

THE
HOOSIER PACKET

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JULY 2009

WABASH WEEKEND



Photo - Lynette Kross

Canawlers posed at the Wabash Women's Club before going inside for lunch. They learned that the building had been an orphanage and hospital.

Features

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Welcome New Members
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Improvements, Work In Canal Park Goes On
Despite The Wet Weather

WABASH WOWED US!

By Carolyn Schmidt

Sunshine and flowers greeted Canal Society of Indiana (CSI) investigators when they arrived in Wabash, Indiana on April 17 for the "Wait Til You Get To Wabash" weekend tour. After picking up their guide books at the Holiday Inn Express and tying ribbons to their cars they set off to see sites in Wabash County. Cynthia Powers, docent for the afternoon, led them to the red Roann Covered Bridge, which was built in 1877 and renovated in 1972. Canawlers scampered all over it taking pictures and looking out its windows. It had a pumping station beside it in case of fire. (continued p. 19)

EDITOR: CAROLYN SCHMIDT

5908 CHASE CREEK CT. FT WAYNE IN. 46804

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THE HOOSIER PACKET - JULY 2009

Canal Society of Indiana Spring Tour April 17-19, 2009

Holiday Inn Express - Wabash, Indiana
 Two Ladies And A Bus Company, LLC
 Tour committee - Tom Castaldi, Jim Ellis, Cynthia Powers, Bob & Carolyn Schmidt
 Logo: Nate Tagmeyer
 Slogan: "Wait Til You Get To Wabash" courtesy of Susie Jones
 Book : Tom Castaldi Wabash & Erie Canal Notebook III: Wabash & Miami Counties, also Tour Route Book
 Budget: Bob Schmidt, Checks for services - Jim Ellis
 Name Tags: Carolyn Schmidt, Jim Ellis, Cynthia Powers and Thank You notes Cynthia Powers
 Wabash goodie bags: Wabash Co. Convention & Visitors Bureau
 Registration: Jim Ellis & Schmidts

Friday afternoon tour: Cynthia Powers docent, Jim Ellis - car ribbons
 banquet: Ugaldi's in Knight's Inn
 night program: Annual meeting, election of board of directors and officers
 night speaker: "Wait Til You Hear About Wabash" Ron Woodward, Wabash County Historian
 Saturday tour route: Tom Castaldi docent with speakers: Paul Bever - "St. Patrick's Church's Irish" and
 Bob Schmidt - "Lagro Arched Culvert & Kerr Lock" and "Paradise Spring Treaty Ground"
 morning refreshments: Jim Ellis
 luncheon: Women's Club, Caterer Heather Chenault
 afternoon: Dr. Ford Museum and Wabash County Historical Museum with speakers:
 Pete Jones - "Wabash Light" and Mike Beauchamp - "Terrell Jacobs, The Lion Tamer"
 banquet: Sponsored by Richard Ford's Charlie Creek Foundation with Charlie Creek Garden Golf
 Cart or Walking Tour
 Sunday tour route: Tom Castaldi docent, Jim Ellis - car ribbons
 refreshments: Jim Ellis Cookies for the weekend donated by Jim & Ruth Ellis

No. attended 56 From IN 50, OH 3, IL 2, MI 1

Attendees: Ken Baker, Sally Bancroft, Carl & Barbara Bauer, Mike Beauchamp, Maurice & Dorothy Bonecutter, Rick Brown, Sue Burger, Tom & Linda Castaldi, Earl Conn, Bill & Betty Easton, Jim & Ruth Ellis, Gail Ginther, Ed & Melverine Gruber, Mike Hawkins, Gerry & Jean Hulslander, Ed & Pauline Hurley, Christian & Julie Knoeller, Lynette Kross, Jerry & Phyllis Mattheis, Charlotte May, Dan McCain, Paul Moffett, Mike Morthorst, Mike Patterson, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Jack & Peggy Seigel, Bruce & Kay Sheldon, Steve & Sue Simerman, Ellsworth Smith, Susan Spurgeon, Brian Stirm, Michael Thrall, Frank & Mary Timmers, Allen & Becky Vincent, Chuck & Anne Whiting, Dick Winchell
 Registered but unable to attend: Bette Lockhart, Angie Beauchamp, Tom & Mary Grimes, Dan White

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CANAWLERS AT REST

CHRISTOPHER HAMMAN

b. September 1815
d. February 12, 1890

By Carolyn I. Schmidt

Christopher Hamman was born in Bavaria, Germany in September 1815 to Daniel and Barbara (Suiter) Hamman. There he received a fairly good education.

Around 1831, at the age of sixteen, he immigrated with his parents to the United States. After arriving they settled in Pennsylvania. A few years later when he had reached his majority, the age at which he was granted his full civil rights, he left his parental home. His parents remained in Pennsylvania the rest of their lives.

Christopher moved in 1835-36 to Campbell Township, Warrick County, Indiana with \$5 in his pocket. He got a job working on what would eventually become the Wabash & Erie Canal. At that time the 18-mile-long southern portion, known as the Central Canal, was being built from the dam on Pigeon Creek at Rochester [located north of Millersburg and not to be confused with Rochester in northern Indiana] to Evansville.

By being economical and saving his wages from his canal labors, Christopher bought some land and became a farmer. On his land he built a good home. He eventually acquired 183 acres of land.

While working on the canal Christopher met and fell in love with a local Warrick County girl, Rachel Keith. Her grandparents were some of the early settlers in Warrick County moving there sometime after 1813. Grandfather Alexander Keith (b. around 1767) was originally from Baltimore, Maryland, owned land along Kentucky's Muddy River, was an herbal doctor in Muhlenburg County, Kentucky, and married her grandmother Mary Sarah Miller there in July 1808. They had several children, but only information about Rachael's father,

their son, Jesse Keith is known. Alexander Keith lived a long life and died in the home of his granddaughter Sara Ann Keith Hunt, Rachael's sister.

Jesse Keith (b. 3-28-1799 Muhlenburg Co., KY d. 4-2-1847 Warrick Co., IN) married Elizabeth James (b. 7-15-1799 KY, d. 9-20-1880 IN) on June 21, 1819 in Warrick County, IN. Jesse and Elizabeth had nine children: Sara "Sally" Ann, Rachael, Nancy Jane, Jonathon Chineth, George Washington Hinmon, Hannah, Mary Ann, Charity, and William Alexander. Their daughter Rachael was born in Indiana (b. 3-26-1822, d. 4-19-1890). She and Christopher were married on April 29, 1841.

Christopher and Rachael had six children, but all did not live until adulthood. They were: Jesse, John, Daniel, Nancy J., William, and Philip H. To each of his two living sons he gave 100 acres of land in Warrick County and they became farmers.

The Hammans [also spelled Hammon and Hammond in various sources] were Republicans. They belonged to the Christian Church.

Christopher Hamman died on February 12, 1890 and was buried in Crossroads Cemetery. To reach the cemetery from I-164 take New Harmony Road to the east through a strip mined area. Go about 9 miles crossing Pigeon Creek to Weyerbacher Road, turn north (left) and on your right at about 1 mile will be a short gravel road that becomes a circle up on a hill. His grave site is in the very back of the cemetery by the tree line. Rachel's name is on the front of the stone and his name is on the back facing the tree line. The urn that was once atop the stone sits at its base in the front. Nearby are several other Hammon stones.

Sources:

Federal Census of Warrick County, Indiana. Campbell Township. 1850, 1860, 1870, 1880

Cemeteries of Warrick County. Crossroads Cemetery.

History of Warrick, Spencer and Perry Counties, Indiana. Chicago, IL: Goodspeed Bros. & Co., Pub. 1885.

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

Index Warrick County Newspapers' Death Notices: Boonville Enquirer.

Lant, Kay and Freels, Katherine. *Warrick County Indiana Marriages 1813-1859*. Evansville, IN: Tri-State Genealogical Society. 1986.

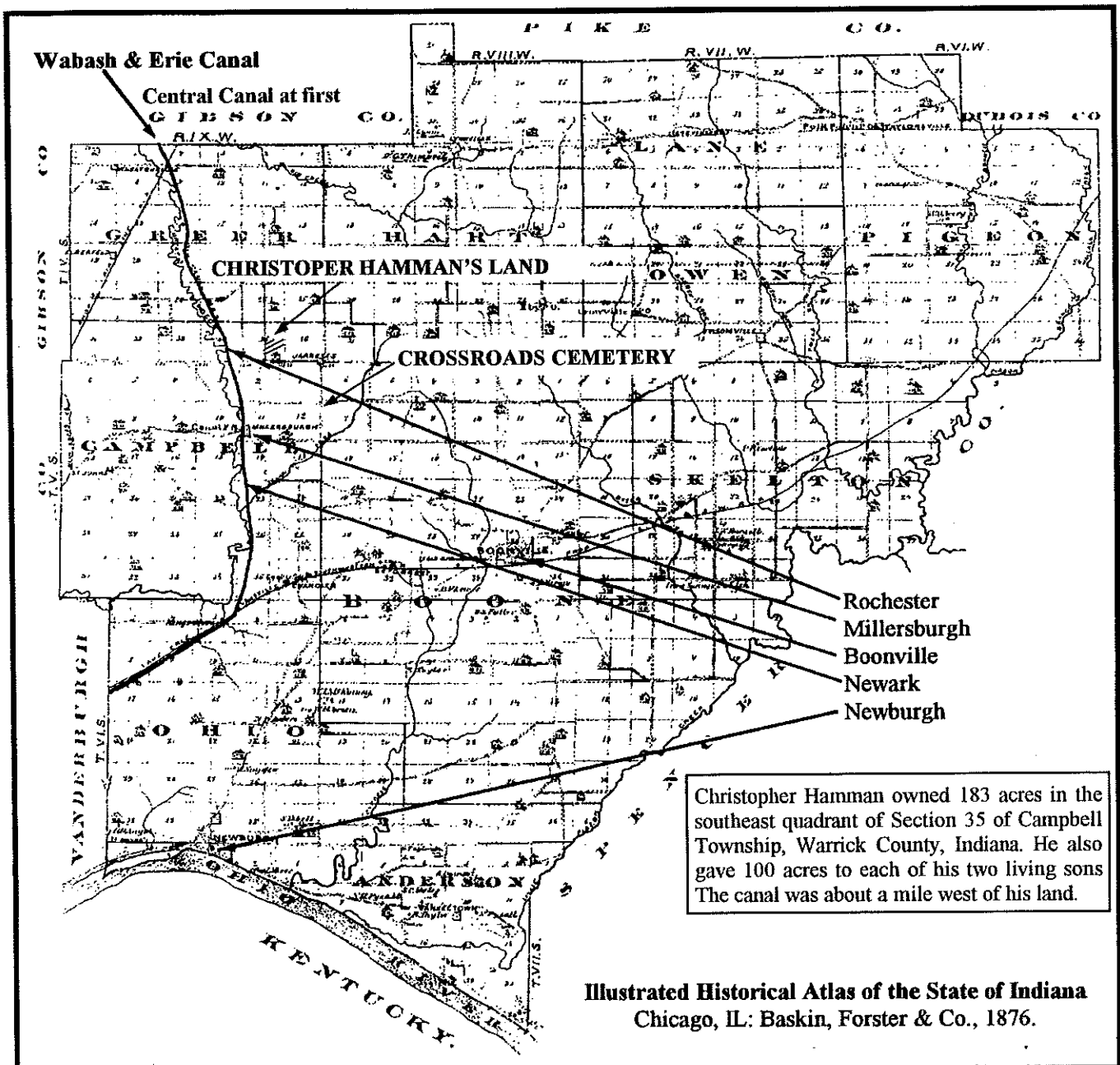
Phillips, Oscar J. "Cross-Roads Cemetery." *Campbell Township Cemeteries, Warrick County, Indiana*. 1966.

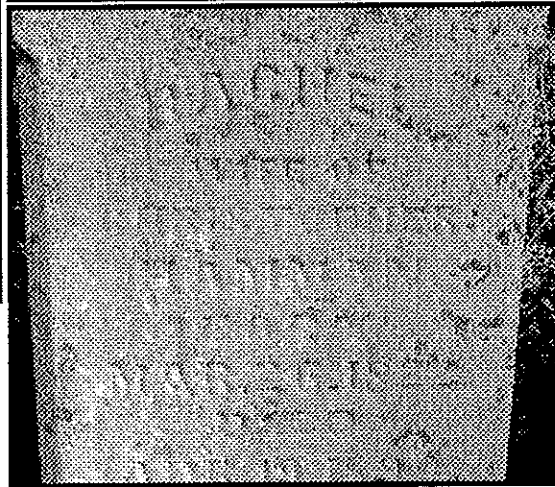
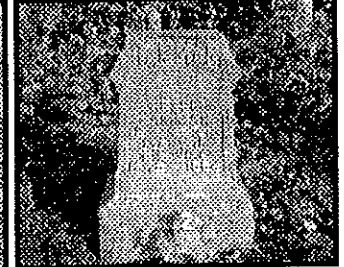
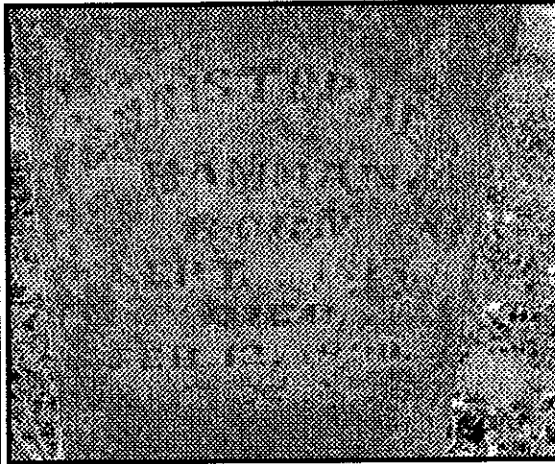
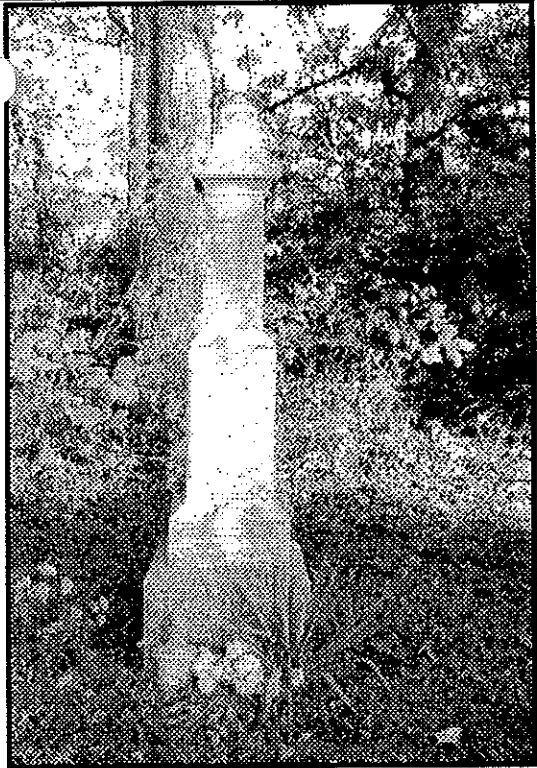
www.home.utah.edu/~dsk1/gen/alexander/pafg03.htm

www.marshaswarrickweb.com/marriages/marriageh.htm

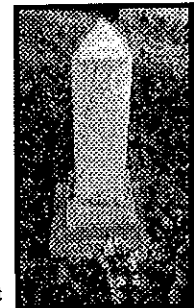
WARRICK COUNTY

The route of the Wabash and Erie Canal through Greer, Campbell and Ohio townships of Warrick County is marked with a dark line through the left side of this 1876 map. This portion of the canal was originally dug as a part of the Central Canal in 1836-1839. Indiana had financial difficulties. It never joined this portion of the canal to that dug at Indianapolis, IN. A dam was built across Big Pigeon Creek near Millersburgh to feed this level. This section of canal was joined to the Wabash and Erie Canal via the Cross Cut Canal from Terre Haute, IN. to Point Commerce (Worthington), IN., and from Point Commerce to the dam at Rochester. A large reservoir was constructed at Port Gibson in Gibson County to supplement the canal. The canal became active as the Wabash & Erie in 1853. Note also: 1) Newburgh, which, in its day, was a bigger river port than Evansville; 2) Boonville, which became the county seat; 3) Millersburgh (Canal Post Office).





