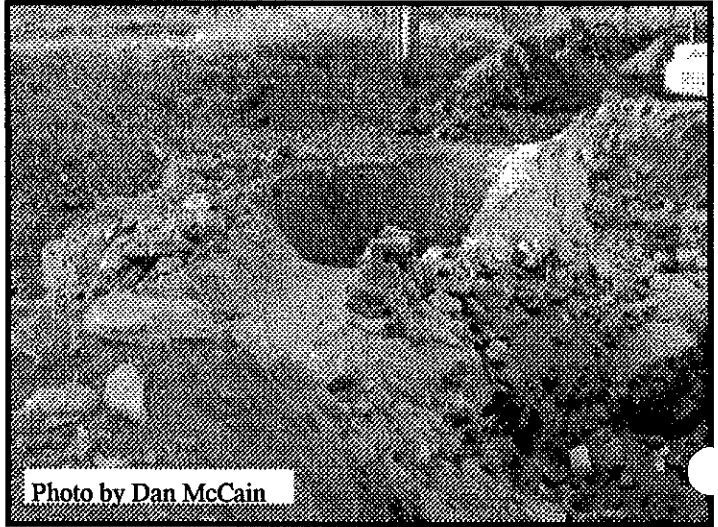
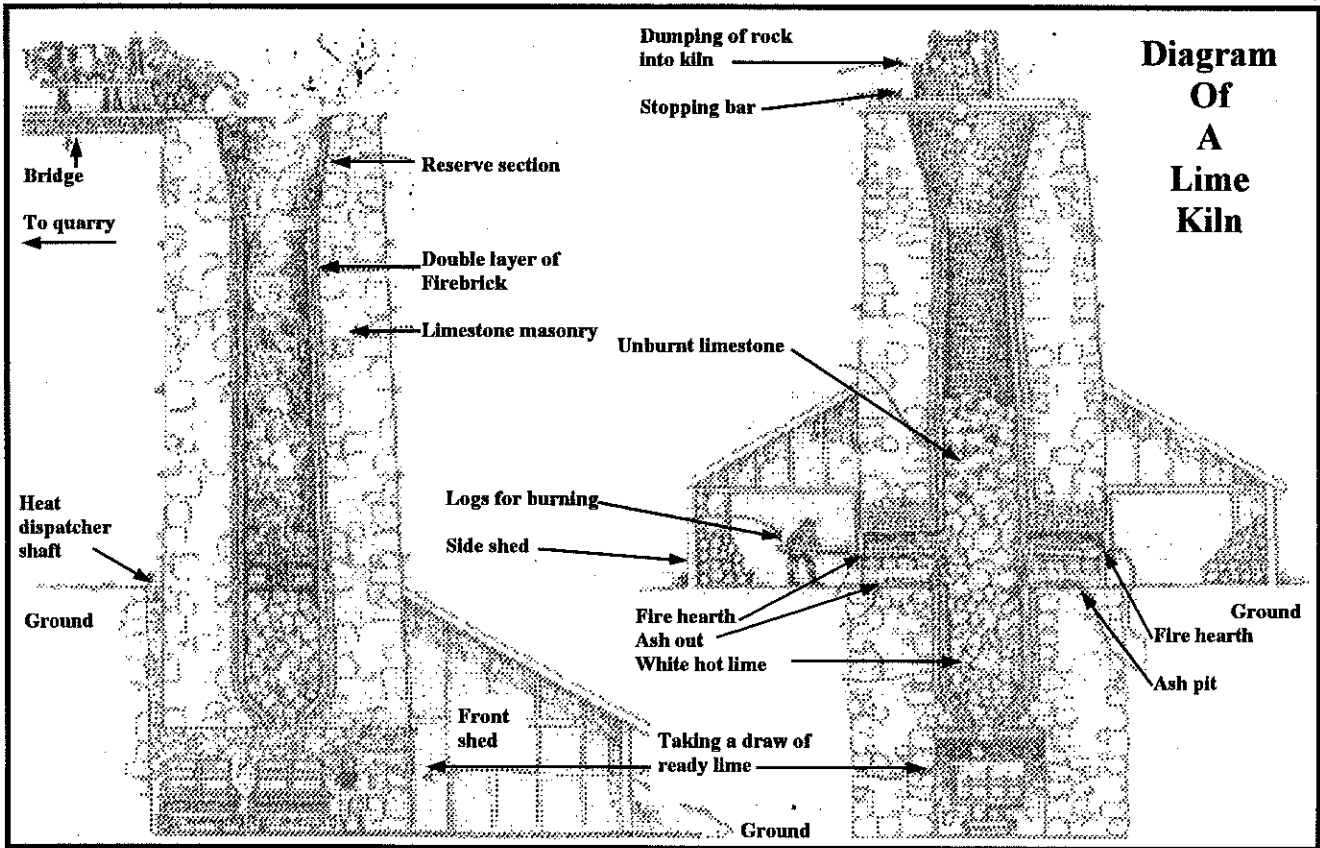


