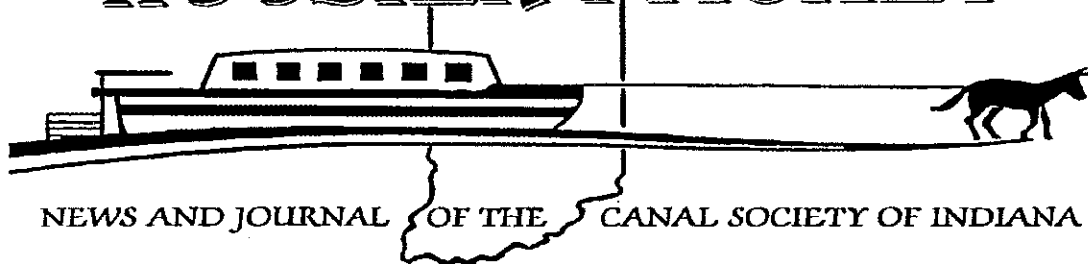


THE
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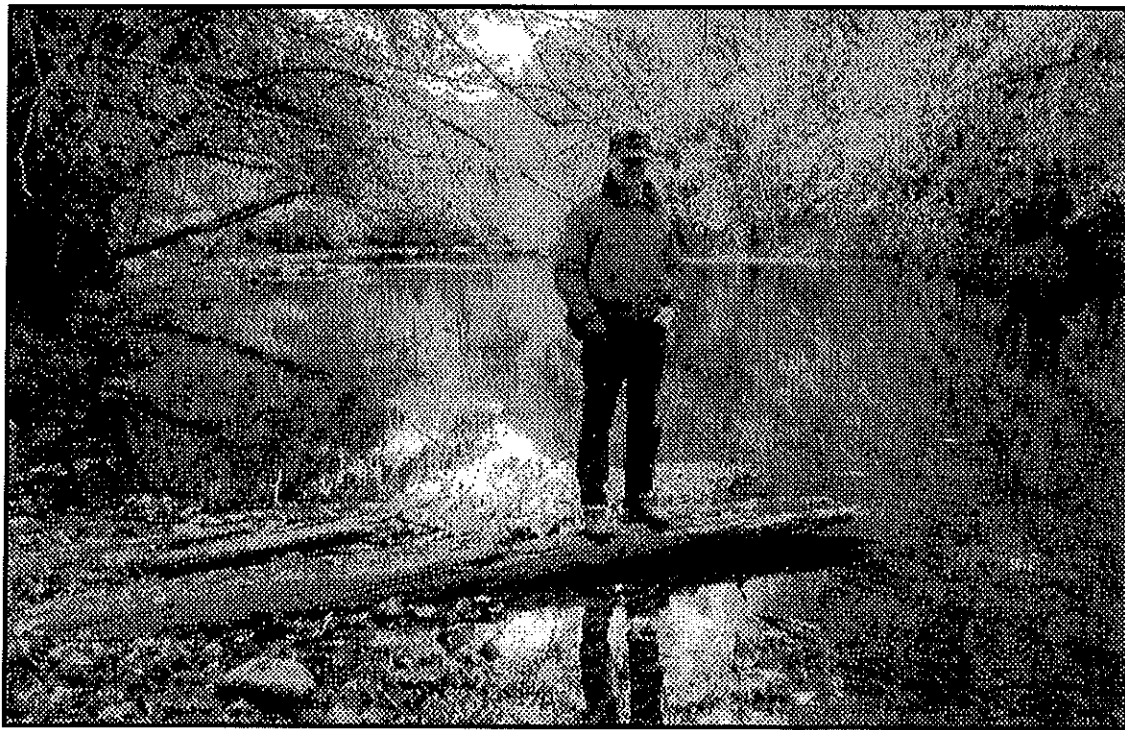


VOL. 9 NO. 3

P.O. BOX 40087 FORT WAYNE, IN 46804

MARCH 2010

ALL THAT REMAINS



CSI member Jerry Mattheis stood on timber remains from the Daleville Feeder Dam in October 1999. Only a few decayed timbers, rocks from the cribs and ripples across the river point out its location. P-B. Schmidt

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THE UNFINISHED CENTRAL CANAL

By Carolyn Schmidt

The Canal Society of Indiana (CSI) usually reports on the completed section of the Central Canal from the White River at Broad Ripple to downtown Indianapolis — the section that is watered, supplies 70% of Indianapolis' water, and has trails or landscaped concrete walkways.

The section of the Wabash & Erie Canal from the Pigeon Creek Dam to Evansville that was originally built for the Central Canal is also discussed from time to time in our publications. However, other sections of the

canal were constructed, but little has been written about north of Anderson. them.

The CSI brochure carries the following information:

Central Canal 1836-1839 (8 miles/296 planned)
 This canal was to extend 296 miles from Peru, down the Mississinewa River Valley to the White River, through Indianapolis, and on to Worthington. Here it would meet the Cross-Cut Canal and proceed 111 miles to Evansville. Construction stopped with the financial collapse of 1839. The 24 miles from Broad Ripple to Port Royal was largely constructed, but only 8 miles in Indianapolis was watered and operational. The remainder from Alexandria to Martinsville was left in various stages of completion. Today, portions are used as a water source for Indianapolis and have been modernized.

Headquarters was excited to receive further information about the Central Canal in Madison County, Indiana that was found in the newspaper article "Along The Old Canal" in Anderson's *The Herald Bulletin* on January 3, 2010, by Stephen T. Jackson, Madison County Historian. A photo of the Central Canal taken looking north from the 600N bridge showed a narrow ditch where the canal bed had silted in, and banks lined with brush and weeds. The article reported that the route of the canal is very visible from the air and that the most clearly defined portion of it runs from just above 500N where it becomes part of Little Killbuck Creek and extends about 3 miles north to the south side of 800N just a few hundred yards east of Indiana 9

The article also pointed out that from near Daleville to the east of Park Place the old canal ran along the north bank of White River. This portion later became the Anderson Hydraulic. At several points along this route the canal is seen along the bank of the river. It is also faintly evident west of Anderson close to where 600 West crosses White River.

Jackson goes on to say that the canal that was to join the Wabash & Erie Canal near Peru and pass through the center of Indiana was aptly named the Central Canal. From the Wabash & Erie canal boats could turn south on the Central and just before Andersontown (Anderson) choose to go either south through Indianapolis and on to Evansville on the Ohio River or go to the east through Andersontown toward Muncie to connect with the planned Whitewater Canal, which would take them to Lawrenceburg on the Ohio River or to Cincinnati via the Cincinnati and Whitewater Canal. It would be linked to other canals to the north and east, connect with Lake Erie, and provide transportation of goods to and from the eastern half of the United States. It was part of Indiana's 1836 Internal Improvements Bill.

Like many of the bill's projects, the canal was dug by private contractors in sections and not in continuous path. The sections were to eventually be joined to form the canal. Laborers, earning \$18-\$21 a month digging the 40 feet wide at the water line, 26 feet wide at the bottom, and 4 feet deep canal, were at
 (continued on page 18)

CANAL SOCIETY OF INDIANA

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Ireland's Canal Place Names

By Richard F. Brown, Jr., AICP

As a St. Patrick's Day treat, the following chart lists those communities spanning the entire Emerald Isle (including Northern Ireland) located along canals or canalized rivers. They are listed alphabetically by the Anglicized version of their name typically seen on our maps, and then their Irish Gaelic name is provided, along with its meaning or namesake. Also shown on the chart is the canal upon which it is situated and the county where the community is situated. The English language seldom seems to provide the same descriptive richness and detail found in either Irish or Scottish Gaelic.

| ANGLICIZED PLACE NAME | IRISH (Gaelic) PLACE NAME | MEANING OR NAMESAKE | CANAL(S) | COUNTY(IES) |
|-----------------------|-----------------------------------|---|--------------------|-------------|
| Abbeyshrule | <i>Mainistir Shruthla</i> | Monastery of Shruthla | Royal | Longford |
| Aghagallon | <i>Achadh Galláin</i> | Field of the standing stone | Lagan | Antrim |
| Aghalee | <i>Achadh Lí</i> | Field of the calves | Lagan | Antrim |
| Allenwood | <i>Fíodh Alúine</i> | Hill or bog of Allen | Grand | Kildare |
| Athlone | <i>Baile Atha-Luain</i> | Town of the ford of Luain | Shannon nav. | Westmeath |
| Athy | <i>Baile Átha Í</i> | Town of the ford of Ae' | Grand: Barrow Line | Carlow |
| Ballinamore | <i>Béal an Atha Móir</i> | Mouth of the great ford | Shannon-Erne | Leitrim |
| Ballycommon | <i>Baile Comaín</i> | Town of St. Coman | Grand | Tipperary |
| Ballyfermot | <i>Baile Formaid</i> | Town of Chieftain Dermot Mac Giolla Mocholmog | Grand | Dublin |
| Ballykeeran | <i>Bealach Caorthainn</i> | Town of St. Ciaran | Shannon nav. | Westmeath |
| Ballymahon | <i>Baile Uí Mhatháin</i> | Town of Chieftain Mahon | Royal | Longford |
| Ballyskeagh | <i>Baile Sgeicheach</i> | Town of skaghs or hawthorn bushes | Lagan | Down |
| Banagher | <i>Beannchar na Sionna</i> | Place of the pointed rocks of Shannon | Shannon nav. | Offaly |
| Belfast | <i>Belfeirste or Béal Feirste</i> | Mouth of the River Farset | Lagan | Antrim/Down |
| Belturbet | <i>Béal Tairbirt,</i> | Entrance to Tairbert Island | Shannon-Erne | Cavan |
| Benburb | <i>Beann-borb</i> | Proud peak | Ulster | Tyrone, NI |
| Carlow | <i>Ceatharlach</i> | Four lakes | Barrow navigation | Carlow |
| Carrick-on-Shannon | <i>Cora Droma Rúisc</i> | The weir of Drumrusk | Shannon nav. | Leitrim |
| Clones | <i>Cluain Eois</i> | Eos's meadow | Ulster | Monaghan |
| Clonliffe (Dublin) | <i>Cluain Lubh</i> | The meadow of herbs | Royal | Dublin |
| Clonmacnoise | <i>Cluain Mhic Nóis</i> | The meadow of the sons of Nos | Shannon nav. | Offaly |
| Clonsilla (Dublin) | <i>Cluain Saileach</i> | The meadow of willows (willows) | Royal | Dublin |
| Cloondara | <i>Cluain Da Rath</i> | The meadow of the two raths (forts) | Royal | Longford |
| Coalisland | <i>Oileán a'Ghuail</i> | Coal island | Coalisland | Tyrone |

| ANGLICIZED PLACE NAME | IRISH (Gaelic) PLACE NAME | MEANING OR NAMESAKE | CANAL(S) | COUNTY(IES) |
|-----------------------|-------------------------------------|--|----------------------------|---------------|
| Corbally | Baile Cor | Odd town land | Naas Branch | Kildare |
| Crumlin (Dublin) | Croimghlinn | Curved or crooked glen | Grand | Dublin |
| Daingean | An Daingean or Daingean Ua bhFáilge | Fortress of the Uí Fáilge clan | Grand | Offaly |
| Drogheda | Droiched-atha | The bridge of the ford | Boyne navigation | Meath/Louth |
| Dromineer | Drom Inbhir | The back or the ford of the river | Shannon nav. | Tipperary |
| Drumcondra (Dublin) | Droim Conrach | Conra's ridge | Royal | Dublin |
| Drumod | Dromad | The ridge | Shannon nav. | Leitrim |
| Drumsna | Droim ar Snámh | The ridge of the swimming | Shannon nav. | Leitrim |
| Dublin | Baile Atha Cliath | Town of the hurdled ford | Grand and Royal | Dublin |
| Edenderry | Eadán Doire | The hill-brow of the oak wood | Grand and Edenderry Branch | Offaly |
| Enniskillen | Inis-Ceithleann | Ceithleann's Island | Erne navigation | Fermanagh, NI |
| Goresbridge | An Droichead Nua | A new bridge | Barrow navigation | Kilkenny |
| Graiguenamanagh | Gráig na Manach | The village of the monks | Barrow navigation | Kilkenny |
| Killashee | Cill na Sí | The church of St. Ausaille or Auxilius | Royal | Longford |
| Kilbeggan | Cill Bheagáin | Beccan's church | Kilbeggan Branch | Westmeath |
| Kilcock | Cill Choca | Saint Coca | Royal | Kildare |
| Kilgarvan | Cill Garbháin | St. Garban's or Garvan's church | Shannon nav. | Tipperary |
| Killaloe | Cill Dálua | Church of St. Dalua or Molua | Shannon nav. | Clare |
| Lecarrow | An Leithcheathrú | Half-quarter of land | Lecarrow | Roscommon |
| Leighlinnbridge | Leithghlinn an Droichid, | Bridge of the half-glen | Barrow navigation | Carlow |
| Leitrim | Liath-dhruim | Grey drum or ridge | Shannon-Erne | Leitrim |
| Leixlip | Léim an Bhradáin | Leap of the salmon | Royal | Kildare |
| Lifford | Leifear | Unknown | Strabane | Donegal |
| Limerick | Luimnech | A bare spot of land | Shannon nav. | Limerick |
| Lisburn | Lios na gCearrbhach | Fort of the gamblers | Lagan | Antrim |
| Lucan | Leamhcán | Place of the elms | Royal | Dublin |
| Maynooth | Maigh Nuad | Unknown | Royal | Kildare |
| Monaghan | Muineachon | A place of little hills or brakes | Ulster | Monaghan |
| Monasterevin | Mainistir Eimhín | The monastery of St. Evin | Grand: Barrow Line | Kildare |
| Moy | Magh or An Maigh | A plain | Ulster | Tyrone, NI |
| Muine Bheag | same | Small thicket | Barrow navigation | Carlow |
| Mullingar | Muilleann gCearr | The left-handed or wry mill | Royal | Westmeath |
| Naas | Nás na Ríogh | A fair or meeting place (of King's) | Naas Branch | Kildare |