SONS
 Jesse & Mary J. Hamman
 Daniel & Elizabeth Hamman
GRANDDAUGHTER
 Laura L. Hamman



Christopher's stone has HAMMAN across its bottom and the broken off urn sits at its base. On the back facing the tree line it reads:

CHRISTOPHER HAMMAN
 BORN SEPT. 1815 DIED FEB. 12, 1890

Rachel's information faces the drive:
 RACHEL WIFE OF CHRISTOPHER HAMMAN
 BORN MAR. 26, 1822 DIED APR. 19, 1890

HAMMAN Photos by Bob Schmidt

NAME (from history book)	AGE IN 1850	FEDERAL CENSUS AGE IN 1860	AGE IN 1870	AGE IN 1880
Christopher Hammon(d) b.9-?-1815, d. 2-12-1890 married Rachel Keith 4-29-1841 in Warrick County marriage manuscript uses "Hamman"	35	45 farmer	56 farmer	64
Rachael b. 3-26-1822, d. 4-19-1890	29	39 keep house	49 keep house	58 wife
Children:				
Jesse 1842-1919 42nd IN Inf. Co, K wife Mary Jane Woodworth 1848-1904 married 9-28-1865	8	18 farm laborer		
John	7			
Daniel 1846, 8-3-1919 73 yrs. wife Elizabeth 1849-1932	4	14		
Nancy Jane husband Jesse H. Keith her first cousin married 1-5-1868	3	12		
William (died as infant or young child)		1		
Philip H.				
Real Estate	\$350	\$3,500		
Daniel and Elizabeth's children:				
Laura L. b. 10-13-1877, d. 3-21-1880 according to grave stone/recorded as Laura J. b. 10-15-1877				
Gracie F. b. 10-21-1885, d. 3-15-1890				

THE CANAL BOAT CASE: WHO DONE IT? SEQUEL

By Carolyn Schmidt

In 1996 following the CSI "From The Forks To Paradise" spring tour, members received a small blue booklet entitled "The Canal Boat Case: Who Done It?" along with their newsletter since the case covered part of the area seen on the tour. It included depositions taken by Alphonso A. Cole,* a lawyer in Peru, Miami County, IN, from the crew of a canal boat in the disappearance of a passenger's carpet bag just below Silver Creek near Lagro, Wabash County, IN.

Although no one was convicted of the crime the Miami Circuit Court ruled in favor of the plaintiff at the time. However, its decision was appealed to the Indiana Supreme Court during the May term of 1855 and was overturned. Your editor recently found the report of the case from the Supreme Court of Judicature of the State of Indiana on the internet. Here follows the Supreme Court case of Doyle vs. Kiser.

In the original case John Kiser, the plaintiff in the suit, on his return journey from California, went aboard the packet-boat "Empire," owned by Captain Doyle, the defendant, at Fort Wayne, IN, taking with him his carpet-bag containing articles of clothing, etc., and nearly 4,000 dollars in gold. He paid his fare, as a passenger simply, to Lagro, a point westward from Fort Wayne on the Wabash & Erie Canal, and deposited his carpet-bag with the luggage of other passengers on the deck of the boat, the place generally used for such purpose. The passage from Fort Wayne to Lagro occupied the whole night of October 25, 1850, which was cloudy and dark. According to a witness, the carpet-bag weighed about twenty-five or thirty pounds, and, on arriving at Lagro, was missing from the boat. It was found the following March in the Wabash and Erie Canal from sixty to eighty rods above Cheesbro's lock on the heel-path side of the canal, which had no water in it at the time. A witness said, "There was a hole cut in the bag, which was froze together." The bag contained various articles of clothing, etc., and three stones as large as a man's fist, such as were found about the lock in the canal at Huntington, "about five miles back from where the bag was found." The identity of the bag found with that lost was admitted along with the articles it contained minus the stones and corresponded with the articles alleged to have been lost including a miniature of Kiser himself.

Kiser did not communicate with any officer of the boat about the contents of the carpet-bag during the

passage. Although the boat had a small safe, testimony varied as to whether or not the passengers were notified to have articles of value placed in it or keep them at their own risk. The boat was in the habit of carrying articles of freight, but did not book or check baggage.

It was proved that Doyle, the defendant, owned the boat. The evidence strongly showed that the carpet-bag was robbed of most of its gold by one of his boatmen.

The above information was admitted to the Supreme Court of Indiana as well as the affidavit of Kiser to prove the contents of the lost carpet-bag. The Court presented the points of law to be decided. Could the judgment of the earlier court in favor of Kiser be overturned and Doyle not have to pay?

The first question the Supreme Court had to address was: Are common carriers of passengers liable for articles of value not transported to supply any wants of the traveler on his journey and not made known to the carriers or their agents or paid for as freight, but put aboard of the conveyance by the passenger simply as luggage and so treated by himself on his journey?

It was argued that stage-coach proprietors, packet-boat owners, railroad companies, and others, may be engaged in the transportation of passengers only, or of passengers and freight, or of freight only; and some little confusion seems to have crept into the cases arising upon these employments from a failure to observe the distinctions growing out of the variety of pursuits. Similar cases were presented. A stage-coach proprietor has received, to carry for a reward, a box, in which he was told there was "a book and tobacco," but which contained, also £100 in money, and which, being lost, he has been held liable for the entire contents, because, there being no fraudulent concealment, the carrier having asked no questions and made no conditional acceptance, he was a guarantor of the package he had undertaken to carry. But there was no passenger in the case and the box was not baggage but carried as freight and paid for as such.

In another case the plaintiff paid 5s, for the ferrage of his phaeton and horse, which, according to the defendants' scale of charges, was the charge for 'a light four-wheeled phaeton and one horse,' and he did not communicate the fact that the carriage contained, in the box-seat, jewelry and watches worth several thousand pounds. The phaeton and the jewelry were "injured" before they reached the other side of the river and the ferryman was held liable.

It was argued that according to the majority of opinions upon the subject, "that if any thing is delivered to a person to be carried, it is the duty of the person receiving it to ask such questions about it as may be necessary; if he asks no questions and there be no fraud to give the case a false complexion on the delivery of the parcel, he is bound to carry the parcel as it is. Even though in the instance where the article was carried and paid for as freight it seems scarcely reconcilable with

principles of common honesty. The case is as if Kiser had gone to the proprietor of the packet, told him he had an ordinary carpet-bag, which he wished to have carried for hire, paying for it specially as such, disclosing nothing as to the gold."

On examination it was discovered that the above two cases differed too materially in their facts from Kiser's case that they had no authority in it. Two other cases, where travelers had sued for lost baggage and nothing more, were quoted but were decided to have no validity in the case.

The Supreme Court decided that these cases did not meet the one now before them. "Here no package was delivered and paid for as freight; and the suit is not for lost baggage proper, but for other property which was never delivered and paid for as freight, but which was got on board the boat under the guise of baggage, when it was not, to avoid the payment of freight."

"But it is said that the evidence shows that the gold in question was purloined from the carpet-bag by a hand employed upon the boat, and that, on this ground," Doyle was liable. "It is the general doctrine that a master is liable for the torts of his servants committed while acting within the scope of their authority as such. And upon general principles of the law a carrier is responsible for freight which he undertakes to carry. But these doctrines have no application here, for the gold... never went to the possession of the proprietor of the packet-boat, and his servants had no authority from him touching it. It was never in his charge; had it been he would have been liable; but he never became liable for it as a carrier; ...and we confess we are not able to assign a reason....why he should be liable....of the acts of his servants in regard to property he himself was never entrusted with. If those servants, at any town where the boat might have stopped, had stolen money from the drawer of a merchant of the place, it would hardly be pretended the proprietor of the boat would have been liable; and how is the present case to be distinguished? At all events, he can not be held liable in this case, but upon proof of gross negligence on his part, if at all, and such proof was not made."

Two other points made in the case are quoted as follows:

"It is said the carpet-bag in question never was, in fact, delivered to the custody of the carrier. We think the delivery was sufficient as to the carpet-bag and the articles of ordinary baggage it contained. The delivery was in the usual mode by which baggage was received. The boat was not in the habit of checking or noting baggage by any written memorandum.

"It is insisted, also, that the affidavit of the plaintiff was not admissible to prove the contents of the lost carpet-bag; but we think the weight of authority and reason of the case are, that such affidavit is admissible to prove the contents, in such a case as this, to the extent of the articles of ordinary baggage. That be-

ing the limit of the right to recover, should be the limit of the right to make the proof. On this point we shall not review the authorities. See them collected in a note to *The Great Northern Railway Company v. Shepherd*, 9 L. and E. Rep., *supra*; and *The Mad River &c. Company v. Fulton*, 20 Ohio, *supra*.

"As the jury, in this case, gave the plaintiff a verdict for his gold, under instructions of the Court favorable to such finding, and the Court confirmed the verdict by a judgment, it must be reversed with costs, and the cause remanded for further proceedings."

In an index of Albert. G. Porter's *Reports of Cases argued and determined in the Supreme Court of Judicature of the State of Indiana* published by Merrill & Company of Indianapolis, Indiana in 1856, the determination by the court is more clearly stated as follows:

Held, that the delivery by Kiser was, as to the carpet-bag and the articles of ordinary baggage it contained, sufficient.

Held, that Doyle was liable for the value of the ordinary articles of baggage, but not for the gold.

Held that Kiser's affidavit, so far as it related to the ordinary articles of baggage, was properly admitted.

Common carriers of passengers are not liable for articles of value not transported to supply any wants of the traveler, as such, on his journey, and not made known to the carriers or their agents, nor paid for as freight, but put about the conveyance simply as baggage and so treated by himself on the journey.

Articles treated as baggage may consist of clothing, money for defraying traveling expenses, a few books for the amusement of reading, a watch, a lady's jewelry for dressing, &c.

* Alphonso A. Cole (1818-1862) moved to Peru in 1834. At age 17 he became a canal engineer in Delphi, Carroll County, IN. He kept a notebook of canal water levels. He probably was an apprentice working under a regular canal engineer. He was also a farmer, a lawyer, and a state legislator (1849-1851). In his diary he describes his trips to New York City by canal and steam boat. He awaited a steamer in N.Y.C. to go to the California gold fields to visit his brother James Omer Cole, who was the great-grandfather of Cole Porter. His papers and the depositions were found by Louise Cole when cleaning out the Cole Building attic.

ANNAPOLIS:

AND ITS W & E CANAL CONNECTIONS

Part II

(continued from last issue)
By Charles Davis

This article is a sequel to my earlier articles in *The Hoosier Packet*: "Annapolis: Joe Cannon" November 2003
"Davis Plots Old Deeds of Annapolis" October 2008

John Garrigus (cont.)

"Dr. John Jephtha Garrigus died, suddenly at his home in Tangier of heart disease, Monday morning at 4 o'clock. He had not apparently been in ill health before his death. Dr. Garrigus had been prominently connected with the affairs of Parke county for more than 30 years. He was a soldier in the Union war, and in 1878 was a candidate for the Republican nomination for sheriff. After this he studied for practice as a physician, which he began about 1880. He located in Liberty township, and for nearly 20 years has been a resident of Tangier." *Rockville Tribune* November 30, 1904

Dr. Garrigus is buried in the Rush Creek Cemetery, lot 20 pt 5 sec s½. Parke County Military Index A private marker states: Dr. J. J. Garrigus b. 1848, d. 1904. Civil War Musician Co. K 154 Regt. Ind. Vol. Inf. B. 3-3-1845 West Union, Ind. Enlist 3-14-1865, Discharged Aug. 4, 1865. Terrell Note different birth dates.

John's mother was Rebecca Ann "Maris," who married Cyrus Garrigus on December 17, 1840. Parke County Marriage Index I haven't found out what happened to Cyrus. Then on March 10, 1853 Rebecca Ann "Maris" Garrigus married David Best.

I found a source that said David Best made coffins as well as chairs. The Parke county 1870 Census shows David, age 63, born in Ohio, cabinet maker, value of property \$1,000. Rebecca A. Best, age 44, born in Indiana. A son, William Best, age 15, is a Harness Maker, born in Indiana. Mary C. Garrigus, age 23, works as a Milliner, born in Indiana, lives with them. Mary was Rebecca's daughter from her first marriage. David Best's will lists his children as Jane Mariah Hoover and Francis William Best. Will Book 3 pp 257-258 His probate record is in Probate Record Book 10 p 179.

According to an article about celebrating Rebecca Best's birthday, Rebecca had a daughter, Mrs. E. D. Wheeler of Newport, Ind., sisters Peggy Woody, Mrs. Bunday, M. L. Ephlin of Tuscola, Ill. and sister Mrs. Wilson Jenkins of Waveland, two brothers, James and

George Maris. Her son Dr. Garrigus of Sylvania was also mentioned in the article. *Rockville Tribune* January 20, 1887

I finally found Rebecca Best's obituary. It says: "Mrs. Best — Rebeca Ann Best b. Jan. 1821 d. Apr. 3, 1904. Rebecca Ann Maris was born at Paoli, Orange county, Ind., January 11, 1821; died at Annapolis, Ind. April 3, 1904, age 83 years, 2 months and 23 days. In early childhood she moved with her parents, John and Sarah Maris, from Orange county to Parke county where she resided until her death. On Dec. 17, 1840, she was joined in wedlock to Cyrus Garrigus. From this union were born two children, Mary Catherine and John Jephtha, Mary Catherine having preceded her mother to that unknown country ten years ago. Dr. Garrigus of Tangier was with his mother when she passed away. After living happily with her husband for almost 12 years she was left a widow with two small children making her home with her sister, Mrs. Jacob Ephlin. March 10, 1853, she was joined in marriage with David Best. From this union one son was born, William Best. After about 38 years of a happy married life she was again left a widow by the death of her husband. Since then she has made her home with her son William. A night or so before her death she enquired for William. On being told that he was there she said, 'Blessed boy, what a comfort he has been to me.' The doctor said to his mother, 'If you should not get well how is it with you?' 'All's well, all's well, all's well.'

"Aunt Becky Ann was a member of the M. E. church from her early womanhood and when she was able to attend took an active part in church work. She leaves a sister, two sons, six grandchildren and eight great-grandchildren. May they follow in her footsteps. A dutiful wife, a kind and loving mother, a friend to all, an every day Christian, she rests from her labors, May her life work live on." *Rockville Tribune* April 29, 1904

David and Rebecca's son, William (b. 1854, d. 1-27-1934) had various birth dates given in the sources I used ranging from 1854-1857. I found the following things about William before locating his obituary.

William C. Best is an inmate at Parke Co. Asylum. Probate Book 29 pp 460-461 Born 1855, living in Parke County 97 p 417 1929 End Book 29-1949-51 July 5, 1929 owned lots 1-7 Picketts 2nd addition. DRB 2 Died January 26, 1934, age 77, lt. blue eyes, Nativity — Bible, undertaker Davies of Marshall. Asylum Register p 29 Wm. C. Best, single adult, person of Vanderburgh Co., Indiana to Jn. Trump undiv. 1/8 in and to lot 1 orig. plat Rockville, except 50' of North end of lot heretofore deeded to the Colored Baptist Church. Grantor is surviving husband of Evlyn Best, dec'd., a daughter o' Jn Artis, dec'd. and Lucinda Artis, dec'd. Pauline Best, a minor and daughter of Wm and Evlyn Best, dec'd. DRB 97 p 443 Wm Best of Parke County to Jn. C. Crowder 1

acre West of NE Corner of NW¼ Sec 12-16 R 8W, June 17, 1931 DRB 98 p 377 Wm. C. Best to Maude Goodwin Gdr Deed \$240, pt NW¼ of pt NE¼ of NW¼ Sec 12-16 8 March 15, 1932, Parke State Bank is Guardian. Probate Book 29 p 419 as set out in DRB 481 p 350 and 58 p 143 Annapolis lots and land. DRB 99 p 255

After finding the death date for William Best in the old county farm records at the Rockville Library, I located his obituary. It reads as follows:

"Funeral services for Billie Best, age 80, who died at the county farm, Friday, were held at the church here, (Annapolis) Sunday afternoon. Rev. E. M. Woodard conducted the services. Mr. and Mrs. Donald Wilson furnished appropriate music. Mr. Best had lived here most of his life till about three years ago he was taken sick, with no one to take care of him and was taken to the county home where he has been almost helpless since. He was a good neighbor, always ready to help whenever he could and was a regular attendant at the church services when health permitted. He had no near relatives, his parents dying a number of years ago. Among the distant relatives and old friends attending the services were Mr. R. G. (Ranson) Atcheson of Kingman, Mr. and Mrs. John Garrigus and son of Yeddo, Mr. and Mrs. Ted Johnson of Waveland, Mr. and Mrs. Charlie Garrigus, Mr. and Mrs. Kenneth Hodge, living east of town, Mrs. Ella Langley of Turkey Run, Mr. and Mrs. Charlie Woody, Mrs. Logan, Mrs. Charlie Vickery and mother, Mrs. Robins of Bloomingdale, Mrs. Sam Davies of Marshall. Pall bearers were George Chamness, Wm. Flock, Cecil Davies, Ross Grover, Cal Crowder and Mansfield Rudd. A fairly large number was in attendance to pay their respects to an old neighbor. Burial in the Coffin cemetery. *Rockville Republican*, Thursday, February 1, 1934.

