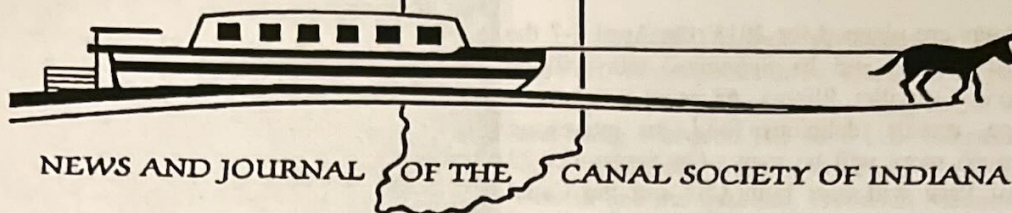


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NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 12 NO. 1

P.O. BOX 10808 FORT WAYNE, IN 46854

JANUARY 2013

CSI DIRECTORS AT WORK



Photos by Bob Schmidt

Not pictured:
Dan McCain
Cynthia Powers
Bob Schmidt

Top (l-r) Jerry Mattheis, Phyllis Mattheis, Ellsworth Smith, Frank Timmers, Mike Morthorst, Carolyn Schmidt, Don Haack, Brian Stirm, Sue Simerman, Tom Castaldi and Jeff Koehler Bottom (l-r) Gayle Ginther, Sue Simerman, Tom Castaldi and Jeff Koehler

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CSI DIRECTORS MEETING

The Canal Society of Indiana's (CSI) board of directors met at 10 a.m. October 27, 2012 at the Wabash & Erie Canal Interpretive Center in Delphi, Indiana to review the society's achievements for 2012 and to plan its activities and project funding for 2013. There were 14 of the 16 directors present as well as 6 guests. Brian and Judy Stirm hosted the meeting and had Baileys cater the lunch of canawlers' stew, apple salad, corn bread, and an apple dumpling. After a welcome from Bob Schmidt, president, a moment of silence was held for members who had died the past year. This was followed by the secretary's and

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260 432-0279

treasurer's reports and a review of CSI's annual report for 2012 as seen on pages 13-18 of this publication.

Two tours are planned for 2013. On April 5-7 the "Wabash & Erie Canal and Its Side-cuts" tour will be headquartered in Danville, Illinois. Museum exhibits, a covered bridge, murals, delicious food, an interesting speaker and much more will be seen. On September 22 Delphi's Canal Park will host both CSI and the Canal Society of Ohio for a joint tour that will be headquartered in Lafayette. Rotating groups will give everyone "A Complete Canal Experience" in the park including meals. Other activities are planned for September 21 and 23.

Delphi displayed sample kiosk panels funded by CSI last year that will be put up in Canal Park. Directors decided to fund the following projects in 2013:

- \$1,500 Wiring east room of Vinton House, old canal inn with museum in Cambridge City
 - \$1,000 Toward restoration of the Gray Bridge for Delphi's Canal Park
 - \$1,000 Signage along Towpath Trail in Eagle Marsh, Ft. Wayne about lost birds of canal era
 - \$1,000 Adventure guide publication for Whitewater Canal Scenic Byway
 - \$1,000 Wabash County Historical Museum for repair of Canal Exhibit electronics
 - \$ 500 Peru Historical Museum toward new Canal Exhibit.
- Other funds will be spent for updating and printing CSI brochures and joining other canal related organizations.



Small sample of one of three panels to be placed in kiosks around Canal Park that were funded by CSI last year. Bob Schmidt

Tom Castaldi was appointed nominating chairman

and Jerry Mattheis membership chairman for 2013. Directors gave reports on canals in their areas. After adjourning they rode "The Delphi" and toured Canal Park to see new exhibits completed by the volunteers led by Dan McCain, president of Carroll County W. & E. Canal, Inc.

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CANAWLERS AT REST

DIEDRICH MEYER

b. July 15, 1829
d. January 14, 1911

Find-A-Grave 34879676

By Carolyn I. Schmidt

Diedrich Meyer was born in Germany on July 15, 1829 to John and Margaret Meyer. He was the youngest of their seven children, all of whom preceded him in death. After receiving a basic education he became a miller.