| AGLICIZED PLACE NAME | IRISH (Gaelic) PLACE NAME | MEANING OR NAMESAKE | CANAL(S) | COUNTY(IES) |
|----------------------|--------------------------------|--|-----------------------|------------------|
| Navan | <i>An Uaimh</i> | The cave | Boyne navigation | Meath |
| New Ross | <i>Ros-mic-Treoin</i> | The wood of the son of Treun. | Barrow navigation | Wexford |
| Newry | <i>Iúr Cinn Trá</i> | The yew tree at the head of the strand | Newry | Armaugh/Down, NI |
| Pollagh | same | A place full of holes or pits | Grand | Offaly |
| Portadown | <i>Port an Dúnáin</i> | Port of the fortress | Newry | Armagh, NI |
| Portlaw | <i>Port-lagha or Port Lách</i> | The bank or landing place of the hill | Clodaigh | Waterford |
| Portumna | <i>Port Omna</i> | Landing place of the oak | Shannon nav. | Galway |
| Rahan | <i>Raithean</i> | A ferny place | Grand | Offaly |
| Rathangan | <i>Rath-Iomghain</i> | Imgan's fort | Grand: Barrow Line | Kildare |
| Roosky | <i>Rúscaigh</i> | A marshy place | Shannon nav. | Roscommon |
| Rossmore | Unknown | Great wood or peninsula | Shannon nav. | Clare |
| St. Mullins | <i>Tigh-Moling</i> | Saint Moling | Barrow navigation | Carlow |
| Sallins | <i>Na Solláin</i> | The willows | Grand and Naas Branch | Kildare |
| Scarva | <i>Scairbh</i> | Rugged, shallow ford | Newry | Down, NI |
| Shannon Harbour | <i>Caladh na Sionainne</i> | Shannon Harbour | Grand | Offaly |
| Slane | <i>Baile Shláine</i> | Town of | Boyne navigation | Meath |
| Strabane | <i>An Strath Ban</i> | Fair river valley or white strand | Strabane, NI | Tyrone, NI |
| Tullamore | <i>Tulach Mhór</i> | Great hill | Grand | Offaly |
| Vicarstown | <i>Baile an Bhiocáire</i> | Town of the Vicar | Grand | Laois |

NOTE: NI in the chart is an abbreviation for Northern Ireland.

SOURCES:

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 Scarva; Shannon Harbour; Slane; Strabane; Strabane Canal; Tuillamore; Vicarstown <http://www.watertourist.net/touristinformation/about-ballykeeran-ireland.html>
<http://www.maps.google.com>

THE HOOSIER PACKET - MARCH 2010

ARTICLES CLEARED AT FORT WAYNE ON WABASH & ERIE CANAL

| | <u>1845</u> | <u>1846</u> | <u>1847</u> | <u>1848</u> | <u>1849</u> | <u>1850</u> | <u>1851</u> | <u>1852</u> | <u>1853</u> | <u>1854</u> | <u>1855</u> | <u>1856</u> | <u>1857</u> | <u>1858</u> | <u>1859</u> |
|------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| BARRELS | | | | | | | | | | | | | | | |
| Flour | 14,704 | 41,841 | 36,548 | 28,132 | 25,275 | 22,708 | 23,240 | 30,698 | 9,648 | 6,270 | 3,237 | 6,186 | 9,882 | 30,626 | 28,680 |
| Whiskey | 1,870 | 2,218 | 2,120 | 2,176 | 2,816 | 2,981 | 2,781 | 1,730 | 3,935 | 1,632 | 1,632 | 2,573 | 1,268 | 1,281 | 1,281 |
| Salt | 43,398 | 29,356 | 42,285 | 61,743 | 53,030 | 74,354 | 52,244 | 85,191 | 58,609 | 77,712 | 101,202 | 53,589 | 43,866 | 47,826 | 44,557 |
| Fish | | | | 1,266 | 2,232 | 3,839 | 3,303 | 6,773 | 6,919 | 5,092 | 3,446 | 3,197 | 1,783 | 2,208 | 1,239 |
| Oil - linseed, lard, oil | | | | 286 | 332 | 385 | 575 | 564 | 914 | 958 | 655 | 427 | 100 | 65 | |
| Lime | | | | 93 | 149 | 299 | 351 | 320 | 3,920 | 1,198 | 2,370 | 1,172 | 3,906 | 6,358 | 748 |
| Pork | | 690 | 542 | 3,633 | 3,709 | 1,278 | 1,216 | 1,615 | 5,784 | 2,685 | 4,656 | 2,068 | 752 | 785 | 1,087 |
| Ale & Beer | | | | | | 345 | 568 | 525 | 619 | 730 | 136 | 237 | 194 | 414 | 138 |
| Beef | | | | | | 113 | 216 | 859 | 84 | 492 | 1,049 | 429 | 136 | 88 | 205 |
| Cider | | | | | | 169 | 50 | 171 | 75 | 29 | 23 | 222 | 17 | 8 | 2 |
| Spirits - domestic | | | | | | 437 | 510 | 465 | 320 | 307 | 286 | 177 | 195 | 81 | 2 |
| Tar | | | | | | 305 | 325 | 397 | 389 | 307 | 286 | 196 | 60 | 65 | 21 |
| Vinegar | | | | | | 392 | 724 | 665 | 170 | 1,483 | 1,299 | 1,218 | 860 | 926 | 448 |
| Green Apples | | | | | | 795 | 502 | 847 | 747 | 293 | 765 | 234 | 7 | 60 | |
| Cranberries | | | | | | 831 | 1,225 | 1,451 | 650 | 536 | 9 | 32 | 26 | 11 | |
| BUSHEL | | | | | | | | | | | | | | | |
| Barley | | | | 581 | 393 | 3,342 | 3,442 | 6,266 | 7,823 | 32 | 145 | 6,044 | 84 | 5,777 | 28 |
| Beans | | | | | 194 | 263 | 465 | 65 | 15 | 280 | 107 | 197 | 7 | 224 | 25 |
| Corn | 2,669 | 32,127 | 26,031 | 32,349 | 25,831 | 18,365 | 73,373 | 8,090 | 28,007 | 1,152,333 | 300,523 | 76,508 | 85,311 | 72,379 | 720 |
| Coal | | | | 5,023 | 6,740 | 3,327 | 66,809 | 7,115 | 11,928 | 14,715 | 37,910 | 20,066 | 32,264 | 35,387 | 25,387 |
| Coke | | | | | | 5,559 | 5,376 | 2,948 | 4,327 | 11,850 | 4,700 | 1,905 | 8,150 | 918 | 1,780 |
| Oats | 774 | 3,768 | 3,564 | 2,823 | 178 | 1,591 | 850 | 6,854 | 150 | | 3,187 | 150 | 12,623 | 6,139 | 750 |
| Potatoes | | | | | | 4,970 | 2,984 | 606 | 225 | 7,743 | 3,295 | 11,692 | 4,665 | 2,528 | 1,165 |
| Rye | | | | | 15 | 2,803 | 24 | 1,286 | 381 | 548 | 1,700 | 6,324 | 5,529 | 6,774 | 404 |
| Seeds | 196 | 1,316 | 816 | 1,195 | 1,590 | 1,922 | 1,025 | 1,376 | 1,726 | 5,020 | 2,102 | 634 | 1,228 | 1,551 | 1,591 |
| Wheat | 18,668 | 32,816 | 119,745 | 109,488 | 143,795 | 226,711 | 308,034 | 307,208 | 361,462 | 118,030 | 185,987 | 252,924 | 210,103 | 439,698 | 148,605 |
| Lime | | | | | | 54 | 161 | 14 | 1,100 | 443 | 6,471 | 1,038 | | | |
| Meal | | | | | | | | | | 20 | 1,308 | | | | |
| POUNDS | | | | | | | | | | | | | | | |
| Animals other than live hogs | | | | | | 22,900 | 63,980 | 2,929 | 38,300 | 14,400 | 405 | | | | |
| Bacon & Pork | 36,622 | 70,490 | 43,297 | 157,235 | 209,682 | 56,814 | 136,712 | 92,823 | 343,610 | 134,181 | 233,750 | 15,274 | 139,188 | 162,315 | 80,401 |
| Baggage & Furniture | | | | 827,921 | 838,931 | 929,849 | 1,089,727 | 1,050,944 | 1,173,017 | 1,047,668 | 390,557 | 219,408 | 103,374 | 126,913 | 96,140 |

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| | | | | | | | | | | | | | |
|-----------------------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|
| Butter | 20,964 | 139,902 | 136,723 | 107,025 | 137,617 | 103,550 | 80,076 | 172,852 | 33,565 | 70,752 | 93,558 | 71,599 | 16,709 |
| Candles | | | | 36,679 | 60,216 | 16,085 | | 1,918 | 5,642 | 13,205 | | 150 | |
| Cheese | | 85,036 | 143,121 | 190,511 | 197,344 | 256,683 | 165,565 | 137,863 | 48,197 | 30,525 | 5,245 | | |
| Clocks | | | | 5,875 | 100 | 3,774 | | | | | | | |
| Coffee | | 1,481,006 | 1,145,000 | 1,306,754 | 1,917,065 | 2,362,053 | 1,865,460 | 1,947,228 | 1,502,806 | 988,480 | 263,916 | 112,833 | 84,711 |
| Cordage | | | | 34,882 | 36,408 | 56,619 | 58,757 | 40,859 | 46,777 | 31,754 | 714 | | |
| Cotton Yarns | | | | 86,411 | 110,636 | 49,865 | 7,555 | 2,020 | 11,484 | | | | |
| Crockery | | | | 434,627 | 544,006 | 781,226 | 900,142 | 838,599 | 554,361 | 272,443 | 136,996 | 132,250 | 132,250 |
| Dried Fruit | | | | 23,527 | 73,677 | 48,073 | 48,862 | 105,749 | 47,253 | 3,840 | 500 | 2,213 | 2,213 |
| Dye Stuffs | | 531,321 | 439,834 | 18,213 | 15,795 | 13,318 | 5,122 | 20,543 | 20,728 | 19,865 | | | |
| Eggs | | | | 2,804 | 42,494 | 5,732 | 2,965 | 6,705 | 28,328 | 3,085 | 50,271 | 109,370 | 900 |
| Furs & Peltries | | | | 122,668 | 91,812 | 79,454 | 58,367 | 47,427 | 4,133 | 9,646 | 3,700 | | |
| Feathers | | | | 1,146 | 1,933 | 895 | 418 | 869 | 238 | 2,157 | 150 | 107 | 225 |
| Ginseng/Other Roots | | | | 96,242 | 51,378 | 23,233 | 23,702 | 12,266 | 2,305 | 72,966 | 100 | | 4,198 |
| Glass/Glassware | | 242,314 | 361,522 | 370,831 | 585,645 | 432,106 | 527,613 | 493,234 | 215,004 | 130,492 | 68,892 | 30,494 | 13,158 |
| Grease | | | | 3,000 | | 130 | | | | | | | |
| Grindstones | | | | 206,645 | 181,105 | 236,171 | 350,191 | 304,107 | 230,487 | 118,476 | 33,663 | 41,407 | 52,567 |
| Gypsum | | | | 65,800 | 50,545 | 48,790 | 16,033 | 181,297 | 88,388 | 87,537 | 86,350 | 72,455 | 25,244 |
| Hair | | | | 798 | | 123 | | 9,714 | 2,362 | 2,131 | | | |
| Hemp | | | | 7,672 | 6,275 | 11,138 | 7,074 | 7,191 | 4,243 | 6,812 | | | |
| Hides & Skins | | 4,985 | 4,666 | 16,905 | 13,458 | 30,732 | 41,472 | 32,483 | 60,073 | 39,776 | 6,541 | 13,067 | 802,221 |
| Hogs - live | | | | 491,283 | 544,040 | 200 | | 115,607 | | | 21,120 | | |
| Iron/pig, bar, cast | 975,000 | 1,433,683 | 2,133,778 | 2,102,427 | 2,210,946 | | | | | | | | |
| pig | | | | 767,754 | 688,054 | 517,108 | 1,012,475 | 912,061 | 653,741 | 414,390 | 143,580 | 196,907 | 98,872 |
| bar | | | | 905,560 | 9,460,448 | 19,619,539 | 32,940,038 | 38,119,941 | | 1,045,350 | 187,734 | 667,903 | 776,366 |
| cast | | | | 1,876,118 | 1,887,013 | 2,407,210 | 2,759,163 | 3,068,078 | 2,465,262 | 409,952 | 971,780 | 1,026,867 | 560,389 |
| Lard with bacon | 221,000 | 129,846 | 175,484 | 70,914 | 88,832 | 107,954 | 89,915 | 145,341 | 423,596 | 30,642 | 17,492 | 45,840 | 4,386 |
| Leather | | 57,731 | 247,304 | 350,789 | 390,063 | 254,926 | 329,582 | 315,062 | 269,184 | 140,358 | 65,009 | 51,504 | |
| Carpenter/Joiner work | | | | 7,829 | | | 90,020 | 78,125 | 235,398 | 104,363 | 65,009 | 51,504 | |
| Lead | | | | 163 | | 3,115 | 17,462 | 308,099 | 63,493 | 25,906 | 5,468 | | |
| Litharge | | | | | | | | | | | | | |
| Agricultural Imp. | 15,054 | 73,054 | 129,194 | 350,928 | 834,878 | 379,363 | 201,241 | 397,084 | 166,557 | 44,655 | 83,910 | 133,199 | |
| Machinery | | 1,075,430 | 1,705,244 | 433,190 | 1,073,934 | 631,511 | 976,798 | 802,760 | 262,119 | 252,275 | 253,082 | 180,405 | 36,960 |
| Merchandise | 7,557,693 | 9,752,043 | 7,541,818 | 6,502,225 | 8,550,274 | 9,700,638 | 11,423,567 | 6,432,671 | 5,182,817 | 2,328,338 | 2,384,857 | 641,358 | 1,100,514 |
| Millstones | | | | 73,009 | 35,461 | 52,160 | 100,549 | 405,454 | 26,529 | 33,305 | 19,130 | | 16,150 |
| Molasses | | | | 754,618 | 1,153,905 | 1,990,059 | 2,345,104 | 1,972,243 | 1,306,525 | 851,519 | 198,069 | 80,818 | 338,636 |
| Marble | | 543,075 | 476,013 | | | | | | | | | | |