William Wilshire Coffin (b. 1820, d. 7-29-1879) and **Elizabeth Ann Seymour Coffin** (b. 4-7-1828, d. 6-10-1908) played a role in the underground railroad at Annapolis. Just south east of Wm. W. Coffin's home was the main underground connection, that of Alfred Hadley. A marker along U.S. 41 was erected in their honor for this movement.

An article in the newspaper said, "PENN TOWNSHIP SPECIAL, BLOOMINGDALE: ELIZABETH A. S. COFFIN Was born in Stockbridge, Berkshire county, Massachusetts, in 1828. She was christened by Rev. David Dudley Field, father of Cyrus W.. Mary Field, the youngest of the family, was her school mate at Miss Whitney's school for girls, in Stockbridge. Mrs. Coffin frequently met Catherine Sedgwick, the authoress, in her native village. She also knew Agrippa Hull, who was a servant in the home of George Washington. After spending several years in the South, where her father

was in business, also living in the West, she came with her father and his family to Parke county in 1849. She was married to Wm. W. Coffin in 1853, he dying several years ago. Mrs. Coffin has good natural talent for painting. Among her best pieces is an oil painting of the old Kentucky homestead in Penn Township, built in 1833; also one of the Coffin home, one of the first houses built in Annapolis. Mrs. Coffin has a museum containing rare specimens and relics, of which she can talk in a most entertaining manner. There is no more charming woman nor one richer in interesting reminiscences in Parke county than Mrs. Coffin." *Rockville Tribune* May 1899

Your author obtained the deeds for Wm. W. Coffin and his father Jethro to show where they lived. Jethro Coffin of Parke county bought lots 4 and 5 in block number 4 from Zeno Reynolds and wife Malinda in the county of Wayne and State of Indiana for the sum of \$45. Dated November 13, 1839. DRB 5 p 423 William W. Coffin bought from William Maris (who entered this land) for the sum of \$4,350 the W½ of the NE¼ of Sec. 12 and part of the E½ of the NW¼ of Sec. 12, first tract of 80 acres, 2nd tract of 65 acres, date February 6, 1864. DRB 21 pp 477-478

The rest of the Wm. W. Coffin history and pictures are from David E. Coffin or Merkel, Texas, who graciously sent me the material. The self portrait on the left was painted by Elizabeth Ann Seymour Coffin shortly after her marriage to Wm. W. Coffin in 1853. The photo below was the Coffin home, "Four Corners" located on Lot 1 Block 1 Pickett's 1st Addition. Through the years it was owned by Joseph C. Vickory and Robert Jefferson Jones,



Rev. Finnis E. Penny, Laura Jessup, Hiram A. Davies, blacksmith. Their home had a concealed staircase behind the fireplace and was utilized as a sub-station of the Underground Railroad, the main station being on the Alfred Hadly farm. Alfred's daughter Emily was married to Addison Coffin mentioned above.

Wm. W. Coffin came to Annapolis, Indiana from Guilford county, N.C. in 1830, with his father Jethro, uncles William G. and Thomas (half-brother of Jethro and William G.). Thomas' mother was Mary Carr, Jethro and William G.'s mother was Mary Macy. Their father was Samuel Coffin (b. 1749) son of

William (b. 1720, m. Priscilla Paddock, moved to N.C. from Marthas' Vineyard in 1773, d. 1803) son of

Samuel (b. 1680, m. Miriam Gardner, d. 1764) son of

John (b. 1647, m. Deborah Austin, d. 1711) son of

Tristram (b. 1609, m. Dionis Stevens, migrated to MA from Devonshire in 1642, d. 1681 on Nantucket Island.

William G. and Thomas, along with Thomas Woody, operated a foundry near Coke Oven Hollow and were involved with a pottery shop there, which was later operated by Jethro's son, Robert Addison Coffin. Jethro, who was a blacksmith in Annapolis, was assisted by his son Wm. W.. William G. later moved to Eugene near Cayuga and operated flatboats down the Wabash, Ohio and Mississippi rivers to New Orleans. He ended his days in Kansas, where he had headed an Indian Mission. Thomas became involved in the first cannery in Bloomingdale. His sister, Priscilla, married Wm. Hobbs and their son Barnabas at one time was head of the Friends Academy at Bloomingdale. Thomas' son Robert farmed in Minnesota and a daughter lived there also. A cousin, Addison, also from N.C. but living at Amo, Indiana, taught briefly at the Bloomingdale Friends Academy and the New Garden Seminary in Guilford county, N.C. He traveled the world as a Quaker Missionary and his autobiography *Life and Travels* was published in 1897 by William G. Hubbard & Co. of Cleveland, Ohio, and copyrighted by The Girls Aid Committee of North Carolina Yearly Friends Meeting, 1897. Another cousin, Levi, is well known as the "President" of the Underground Railroad.

Wm. W.'s wife, Elizabeth Ann Seymour (b. 4-7-1828, d. 6-10-1908) was born in Stockbridge Maryland and came to Annapolis in 1849 with her father George and four younger brothers. The family had lived in Ohio for a few years. George (d. 1857) operated a mercantile business in Annapolis and was assisted by his sons. Youngest son, Sidney, served in the Civil War and lived his later years in San Francisco until the earthquake and then moved to San Jose where he is buried.

Wm. W. and Elizabeth were married in 1853 and resided in Annapolis where he farmed and was a

Wm. W. and Elizabeth Coffin were blessed with the following five children:

Sarah Harriet "Hattie" (b. 1854, d. 1885, Coffin Cem.)

Elizabeth Ann "Libbie" (b. 1856, d. 1874, Coffin Cem.)

Emma S. (b. 1859, d. 1933) m. Cyrus Martin, no children

Frank Seymour (b. 1861, d. 1943) bachelor, once

Postmaster at Bloomingdale

John Morton (b. 1964, d. 1941) m. Minnie Carty, buried in

Coffin Cem. with infant son Berkley, then m.

Grace Belle Penney

The Coffin house as described by Sue Carolyn (Coffin) Midkiff:

There was a hidden stairway behind the fireplace that led upstairs and an escape tunnel in the back of the house that led to the barn. I was always told by my Dad that when the "hunters" came by, the slaves would go upstairs and escape from them by jumping out of the upstairs windows onto the porch roof and then to the ground. Then they ran into the fields and disappeared. Or if there were some hunters waiting out in front, they would go out the back tunnel into the barn and escape there.

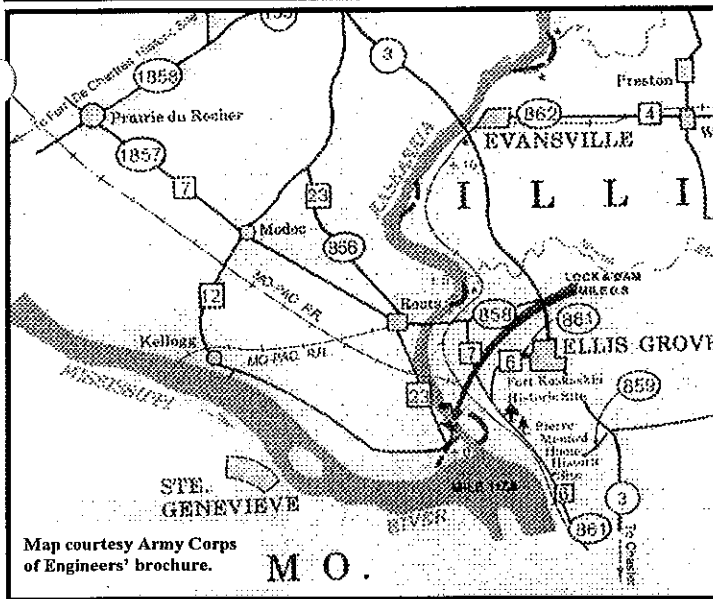
My Dad even told the story of one family whom they harbored for a while until they felt it was O.K. to go on. They came back a few years later to see them and thank them for all of their help. He remembered them coming back to visit and how pleased his Dad and his Uncle Batch and Aunt Em were to see them.

"Batch" (Frank Seymour Coffin) lived there, it was the place where he was born and lived all his life. (Wm. W. Coffin's original home). They were the father and mother to John Morton Coffin as well. Their sister Emma Coffin Martin moved back into the family home with him when her husband died. They lived there together the rest of their lives.

The stairs were behind two floor to ceiling bookcases on each side of the fireplace. The bookcases hid the stairway and opened only when the slaves needed to escape by using them to get upstairs. That was the parlor room in the front of the house.

Elizabeth Seymour Coffin ran a mercantile business in Annapolis. She was a very educated lady,

(to be continued in the next issue of *The Hoosier Packet*)



KASKASKIA RIVER LOCK AND DAM # 1

Text and photos by Sue Simerman



While taking a vacation in late February, my husband, Steve, and I made a change in plans. The temperatures became warm enough that we lingered in the mid-west. We had done some things at Saint Louis and I remembered that I had wanted to see some French forts along the Mississippi River in southwestern Illinois as well as to look at the Kaskaskia River. I knew that there was navigation on the river and assumed that there had to be a lock and dam linking it with the Mississippi.

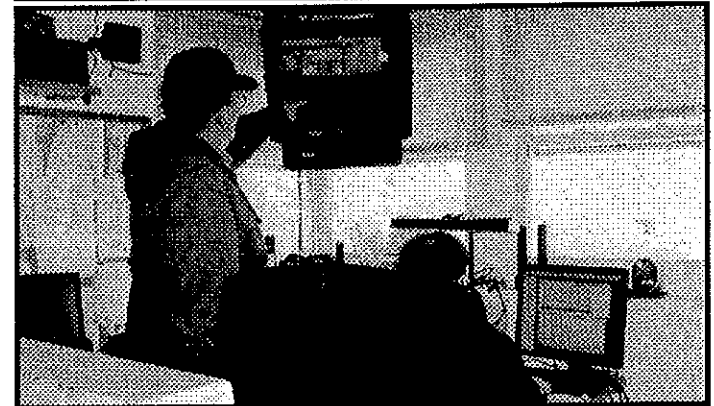
We drove south from the Saint Louis area on Hwy. 3 to Ruma, Illinois and then west on 155 to Prairie Du Rocher. Driving through the town levee we could look back and see the limestone bluffs. Fort Chartres is a state historic site, but the replica fort was closed due to budget restraints. Hopefully it will be open later for the school children. We could see from the road that it is just inside the Mississippi levee.

Going back to Prairie Du Rocher we drove along the road to the north to see the mining of the limestone from the bluff, then went back into town and we drove along the Bluff Road to Lock and Dam Road, which is just before the Kaskaskia River. Turning right we followed the signage to the lock and dam.

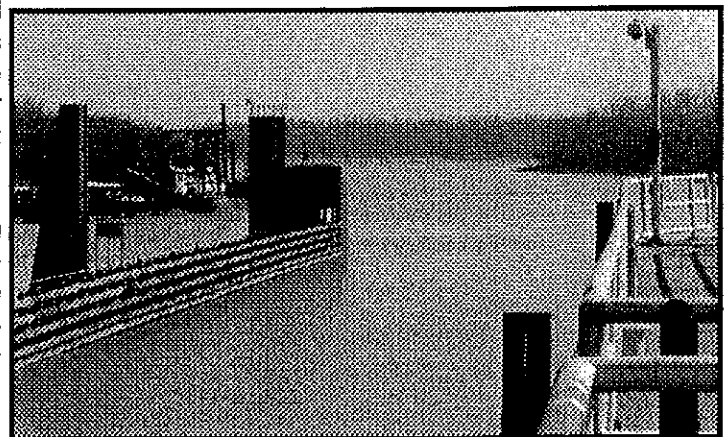
Approaching the lock facilities, operated by the Army Corps of Engineers of the St. Louis District, we drove slowly up onto the levee to make sure we were welcome to drive within the fence. The lower corner of the typical Corps-style lock building has a visitor center with a map of the navigation on the Kaskaskia, some wildlife displays and brochures. The locktender (also



Above: Signs to the right of the Kaskaskia River Lock & Dam visitor center's entrance mark the levels reached by two floods. Below: Through strategically placed cameras the locktender can view different parts of the lock and dam on this screen.



named Steve) greeted us and answered all of our questions. We were surprised that he took us into the control room. He showed us the cameras placed around the complex, I believe there were 6. The locktender can zoom in and clearly view the river, various parts of the lock and boats on the screen. Another man was taking readings on the computer.



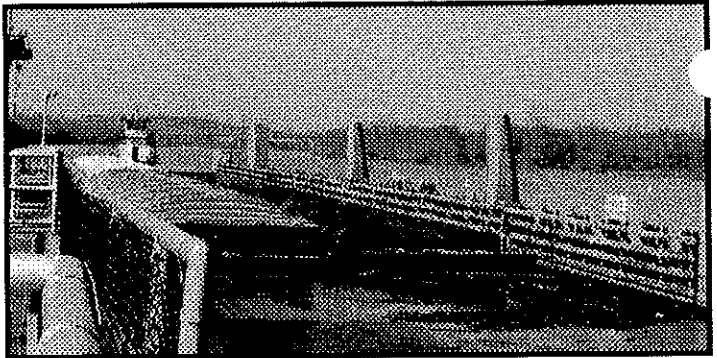
The "America Dredging Company" wintered its equipment along the Kaskaskia River's bank to the left of the lock.

The lock is .8 of a mile from the Mississippi River. Steve zoomed in for a clear picture of the Missis-

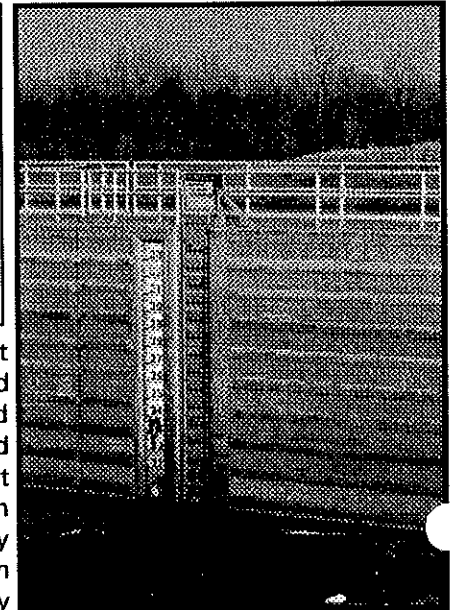
Mississippi. Within the .8 mile, the "America" dredging company had stored their equipment for the winter. This company dredges both the Mississippi and the Ohio Rivers. Continuing our discussion outside, we learned that the mouth of the Kaskaskia is dredged every 2 years. Currently navigation is as far north as New Athens, but they have requested to dredge the entire 35.2 miles to Fayetteville. Steve does not expect this to happen in the near future.

Steve pointed out 3 boxes for eagles. Sometimes he sees them, but they mostly stay along the Mississippi during the winter.

Both gates of the lock were closed with the water in the lock at the highest level ready for someone to lock down to the Mississippi when we arrived. There was debris from the river up against the upper gate. Steve showed us how they can cause "bubbling" near the gate post to help move some of the debris out of the way before they move the gates. He said that if the wind came in just the right way from the north they could open the gates and use the valves to flush out the debris toward the Mississippi. Barges going downstream also push the debris from the lock.



Above: The "Dale W" pushes debris toward the downstream gates as it enters the lock. Right: Debris floated into the lock when the upstream gates were opened for the barges to enter before the water was lowered.