Photo by Dan McCain



PROCESSING LIMESTONE TO MAKE PLASTER

By Dan McCain

The heating of limestone to produce marketable material, such as quicklime, involves a process of burning, roasting, or calcining natural limestone cobbles or blocks. Lime production in the 19th Century needed several natural features to facilitate production of such materials. A natural limestone ridge or vein of the appropriate stone type near the surface for quarrying first had to be located, as well as large quantities of local wood for fuel. Later when railroads were developed, coal was introduced to the lime firing process, so access to coal sources also became a necessity.

When present day Dan McCain's ancestors David Rogers Harley & Erastus Hubbard began their lime kiln operation in 1857 on the banks of the canal 1,000 feet behind Dan's home, these brothers-in-law were saying this about their thirty foot tall, three bay "pot kilns"—

"A kiln is round on the inside and often square on the outside. The upper cylinder comes down to a narrower neck just above the firebox at the bottom of the chimney. The cooling zone is down below the firebox. The firebox comes in from two sides. You stack wood as close as you can and as high as you can reach. Then you dump the rock in at the top."

"Next, you light the fire. In about 36 hours you should be able to make your first draw of lime. You take out the ashes and drop the lime into the cooling basin. From then on the lime sticks and you have to trim it with a cutting bar around the edges. The lime sits in there like a cone. You trim the edges and drop it straight down. It has to cool six hours below the firebox before you can pull it out. Even at that time it will be so hot that it will be transparent."

"When you get ready to draw the lime you let the fire die down. Then when you get ready to cut the kiln you draw the lime. You take a couple of big sticks of wood in there and pry just over the edge. Then you take your bar and trim it. The work is very hazardous and you have to keep from getting burned."

"Firing a kiln is a very technical job. Really it takes an expert to fire a kiln. If you goofed up and rested your eyes too much the kiln would tell on you and go to "rocking." We had the best people you could ever assemble - they can do anything. We have little to work with except our hands for the most part."

The placement of a masonry lime kilns took into account the distance from the stone quarry site to the kiln processing area, and the distance from the kiln to the nearest transportation source. These kilns also served local needs and a road paralleling the Wabash & Erie Canal connected with the site. These kilns also served regional markets therefore the canal provided a long distance form of transportation — the canal and later railroads. In 1857 Hubbard and Harley sent lime in barrels as far as New York City via animal powered canal boats from the dock beside their kilns.

Since most lime products were of the "bulk" variety, profits from operating a lime industry rested on the movement of large shipments of raw lime products on a regular schedule. The perishable and sometimes flammable (volatile) nature of most lime products also limited production to available shipping resource types. As an example, railroads could transport lime faster than canals or wagons, which opened up more markets for lime kiln operations. Thus the second generation, known as the "Harley Brothers" (Charles and George), opened a new more efficient kiln just north of Delphi in 1888. Their office was on Carrollton Road just across from the Ice Plant that now borders the Delphi Golf Course. Shipping after the turn of the century was more efficient with the use of the Belt Railroad that connected the Monon and Wabash railroads.

The advance of the patented kilns (continuous burning 11 months per year) on this site reflects the Harleys' desire to increase the efficiency of the human labor force as well as increase production output in a shorter amount of time. The three side-by-side kilns allowed the operators to stagger the firings, which would produce more lime with fewer workers and less man-hours.

In the high point of production in north Delphi lime kilns produced over 500,000 bushels of burned lime per year. Over 100 men worked at the quarry/kiln site and another 25 in the woods harvesting logs. Logs were brought to the kiln site on the old Monon Railroad from 5 miles south of Delphi because the local source of timber by the 1890s was depleted. The Harleys owned the "Harley Switch" where they loaded the logs. It was 1 mile south of the junction of US 421/18 where Indi-

ana 18 goes east to Flora.