In 1856, at the age of 27, he emigrated to America and took employment as a circus hand. When the old-time wagon show drove majestically into Fort Wayne, Indiana, Diedrich found the town quite pleasing and abandoned the roving life for a career. He settled in Fort Wayne where he found employment on the Pittsburgh, Fort Wayne & Chicago railroad. After awhile he gave that up and became a boatman on the Wabash & Erie Canal. He only worked on the canal for two years.

In 1853 the Wabash and Erie Canal had been opened from Toledo to Evansville and on July 29 the canal boat "Pennsylvania" arrived in Evansville under the command of Captain Sharra after having completed the 468 mile journey. This was thought to be the heyday for the canal, but shortly thereafter it began to decline. Not only did natural disasters take their toll, boatmen often forgot to close gates and drained off a level or logs rolled into the canal and became a menace to boats. Cheap construction and mismanagement, dynamiting of reservoirs, loss of water by seepage, floods, etc. etc. plus cheaper freight rates by rail became major problems. By 1857 expenditures exceeded income. In March 1859 the entire canal was leased out: the northern portion to the Wabash and Erie Canal Company, the central portion to Chauncey Rose, William P. Griswold, James H. Turner, etc, and the southern portion to the Southern Indiana Canal Company. They were optimistic that under private enterprise they would see immediate improvement. However after a painfully slow decline

the last operating sections of the canal closed down by 1874.

In 1866 Diedrich was elected to his first position on the Fort Wayne police force. The 1866-67 Ft. Wayne/ Allen County Directory shows him living at 55 W. Berry Street and being a laborer. The 1870 U.S. Census shows him living in a boarding house owned and run by Elizabeth Mennewish and her husband, Frederick Mennewish, a carpenter. Diedrich was shown to have real estate valued at \$600 and a personal estate at \$600. He served on the police force for 12 years, five of which he was the "turn key" (jailor).

The 1880 U.S. Census shows Diedrich, a jailor, boarding in the home of the Allen County sheriff, Charles A. Munson, who had earlier been a grain dealer. Living in the same household were Eleanor Cooper, who was Charles Munson's mother, Lucretia Munson, Charles' sister, and William P. Cooper, his step-brother by his father's second marriage, along with three other boarders. Thus Diedrich got to know Lucretia Munson by living in the home of his boss.

On May 12, 1881, when it became necessary to choose a deputy city marshal, Diedrich Meyer was selected. He served in this position for nearly three years. When Marshal Frank Falkner resigned, Diedrich was appointed to fill the vacancy. Diedrich was then elected city marshal in 1881 and re-elected to that position in 1887. His deputy was Henry C. Franke, who later became marshal in 1894.

Diedrich was married on November 16, 1882 to Lucretia Munsen in Allen County, Indiana. Lucretia had been born in 1845 and was 37 years old. Diedrich was 53 years of age. They were members of Trinity English Lutheran Church in Fort Wayne. They did not have any children shown on census records or in their obituaries.

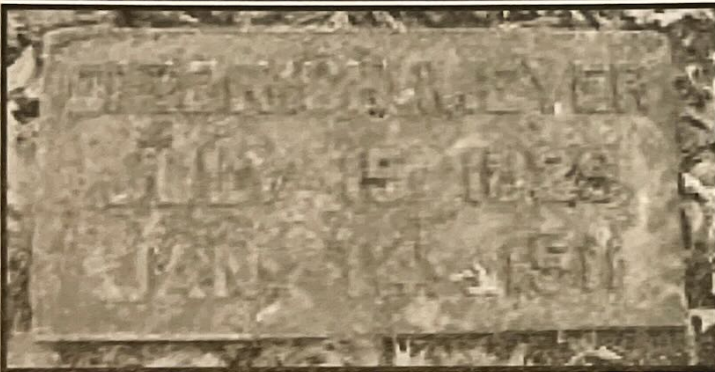
The 1882-83 Ft. Wayne/Allen County Directory shows Diedrich being a carpenter on the P, FW and C Railroad. He was living at 190 E. Lewis St.