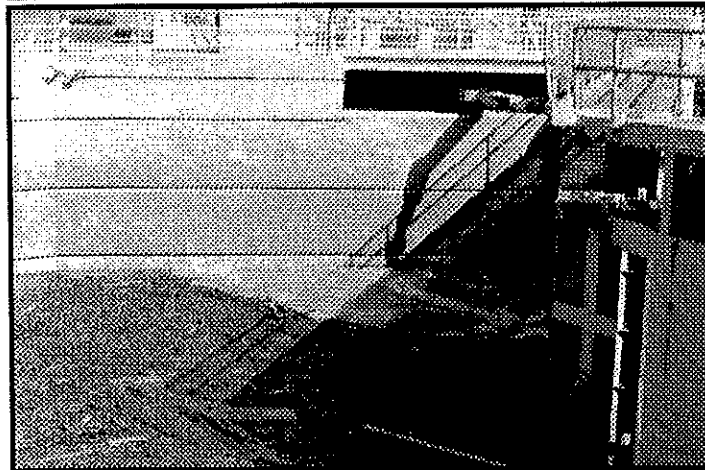
We thought that during flood stage he could probably sit back and relax a little, but Steve said that high water actually causes more work in the beginning. They have to make sure

that everything is secure. The main building had two markings on it showing the largest floods. 2003 was the most recent mark and 1993 might have been the higher mark. He pointed out docks at both ends on the opposite side of the lockage. He said that they float. One time during flooding they thought the docks would go right over the concrete pillars that keep them in place.

While discussing boaters, he said the inexperienced boaters do not understand that lockages can vary in the length of time. His example was a boater coming down river to the lock. If the lock pool is at the upper level they can go right in. But, when they return to go upriver the pool may once again be at the upper level. They have to wait for him to lower the pool before he can open the lower gates for them to enter. They assume he should open the gates right away. He said one boater asked, "What's the matter? Were you sleeping?"

For those that regularly use the river, he said that today they mostly use their cell phones to alert the locktender. Before they rang the bell at the end of the lock or called in on a marine radio.

Answering the question about his scariest mo-

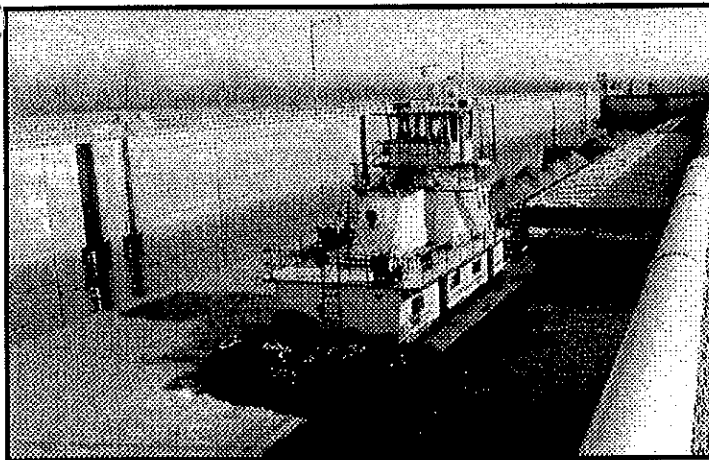


Above: The upper gates are shown in the closed position. Below: A bubbling effect was caused by opening the valves to help clear the debris from the lock gates before opening them.

ment he said he had 6 fishing boats in the lock and everything was fine. Just as he started closing the gates he heard a motor and saw a boat pop out of the lock. The man yelled, "We changed our minds about locking through."

Watching a fisherman using the boat launch at the lower end of the lock, I asked the locktender if he fished. He said he has spent most of his working life on water (he worked on a coal dock for 19 years) and in his free time he prefers to be doing other things not involving lakes or rivers.

He had told us that a towboat had gone upriver earlier and should be coming back down in a little while with a tow. We waited. Not before too long a radio call came in on the locktender's portable radio with the river pilot saying he was at the highway bridge and had 2 slags, one corn and one beans. Steve explained that this meant that the "Dale W" of the port of St. Louis had two barges of slag (flyash) from the power plant at Baldwin, one barge of field corn and one of soybeans. While the "Dale W" was in the lock it churned the water while maneuvering and there was a loud thunk. The pilot looked back and we could see a large limb that had some fresh scalping. Obviously, the propeller hit the river debris.



The "Dale W" has been lowered to the level of the Mississippi River .8 of a mile in the distance. Note the water mark on the lock wall showing the depth of the lockage.

When the "Dale W" had locked through another towboat came off the Mississippi and connected up to the two barges of slag. We had to assume these barges were going to a different location than the ones with grain. The tender told us that the grain barges would join others and be taken to New Orleans.

The head of navigation for the Kaskaskia is at Fayetteville, but the river is 325 miles long and drains 5, 840 miles of central and southern Illinois. The lock is op-

erated 24 hours a day/ 7 days a week. The lock dimension is 600 feet by 84 feet.

The Kaskaskia River Navigation Project was authorized by Congress in 1962. Construction started December 1967. Lake Shelbyville was created at mile 222 and Carlyle Lake at mile 101. These lakes have dams but Lock 1 is the only lock on the "Kaski."

The first commercial traffic was in 1973 with the lock and dam being dedicated July 20, 1974. The river had many ox bows and part of the construction was straightening out these many curves. The old ox bows were closed off at the upstream end thus creating a nice fishing backwater in the remaining bow. The project reduced a fifty-two-mile navigation channel to one of 36-miles.

The Corps of Engineers issued two permits for barge loading facilities in 1984. One for grain loading and another for an industrial facility.

Another commodity moved on the navigation project is coal. A brochure dated 1986 states that 1973-1985, lockages totaled 25,387 for 21.6 million tons of coal. It also shows the lockages during 1985 were 3,193. This includes fishing boats as well as commercial traffic. We got the impression that the lock is not being used as much as it had once been. Returning home and checking the site for the Corps of Engineers of the St. Louis District, I found the tonnage statistics for each year. 1989 had the highest tonnage at 4,392,870 and it has been below one million since 1997.

The river is managed by the Corps and Fish and Wildlife as well as having some state parks on Carlyle Lake. Carlyle Lake has 26,000 acres of water and has fishing, camping, boating, swimming, hunting and a visitor's center. It provides flood control, supplies water for residential and commercial customers as well as water needed for navigation on the lower Kaskaskia and Mississippi Rivers.

We enjoyed our visit at the "Kaski" on a beautiful February day. We really appreciate the friendly and informative locktender, Steve D., taking time to show us around.

Note: On the south side of Road 155 at the west side of Ruma there is a convent with a bronze statue in tribute to 5 nuns from central and southern Illinois who were working in Liberia during a civil war. They were killed October 1992 and left along the road. They are buried in the convent graveyard nearby with its small granite gravestones.

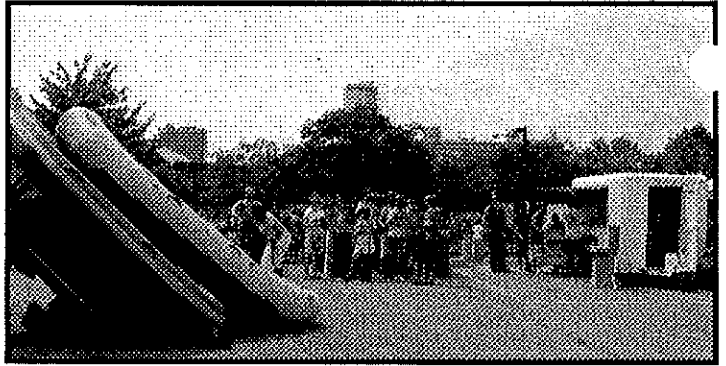


South Bend's Amazing and Bittersweet Race

by Richard F. Brown, Jr., AICP

During our 2008 summer vacation in northern Indiana, my 15 and 19 year old sons and I decided to spend part of a Sunday afternoon in South Bend riding whitewater rapids. Riding whitewater rapids...in South Bend, Indiana? Yes, in South Bend, Indiana!

In a brilliant example of adaptive reuse of a former hydraulic canal, the City of South Bend converted the East Race Waterway into a 1,900 foot long whitewater rapids course in 1984 (www.sbpark.org). This decision has been so successful, that in 2004, the United States Olympic team held its kayaking trials in South Bend (www.sbpark.org). The following is a brief description of the course and photographs of this "amazing race."



Waiting for the rafts to be unloaded with downtown in the background.

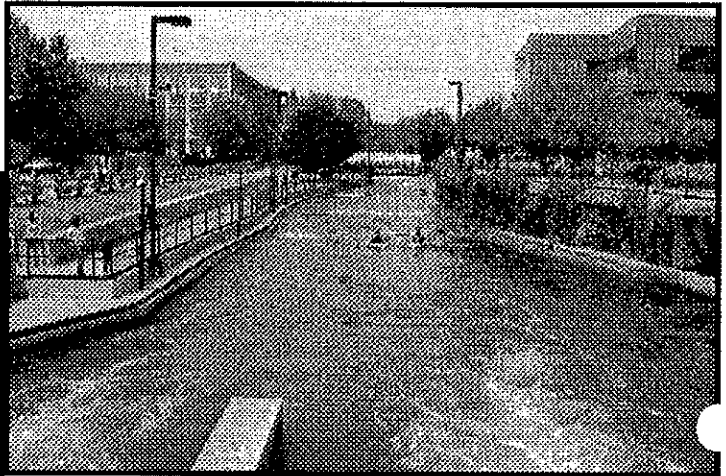


Aerial view of the St. Joseph River and East Race Waterway in South Bend.

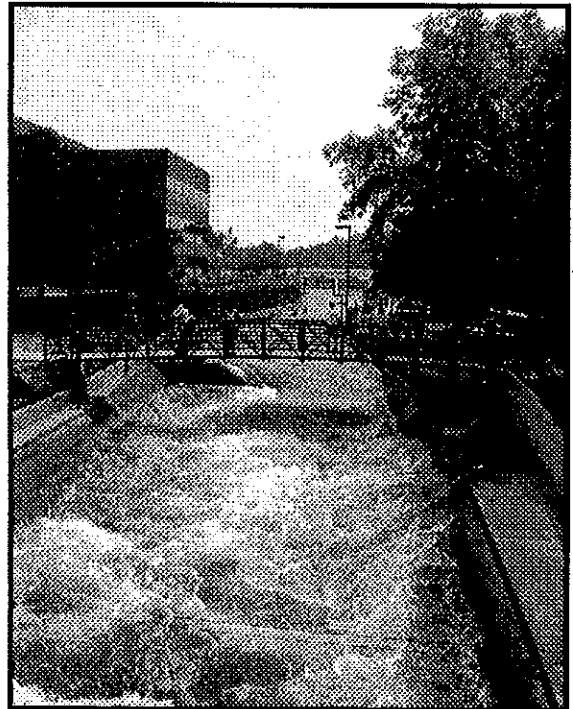
Source: Google Maps.

The East Race was first constructed in 1844 and served as a hydraulic canal producing electricity (ifweonlyconnect.wordpress.com). The conversion to recreation purposes began in 1982, cost \$5,000,000 dollars, and took two years to complete (www.sbpark.org). Since 1984, approximately a quarter-million people have ridden the whitewater rapids in downtown South Bend (www.sbpark.org).

The day we were there, a band was playing at the staging area of the linear park, which added to the festive atmosphere. The entire raft ride lasted approximately 10 minutes and cost \$4.00 per person (in 2008). Aside from the raft; oars, helmets, and life jackets are provided to rafters. Kayaking can also be done along the route, though you must supply your own equipment and gear. The South Bend Department of Parks & Recreation operates the program from mid-June through mid-August. The waterway is also used as a fish ladder to bypass the South Bend Dam (www.sbpark.org).



Looking north from above the starting location



Overhead view of the course looking south towards the starting point

HELP DELPHI CELEBRATE!

Their New Canal Boat

**New Replica
Canal Boat
to be
Dedicated
during the**

**Heritage
Transportation
Festival**

At 10 a.m.
June 20th
followed by the
first boat rides
for the public.

**See the
new boat
warehouse &
guard lock**

**Visit the
Canal
Interpretive
Center
or
Walk the
Trails**

CANAL DAYS

JULY 4 & 5

Canal Park Delphi

Saturday & Sunday 10 a.m. to 6 p.m.

Delphi Lions Club Street Parade Saturday 10 a.m.

"Let Freedom Ring"

1, 2:30, & 4 p.m. Saturday

**19th Century Craft Demonstrations
Children's Games**

New Canal Boat Rides

Carriage Rides

Visit the Historic Reed Case House

Homemade Pies Ice Cream Hot Dogs Hamburgers Chicken Lemonade
Iced Tea

Shop for Handmade Goods and Crafts

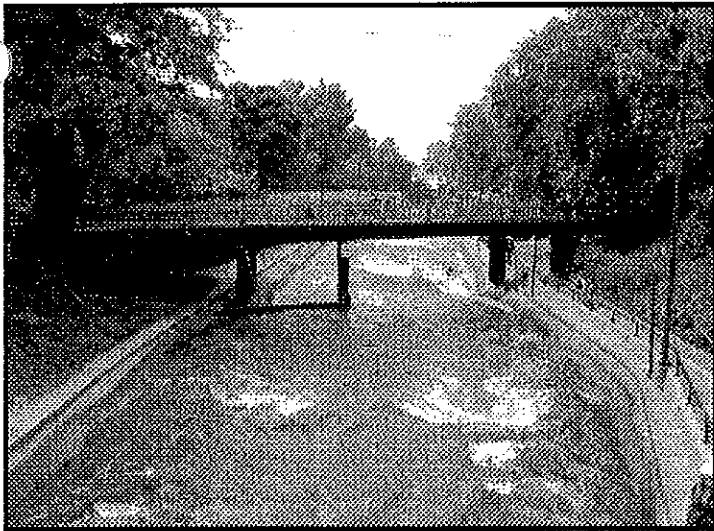
**Experience the History of the
Historic Wabash & Erie Canal
in the Interpretive Center**

"Let Freedom Ring" is a stirring multi-media presentation that provides images to match the words of many of our patriotic songs and sayings. This 45-minute program consists of a brief introduction followed by pictures of famous symbols of freedom that are supplemented by familiar patriotic music. Interspersed between songs are images matched to inspiring words written by famous Americans. Suitable for all ages, the program will give you an appreciation of our history while leaving you feeling proud to be an American. Plus - It's Cool Inside!

What: "Let Freedom Ring" by Brian Migliore

Where: Wabash & Erie Canal Conference & Interpretive Center in Delphi

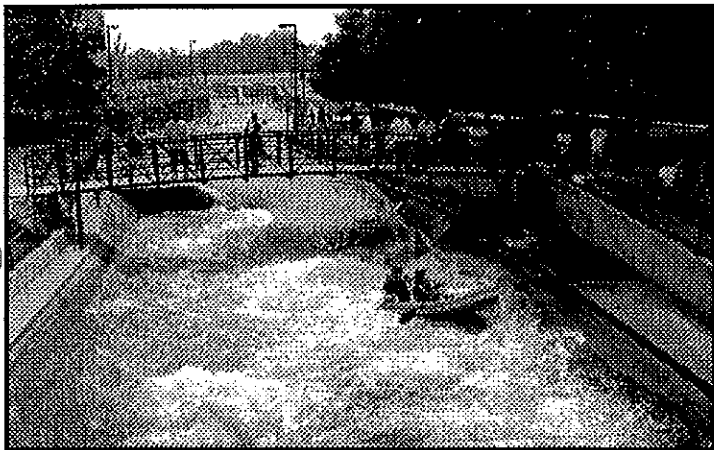
When: Saturday, July 4, 2009 at 1:00, 2:30, & 4:00 p.m.