THE HOOSIER PACKET - MARCH 2010

| | | | | | | | | |
|----------------------|-----------|-----------|-----------|-----------|-----------|------------|---------|---------|
| wrought | 35,925 | 16,254 | 27,108 | 15,726 | 10,006 | 152384 | 1,660 | 48,565 |
| unwrought | 304,590 | 601,301 | 635,636 | 1,122,101 | 1,259,452 | 1430915 | 769,790 | 594,710 |
| Nails/Spikes | 705,056 | 1,254,519 | 895,141 | 1,505,871 | 1,158,125 | 727107 | 151,850 | 175,996 |
| Nuts | 33,376 | 4,095 | 11,215 | | | 12219 | 9,887 | 1,280 |
| Paper | 55,807 | 62,011 | 65,000 | 49,046 | 84,751 | 34153 | 4,108 | 4,989 |
| Potter's Ware | 177,192 | 61,446 | 93,981 | 69,185 | 330,094 | 55798 | 31,500 | |
| Pot/Pearl Ashes | 804,089 | 85,638 | 974,403 | 685,317 | 695,920 | 267988 | 203,738 | 188,488 |
| Powder | 37,897 | 79,639 | 43,826 | 125,224 | 89,095 | 46297 | 127,594 | 94,978 |
| Saleratus | 103,163 | 59,024 | 96,914 | 80,492 | 94,641 | 91,301 | 12,133 | 4,243 |
| Salts of ley | | 1,081 | 1,661 | 285 | | | | |
| Shot | 12,219 | 10,733 | 15,425 | 8,415 | 9,523 | 4,026 | 1,920 | |
| Soap | 12,919 | 16,588 | 18,334 | 33,113 | 70,716 | 15,144 | 2,794 | |
| Starch | 4,155 | 3,172 | 2,166 | 647 | 8,531 | 7,022 | 1,052 | |
| Sugar | 243,471 | 911,857 | 1,979,445 | 2,398,793 | 2,569,064 | 1,272,865 | 223,494 | 269,134 |
| Tallow | 1,430 | 5,735 | 3,107 | | 2,451 | 4,590 | | 303 |
| Tobacco/leaf,mfrd | | | 707,736 | 524,126 | 458,966 | 195,745 | 41,904 | 12,740 |
| leaf | 85,806 | 21,773 | | | | | | |
| mfrd | 370,197 | 505,994 | | | | | | |
| Rags | 75,675 | 99,250 | 165,174 | 70,376 | 108,760 | 204,417 | 217,237 | 99,833 |
| Rice | 145,271 | 671,100 | 201,592 | 241,794 | 331,055 | 205,261 | 3,617 | |
| Woodware | 130,644 | 126,788 | 116,920 | 125,953 | 172,455 | 136,312 | 8,242 | 8,242 |
| Wool | 19,715 | 34,458 | 27,989 | 22,168 | 34,476 | 60,178 | 22,161 | 76,744 |
| West Indian Fruits | 12,605 | 15,930 | 26,139 | 5,262 | 650 | 8,014 | | |
| White Lead | 116,497 | 176,793 | 173,391 | 218,920 | 169,070 | 41,743 | 6,600 | 6,600 |
| Wagons | 269,162 | 162,020 | 175,689 | 330,882 | 158,239 | 56,058 | 36,144 | 36,144 |
| Miscellaneous | 2,954,636 | 3,220,825 | 1,652,993 | 1,855,100 | 1,714,934 | 993,608 | 253,305 | 253,205 |
| Railroad Iron | | | | | | 11,941,790 | | |
| Beeswax | | | | | | | | |
| Shorts/Ship | | | 5,647 | | | | 65,632 | 68,745 |
| Staves/Hoop-poles | | | | 50,823 | 346,629 | 180,035 | 29,295 | |
| Tin | | | | | | | | |
| MISCELLANEOUS | | | | | | | | |
| Bricks, number | 7,050 | 4,800 | | | | | | |
| Barrels, empty, no. | 5,375 | 7,537 | 9,741 | 10,652 | 2,833 | 3,927 | 12,519 | 3,618 |
| Brooms, number | 5,721 | 8,855 | 1,345 | | | 3,168 | | |
| Hoops, number | 22,400 | 22,400 | 52,859 | 38,300 | | | | |

| | | | | | | | | | | | | |
|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Hoop poles, number | 15,000 | 247,000 | 591,921 | 740,199 | 522,036 | 641,610 | 313,328 | 113,380 | 160,156 | 277,779 | 591,351 | 492,918 |
| Laths, number | | | 261,400 | 864,900 | 969,950 | 2,017,645 | 3,624,950 | 2,119,350 | 3,041,308 | 3,216,006 | 2,547,320 | 2,052,000 |
| Posts & Rails, number | | | 400 | | 1,303 | 4,770 | 1,860 | 698 | | | 11,159 | 1,155 |
| Shingle Bolts & Cords | | | 1 | | 18 | | 1,650 | | | | | |
| Shingles, number | 673,000 | 3,114,000 | 3,730,250 | 3,673,250 | 5,446,200 | 5,316,218 | 3,846,250 | 3,471,250 | 2,253,630 | 2,365,250 | 1,334,500 | 1,916,500 |
| Staves/Headings, no. | | | 277,665 | 242,289 | 387,251 | 437,285 | 111,507 | 39,030 | 72,000 | 189,000 | 30,625 | 54,156 |
| Stone, perches | 3,553 | 1,613 | 3,031 | 2,694 | 2,469 | 3,520 | 3,548 | 5,724 | 4,562 | 3,763 | 4,835 | 332 |
| Wood, cords | 1,350 | 860 | 3,072 | 2,554 | 2,575 | 2,275 | 1,441 | 1,100 | 1,852 | 1,468 | 2,844 | 249 |
| Lumber, feet | 1,410,392 | 1,358,655 | 1,481,678 | 1,639,407 | 2,118,579 | 4,077,603 | 4,898,323 | 3,071,862 | 3,897,437 | 3,557,283 | 2,663,552 | 2,438,663 |
| Timber, feet | | | | | | | | | | | | |
| Kegs of Beer | | | 57,225 | | 111,265 | 40,060 | 471,097 | 202,916 | 183,581 | 53,498 | 84,278 | |
| Lbs. Lumber/Shingles | | 2,287,165 | 422 | 80,970 | | | | | | | | |
| Pounds, Lumber | | | 1,360,179 | | | | | | | | | |
| Miles boat run | | | 195,578 | 202,773 | 209,982 | 227,087 | 277,672 | | | | | |
| Miles of Passengers | 257,778 | | 564,856 | 519,336 | | | | | | | | |
| Miles Traveled | | | | | | | | | | | | |
| Number passengers | | | | | | | | | | | | 13,108 |

ARTICLES CLEARED AT FORT WAYNE ON WABASH & ERIE CANAL 1845-1859

This chart is a compilation of data shown in reports given by canal engineers, trustees, and commissioners to the Indiana Senate and House of Representatives that was published yearly in Indiana State Journals and other reports. It includes the heyday years of the Wabash & Erie Canal. By carefully looking at it you can see how the shipments kept increasing till they peaked and then began declining as the railroads took over. The first few years did not have as many types of articles reported while the latter years did not have mileage or passenger numbers given. Also iron, marble and tobacco were divided into several categories from 1850 on.

Note the articles that were shipped in. As might be expected salt, sugar and coffee were major commodities needed by early Hoosiers and were imported. Coal and coke for heating were brought in. Furniture, agricultural implements, machinery, merchandise, glassware and grindstones would also be on the list of items brought into Indiana. Fruits from the West Indies were highly prized.

Articles shipped out were basically agricultural in nature. The preponderance of live animals carried by canal freight boats were hogs. They were also processed and shipped as pork, bacon and lard. Other animals products included cheese, eggs, hair, feathers, hides and leather. Crops such as corn, wheat, rye, oats, and potatoes were grown and excesses sold. Whiskey, cider and a little beer was made and shipped out. Trees were felled from which lumber, wood in cords, shingles, posts, rails, laths, and hoop poles and staves for barrels were made and shipped. Some trapping and fishing was done and shipments of furs, peltries, skins, and fish were made.

CANAWLERS AT REST

WILLIAM L. COTTON

**b. June 14, 1816
d. February 5, 1903**

By Carolyn I. Schmidt

William L. Cotton was born on June 14, 1816, in a blockhouse three miles west of Brookville, Indiana on the west fork of the White River. His grandfathers, William Cotton and Absalom Cramer, were both soldiers in the Revolutionary War. His parents, Joseph Cotton (5-9-1787, 5-8-1873) and Mary Cramer (4-12-1787, 9-11-1868), were both born and reared in Greenville District, South Carolina and were married there when they were 19 years old. They had 11 children and enjoyed sixty-two years of married life.

Joseph, Mary and four of their children moved to Indiana in 1816 and settled in Franklin County. After living there for fourteen years they moved to Fayette County. Joseph farmed in Fayette for forty-three years.

The Whitewater Canal was part of the Internal Improvement Bill passed by the General Assembly of Indiana in January 1836. On January 18 a huge celebration took place in Connersville, Fayette County, in anticipation of the prosperity the canal would bring. During the excitement, a young man died and three others were maimed when a piece of artillery exploded.

The first contracts for building sections of the canal were let on September 13, 1836 at Brookville. By December 15, 1837, the superintendent of construction reported that the Lawrenceburg-Brookville section was half completed through the labors of 975 men at the cost of \$18 per month per man. Although they thought this section of canal would be completed much sooner, the first boat to pass through it was the "Ben Franklin" on June 8, 1839.

The excitement over the canal might have prompted William Cotton, our subject who had lived with his parents until he was about twenty-two years

old to purchase land in Fayette County. Around 1838 he purchased 105 acres. He threw himself into work clearing and improving this land while also working on the Whitewater Canal. Due to his excessive labor within two years he had lost his good health.

William abandoned his farm sometime around 1840. Since he had obtained a pretty good education in the common schools, he became a teacher.

On April 6, 1843 Christiann Goodwise became William's first wife. They had one daughter named Amanda. Christiann died about two and a half years after their marriage. She passed away on September 9, 1845 at the age of 20 years and 1 month. She is buried in Columbia Cemetery, Columbia Township, Fayette County, Indiana.

In 1845 the Whitewater Canal was completed to Connersville. By 1846 it had reached Cambridge City.

While still teaching, William read medicine with Dr. Kitchen during 1847-48. However, he never went into practice.

William was married for a second time on March 4, 1848, to Druscilla C. Utter. She bore him two daughters and one son before passing away October 15, 1854, at the age of 25 years 8 months. She also is buried in Columbia Cemetery, Columbia Township, Fayette County, Indiana.

Being left with three little girls and a little boy to rear by himself, William had to break up his housekeeping and board elsewhere. In 1856 he took his family to South Carolina where his parents had lived. They visited the old plantations and residences where they had been born, reared and married. He taught and boarded there for one year before returning. He was called "Brother" Cotton.

The Civil War interrupted his teaching career. In 1861, after twenty-one years, he retired from teaching to participate in the war effort.

On July 25, 1861, at the age of 55, he enlisted in the Third Indiana Cavalry, Company F. and entered the Civil War as a private. He served for three years: First under Colonel Conrad Baker, who later became Governor of Indiana; then under Colonel Scott Carter of Vevay, who resigned in the early part of 1863; then under Colonel George H. Chapman, who was the last colonel to command the regiment; and lastly under Major William Patton of Vevay. He was honorably discharged from the regiment as a Second Lieutenant on August 31, 1864. He had participated in some of the most important engagements of the entire war and had been in

command of a company at the time of his discharge.

On November 6, 1868, after returning to Fayette County from the war, William was elected County Sheriff. He served in that capacity for two terms (1864-1868). Then on September 3, 1869 he was elected County Treasurer and served as such for two terms (1869-1873). In 1873 William was overtaken by financial problems and spent thousands of his hard earned dollars paying off others' debts. He never once equivocated.

Mary F. (nee Webb) Smith became William's third wife on May 20, 1874. She was about 21 years younger than William. They had one daughter and one son. Mary F. was born in 1837.