Diedrich continued as Fort Wayne's city marshal until 1889. He was able to retire early at age 60 by frugally amassing a comfortable fortune. The 1900 Census shows him as a collector.

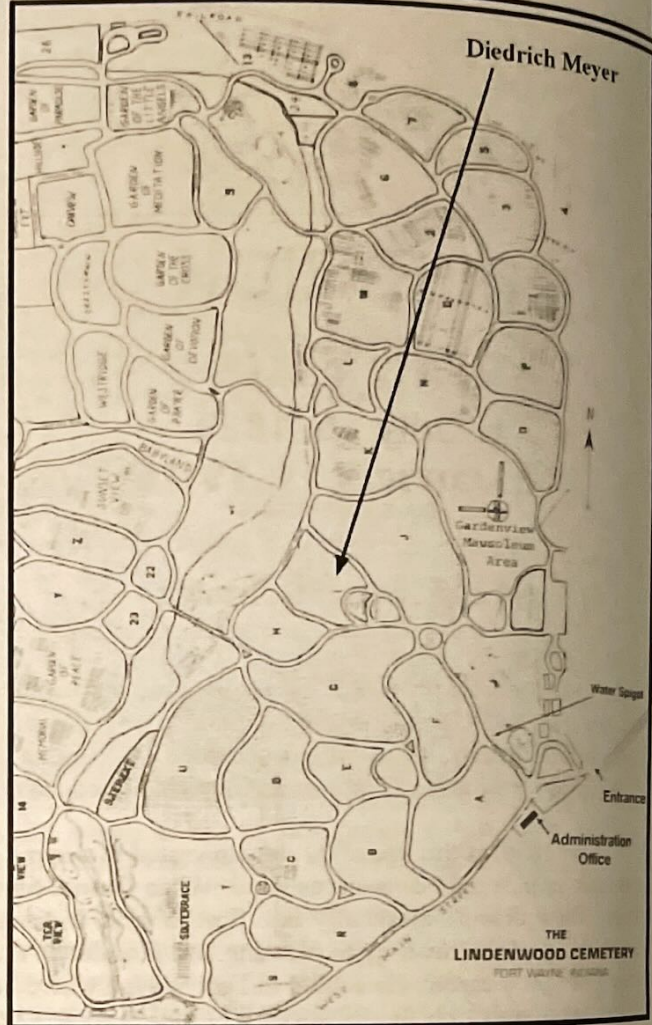
In politics he was a democrat. He cast his first presidential vote for Stephen A. Douglas.

In 1908 Diedrich had a severe attack of whooping cough. It left his heart in a weakened condition.

For about two weeks in late December 1910 Die-



DIEDRICH MEYER
 JULY 15, 1829 JAN. 14, 1911
 Sec. I Lot 66 Lindenwood Cemetery
 Ft. Wayne, Indiana
 Photos by Bob Schmidt



drick complained that he wasn't feeling well. On January 4, 1911 he had severe chest pains near his heart. Then over the following days he seemed to grow better. On January 14 he felt so much improved that he ate a hearty meal and later that night felt well enough to walk around his house with the assistance of a nurse. While taking a drink of water he suddenly collapsed in his home at 122 West Wayne Street. He was carried to his bed and Dr. Hamilton was called and waited upon him, but he died of heart failure in a few short minutes at 7:45 p.m. He was 82 years old and perhaps one of the best-known citizens of Fort Wayne.

The Rev. Samuel Wagenhals was in charge of the funeral. Diedrich's remains were taken from his home at 10 o'clock on Wednesday morning to Trinity English Lutheran Church, where they laid in state until 2 o'clock, when funeral services were held. Pall bearers were William A. Bohn, George Becker, C. F. Pfeiffer, P. A. Randall, A. E. Melching and G. H. Loesch. He was then laid to rest in Section I Lot 66 of Lindenwood Cemetery in Fort Wayne.