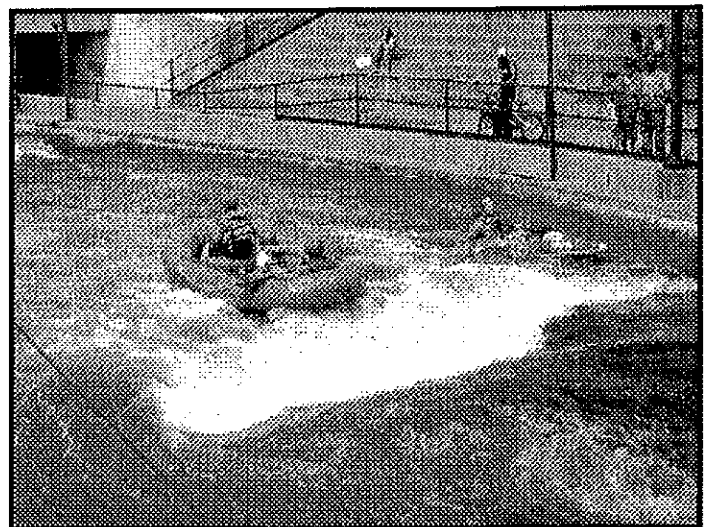
A view down the East Race Waterway (looking north)

When we attended, large crowds were participating on a humid, Sunday afternoon in July, with others watching those ride the rapids at various viewing points along the half-mile long corridor. There was an approximate 30-45 minute wait to receive equipment and instructions before riding the rapids when we arrived, but by the time we left, the line had doubled in length.

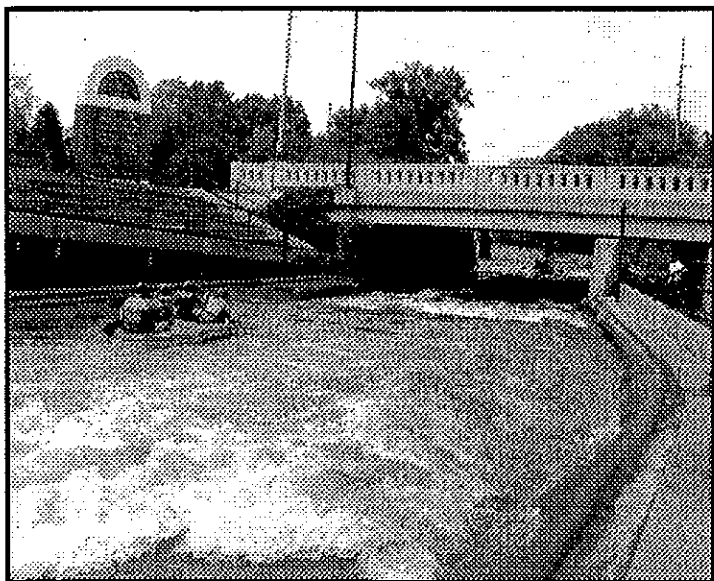
Seating has been incorporated into the slope on either side of the canal and new corporate offices and rehabilitated historic buildings border both sides of the canal corridor. Since opening, the East Race Waterway has become a focal point of revitalization efforts in downtown South Bend.



Ride those rapids!



Kayakers and rafters side-by-side



Through the heart of the rapids

The waterway can be set to offer class 1 (beginner) thru 5 (advanced) rapids. The day we attended, the course was set at class 2.5, which was quite exciting and challenging. For more information on the East Race Waterway, go to the City of South Bend Parks & Recreation Department website at <http://www.sbpark.org/parks/erace.htm>.

RIVER CLASSIFICATION	DESCRIPTION
1 (Easy)	Waves small; passages clear; no serious obstacles.
2 (Medium)	Rapids of moderate difficulty with passages clear. Requires experience plus suitable outfit and boat.
3 (Difficult)	Waves numerous, high, irregular; rocks; eddies; rapids with passages clear though narrow, requiring expertise in maneuvering; scouting usually needed. Requires good operator and boat.
4 (Very Difficult)	Long rapids; waves high, irregular;

dangerous rocks; boiling eddies; best passages difficult to scout; scouting mandatory first time; powerful and precise maneuvering required. Demands expert boatman and excellent boat and good quality equipment.

5 (Extremely Difficult) Exceedingly difficult, long and violent rapids, following each other almost without interruption; riverbed extremely obstructed; big drops; violent current; very steep gradient; close study essential but often difficult. Requires best person, boat, and outfit suited to the situation. All possible precautions must be taken.

6 or U

Unrunnable.



Signage for South Bend's East Race Waterway

Unfortunately, the future of this impressive community asset is in doubt. Recently passed state legislation has inflicted serious funding cuts on local governments. Based on a report posted on the City of South Bend website, numerous city amenities will have to be curtailed or closed altogether by 2010 due to the reduced funding (www.ci.southbend.in.us). Sadly, the current list includes public rafting on the East Race Waterway (www.ci.southbend.in.us).

Sources:

- http://en.wikipedia.org/wiki/International_Scale_of_River_Difficulty
- <http://ifweonlyconnect.wordpress.com/hydroelectric-power-in-south-bend/>
- http://www.ci.south-bend.in.us/news_detail_T13_R373.asp
- <http://www.fotsjr.org/about/dams.html>
- <http://www.maps.google.com>
- <http://www.sbpark.org/parks/erace.htm>
- <http://www.sbpark.org/pdf/2007/facilities.pdf>

Speakers Bureau

April 20, 2009 - Wabash, IN

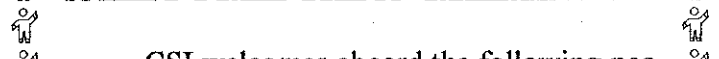
Bob and Carolyn Schmidt spoke to 23 people of the Wabash County Genealogical Society at 6:00 p.m. on Monday at the Grandstaf-Hentgen Funeral Chapel in Wabash, Indiana. Bob talked about the type of records that CSI has that might help them in their research and presented them with lists of canal contractors and "Canawlers At Rest" columns that have appeared in "The Hoosier Packet." He also related how a canal was all about controlling water and the types of structures used to control it — dams, locks, waste weirs, culverts, feeder canals, etc. Carolyn in her first person role as "Miss Caroline" told of her journey from Ft. Wayne to Wabash aboard "The Silver Bell." She described a canal boat, listed the rules for boats on the canal, described the aqueducts, culverts and locks through which it passed, talked about the boat crew, and said she was staying with Robert and Susan Cissna, who operated the mill by the lock in Wabash. CSI members attending the presentation were Jerry and Phyllis Mattheis. Attendees were given packets of canal information and CSI brochures.

April 27, 2009 - Ft. Wayne, IN

Members of Little River Wetlands met at 7 p.m. on Monday in the Aboite Library in Fort Wayne to hear a canal presentation by Bob and Carolyn Schmidt. The 21 attendees listened attentively to a program similar to the one given in Wabash. The four children present had lots of questions about life on the canal. Besides asking questions, several adults told about their experiences with canals. One lady offered to provide a list of men, who worked on the Wabash & Erie Canal, from old pay records recently found in an attic. They will be published in a future issue. CSI members attending were Brian and Laura Migliore and Ellsworth Smith.



WELCOME NEW MEMBERS

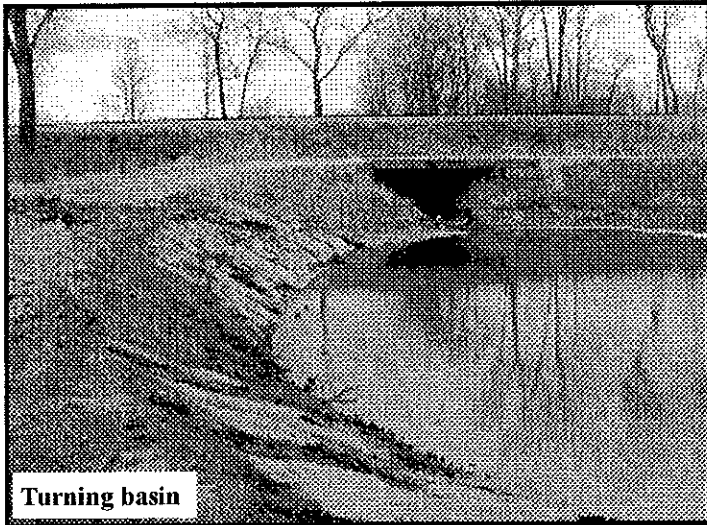


CSI welcomes aboard the following people who have joined at the \$25 membership rate unless otherwise specified:

- Brian & Janet Hackett - Murfreesboro, TN
- Pete & Susie Jones - Wabash, IN
- Guy Kaeser - Harrison, OH
- Brian Swihart - Ann Arbor, MI



NEWS FROM DELPHI



Turning basin

WABASH & ERIE CANAL IMPROVEMENTS

Improvements to the canal in Delphi now include this "widewater" turning basin at the southwest end of Canal Park. The proposed Guard Lock (interactive exhibit with moveable wooden gates) will be constructed with cut stone blocks forming a chamber in the area just this side of the bridge opening under the railroad.

WORK IN CANAL PARK GOES ON DESPITE THE WET WEATHER

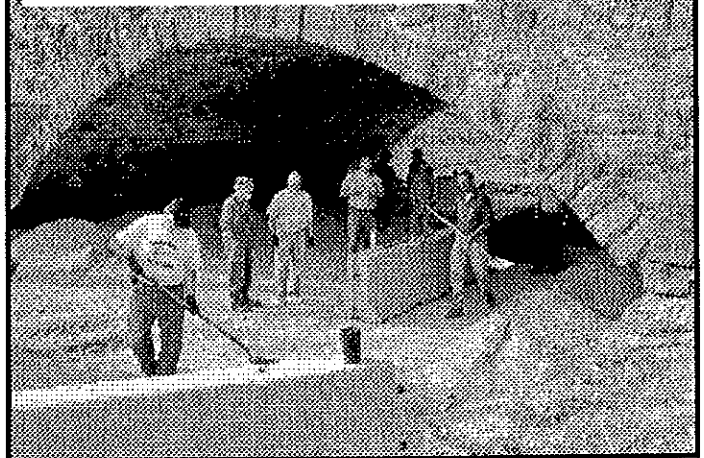
Article and photos by Dan McCain

As we prepare for the arrival of the new replica Canal Boat to our expanding historical venture in Delphi we are slowed somewhat by wet weather lately. Our volunteers continue to find the best job to work on each day. Some days we work indoors on the trailside rest-rooms or completing the inside of our Mule Barn. When the days are nice outside we are tackling work on some very important features that will improve the canal banks, remove obstructions and assist the safe (scratch free) transit of the new boat under the Washington Street Stone Arch Bridge.

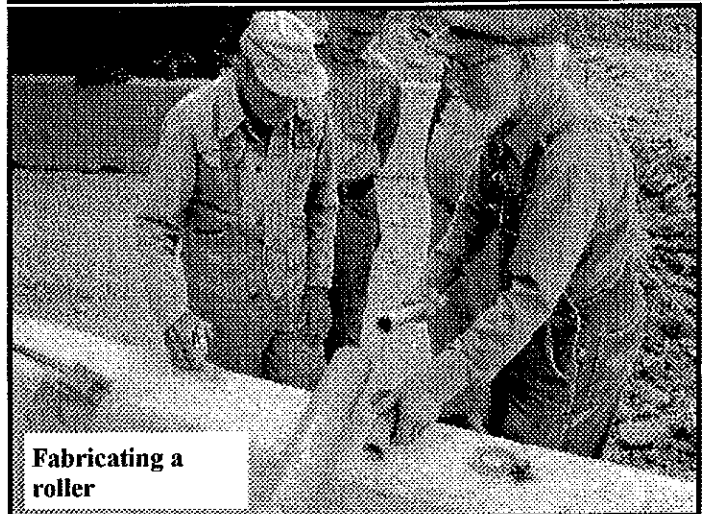
Twelve "Jersey Barriers" given to us by Milestone Construction in Lafayette are being placed on an elevated, compacted floor with crushed stone donated by US Aggregates/Delphi Quarry. When the water level returns the surface will be 8-9 inches higher than the tops of these concrete barriers.

The line to the right in the picture is where the paralleling second row of barriers will be placed. The

Placing the barriers to guide the boat



Barriers will be placed on line at right



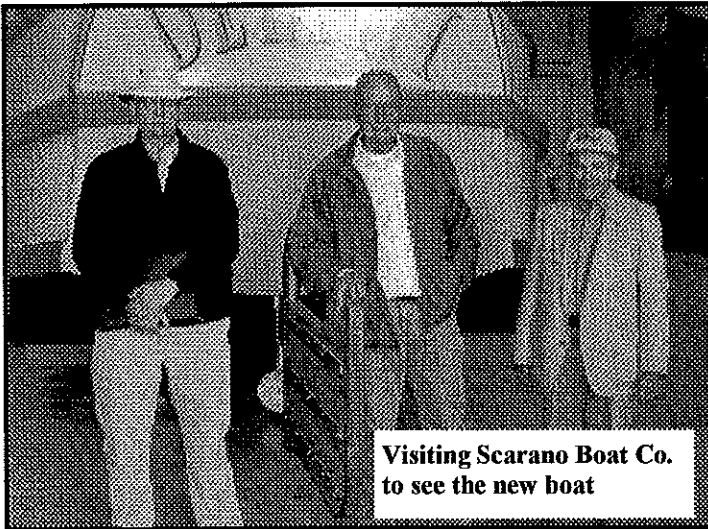
Fabricating a roller

barriers will allow one foot of vertical space between the boat and the barrier on each side. The boat's durable underwater rub rail will help guide the passage of the boat. Note the boat's new warehouse in the far background.

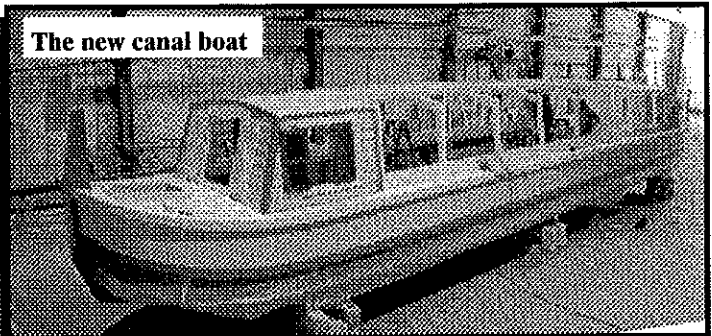
Longtime volunteers Roy Patrick and Ed Gruber

study the ways to fabricate an upright 24 inch "roller" to be installed in the gap between the entry barriers and nudge the boat's rub rail. The concrete sides providing the bulk of the nudging have been painted with epoxy paint to create a smooth wall.

Three Canal Board members from Delphi went to the Scarano Boat Company in Albany, New York on Wednesday April 29 to check on the construction of our beautiful boat. It is expected to be delivered to Delphi the third week of May.



Visiting Scarano Boat Co. to see the new boat



The new canal boat

Purdue University Landscape Architecture students presented their Canal Towpath Trail Concept Plan on Wednesday, May 6th at 1 p.m. at the Wabash Erie Canal Interpretive Center in Delphi. The trail features historic water transportation and connects communities.

A walk-through inspection of Delphi's canal boat being built by Scarano in New York was made on April 23. On April 24 Mike Chapman was able to stand onboard as it floated. The boat was in the water to check for pin leaks in the hull welds but none were detected. (It is not that uncommon to have them as welds can boil a little more than you might want and leaks can result.)



(continued from page 1)

Their second stop was Stockdale, earlier named Squirrel Town by the Indians, where she pointed out that it was located on one side of the Eel River and Roann was on the other side. During the heyday of its flour mill, 50 barrels of flour could be produced in one day. Water poured over the mill's dam and was a delight to see. Although the mill is open for tours during the summer, they were only able to enjoy the picturesque setting.

At the Hopewell Methodist Episcopal Church and Cemetery Cynthia pointed out the graves of Indiana author Gene Stratton Porter's family and other unusual markers. Her father, Mark Stratton, served as the minister. Her brother, Leander, about whom she wrote the book "Laddie," is buried there. Gene's (b. 8-17-1863, d. 12-6-1924) home was on Sylvan Lake in Rome City. Sylvan Lake was constructed as a reservoir for the proposed Erie and Michigan Canal. Gene's remains were recently moved from California to Rome City.