William was elected the City Marshal of Connersville in 1878. He fulfilled two terms. He tendered his resignation after a third election thus ending his official career.

He spent the summer and fall in Arkansas. There he purchased land and retired.

By 1885 William, the father of six children, had only one daughter and one son living. Amanda, his daughter by his first wife, died on March 9, 1874 at the age of 25. She was buried in Connersville's City Cemetery. One of his daughters and his son by his second wife had died as well as his daughter by his third wife.

William was a member of the G.A.R. and voted Republican on all general issues. He was an active worker in local politics. He was associated with the Christian congregation from the age of twenty-three. His personal and public character were exemplified by his long official service.

William Cotton's grave stone, with infant daughter Josie's smaller stone beside it and Jerry Mattheis between the two stones, is in Connersville's City Cemetery.

Photo by Phyllis Mattheis



William L. Cotton died on February 5, 1903, at the age of 87. He was laid to rest in Section 5 Lot 25 of Connersville's City Cemetery. When driving south on Grand Avenue turn right into the second entrance to the cemetery and his stone is about halfway to the back.

Mary F. Cotton, William's third wife, died on April 6, 1906, and was buried in Connersville's City Cemetery. She has no grave stone. However, there is a stone for Josie Cotton, Mary and William's infant daughter who died in 1876.

Land was purchased in Franklin County, Indiana by William Cotton on October 11, 1824. This was probably William L. Cotton's grandfather, who died in 1834.

WILLIAM COTTON INVENTORY

Franklin County, Brookville Township, August Term AD 1836

Be it known that on the 1st day of August 1836 before me *Nathaniel Hammond* the undersigned a Justice of the Peace in and for the County aforesaid personally appeared Josiah Milsher and Hugh West appraisers duly appointed by Jesse Woodyard administrator of the estate of William Cotton, late of said county deceased who made oath in due form that the foregoing appraisement by them subscribed was made by them at the late residence of said deceased on the 8th day of October 1834 and that it comprises all and singular the goods and chattles belonging to said estate that was by said administrator exhibited to them and that the amount of the said appraisement as by us added is \$130.33½ and that said sum is in their unbiased judgment the true value of the same. And further dependents say not.

| | | | |
|--------------------------|-------|-------------------------|-----------|
| 9 chairs | 2.50 | 23 geese | 2.37½ |
| 1 big wheel | 1.00 | 1 auger &c | .42 |
| 1 little wheel | 3.00 | 1 tin horn & cullender | .25 |
| 1 hetchel [hatchel] | 1.50 | 1 tray & churn & bucket | 1.00 |
| 1 cupboard | 2.50 | 2 shuttles | .50 |
| 1 bureau | 4.50 | 2 bedspreads | 1.00 |
| 1 loom | 5.00 | Lot of barrels | 1.62 |
| 1 table | 2.50 | 1 pr hames & collar | 2.00 |
| 1 pr hand irons | .50 | 1 table | .30 |
| 1 trammel | 1.25 | 1 do [table] | .50 |
| 1 wire sive [sieve] | .62 | 5 fat hogs | 27.50 |
| 1 fire shovel | .25 | 1 sow & pigs | 2.50 |
| 1 bed & bedding | 10.00 | 1 cow | 9.00 |
| Sundry articles of puter | 4.50 | 1 do [cow] | 9.00 |
| [pewter] | | 1 do [cow] | 9.00 |
| 2 axes | .75 | 1 heifer | 6.00 |
| 4 reeds | 1.75 | 10 sheep | 9.00 |
| 1 knife box | .12½ | 1 lot of oald iron | .75 |
| 1 set knives & forks | 1.00 | 1 pitch fork | .37½ |
| Pot mettle [metal] | 3.00 | Total | \$136.33½ |
| 1 coffee mill | .50 | | |
| 1 shovel plough | .50 | 8th October 1834 | |
| 1 bull plough | 3.00 | Hugh West | |
| 1 horse | 20.00 | Josiah Milsher | |

Sources:

Barrows, Frederic Irving. *History of Fayette County Indiana Her People, Industries and Institutions*. Indianapolis, IN: B.F. Bowen & Company, Inc., 1917.
 Hill, Lillard Henry. *Genealogy of the Hill Family of Garrard & Madison Counties, Kentucky*. 1978.
History of Fayette County, Indiana. Chicago, IL: Warner Beers & Co. 1885.
Old Cemeteries of Fayette County, Indiana. Connersville, IN: Indian Hill Chapter Daughters of the American Colonist. 1964.
 Slevin, Ruth M. *Fayette County Marriages*. Book E p. 29, Book F p. 55 and Book 2 p 193.

Special thanks to Jerry and Phyllis Mattheis for their help with cemetery records and for photographing Cotton's grave stone.

CAPTAIN PEARL R. NYE

Mark Smith, CSI member from Brookston, Indiana, recently contacted CSI headquarters requesting information about where he could attain recordings by Pearl Nye, who wrote songs about canal life, for Delphi's Canal Park. Knowing that Terry Woods, past president of both the Canal Society of Ohio and the American Canal Society, was very familiar with the songs that Nye wrote, headquarters forwarded the request on to him. Terry replied,



"I went through my old cassettes and found some recordings of Nye, including the one I took off the radio this past spring. In that program they mentioned that last year many of Nye's songs were placed on the Internet. I just looked it up and found one site with 27 'discs' of an A and B side."

The site Terry found was: http://memory.loc.gov/ammem/collections/nye/title_sound_recording.html When headquarters clicked on a song on the site we found that it really described not only the canal people but also the canal fixtures mentioning many of them in canal terminology. For anyone not knowing the meaning of these terms we suggest you use either Terry's book, "The Ohio & Erie Canal: A Glossary of Terms," or "Canal Terminology of the United States" by Hahn and Kemp.

CSI headquarters found a complete article entitled "An Informant In Search Of A Collector: Captain Pearl R. Nye Of Ohio" from the Library of Congress under American Memory. It relates how Nye's songs were a way of transmitting oral history about life on canals.

Go to memory.loc.gov/ammem/collections/nye/index.html After reading the short biography about Nye click on Esay in the lower right hand box.

CANALS VS. EARLY ROADS

Scott Bushnell wrote a piece for Fort Wayne Monthly magazine that mentions the Wabash & Erie Canal. In the December 2009 issue in Scott's "Getting Here: Fort Wayne's Tangled Romance with Roads" on page 28 he said,

"Just how bad were the roads in the early years of Indiana? When the state relocated its capital from Corydon to Indianapolis in 1825, wagons carrying the state archives could only travel about a dozen miles a day. The preferred mode of travel was by water. The Wabash & Erie Canal was hailed as a triumph when it was opened from Fort Wayne to Huntington in 1835. By the time it reached the Ohio River at Evansville two decades later, though, its time had passed. The nation's economic plight, poor construction and the advent of railroads each in their turn helped seal the canal's fate." Tom Castaldi

2010 CONTRIBUTIONS TO CSI

(continued from last issue)

The following members of the Canal Society of Indiana have joined or renewed their membership above the single/family membership level. Some have included a corporate match and all include basic dues of \$25. We thank them for this extra support of the society and its projects. An update to this list will be published later for those who contribute above the membership level after this issue goes to the printer.

CSI has not raised membership dues since 2006. All contributions are greatly appreciated.

- | | |
|--------------------------|-------------------------|
| \$100 Frog Prince | \$50 Contributor |
| Steve & Sharon Williams | Jeff & Mary Koehler |
| Tom Wood | Brian & Laura Migliore |
| | Gene & Joyce Paschka |
| \$ Other | Bruce & Kay Sheldon |
| Gail Ginther \$70 | David & Norma Trainer |
| Tom & Holly DeLong \$25 | |
| GE Match | |

WELCOME NEW MEMBERS

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

- | | |
|----------------------------------|-------------------|
| Glenn & Nola Tull | Cutler, Indiana |
| Mike & Lois Angelo | Lithia, Florida |
| Whitley County Historical Museum | Columbia City, IN |

NEWS FROM THE PAST

April 17, 1851
Fort Wayne Times

The Pig in Cincinnati

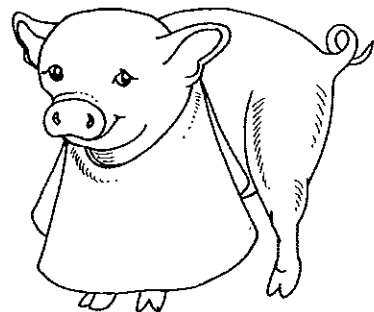
The subjoined essay on the Pig in Cincinnati from the *Gazette* of that city, says the *Baltimore American*, presents so many various uses which that valuable animal renders to the community that it must be admitted the Pig is fairly entitled to live without labor. True his usefulness begins only after he ceases to live — and then he affords the means of living to others — not pigs, but men. Nothing in his life becomes him like the leaving of it.

The pig in his ways and habits is not an amiable animal, he cares nothing for his personal appearance, but would rather be dirty than not; he is a great gormandizer, living only to eat, and fully merits the fate which destines him to be converted into pork, bacon and sausages that he too may be eaten. He is said by some philosophers to possess a great deal of sympathy, and that the extraordinary hub-bub which he raises at the distressful squeal of a brother pig is a proof of it. But his strongest emotions are exhibited at the trough — especially if the supply threatens to be small. The pig is then in great excitement and fights his brethren right and left as though all were intruders except himself. He is a thorough corn-monopolist. In fact the most zealous defenders of the pig, as to his character and deportment, must admit that he is selfish in the extreme, gross in his manners and conversation, swinish, and unclean in his habits, and in his tastes a mere hog.

But how useful this animal becomes when he has transmigrated from pig to pork! The pig vindicates himself from all the blemishes of his life by the great results of his death — and in this particular he is unsuperior to some men, who having lived useless lives, confer no benefit by their death except the negative one of ridding society of a nuisance. But the pig confers positive benefits which, if he could himself appreciate, we might almost believe that a generous minded pig would yield himself cheerfully and of his own accord into the butcher's hands so soon as he had attained a sufficient degree of pinguidtude [torpid, fat]. But let us see how he fares in Cincinnati — where the phrase "going the whole hog" ought to have originated — if it did not:

The Pig in Cincinnati.* — What crocodiles were to Egypt, what cows are in Bengal or storks in Holland, pigs are in Cincinnati, with this trifling difference — their sacredness of character lasts but as long as their mortal coil; and this if abbreviated without ceremony, and from

the most worldly motives. In life the pig is free — is honored; he ranges the streets; he reposes in thoroughfares; he walks between your horse's legs or your own; he is every where respected; but let the thread of his existence be severed, and, shade of



Mahomet! What a change! They think, in Cincinnati, of nothing but making the most of him. — How many of his kind perish annually, to cement the vast prosperity of the city, cannot be told.

About fifteen years ago, when it contained only one-fifth of its existing population, a few bold speculators began the trade. Selecting the hams and sides of the animal, they made pickled pork; of the rest they took small account. Soon, however, the idea occurred to one more acute than his fellows, that the heads and the feet — nay, even the spine and the vertebrae — might be turned to account. Trotters and cheeks had their partisans, and these parts looked up in the market. About this time the makers of sausages caught the inspiration; they found these luxuries saleable; and so many pigs were to be slaughtered, that the butchers were willing to do it for nothing; that is so say for the requisite of the entrails and offal alone.

The next step was due to the genius of France. A Frenchman established a brush manufactory and created a market for the bristles; but his ingenuity was outdone by one of the countrymen, who soon after arrived. This man was determined, it seems to share the spoil; and, thinking nothing else left, collected the fine hair or wool washed, dried and curled it, and stuffed mattresses with it. But he was mistaken in thinking nothing else left. As but little was done with the lard, they invented machines and squeezed oil out of it; the refuse they threw away. Mistaken men again! This refuse was the substance of stearine [a crystalline substance found in the fat] candles, and made a fortune to the discoverer of that secret. Lastly came one who could press chemistry into the service of mammon. He saw the blood of countless swine flow through the gutters of the city; it was all that was left of them, but it went to his heart to see it thrown away. He pondered long, and then, collecting the stream into reservoirs, made prussiate [a salt of hydrocyanic] or potash from it by the ton. The pig was used up.

*Many live pigs were shipped to Cincinnati by canal boats to be butchered. The resulting meat and other by-products were also shipped by canal boats. Cincinnati processed so much pork that it was called "Porkopolis."

NEW HAVEN AND THE CANAL

On February 24, 1963 the *Fort Wayne Journal-Gazette* ran an article entitled "Legacy of Eben Burgess: He Planted City's Roots. It said that a man named Grandy bought the original land that would become New Haven, Indiana. He tried clearing the landing by deadening the trees but left before completing the project leaving the land "ravished." The area known as "Grandy's Deadening" then became the property of Samuel Hanna, who was a canal enthusiast from Fort Wayne and went to New York to get equipment to survey the canal route.

"Grandy's Deadening" probably wouldn't have been purchased by Eben Burgess and his son Henry if the route of Wabash & Erie Canal had not passed through it. Eben, who wished he had invested in Fort Wayne and its development, saw this land as his chance to establish a city and become important. He purchased the land, laid out 32 lots (16 on either side of the canal) and named the town New Haven after his hometown in Connecticut. The plat was recorded on June 13, 1839. The street through the center of the town was Broadway with lots stretching to its east and west. In later additions Eden and Henry Streets bent where they reached the canal.