The most common byproduct of burning lime was quicklime, which was used to make plaster and mortar for building construction. Higher quantities of calcium carbonate in the limestone resulted in higher quality plaster and mortar material. Delphi's limestone was even better because it included magnesium carbonate that made a superior product sought out by professional craftsmen of the time.

Because burned lime absorbs water over time, it is labeled as a perishable product that must be used within a set period of time or it becomes useless for construction purposes. By adding sand to the mix, bonding between the sand and the lime results in a hardened product (either mortar or cement) that keeps its shape over time. Harley's lime products were "packaged" in barrels made in the old Grimes' Folly building on the property near the kilns.

Another lime-based product was whitewash,

which was quicklime that had been saturated with water, and then mixed with glue. Lime was also processed into similar whitening materials, such as "bleaching powder", and was used in the paper industry to break down rag pulp. Delphi was also a producer of high quality paper made from rags. Other uses for lime included hair removal in the tanning industry; as an ingredient in soap making; as a fluxing agent in glass making and iron ore smelting; and as a neutralizing agent "fertilizer" for agriculture.

The perishable nature of the processed lime necessitated a quick, reliable and protected means of transport to consumer. The presence of the railroad within walking distance of a number of the more efficient continuously burning kilns of the late 1800s provided Delphi with the ideal combination of high quality raw materials and transportation routes to larger markets. The lime kilns that were constructed to exploit this combination of transportation and natural resources led to Carroll County's economic heyday.

RESEARCH NOTEBOOKS AVAILABLE

The following notebooks compiled by Mark A. Smith, CCWECI historian, are now available at the Canal Interpretive Center in Delphi:

Canal Era Merchants, Homes and Tombstones:

John Pigman and His Descendants A History of the Pigman Family in America; Polly P. Kelleher, John L. Funk, Robert C. Young, James W. Witt, Pigman Publishing Company, P.O. Box 30016, Columbia, Missouri 65201. This data is pertinent to the Delphi branch only, with supplementary print-outs from Rootsweb and other sources.

Benjamin Zelly Strawbridge A Genealogy Print-out.

Strawbridge was married to Isabella Holt, a daughter of Vine Holt, prominent local merchant.

Schermerhorn Family Schermerhorn Chronicles: John Freeman—Educational, Spiritual and Professional; Harriet; Catherine; William; Bernard and Josephine and Their Progeny - Biographical, Educational and Military; Sarah and Edmund; Janetta and Judson Apple gate; Marriage Licenses

Reed Case and Glover Family Genealogy Mark A. Smith Descendants of Lewis T. Jones and Manerva Robinson, Richard Funkhouser — Donor

Speece and Neff Assorted data and documentation on both families;

From the Rhine to the Shenandoah; Eighteenth Century Swiss and German Pioneer Families in the Central Shenandoah Valley of Virginia and Their European Origins — Volume Two Artz, Beidler-Beydler, Copp, Darting, Funkhouser, Grandstaff, Hamman, Neff, Sonner, Stickley, Stocklager-by Daniel Bly; NEFF LINEAGE; BEN SYL, BENTZEL, BINTSEL, BENTZELL, BENZEL, PENSYL, PINTSYL, BINDZEL How do you spell it? by Barbara Copeland Birkheimer SPEECE LINEAGE

McCain, Hubbard, and Harley Families of Delphi Mark A. Smith Front Street Fancy; Entrepreneurs of the Canal Era; Merchants

Transparency Presentation

Delphi and Carroll County Geological Documentation

Bridges:

Massillon Bridge Company and Joseph Davenport Genealogy

Compliments of the Massillon, Ohio Public Library.

Winamac-Stearns Truss Bridge A Genealogical Study of the Builders of the "Blue Bridge" and the Winamac Bridge Company, Winamac, Indiana — Ethel Beard Simon and Pulaski County Historical Society.

History of a Rare Bridge; Restoring Vintage Bridges Ethel Beard Simons.

Winton 1903 by Dr. Peter Kesling — 2002

Documentation on the Burriss House Ralph Burriss, Lebanon, Indiana

Living History Day/Pioneer Day Script, in addition to other sites including the Case House.

Eight weeks after half of the "Volunteer" playground canal boat in Delphi's Canal Park was destroyed by an arsonist, Jeff Seramur and Kevin McNally, commercial painters, volunteered to paint the repaired boat. Richard Funkhouser is the supporter. School children and adults donated funds for its repair.

Photo Dan McCain