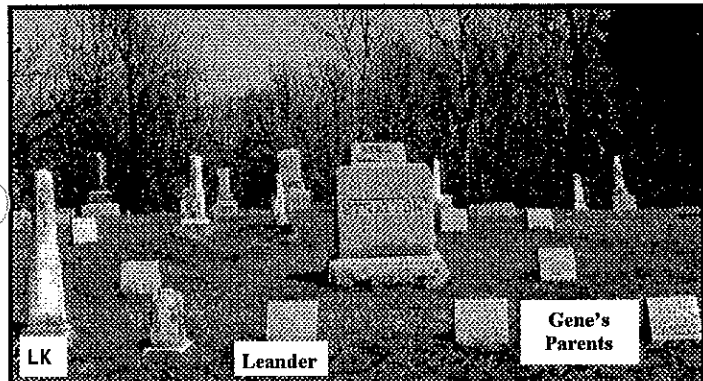
BS



LK

**HOPEWELL CEMETERY
STOCKDALE MILL
ROANN COVERED
BRIDGE**

Photos:
LK - Lynette Kross
BS - Bob Schmidt



LK

Leander

Gene's
Parents



LK



Cynthia Powers docent

LK



LK



BS



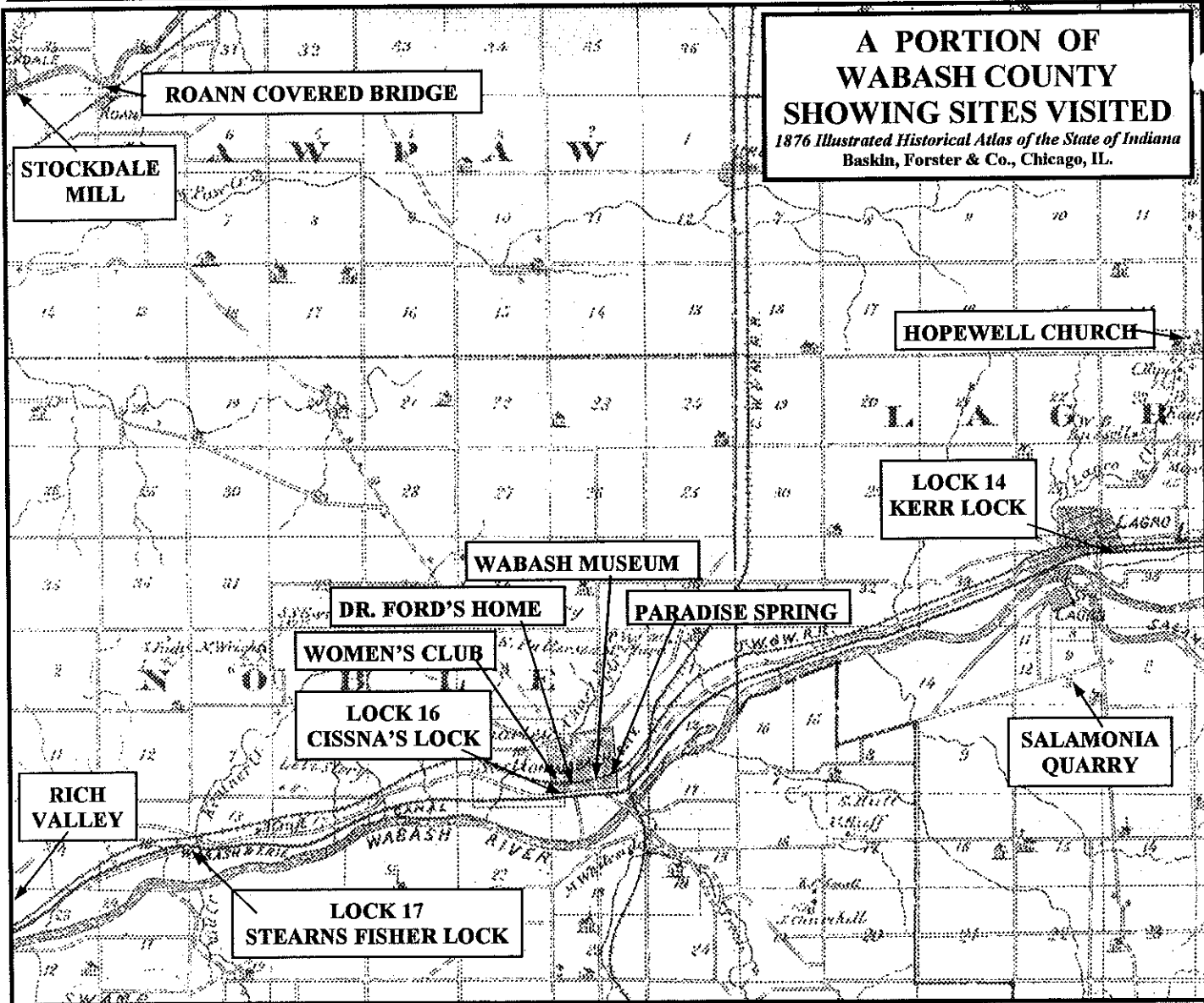
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BS

**A PORTION OF
WABASH COUNTY
SHOWING SITES VISITED**

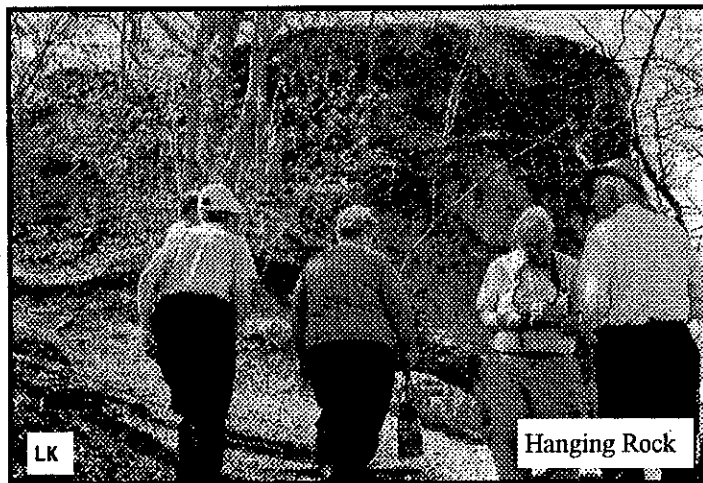
1876 Illustrated Historical Atlas of the State of Indiana
Baskin, Forster & Co., Chicago, IL.

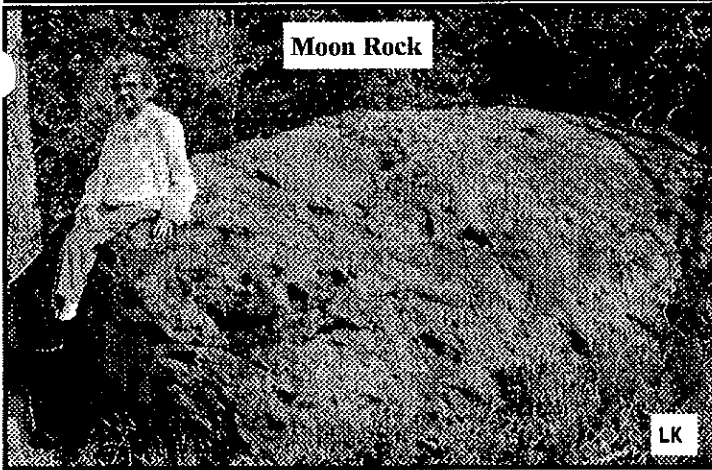


The geology of the Wabash Valley was noted on all three days of the tour. On Friday afternoon attendees saw Hanging Rock, created when Pleistocene glaciers eroded away the archipelago known as the "Fort Wayne Bank" that was a platform on which corals, stromatoporoids, bryozoa, crinoids, and sponges once lived. What remains is the 70-80 foot sub-reef of dolomite at river level with the reef core above it. Today many of the large fossils that were once there have eroded away.

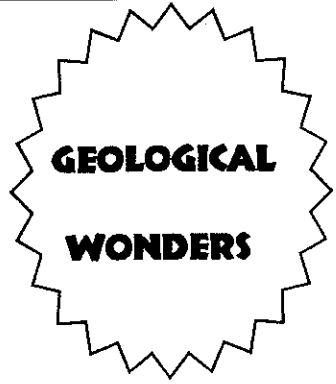
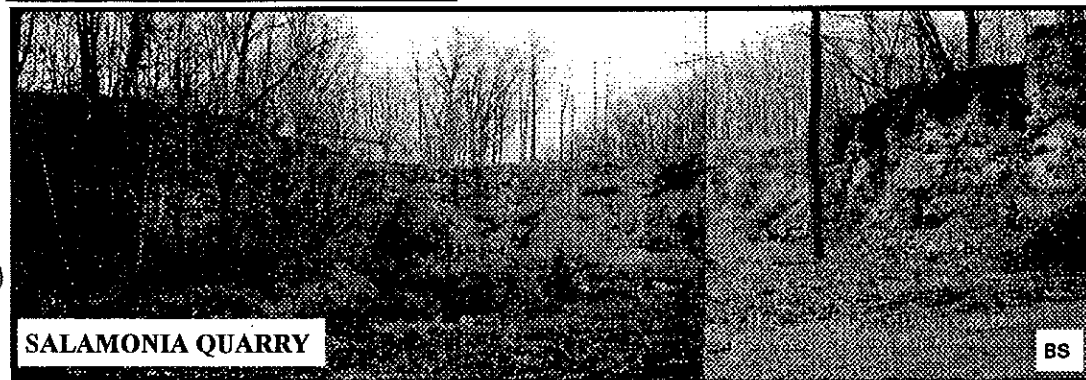
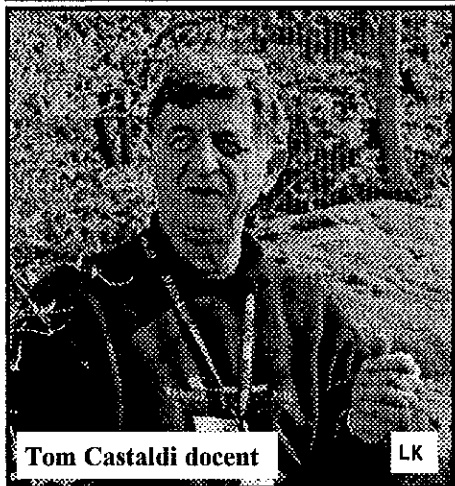
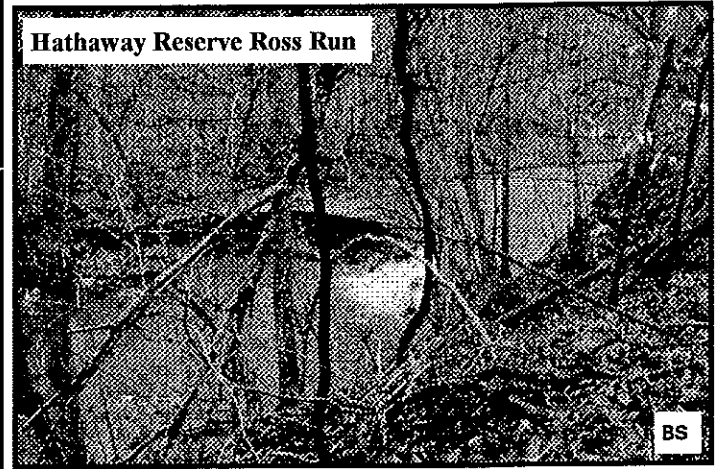
On Saturday they climbed onto Moon Rock, A large pudding stone (conglomerate composed of irregular and angular lumps of granite, gneiss, sienite, etc.) that were cemented together by clay, silica, etc.) that is 15' x 12' and 5' high. A glacier carried it from Canada. They also saw the wide valley with fertile soil that is known as Rich Valley.

On Sunday they visited Salamonia Quarry where stone was quarried for the Wabash and Erie Canal Locks at Lagro. Engineers' reports also show it's stone being used in Moots Lock in Fort Wayne.





A hike through Hathaway Reserve on Sunday took canawlers alongside Ross Run that cuts through resistant ledges of chert and limestone to fall some 75 feet in elevation in less than three-fourths of a mile. The stream flows on large, smooth ledges of rock that have eroded back over the years and offers a series of cascades and falls. It is in a gorge lined by 30-50 ft. high cliffs. Wildflowers and singing birds added to its ambience.



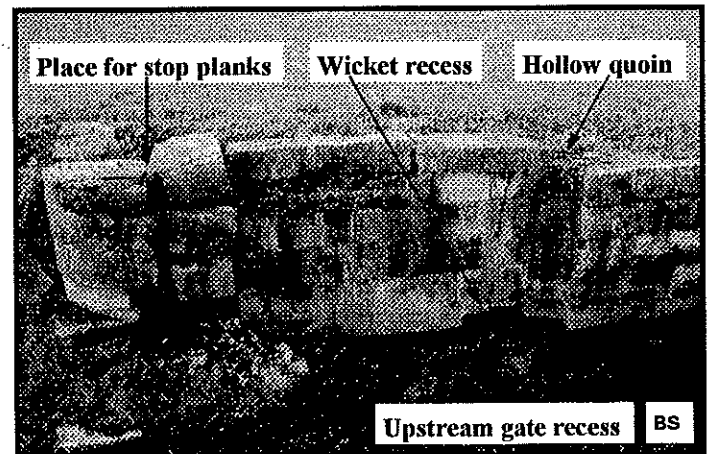
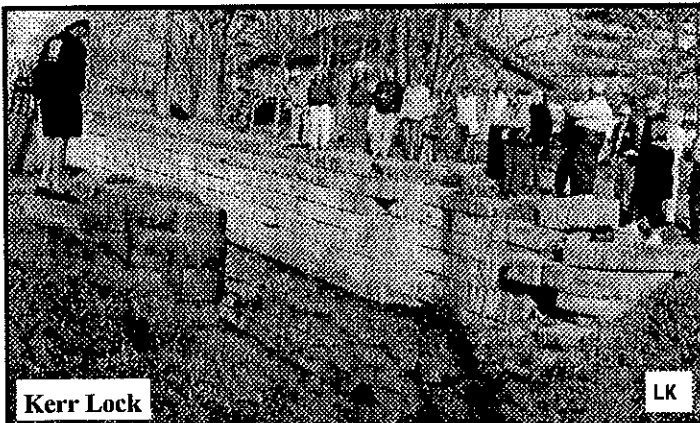
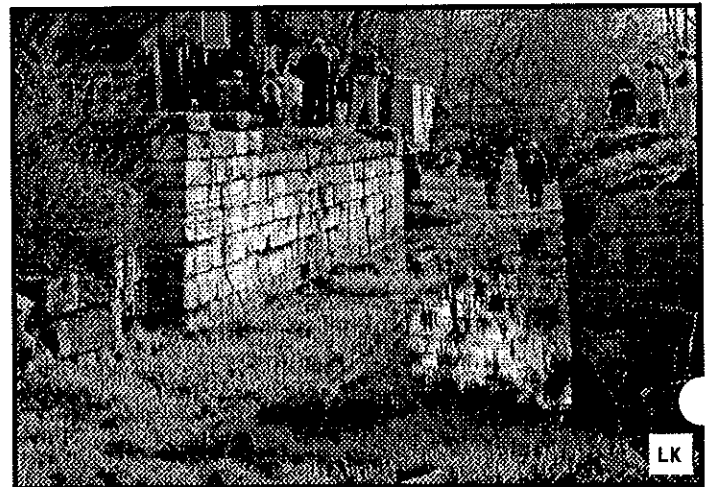
Saturday morning's bus tour took canawlers into Huntington county to see the remains of Silver Creek Arch, a stone arch culvert that passed the creek water underneath the canal prism. The culvert was missing its facing stone and the soil berm and towpath banks above it in which canal water flowed. This prepared canawlers to see the site where a double culvert was once located in Lagro just east of Kerr Lock No. 14 of the Wabash & Erie Canal. Pictures were passed around showing how a double culvert was rebuilt in Ohio by placing stones on top of false work and removing the false work once the key stones fell in place.

of activity as storage warehouses and businesses sprang up to cater to people getting off canal boats. Within a few years Lagro had two shoe stores, two hardware stores, one grocery store, one dry goods store, one tailor, one undertaker, one jeweler, one harness shop, one shingle mill, one lime dealer, one millinery, one drugstore, and three doctors. It also made and shipped lots of whiskey via the canal.

It had four cut stone locks built with stone from the Salamonia Quarry. James McDonald Lock 12 was the futherest east outside of Lagro, then came Curley Hayes Lock 13, James Kerr Lock 14 that they visited, and lastly James Ditton Lock 15 that was buried near the dam that fed the canal from the Wabash River.