Settlers purchased the lots thinking the canal would bring them prosperity. Businesses such as Henry's Shafer's small retail store and Elias Shafer's ho-

tel were almost immediately established.

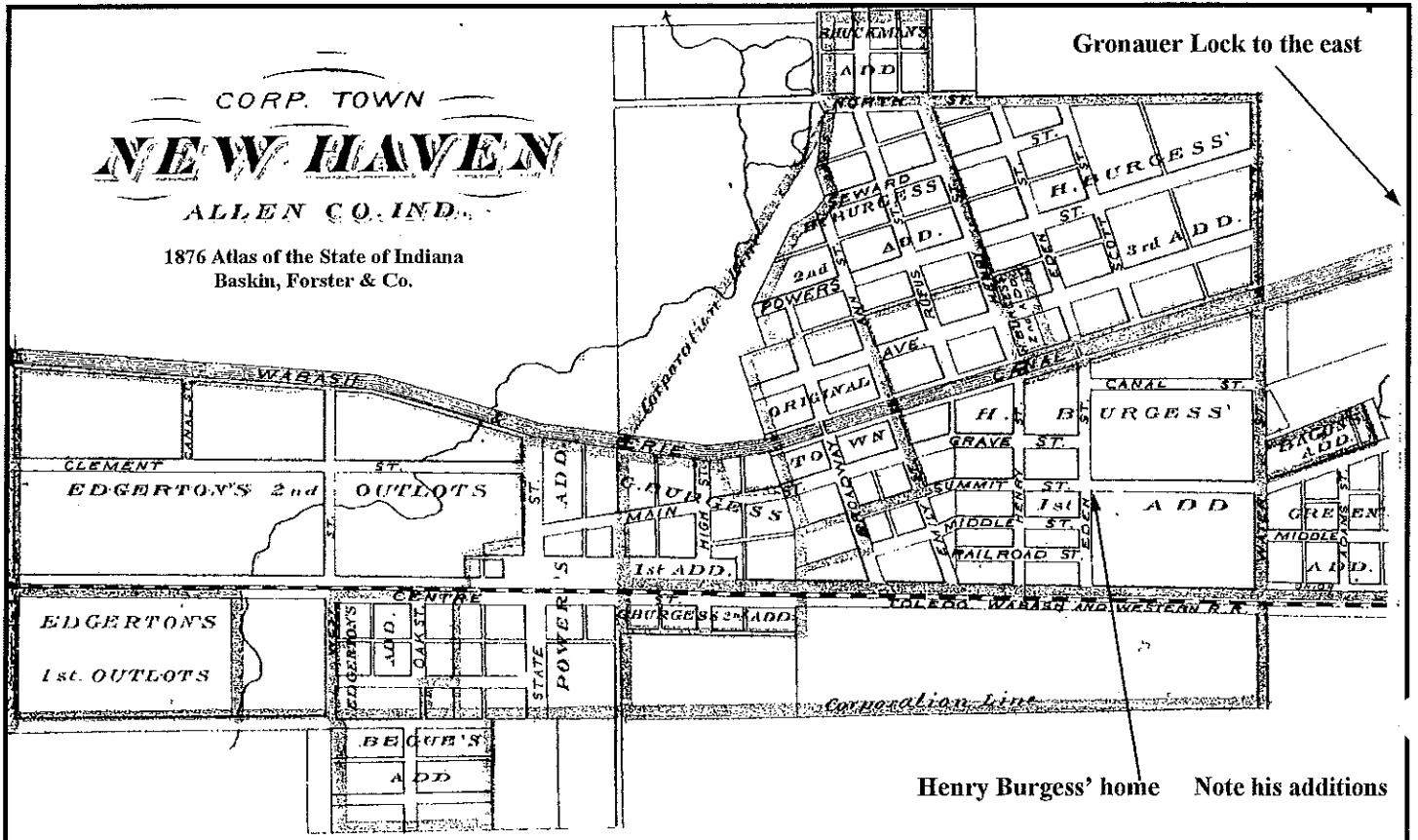
Eben built the first designed home there on the corner of Summit and Eden Streets in 1845 for his son Henry. Built of hand-hewn oak, it rested on 15-inch square sleepers, had three fireplaces and downstairs ceilings that were made of 10-inch wide oak boards. Its large yard was planted with bushes and flowers.

John Begue built a cooper shop in 1854. This was the town's first industry. It eventually grew into a barrel and stave factory.

Eben's prediction that the canal would bring prosperity to his town came true. Flatboats from Wabash, Indiana, brought in hard, black rocks via the canal that were used to strengthen the foundations of business and industrial buildings. Huge quantities of grain were carried aboard the "Helen Ann," a covered canal boat that ran between Wabash and Toledo, Ohio. Barrels made by Begue and others were transported via canal boats. They were filled with flour, pork, sale, sugar, etc.

Charles Bell was a captain of one of these barges. After Abraham Lincoln was assassinated, he and a throng of others gathered near New Haven and burned John Wilkes Booth in effigy over a roaring fire.

As traffic increased on the canal, more industry emerged. The first Catholic church was built from bricks



made at a new brick factory. The Power's Brothers erected a flouring mill.

Bernard Schnelker, Herman and Rinehart settled in New Haven in 1852. In 1858 they joined with C. E. Briant and Frank Hall to establish a stave factory. Hall invented many manufacturing processes that brought the factory more business than it could handle. Bernard Schnelker and John Hendricks established another stave factory.

Both Briant and Hall enlisted in the Union army and participated in the Civil War. Hall was killed in battle. Briant organized a regiment and rose to the rank of colonel. During a battle his roan horse lost all but four inches of its tail. He brought the horse back to Huntington, Indiana, following the war and established a residence there. When the horse finally died it was given a military burial.

Maumee Valley Flouring Mills was established in 1864 by Levi Hartzell, L.N. Rogers and another man. It then became owned by Louis and Charles Lepper, who both lost their lives along with that of their engineer, when a boiler exploded and shattered the plant in 1871.

In 1866 Col. Briant and Herman Schnelker opened two more stave plants one of which had railroad access. In 1869 the Schnelker brothers merged their businesses to become known as Schnelker, Begue, Briant and Schnelker.

By 1866 Eben's community had grown to 418 lots and a symptom of that growth was some unruly citizens. It was time to set up a government and have a way to deal with the lawlessness.

On June 1, 1866, John Begue, along with others, filed a petition for incorporation. Once incorporated an election was held on July 7 with the first town officers being Levi Boll, Bernard Schnelker and C. A. Zollinger, trustees; Allen W. Dougall, clerk; John Begue, treasurer; J. W. Whitaker, assessor; and Edward Lee, marshal.

On October 26, 1866, they passed a law prohibiting less than quart sales of whisky without a license procured from the town board. They thought this would control the liquor traffic while adding to the town's coffers.

On May 28, 1867, another law passed that required all male prisoners had to work out their fines and costs on the town streets at a rate of 75 cents a day. This helped to maintain the town's streets.

Bridges over the Wabash & Erie Canal that had

been targeted by whittler's idling on them and carving into the wood to such an extent as to make the bridges dangerous were addressed in Town Ordinance No. 17. It required the accused whittlers to pay for all damages done and added the penalty of fines ranging from \$1-10 dollars.

A group of 100 vigilantes was set up to control thieves. Four-man patrols took turns patrolling the streets during the night. Dr. Bilderback and James Cameron cornered two prowlers in a barn one night. Other men helped them moved the two men to the old school-house. There they put a noose around the neck of the toughest prowler and raised him to the rafters several times before he admitted to robbing a bank north of Fort Wayne. He then led them to a tree west of town whose base was sprinkled with gold coins. Squirrels had eaten the bottom out of the bag of gold he had placed in the tree fork. It was learned that he had escaped from Sing Sing prison. The vigilantes received a reward of \$200 for capturing him. With this money they built a jail made of tough, green lumber. The use of green lumber later proved to be a mistake since the lumber dried out with 2-3 inch cracks.

Levi Hartzell, who along with John Begue operated a saw mill, liked to hunt the deer that roamed the woodlands around New Haven. Buel Webster was in one of Hartzell's hunting parties. That night Hartzell took \$5,000 out of his pant's pocket that had become soggy during the day's hunt. He spread it out to dry near the fire. None of the party paid much attention to the money except for Webster. Hartzell stayed awake all night watching Webster and the next day headed straight for home never stopping until he reached it. He later learned the Webster was convicted of murdering a family near Besancon, the very area in which Hartzell had dried out his money.

Children in New Haven loved playing along the canal. They'd gather at the old swinging bridge and ride its timbers when it was opened for the passage of a canal boat.

During this time the old City Hall was across the street from Blackman's sawmill; the hotel on the west side of Broadway to the north of the railroad was run by Jim Harker; the first tin shop was opened by Sonales Bacon; a harness shop was opened in 1876 by William Zeddis, who operated it for the next 36 years; and a chair factory was opened in 1890 by a Schnelker and flourished.

The New Haven Chamber of Commerce began as the New Haven Commercial Club on January 23, 1921 with Fred Wehrenberg as its first president. Other officers were R.J. Blackwell, vice-president; Herman

Leitz, Secretary; and Henry Schopman, treasurer. Visible Automatic Pump Company was represented at the meeting by S.R. Bohrer, A.Z. Pathamus, H.E. Dean, W. M. Roth and C.E. Shell. Dudio Mfg. Company, which operated a branch in New Haven and sought women personnel, was represented by R.M. Bates.

New Haven* grew through the years but never rivaled Ft. Wayne. Today many consider it a satellite city of Ft. Wayne. The canal has been replaced by the railroad, which divides the city and often causes traffic tie-ups. What would Eben Burgess say if he saw it now?

*On the east side of New Haven, the Gronauer Lock, Lock #2 of the Wabash & Erie Canal, was unearthed in 1991. The city of New Haven was instrumental in helping save this timber artifact from canal days. They worked with CSI and officials from the Indiana Department of Natural Resources to remove the lock, store its timbers under water in their old sewage treatment facility until some of them could be shipped to South Carolina for treatment with polyethylene glycol, and displayed in the Indiana State Museum. The remainder of the timbers are still in their tanks. Portions of the old canal channel can be seen through the town. Canal markers can be seen in downtown New Haven and at the Gronauer Lock site.

"WILD BILL" AND THE I & M

Experience Ottawa Magazine carried an article entitled "Wet And Wild: The Canal That Tamed Illinois, And The Men Who Tamed The Canal" in its 2007 Spring/Summer issue. It said that life was "rough and boisterous" during the construction (1837-1842 and 1845-1848) of the 96 mile long, 60 feet wide at the surface, 36 feet wide on the bottom, and 6 feet deep Illinois and Michigan Canal. About 2,100 men, mostly Irish with hot tempers, worked on the project for \$1 a day plus whiskey in 14-hour shifts blasting away rocky cliffs, cutting down and removing trees and vegetation, and digging the channel with ox-drawn teams pulling scrapers and plows. They overcame injuries and malaria. At the end of the day they retired to barely livable shanties. It was no wonder that they used alcohol as a means of relaxation.

"Wild Bill," James Butler Hickock, as an adult would have fit right into this rough and tumble group, but at the time he was growing up on a farm. By the time he began working as a mule driver, life along the canal had somewhat settled down. Canal diggers had married and established homes.

Born in 1837 to a storekeeper, who later assisted runaway slaves, "Wild Bill" grew up in Troy Grove, Illinois, near Ottawa. He became a crack shot at

a very young age while hunting game to feed his family. When a teenager he began working on the canal. Canal freight and passenger boats were towed by horses a mules. It was the job of mule drivers to coax the stubborn animals along the towpath and make sure the towropes didn't get tangled when the boats passed each other. Sometimes these "hoggees" spent the night in dormitories along the canal since a journey from one end of it to another took 24 hours with freight boats traveling 1.5-3 miles per hour and passenger packets about 5 miles per hour.

While working on the canal, which cost \$6.5 million to construct and had paid off its debt by 1871, "Wild Bill" had an altercation with another canal worker. To escape the law he headed west following his brothers. There he became a scout.

As an adult "Wild Bill" was said to have had blue-gray piercing eyes, a sensuous mouth with a straw-colored mustache, and long auburn hair. He was tall and had broad shoulders.

During the Civil War "Wild Bill" was a spy and later in life a Plains lawman. He is reputed to have killed many men in these capacities and won himself the admiration of the public. His reputation made him a big draw to "Buffalo Bill's" wild west shows, but the bright lights were so painful to his eyes that he had a short lived theatrical career. He had Glaucoma.

"Wild Bill" was quite a gambler when playing cards. In 1876, at the age of 39, while holding a poker hand of aces and eights in a Deadwood saloon, he was shot and killed by Jack McCall.

The article went on to contrast "Wild Bill's" rough life on the canal to that of Abraham Lincoln, a canal visionary. Lincoln promoted the internal improvements program during his 1830s legislative campaign claiming that he would become the DeWitt Clinton of Illinois. Once the project was rolling, Lincoln married Mary Todd, practiced law and raised his family. However, the canal project was too big, used up the state's money, and was halted for three years. When it finally opened in 1848, it linked Northern Illinois with eastern markets bringing in settlers and creating commerce.

In the 1930s the Illinois & Michigan Canal was dredged and a dam constructed to deepen the channel with Ottawa as the proposed terminus. However, the original plans had to be scaled back because of costs. The large steamers still had to unload to smaller boats at Peru. The canal fell into disuse until the locals sought federal funding to turn it into a hiking/biking route through northern Illinois in the 1980s. It operated 67 years with 74 millions tons of freight hauled on it.