Lucretia Munson Meyer died on July 20, 1917 at St. Joseph Hospital in Fort Wayne, Indiana from anemia. She was 72 years, 6 months and 9 days old. She had been a devoted member of Trinity English Lutheran Church and a charter member of the church society. She was survived by a half brother, William P. Cooper of Fort Wayne; two nieces, Mrs. Frank E. Winstrup of Cincinnati, Ohio and Mrs. Ellen Remlin of Covington, Kentucky; and two nephews, William Cady of Los Angeles, California and Brown Copper of Fort Wayne. Her brother Charles Munson had preceded her in death. She was laid to rest beside Diedrich in Section 1 Lot 66 of Lindenwood.

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 Griswold, B. J. *The Pictorial History of Fort Wayne, Indiana*. Chicago, IL: Robert O. Law Company, 1917.
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Valley of the Upper Maumee River. Madison, Wis: Brant & Fuller, 1889.
 U S Federal Census: 1870, 1880, 1900, 1910

DR. RICHARD M. WATERMAN
AND HIS WABASH & ERIE CANAL CONNECTIONS
 By Charles Davis

Richard M. Waterman was born in Coventry, Rhode Island, November 3, 1808. He was the son of Caleb Waterman, the grandson of Richard Waterman, the great-grandson of Amaziah Waterman, the great-great-grandson of Richard Waterman, the great-great-great-grandson of Nathaniel Waterman and the great-great-great-great-grandson of Richard Waterman, who came from Bristol, England, to Boston, with Roger Williams in the ship *Lion*, A.D. 1631.

The great-great-great-great-grandfather of our subject resided several years in Salem, Massachusetts; went to Providence in 1638; and was before the general court of Massachusetts in May 1644 where he was found to be "erroneous, heretical and obstinate in his religion" and banished upon pain of death if he ever returned. Richard M. Waterman was also persecuted for his religious views by those who had sought a new home on account of persecution, suffered themselves at the hands of sectarian England, and sought residence in Vicksburg, Mississippi about 1831. Slavery turned him bitterly against that section, so he moved to Eugene, Vermillion County, Indiana in 1832.

Having graduated from Jefferson Medical College in Philadelphia, Richard set up a practice in Indiana. It extended twenty miles up and down the Wabash from Eugene and as far as seventy-five miles westward. He was engaged in this practice for twenty-five years.

One of Richard's first activities recorded in history books was his establishment of the first newspaper in Vermillion County in 1837 called *The Eugene News Letter*. It ran only about six months then was sold to J. R. Jones and moved to Perrysville, Indiana.

Richard's name appears in the commissioners records of 1838. He was allowed various amounts of money for medical care of the poor in Eugene township, but these amounts were small.

In 1857 Richard purchased 400 acres of land in Fulton township, Fountain County, Indiana, and made his residence there. He built a large home and made other improvements. He engaged extensively in grain, pork, and the dry goods business at Lodi, Indiana.

The first purchase of land in Lodi by Richard was a parcel situated along Perry street. He paid O.M. Conkey \$475 for it. This small tract evidently had a warehouse on it at the time of purchase. Previously it was deeded to George

W. Jones from the estate of Elijah Thompson (deceased) on January 26, 1855. Mr. Conkey bought it from Jones on June 5, 1855. The unusual survey of this small tract of land is in Richard's deed of January 13, 1857. *Deed Record 16/449*.

Charles A Osborn bought Lots #1 and #2 in Osborn's addition from Wm. H. Osborn on July 21, 1849 for \$1,300 indicating a large business here. D. R. 11/330 To recover a mortgage from Mr. Osborn and several others from a 37 acre tract of land south of the lots, the county court ordered a sale of both. Richard was the highest bidder on the above land and lots. These transactions and descriptions can be found in D. R. 17/570, March 2, 1857 and D.R. 18/238-239, March 29, 1859. These give the location of his dry goods store and warehouse on the canal. Richard shipped pork and grain by canal boat. His boat was named "R. M. Waterman" for him. The two commanders of it were William and Job Sabin. One shipment of 117,857 pounds of Lark, Pork and Corn cost Richard at toll fee of \$54.33 at Covington, Indiana, in 1862. *Boat Clearance Record*

When Richard was active at Lodi, starting in 1857, the town changed its name to Waterman post-office. It reverted back to Lodi in 1861.