In 1837 the Wabash & Erie Canal opened in Wabash County and paved the way for settlement and businesses. The town of Lagro was selected as a toll collection point along the canal and became the center

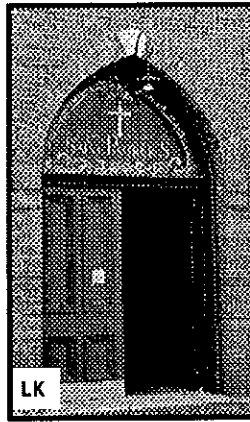


Irish immigrants working on the canal at Lagro in 1835 threatened to have a canal war on the anniversary of the Battle of the Boyne that was fought in 1690. Threats flew back and forth between the Catholic "Corkonians" and Protestant "Far Downers." Citizens from Huntington, militia from Fort Wayne, and troops from Logansport arrived, arrested some 200 workers and eight ringleaders averting a serious confrontation.

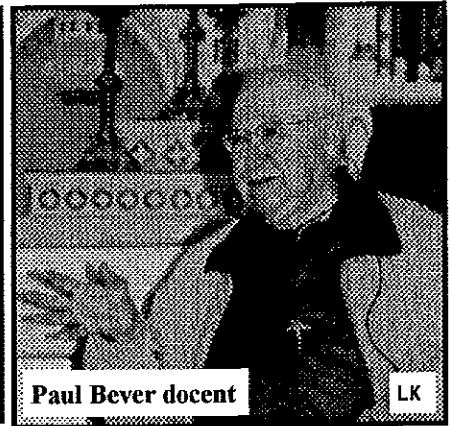
Many of the Catholic canal diggers remained in Lagro after the canal was built. In 1838 they built St. Patrick's behind the current church. The original steps can still be seen. The newer brick church today serves as an Oratory. Paul Bever talked about the church. A state format marker in front of it says:

St. Patrick's Roman Catholic Church

Congregation founded 1836, serving Irish who immigrated to area to work on construction of Wabash and Erie Canal, 1834-1837. Many Irish bought land and stayed as permanent residents using their religious and cultural interests to build Lagro, originally platted 1834, into a thriving trade center. Church dedicated first building 1838; used for activities until razed in 1960s. This brick structure, built 1870-1873, designed in Victorian Gothic Style; original bell still in use. Brick made in Huntington and Lagro. Features include hand-carved altars and statues, stained glass windows, and oak and walnut curved stairway. Listed in National Register of Historic Places 1999.

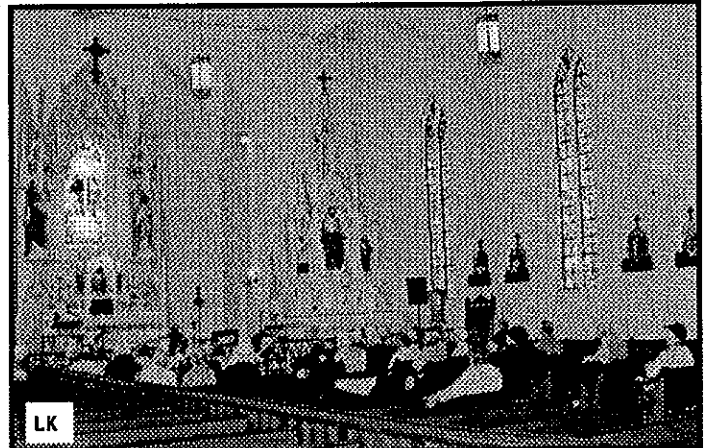


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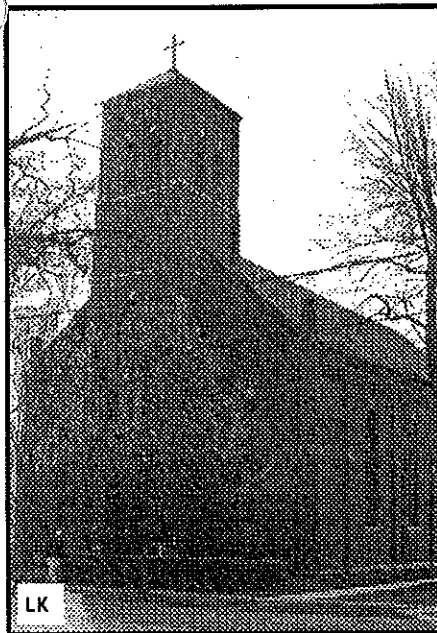


Paul Bever docent

LK

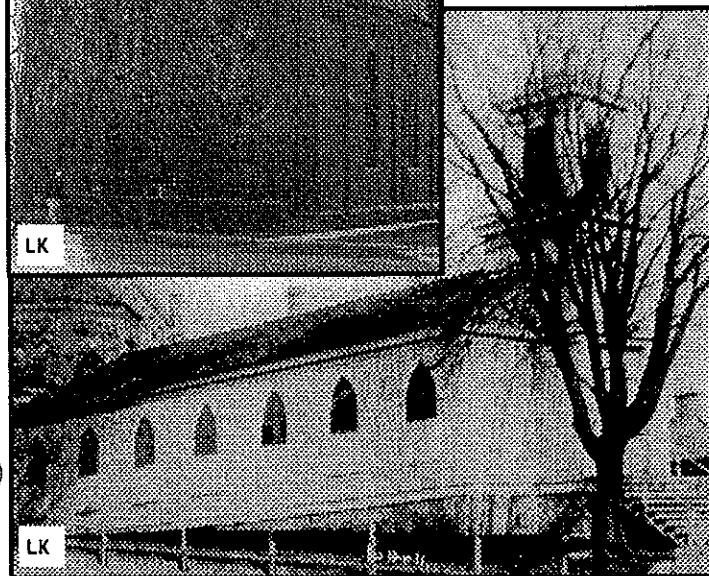


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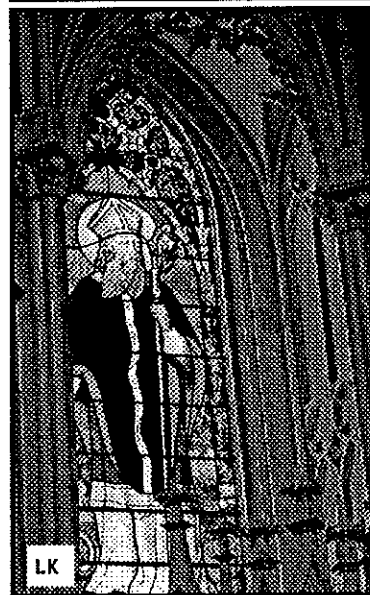


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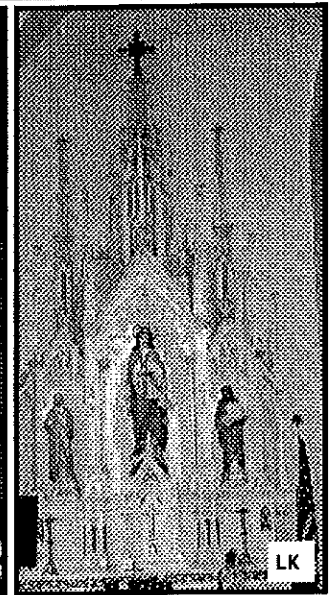
ST. PATRICK'S CATHOLIC CHURCH



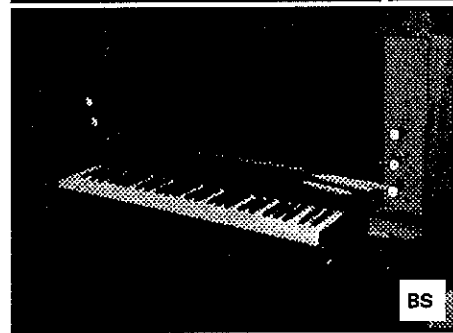
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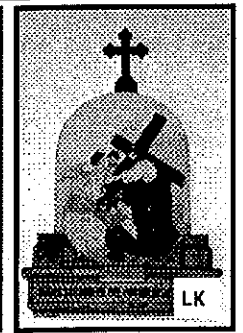
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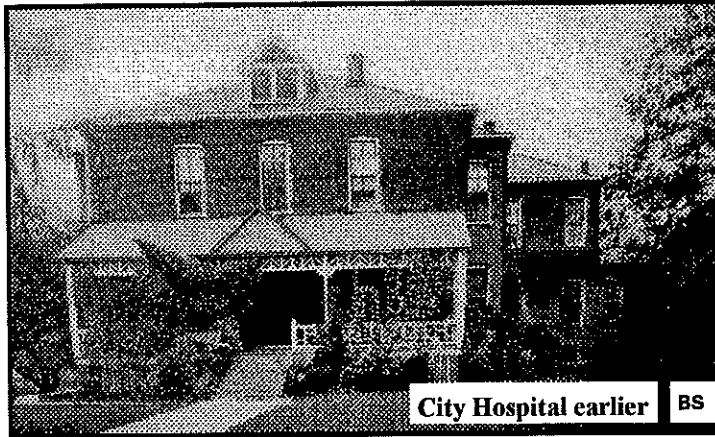
BS



LK

After following the canal route from Lagro to Richvalley and hearing about the Irish war, the Quaker Cemetery, the Indian mill, Boyd Trolley Park, Fisher Lock and home, and Moon Rock, canawlers returned to Wabash and were served lunch at the Wabash Women's Club. The building was built on ground donated by Miami Chief Little Charlie for a fair grounds. An orphanage was built there in 1889, which served as a hospital during the 1918 flu epidemic. Gene Stratton Porter's granddaughter was born there and Gene's ornate dining table that seats 24 graces a large room in the Women's Club.

After lunch most of the afternoon was spent touring the Dr. James Ford Historic Home and the Wabash County Historical Museum. Canawlers were split into groups to tour the home, which had informative documents in each room. They learned that Dr. Ford was a family man, surveyor, agronomist, architect and Civil War surgeon. They saw how he expanded his small 1841 home to a 4,000 square foot residence by the 1870s, which has been fully restored. He influenced the design of several local buildings. He even had his doctor's office in his home and canawlers saw a man on his operating table that had had his leg removed. They learned how he made pills, replaced eyes, and cured all sorts of ills within earshot of his family.



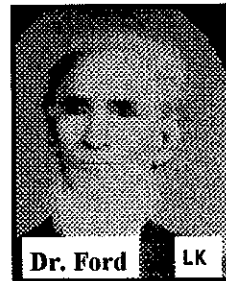
City Hospital earlier BS



Ford home BS



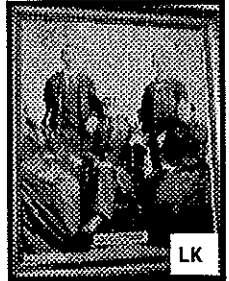
Woman's Club today LK



Dr. Ford LK



LK



LK



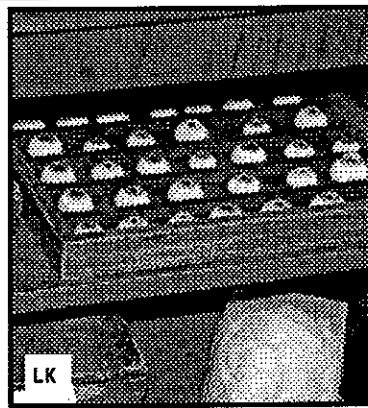
Gene's ornate dining table LK



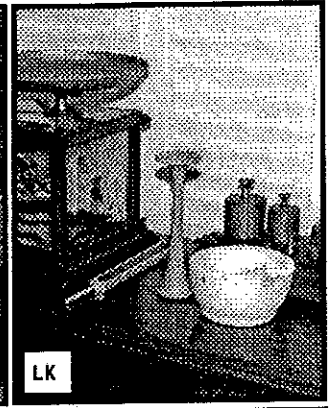
Lunch at Women's Club BS



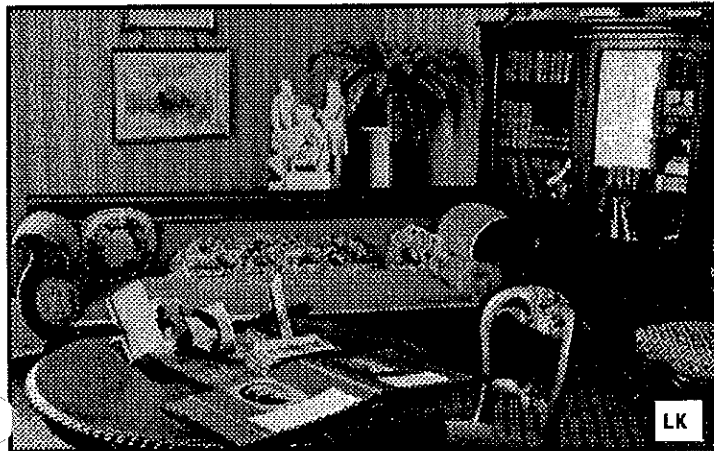
The parlor LK



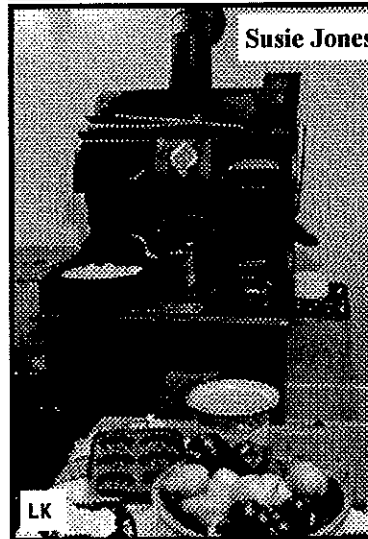
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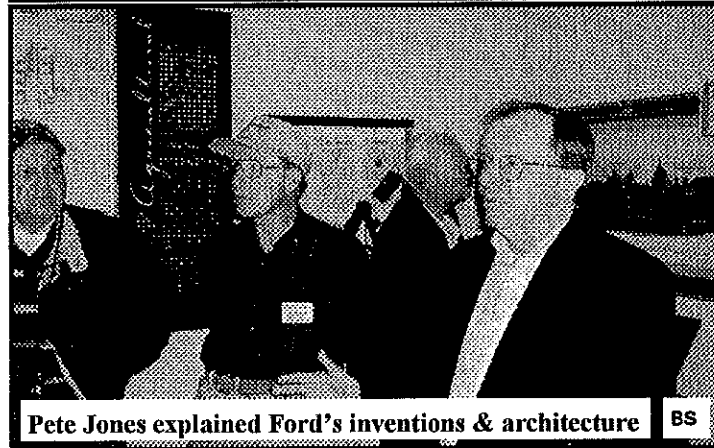


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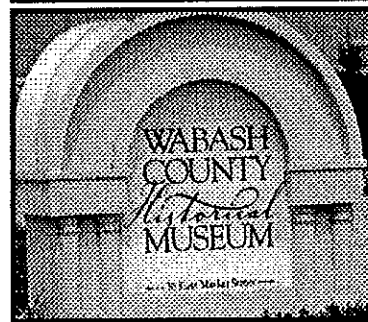
Susie Jones in kitchen



LK



Pete Jones explained Ford's inventions & architecture BS

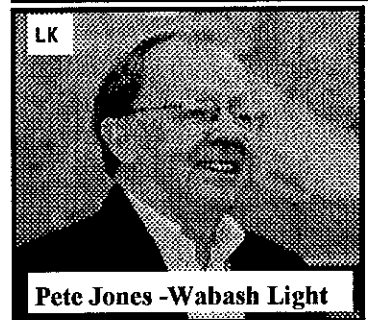


LK

At the Wabash County Historical Museum Pete Jones told about Wabash being the first electrically lighted city in the U.S. Then Mike Beauchamp portrayed the "Lion Tamer," Terrell Jacobs.