Gerald Hulslander, CSI member, Marseilles, IL

WHITEWATER CANAL TRAIL

culvert until 1974.

Butler Run Stone Arch Culvert- a few facts:

- *Located at the northern edge of Brookville, Indiana*
- *Construction started in 1839 as part of the White-water Canal.*
- *The canal supplied water to the Brookville and Metamora Hydraulic Company, leading to industrial development in the Brookville area.*
- *The stone arch is 18 feet wide, 9 feet tall, and 90 feet long.*
- *It is the last stone arch aqueduct of this size left in Indiana.*
- *A 12 foot long hole in the top of the arch is destroying this structure.*
- *WCT needs your help to prevent further deterioration.*

The Canal Society of Indiana has set aside funds to help with this project. Your further help would be appreciated. Mail checks to:

WCT-Butler Run Fund
PO Box 126
Brookville, IN 47012

WABASH & ERIE CANAL

RILEY CANAL LOCK #47

A copy of the Indiana Transportation Enhancement (TE) Grant 2009 application for funds to restore Riley lock and build a park at the site can be seen on the internet at http://www.westcentralin.com/transport/TE/2009_RileyLock.pdf. It shows plans for the park, its location on several maps, cost estimates, letters of support, etc. as well as excellent pictures of what remains of Lock #47 of the Wabash & Erie Canal.

According to the application "The Riley Canal Lock #47 site restoration and historic park development will satisfy a transportation impact linkage, since it will be used to (1) restore and preserve a historical transportation facility of a type known to exist in only very few places, (2) facilitate the future development of a planned interpretive and educational center centered around the canal system in Indiana, (3) complement other ongoing canal preservation efforts in Indiana and elsewhere, (4) provide a trailhead for the continued extension of a Trail and Greenway system for Terre Haute and Vigo County, and (5) provide a walking trail for the combined purposes of recreation, fitness and historical education.

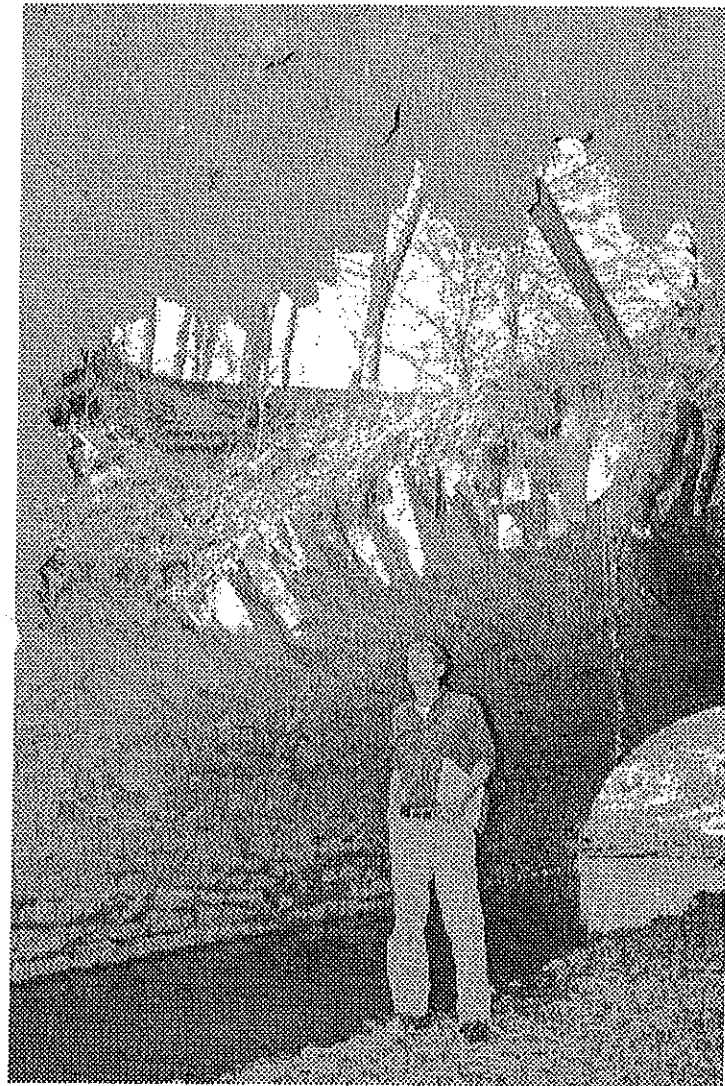


Photo courtesy Whitewater Canal Trail website.

The Whitewater Canal Trail is nearing its goal of \$30,000 to stabilize the Whitewater Canal stone arch culvert at Brookville, Indiana. The culvert once was an almost idyllic site where people walked and enjoyed picnics. Today a huge gaping hole is evidence that it must be saved before it is too late.

Better known as Butler Run Culvert by canawlers, it served as an aqueduct to carry canal boats over Butler Run Creek during the canal era. After the canal was closed to transportation, the canal and culvert were then used for hydraulic power until the 1937 flood. Trains crossed the creek on tracks laid on the towpath of the

(continued from page 2)

work on the canal as it came from Indianapolis. They were going to avoid the high bluffs along what is now west Eighth Street Road, cross the north side of White River with an aqueduct, follow the north bank of the river until they encountered high bluffs to the east of present day Grand View Golf Course, cross to the south bank of the river over another aqueduct, follow the south bank to a dam where the old Delaware Street Bridge crossed the river, and then cross the river on the slackwater pool created by the dam.

Coming out of the river via a lock located near today's intersection of Grand Avenue and High Street, canal boats could either travel north to Alexandria or head east for Muncie (later the Anderson Hydraulic Canal) and then onto the proposed connection with the Whitewater Canal. This planned intersection would undoubtedly make Anderson an important business center of Indiana.

Those who platted Anderson were not the only ones who noticed the potential of the Central Canal. North of Anderson on present day Indiana 9, the town of Alexandria was platted in 1836. About halfway between Alexandria and Anderson the town of Prosperity was platted anticipating that prosperity would follow. Then in 1938 when construction started on the canal near Alexandria excitement grew and the town of Victoria was platted just across the river from Anderson on the site of today's West Maplewood Cemetery with the idea that the canal could support two towns at that point. Only one house was built in Victoria when work on the canal halted. To the west of Anderson an existing village known as Hamilton prepared for expansion and was renamed Hartford. Its original name of Hamilton was restored years later.

Anderson became the town at the center of the canal construction in Madison County. The imported labor force almost doubled its population from 1836-1838. However, when the New York banks stopped payment in gold and silver on May 10, 1837 panic took over followed by five years of depression throughout the United States. Support for canal building in Indiana was lost. Gross financial errors had been made since the Internal Improvements Act of 1836. The state's budget was greater than its income from taxes. There was little funding available and interest couldn't be paid to the investors. Indiana was \$13 million in debt. The entire Central Canal project as well as most other canal projects stopped.

Madison County and Anderson saw businesses close, laborers move away, and high hopes crushed. It took 50 years before a second boom would occur when natural gas was discovered in the county.

Jackson points out that the canal remnants are all that remain of the exciting canal era in Madison County. He asks for anyone knowing of remnants in the county to contact the Madison County History Center at 15 W. 11th St., Anderson, Indiana or call 683-0052.

After receiving a copy of the article from CSI member Fred Patterson of Anderson, CSI recalled a recent query from Dale Cook whose farm is located to the east of Alexandria Pike, south of 500N (Prosperity Road) and just east of Little Killbuck Creek in Madison County. Cook said that on the back side of his farm one bank of the Central Canal remains. His abstract shows his farm was deeded in about 1858. He keeps the bank cleared as a walking path. He was interested in the history of the canal and CSI provided him with more details about it. CSI has forwarded Cook's information to Stephen Jackson.

In "Towpath to Trails," CSI tour guide about the Central Canal in April 2005, the following was reported from John Forkner's *Historical Sketches and Reminiscences of Madison County, Indiana* about Anderson in 1897:

"A number of years after work on the canal had been abandoned, certain individuals considered the feasibility of completing that portion of the work lying between Anderson and Daleville and using it for hydraulic purposes. Nothing came of the scheme, and it was finally dropped. In 1868, however, a number of public-spirited citizens began agitating the question of using the canal. Great interest was taken in the matter by the citizens of Anderson and vicinity as it was thought that the enterprise, when completed would result in making Anderson a city of first class. Public meetings were held at which speakers located mills, factories and other enterprises without number along the hydraulic. Anderson was pictured in glowing colors as the 'coming city' in the State. Finally on the 19th of December, 1868, 'The Anderson Hydraulic Company' was organized with capital stock subscribed to the amount of \$64,000. The city of Anderson subsequently subscribed \$30,000 and issued bonds for the amount. The board of directors chosen by the stockholders was comprised of the following persons: Peter Suman, William Crim, H. J. Blacklidge, N. D. McCullough, George Nichol, Samuel Hughel and James Hazlett. The board organized by electing N.C. McCullough president. William Crim, treasurer, and C. D. Thompson, secretary. The company proceeded to let contracts for reconstructing the canal and a large force of hands was soon employed on the work.

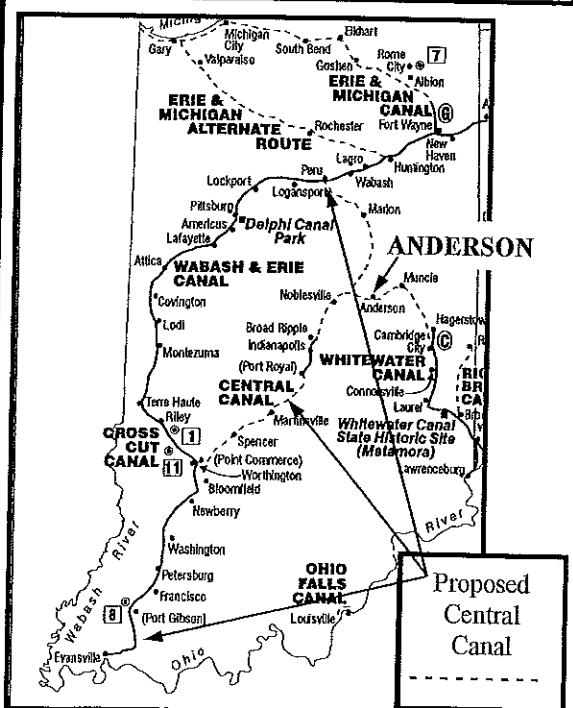
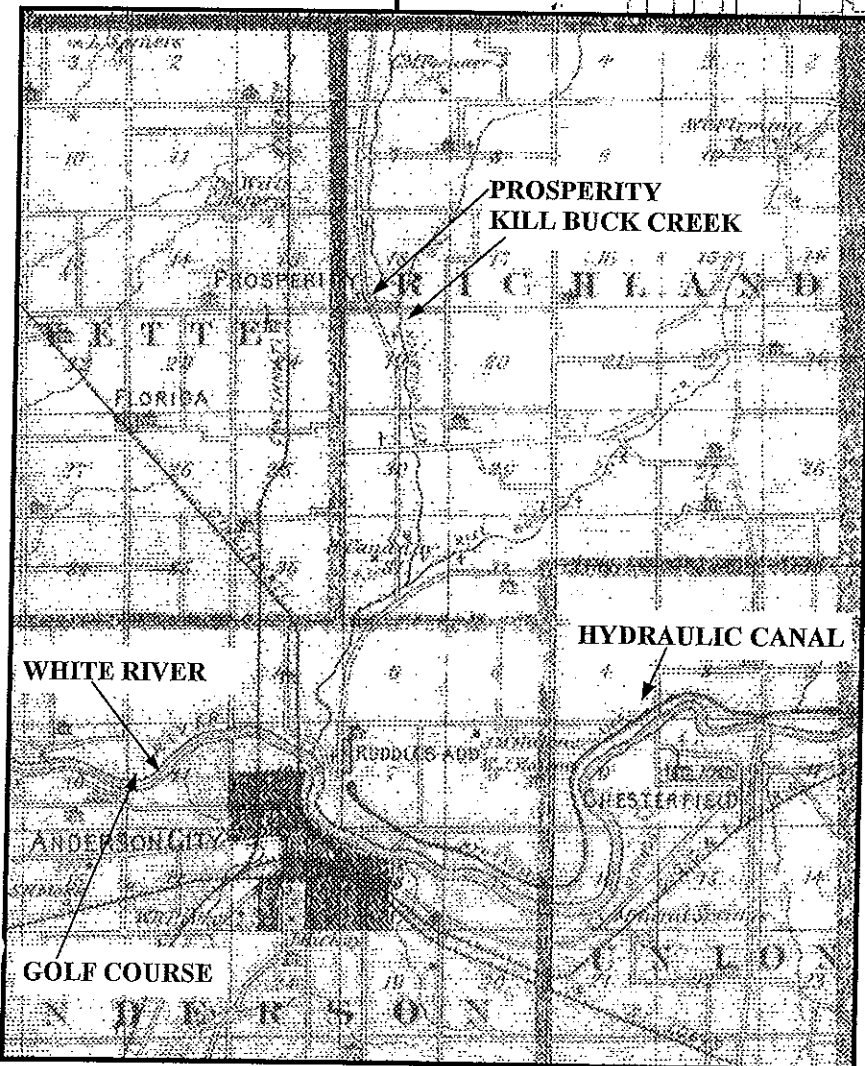
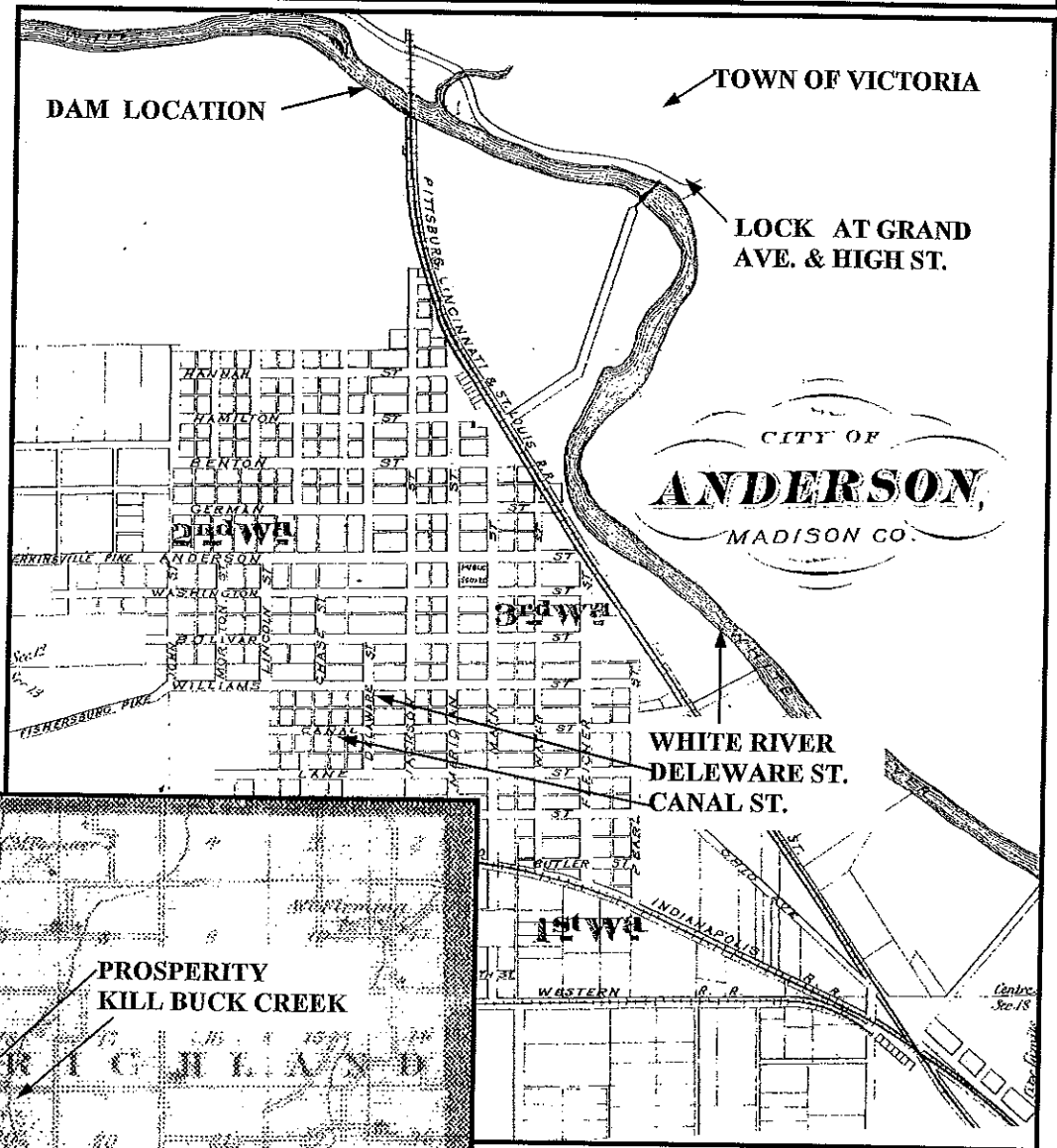
"The canal extended from a point opposite the village of Daleville in Delaware County to the city of Anderson, being about eight miles in length. To the dis