Southern secession caused his anti-slavery principles to assert themselves, and although fifty-three years of age Richard M. Waterman enlisted in the 31st Indiana Regiment, a sacrifice to his country. On his departure he asserted that "the war would end when the Negroes were freed." His point of departure was at Benson's Basin in Montezuma on the Wabash and Erie Canal. From there he went by canal to Camp Vigo in Terre Haute, Indiana on August 19, 1861. See *Wabash and Erie Canal Civil War Connections* by Charles Davis, *Canal Society of Indiana Newsletter, Vol. 13, No. 9, September 1999, page 16*.

Richard fought at Fort Donelson, Shiloh, Corinth, Stone River, Chickamauga, Resaca, Rocky Face Ridge, etc. Having fought many good fights he returned to his family. His son, Cale W. Waterman, met him at the Wabash, River and his first words were, "I've come home to die." The fatigue and hardships of army life had proved too much. Dr. Richard M. Waterman expired on August 23, 1864, about six days after his return. He was laid to rest in the Eugene Cemetery.

Richard had been married twice. First to Lucretia Meredith in Berks County, Pennsylvania in 1835. She died on April 18, 1837. He married Pamela Hosford in 1838 in Eugene, Indiana. She was born in Vermont in 1815 and died in October 1870. He and Pamela were members of the

(Continued on page 8)

CLEARANCE, No.

Collector's Office, Covington April 26

I, Job Sabin Master of the Boat W. Waterman of
do certify that the following is a true statement of Cargo on said Boat, on which Tolls have not been paid.

ARTICLES	Where From.	Where Bound.	Weight.	Miles.	Rate.	Toll.
Meat	Lodi	St Louis	53574	189	22	4.25
Pork	"	"	13210			
Lard	"	"	65781	189	12	27.60
300 Bush Corn	"	"	440			18.82
						57.67

Job Sabin

CLEARANCE, No. 48

Collector's Office, Covington May 13

I, Wm Waterman Master of the Boat R M Waterman of
do certify that the following is a true statement of Cargo on said Boat on which Tolls have not been paid.

ARTICLES	Where From.	Where Bound.	Weight.	Miles.	Rate.	Toll.
2338 Bush Corn	Covington	Lodi	180920	145	35	445.80
	"	"			41	53.65
						499.45

Wm Sabin

CLEARANCE, No. 99

Collector's Office, Covington June 17th

I, Wm Waterman Master of the Boat R M Waterman of
do certify that the following is a true statement of Cargo on said Boat on which Tolls have not been paid.