Dr. Ford's office BS



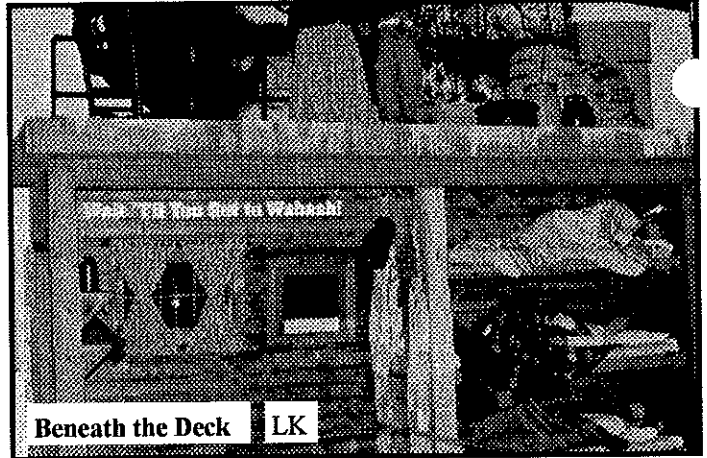
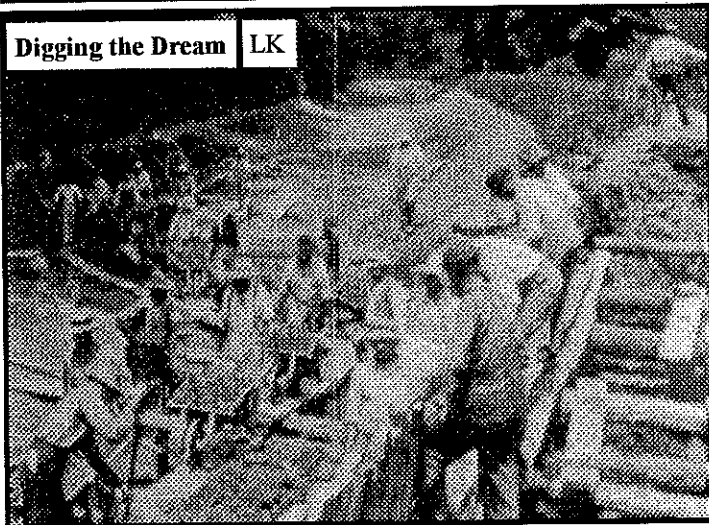
Pete Jones -Wabash Light



Beauchamp Lion Tamer LK

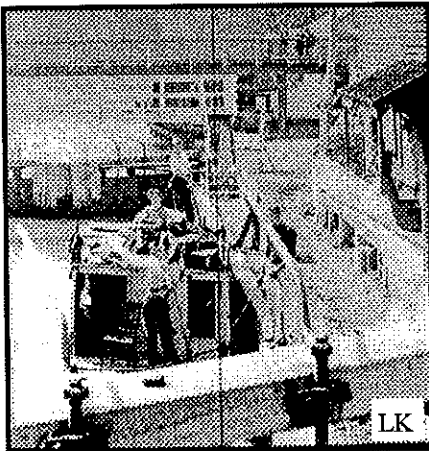
Following the presentations canawlers toured the museum paying special attention to the canal exhibits on both the first and second floors. They had the opportunity to see the excellent special Lincoln exhibit of paintings and the table on which Col. Ely Parker transcribed the terms of surrender at Appomattox.

Digging the Dream LK

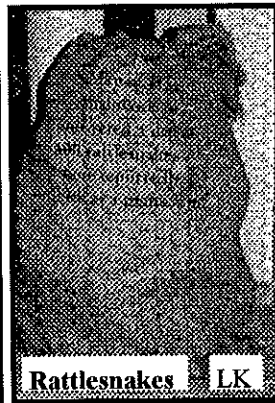


Beneath the Deck LK

The W & E Canal made the town of Wabash a thriving grain shipping center for the surrounding counties. Farmers could clear more land, grow more crops and sell their surplus. They came from all over northern Indiana to ship goods on the canal. During one peak year, shipments from different points totaled 7 million pounds of bacon/lard, 2 million bushels of corn, 1 million bushels of wheat, 5 million feet of lumber, as well as sugar, tobacco and ale. They also benefited when the canal opened by cost reductions in things they couldn't grow or make like salt, coffee, dishes and glass.

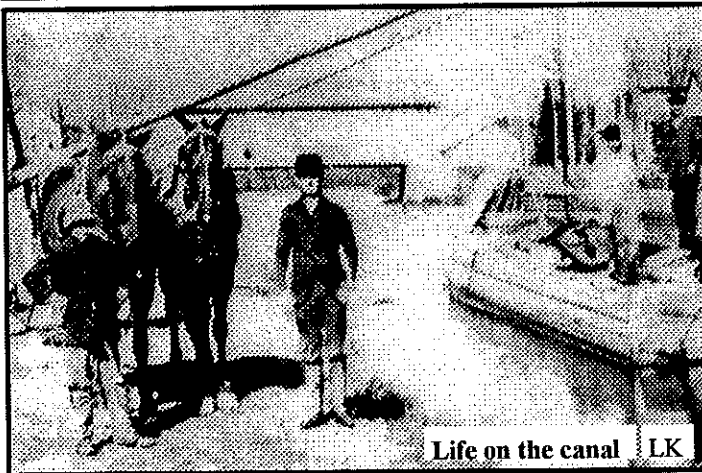


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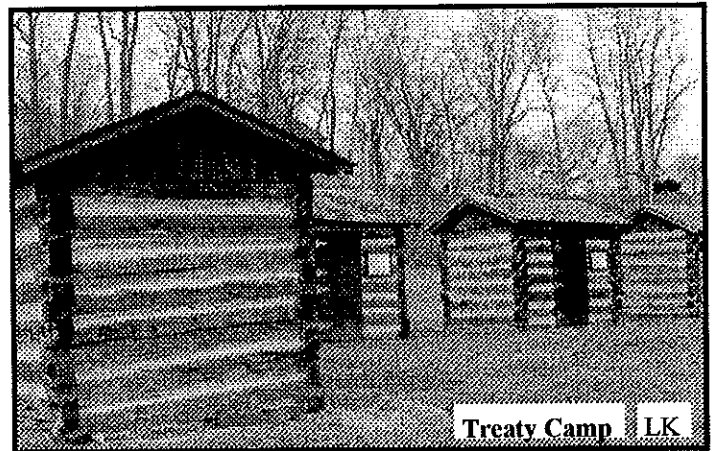


Rattlesnakes LK

The final stop for Saturday was at Paradise Spring where the treaty negotiations between the United States commissioners Louis Cass, James B. Ray and John Tipton and the Miami tribe of Indians was held on October 23, 1828. The original treaty camp consisted of ten buildings. The reconstruction of the camp began in 1997 and is based on a reliable description provided in the 1836 writings of Elijah Hackleman. Signage there read as follows:



Life on the canal LK



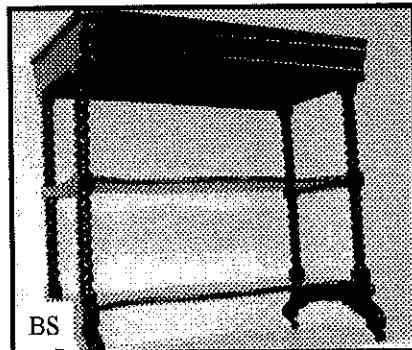
Treaty Camp LK

In the early 1820s, the northern half of Indiana had very little white settlement.

The Miami and Potawatomie Indians had suffered serious defeats at the hands of General Anthony Wayne along the Maumee River (1794) and William Henry Harrison at the Battle of Tippecanoe (1811). However, they still held the rights to the land in this area.

There was a need for additional land for white settlement and the need to establish a canal system along the Wabash River.

In 1826 Congress made an appropriation to hold a treaty meeting with



BS

This table used by Col. Ely Parker to transcribe the terms of the surrender of the Army of Northern Virginia was procured from the McClean home by Major Thomas Gideon Welles, aide-de-camp of General Ord, after the surrender was signed by Lee and Grant.

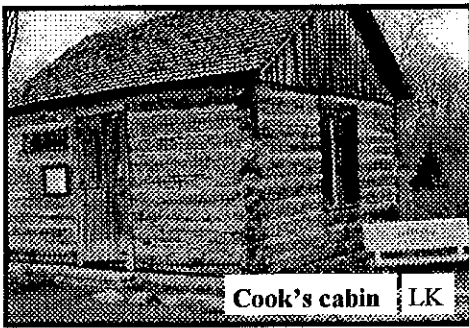
the purpose of acquiring additional land from the Indians. Governor James B. Ray of Indiana, Governor Lewis Cass of Michigan, and Captain John Tipton were appointed commissioners to represent the U.S. Government.

Captain Tipton was assigned the task of locating a site for the meeting. This location was chosen as it was centrally located with many favorable natural features. There features included a plentiful spring and enough open land to construct the treaty camp.

The treaty camp was constructed in the spring and summer of 1826. The treaty meeting took place in October of 1826 and lasted approximately two weeks. On October 26, 1826 the Miami and Potawatamie Indians surrendered the rights to their land in northern Indiana and southern Michigan.

The signing of the Treaty of 1826 allowed for white settlement of this land and the construction of the Wabash and Erie Canal.

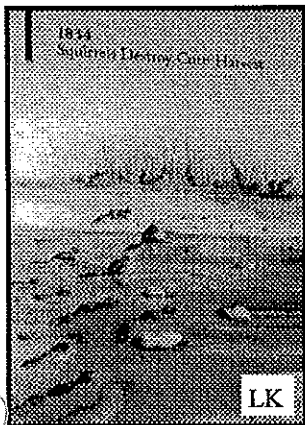
Several hundred Miami and Potawatamie tribes camped on both sides of the Wabash River. Paradise spring, reported sufficient to meet the needs of three thousand persons, ran



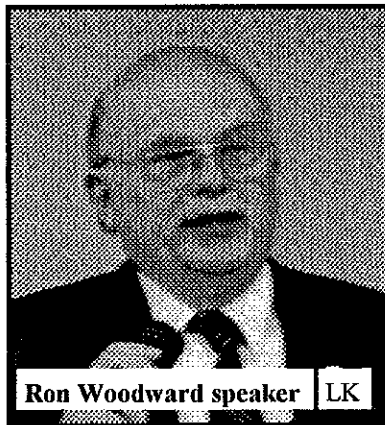
Cook's cabin LK

through a ravine west of the cook's cabin. Meals for the treaty participants were prepared in the cook's cabin.

Banquets were held on both Friday and Saturday nights. Ugalde's Restaurant served a delicious meal in the Knight's Inn conference room on Friday. Ron Woodward, Wabash County Historian, presented an excellent talk about Wabash prior to and in 1836 when the canal was being constructed through the area. Besides talking about the Irish War between the Corkonians and Fardowners and many other events, he related the story about how thousands of squirrels in 1834 destroyed the corn harvest. There were so many squirrels that they actually swam across the Wabash River. The event was of such importance that it was pictured at the Historical Museum.

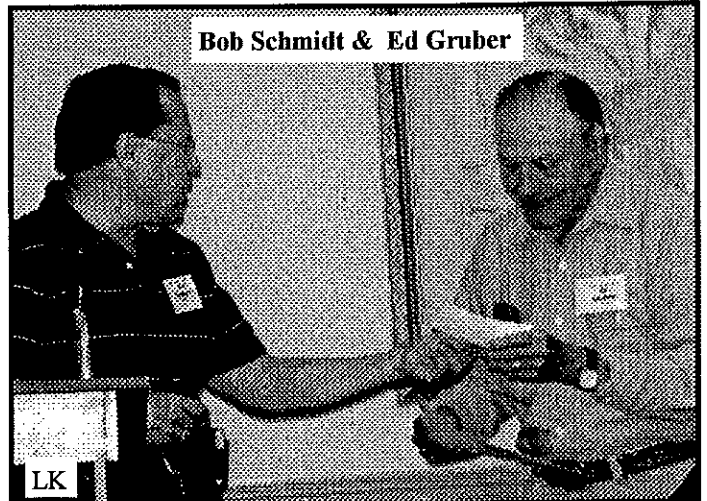


LK



Ron Woodward speaker LK

going CSI secretary, Cynthia Powers, with a certificate of appreciation for her 8 years of service. He recognized Ed Gruber, Treasurer of the Carroll County Wabash & Erie Canal, Inc., for all his work with that organization in helping build exhibits, using his barn for projects, etc. With money donated by CSI members beyond the membership dues level Bob was also able to present Ed with a check for \$2,000 to be used in Delphi's Canal Park. He announced that \$300 had already been sent to Whitewater Canal Scenic Byways for signage. Gail Ginther held up one of the signs and passed out magnets to put on bumpers to advertise the byway.



Bob Schmidt & Ed Gruber

LK



Cynthia Powers



Gail Ginther

LK

Sue Simerman, nominating chair, reported that the following CSI directors were up for re-election: Don Haack, Chuck Huppert, Jeff Koehler, Mike Morthorst, Cynthia Powers and Bob Schmidt. All but Cynthia agreed to serve again. Sue nominated Tom Castaldi to fill Cynthia's position. The board was unanimously elected.

Thomas E. Castaldi - CSI Director, Ft. Wayne

Although Tom Castaldi's professional life has been in the business world, his passion has been historical preservation and research, with a special interest in Indiana's canal system during the 1800s. A native of Logansport, Indiana, he received a BS degree at Indiana University's School of Business in 1961. He retired as Communications Vice President for Essex in 1998. During the past thirty years, he has been researching and writing about Indiana canals and



Tom Castaldi

is the author of several books, monographs and magazine articles. He hosts a weekly northeastern Indiana public radio program that features the region's history, another series of history programs for a second Fort Wayne AM radio station and his "Along the Heritage Trail" articles appear monthly in *Fort Wayne Magazine*.

Tom served as the first board president of the Indiana State Museum Foundation (1995-2000) and was elected its first Honorary Director. He is presently the Allen County Indiana Historian, a board member of the Allen County Fort Wayne Historical Society, the Maumee Valley Heritage Corridor; and has been a long time member of the President's Advisory Council of the Canal Society of Indiana. He is currently the moderator of the Wabash Erie Canal Towpath Trail forum and serves as chairman for the Wabash Erie Canal Interpretive Center Archive Committee in Delphi, Indiana.

According to CSI bylaws, its board of directors elect its officers. Those re-elected were President Bob Schmidt, Vice-President Chuck Huppert, Treasurer Jim Ellis and Editor Carolyn Schmidt. Newly elected was Secretary Sue Simerman.

Sue Simerman - CSI Secretary, Ossian

Sue Simerman, newly elected secretary of CSI, has been a member of the Canal Society of Indiana since 1991 and a director for more than 10 years. Her interest in history began with her own family history, which includes her grandparents being from the Huntington, Indiana area. She has ancestors that traveled to Huntington via the Wabash and Erie Canal. Sue spent some of her childhood at Rome City on Sylvan Lake, the Northport Reservoir for the proposed Michigan and Erie Canal. She and her husband, Steve, joined the society after their interest was sparked by the discovery of the Gronauer Lock at New Haven, Indiana.



Sue Simerman

Sue took schooling in data processing and worked for Platka Export in Fort Wayne until becoming a stay-at-home mother. Since then she has done volunteer work and worked part time until 1998. She and Steve are still farming their ground in Allen and Wells counties. Her hobbies include all canals, genealogy, gardening, reading and enjoying time with their 7 grandchildren.

Canawlers were treated to a delightful evening at Charlie Creek Gardens on Saturday night courtesy of Richard Ford and the Charlie Creek Foundation. Before dinner they could either stroll or be transported by golf carts through the beautiful gardens. They saw a maze, tumbling waterfall, sculptures, blooming spring flowers and birds flying from tree to tree and heard frogs croaking on the banks of Charlie Creek before reaching the banquet facility on the other side of the ravine. Once there waiters and waitresses kept their wine glasses full while participants visited with one another and enjoyed a variety of tasty dips and chips on the veranda. Spring flowers from the gardens graced the round dining tables and the buffet. Following the gourmet meal, reports from areas along Indiana's canals were given. The fall tour from St. Marys to Piqua, Ohio on October 16-18 was announced by Mike Morthorst. As the sun began to fade canawlers walked or rode through the gardens and back to their cars. A good time was had by everyone.

They can't "Wait Til They Get Back To Wabash!"

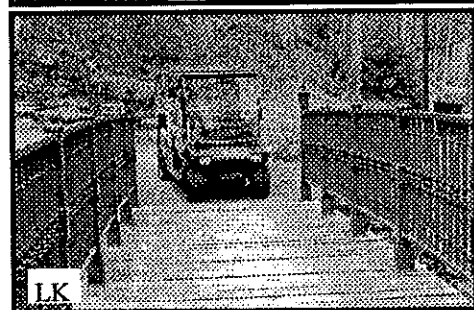
Charlie Creek Gardens



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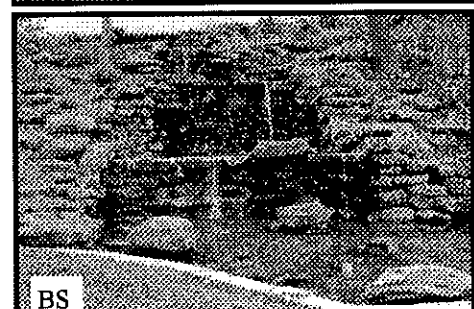
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