(continued on page 21)

MAPS OF
ANDERSON
AND A
PORTION
OF
MADISON
COUNTY,
INDIANA

From 1876
Atlas of the
State of Indiana
by Baskin, Forster, & Co.

MAP OF INDIANA'S
CANALS CREATED
FOR CSI BY BALL
STATE UNIVERSITY

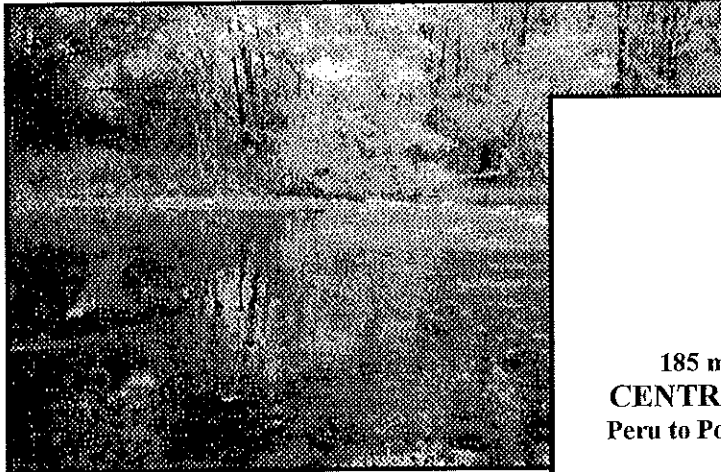




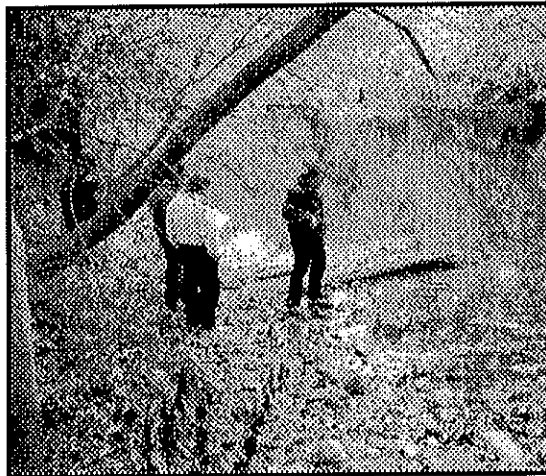
This pristine section of the Central Canal is located about 275 feet northeast of Strawtown Avenue in Madison County. It is in the SE corner of Section 34, Township 20 North, Range 6 East.
Photo by Chuck Huppert



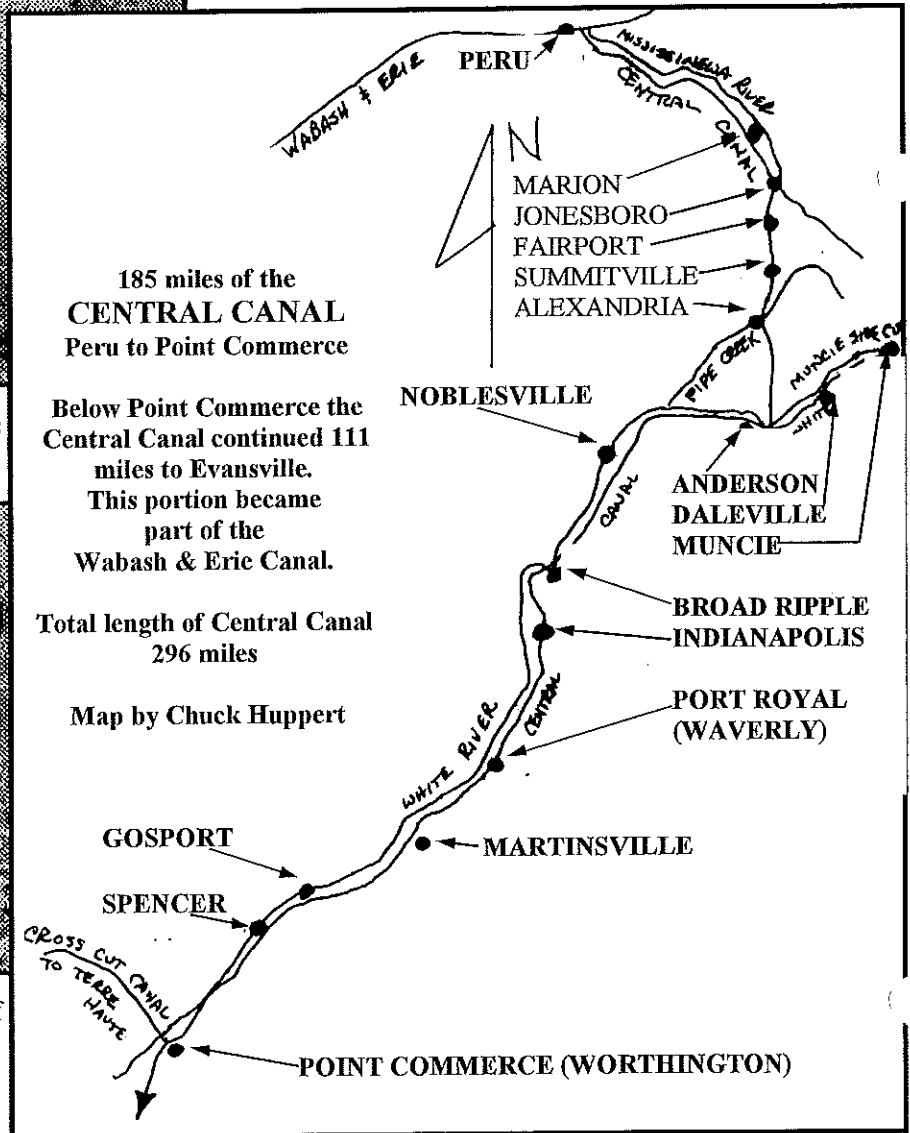
Valarie Bundy inspects old timbers uncovered along the path of the Central Canal in Madison County. The location is on the north side of a small pond in a housing development known as Edgewood Lakes in the SW Quarter of the SW Quarter of Section 4, Township 19 North, Range 7 East. They were removed in February 1998.
Photo by Chuck Huppert



This is the site of the Daleville Feeder Dam as seen in October 1999.
Photo by Bob Schmidt



Leon Billing (r) stands before timber remains of the Daleville Dam across the White River.
Photo by Bob Schmidt



appointment of many the work did not progress as rapidly as had been anticipated and people generally began to lose faith in the benefits that would accrue after it had been completed. In the meantime the funds of the company had been gradually reduced and by the time the work had progressed far enough to turn in the water the announcement was made that they were practically exhausted. Water was turned into the canal from White River at Daleville on the 4th of July, 1874, but the banks gave way at several places and it became necessary to shut off the water. The places that had been washed out were repaired but again gave way to the pressure of the water when a second attempt was made to flood the canal. The stockholders had lost confidence in the practicability of the scheme and refused to contribute further assistance, that which was to have been the glory of Anderson was abandoned. Eight thousand dollars were expended on this work. It was afterwards sold by the sheriff of Madison County to Edward H. Rogers to satisfy judgments held by him against the company for labor and materials furnished for its construction."

Forkner's book also had the following story about a riot between the Irishmen while working on the Central Canal in Madison county:

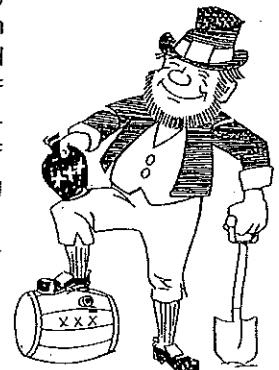
"ACCOUNT OF A RIOT

"is given, principally for the reason that the circumstances, although familiar to all the old-timers of Anderson at that period, have never been related in any history or 'musty chronicle' of Madison county,

"The men employed on the construction of the canal were like they are usually on all public works, very largely of foreign birth, and in this instance a majority of them, Irish. While the work was in progress in the vicinity of Anderson, they lived in huts or 'shanties' east of town and along the line of improvement. At that time there was a public house, or 'tavern,' built of logs and situated on the southeast corner of the thoroughfares now known at Ninth street and Central avenue. The proprietor was an Irishman of the name of Ferriter, who, besides furnishing forth to his guests sumptuous board, boasted that he had the best 'old rye' on White river. Being Irish, he was of course patronized liberally by his countrymen employed on the canal, especially whenever they wanted a draught of anything to drive away 'malaria.' It so happened that a number of the Irishmen employed on the canal were Orangemen, and between them and the Catholic Irishmen there was, of course, a feeling of bitter hatred which needed but slight provocation to manifest itself in acts of violence. One of the Orangemen had been caught and severely injured by a cave-in of the bank of the canal, and had been removed to the 'tavern' where he could be better taken care of

by his friends. Another Orangeman described as a bright, active young man, was taking care of his injured friend. One day a party of Catholic Irish came across the river to the 'tavern' and after imbibing freely of Ferriter's 'malaria' cure, became involved in an altercation with the young Orangeman, who, seeing that he would probably be killed, ran from the premises to the house of Willis G. Atherton, Esq., where he unceremoniously took refuge in a bed room. He was pursued by the infuriated Irishmen to the house, where they demanded that the young man be delivered up to them. Mr. Atherton was a law-abiding citizen, and while somewhat disconcerted at the sudden and unexpected outburst of violence at his door, was brave enough to refuse the demands of the excited Irishmen, who at once began throwing stones at the house. In the meantime the news of the trouble had spread abroad through the village and every man that had a rifle or shotgun, seized it and ran to the scene of the riot. They closed in on the rioters and several of the most violent and obstinate among them were arrested and placed in the log jail. The friends of the imprisoned men were determined on liberating them by force, and it became necessary for the officers and a posse of citizens to guard the jail for several weeks after the disturbance. They sent word to the officials and citizens that they intended to cross the river as soon as they could prepare themselves, and rescue their friends, regardless of the consequences. On several occasions they came as far as the river opposite the village and fired a fusillade with their guns in order to terrify the inhabitants, and one night, believing they had the officers and citizens properly frightened, crossed the river for the purpose of attacking the jail and liberating the prisoners. The officers had been warned, and when the mob crossed the river they found themselves surrounded by as brave and determined a band of men as ever settled in a new country. Their guns and ammunition were taken away from them and they were told that any further demonstrations on their part would be received as the acts of outlaws, and the authors of them treated as such. This had the desired effect. There was no more disturbance and the imprisoned men were finally released from custody.

"Mr. Mortimer Atherton, who lives on North Meridian street in Anderson, has a vivid recollection of all the details of this affair and says that the officers' posse captured about a half peck of bullets from the rescuing party, many of which had been molded to fit shotguns. The residence of Mr. Willis G. Atherton stood on part of the ground now occupied by the Bronnensberg block on Main street."



NEWS FROM DELPHI

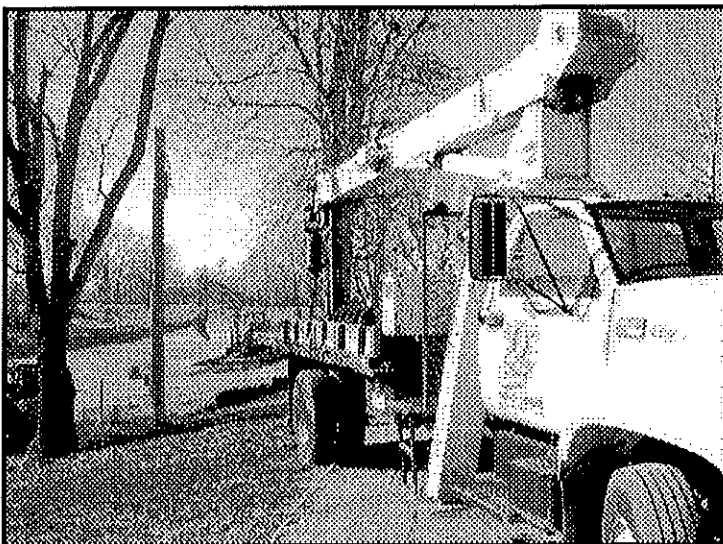
OUR DREAM IS COMING TRUE

Article and photos by Dan McCain

Last spring the new canal boat and this spring our new dock — how fortunate we are to have received ARRA money to build the permanent dock alongside the Canal Center. Imagine a wedding reception in the Center with the bride and groom arriving at the dock and being greeted by a cheering crowd, a play utilizing the grassy bank for blanket seating, a presentation of awards, or even live music "on the dock."



So this is what it looked like in December. The contractor, LaPorte Construction Co., has been working alongside the canal bank preparing the foundation. First the contractor removed poor soil and then replaced it with considerable quantities of crushed stone incased in



metal gridwork. A seawall that will look like planking will border the canal and in the middle (pipes showing) will be the historic looking platform for loading passengers on the *Delphi*.

LaPorte construction also is able to monitor the progress at this site 24/7. It can be accessed by computer from anywhere with a satellite "eye" on the top of the pole overlooking the dock. Later we may do the same on a permanently installed "live eye" that could be on our newly released website. If you haven't checked us out yet go to: www.wabashanderiecanal.org



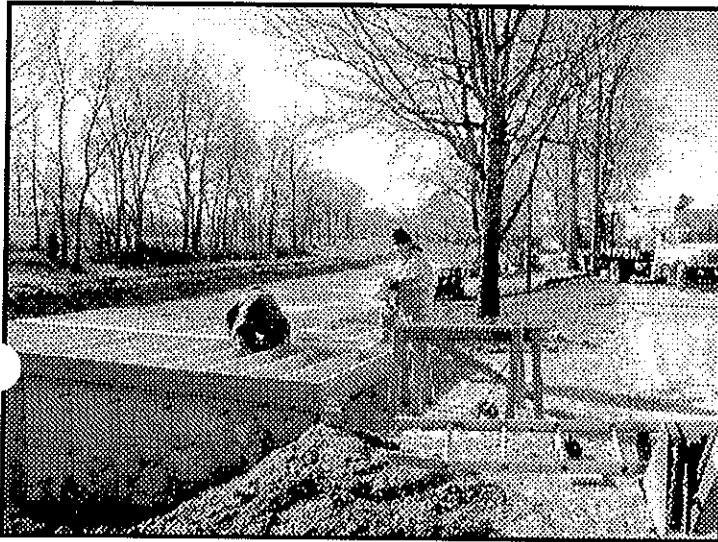
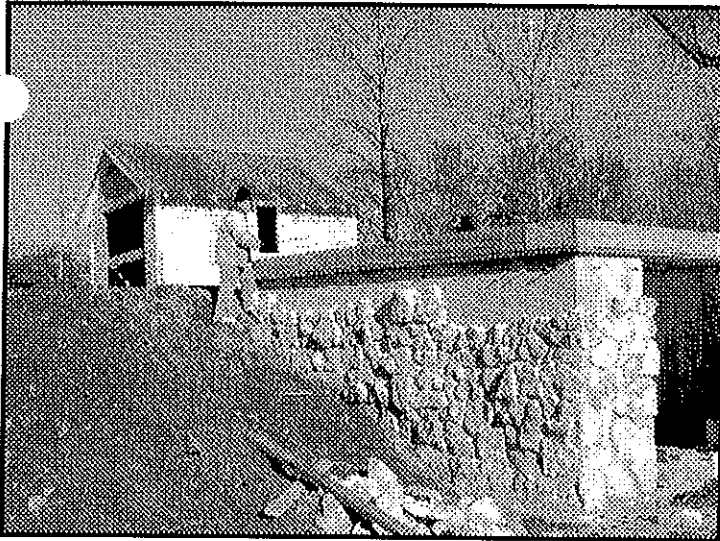
First pour of concrete happened in December with much more to come this winter. After the surface is smoothed the contractor uses a blanket heating device to overcome frost during curing.

The sidewalk leads from the Canal Center to an exciting information circle. From that quaint kiosk with "stamped" (cobble patterned) concrete, the path leads to the anticipated Toll Booth where tickets may be purchased. At this public station is a shady area with deck overlooking the descending ADA passenger ramp down to the dock. We plan on dedicating this whole new feature with a big celebration on Memorial Day weekend.

In the nearby waterfront environment a "Bank Barn" is being constructed by the M-W-F volunteers. Cold weather has made completion of the stone facing difficult but the site is being made usable for rental of bikes (upper level) and paddle boats (basement walkout level).

The cute little barn is waiting for placement over the foundation. This is the shed that was removed from Michigantown by the volunteers last October.

The building was a special "gift" to us from the Clinton County Library Board headquartered in Frankfort. The building was on the new satellite Michigantown Library grounds (former farmstead of Ernest Avery) and



for this iron span that the M-W-F crew will need to do sometime in the future--no hurry on that for now.

All of this is part of the **TOTAL CANAL EXPERIENCE** and M-W-F volunteers are bringing us a marvelous array of projects to adorn the three miles of canal towpath. Watch future UPDATES for our progress on completing interactive elements like the Lime Kiln, Mill, weigh scale, and many other outdoor items. If you have interest in sponsorship or other donations of material or labor let us know by E-mail, check the website or call 765-412-4308.

PROJECT W.E.E.D. ANNOUNCED

By Dan McCain

The Wabash & Erie Canal Association in Delphi coordinates an annual PROJECT W.E.E.D. (Wabash & Erie Earth Day) set for Saturday, April 17th (raindate 24th) beginning at 9 a.m. in Trailhead Park, 1 mile southwest of Delphi on Indiana 25. Come and get involved with the environment and bring your kids.

High on a priority list is manual planting of tree seedlings on Canal property that bounds the confluence of Deer Creek and the Wabash River. That piece of floodplain bottomland has been accepted into the NRCS (federal) easement program and will be in transition back to native hardwoods. There also will be trail maintenance work for all ages AND a free lunch at noon served by the Delphi Psi Ote Sorority.

The Wabash & Erie Canal volunteers work all year at various activities from construction of outdoor trailside exhibits to trail maintenance. During the summer they operate the canal boat and act as docents at Delphi's Canal Park and Interpretive Center. Come enjoy the spring weather and be involved in EARTH TEAM activities that are supported by USDA/NRCS and the Soil Conservation District.

the Library Board graciously donated it for this project.

The volunteers are preparing the upper floor level to make ready for the placement of the little "Barn" building. The concrete foundation was built by David Benedict and his crew with concrete discounted by Brim Concrete out of Flora. The rental bikes and paddleboats will be operated by Noble Bikes and Concessions. That business expects to begin in the spring by Kevin and Jean Howell. They will also be volunteers assisting the sale of canal boat tickets from the Toll Booth (150 feet away in the background), which will also be along the towpath nearer the dock site.

And lastly our brand new relic for a future trail project. A 54 foot long pony arch bridge over Paint Creek near Camden (10 miles away) was removed from a Carroll County roadway on December 30, 2009, and delivered to Canal Park at no cost by contractor Carroll som.

Volunteer Roy Patrick checked restoration needs

IRISH CANAL LABORERS

By Carolyn Schmidt

Although thousands labored under extremely arduous condition for little pay to build America's canals, the most famous in the legends of canal workers are the Irish immigrants, who were seemingly expendable. For years little was written about them or the lives of the Irish in general. Recently their contributions have begun to be recognized.

Following America's War of 1812 and the end of the Napoleonic Wars in 1815, many Irish immigrants began arriving at docks in New York, Boston and Philadelphia seeking work and a new life. Many were not only poor but ignorant as well.

By 1817 DeWitt Clinton's ceaseless campaign for a canal in New York was approved by the state legislature and work on "Clinton's ditch," the Erie Canal, began. As the immigrants arrived they were greeted by agents offering great job opportunities working on the canal. Over 3,000 Irishmen had been hired by 1818 and, through their labors, the canal opened to traffic in 1825. Its success created "canal madness" throughout many of the states and the Irish were in demand. It was often said that to build a canal you need a pick, shovel and an Irishman.

Opening the country to settlement via the canal, the Irish worked from sunup to sundown, six days a week living on the edge of subsistence. They were "foreigners," whose extreme poverty and religion isolated them. Most of them left their families to journey from section to section, canal to canal, to perform this backbreaking, low-wage work at remote construction sites living in canal camps. In Cleveland, Ohio, those working on the Ohio and Erie Canal lived in large canvas tents with about a dozen men crammed together. They sweltered in the summer, froze in the winter and nearly drowned in the spring.

Others brought their families with them, especially those working on the Welland Canal in Canada, and lived in "Slabtown," a nickname given to a community composed of rough slab shanties. Near Utica, Illinois, about 200 men, women and children lived in 14 or 15 log huts that were thrown up temporarily to shelter them while the men worked on the Illinois and Michigan Canal.

Wages and times for canal work varied from the early years to the latter ones and from canal to canal.

Illinois & Michigan Canal \$1.00 a day, rent free houses, cheap provisions, and a gill of whiskey a day
Ohio & Erie Canal \$.30 a 12 hour day plus board and

lodging. Breakfast of bacon, coffee and hard tack; lunch of bacon, bread and beans; and dinner of stew with more potatoes than meat.

Rideau Canal 14-16 hours a day, six days a week
Wabash & Erie Canal \$10 a month in 1832 to \$13 by 1837

Welland Canal \$12 a month

Other Canals \$.50 a day plus a jigger of whiskey (Almost any contract negotiation with the Irish included a provision for whiskey.)

At times workers were paid in canal scrip with which they could purchase land and supplies. However, they soon found few businesses that would accept it outside the canal area and it was not worth its face value along the canal route.

Although canal work was adjacent to rivers and streams, many of the Irish did not avail themselves of the plentiful water. Their garments and bodies were filthy. This, plus being ignorant, drunken, riotous and indolent, made them objects of fear to neighboring property holders and placed them at the bottom rung of society.

Not only did the Catholic "Corkonians" and Protestant "Fardowners" working on the Wabash & Erie Canal at Lagro in 1835 and the Central Canal at Anderson in Indiana have to be stopped from rioting over religion, they rioted elsewhere over low wages and religion. On the Illinois and Michigan Canal the "Corkonians" were usually victorious in the 1838-39 riots. Riots broke out in 1843 on the Welland Canal after New York State had suspended all its public works and the Irish had poured into the village of St. Catharines in Canada. Without work the people were starving.

If the Irish did not kill themselves, starve to death or be killed in construction accidents, they were weakened by hunger and long working hours making them susceptible to disease. Many died from malaria carried by the pesky mosquito, cholera, pneumonia and sometimes diarrhea. The dead were said to be stacked like cordwood in New York. On the Rideau Canal they were buried in mass unmarked graves along the canal between Kingston and Newboro. Cholera caused death and mass burials on the Wabash & Erie Canal near Attica and Maysville in Indiana.

The exploited Irish canal laborer has probably best been memorialized along the Rideau Canal. In Kingston a Celtic Cross was placed in memory of the 1,000 Irish workers who died from malaria and accidents. Another was later placed in Ottawa. Two plaques at Kingston Mills commemorate those who constructed the canal. Other plaques can be seen at Jones Falls, Chaffey's Lock Cemetery, Newboro, and Merrickville.