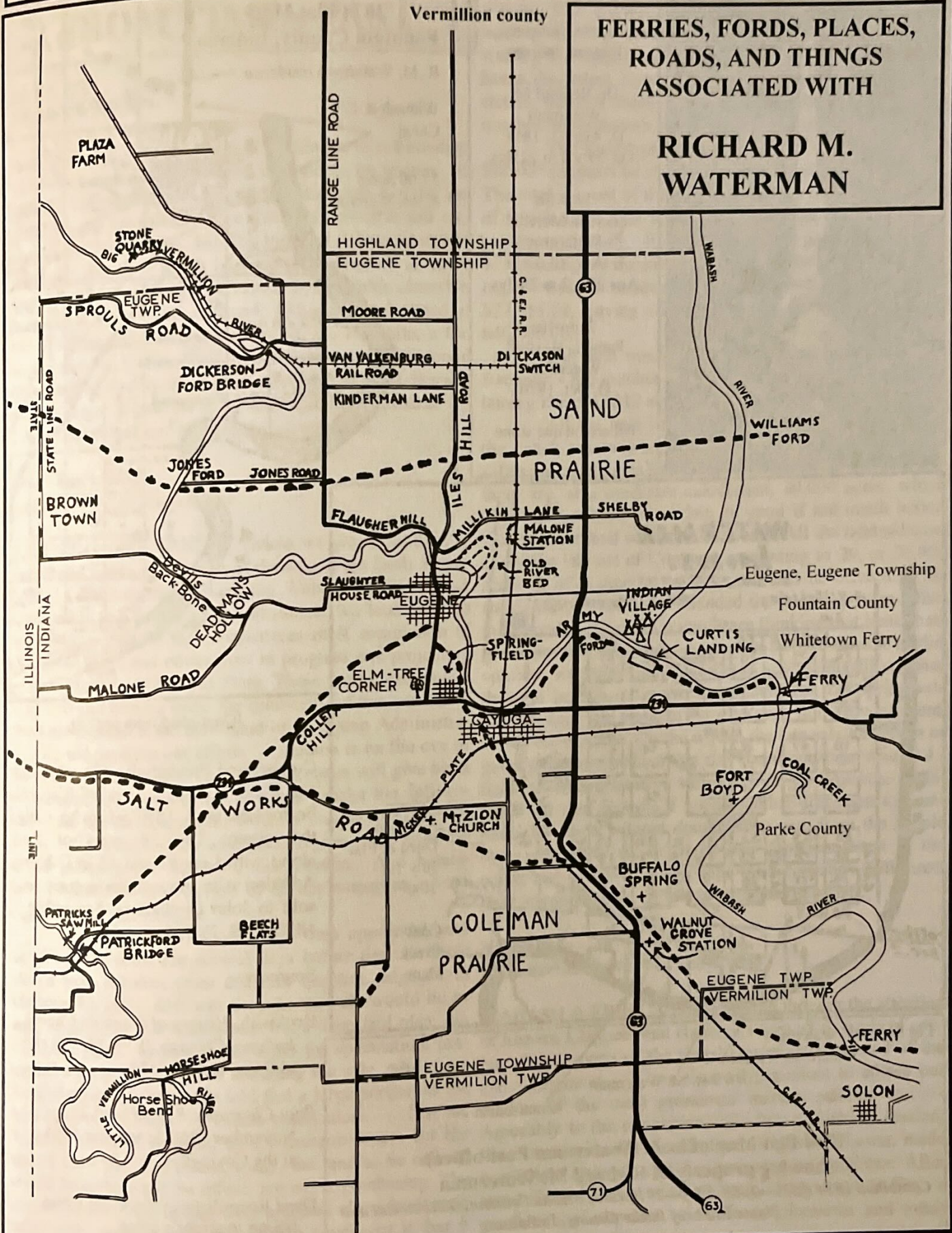
ARTICLES	Where From.	Where Bound.	Weight.	Miles.	Rate.	Toll.
1642 Bushel Wheat	Clinton	St. Louis	98370	212	44	446.28
13024 Rags	Lodi	"	7826	189	45	372.00
Hides	"	Lafayette	288	57	6	17.28
	"	Lodi	240	189	21	49.68
						885.24

Wm Sabin

Boat Clearance Records showing tolls paid by the R.M. Waterman at Covington, Indiana on April 26, May 13 and June 17, 1861. It carried pork, lard, corn, wheat, rags and hides. Its captains were Job and William Sabin. These show it traveling from Clinton, Covington or Lodi to the Indiana/Ohio state line where it would have had to pay Ohio tolls to continue on to Toledo. Book containing these documents can be found at the Covington, Indiana courthouse.

FERRIES, FORDS, PLACES,
ROADS, AND THINGS
ASSOCIATED WITH

RICHARD M.
WATERMAN





Eugene Cemetery
Eugene, Indiana

Dr. Richard M.
Waterman
D. Aug 23, 1864
Age 55 y 9 m 22 dys

1st wife
Lucretia Meredith
Waterman
D. Apr. 18, 1837
Age 23 y 2 m 25 dys

2nd wife
Pamelia Hosford
Waterman
D. Oct. 1870

All are on one stone

1874 Plat Map
Fountain County, Indiana

R. M. Waterman residence

Wabash & Erie
Canal

37.08 acres

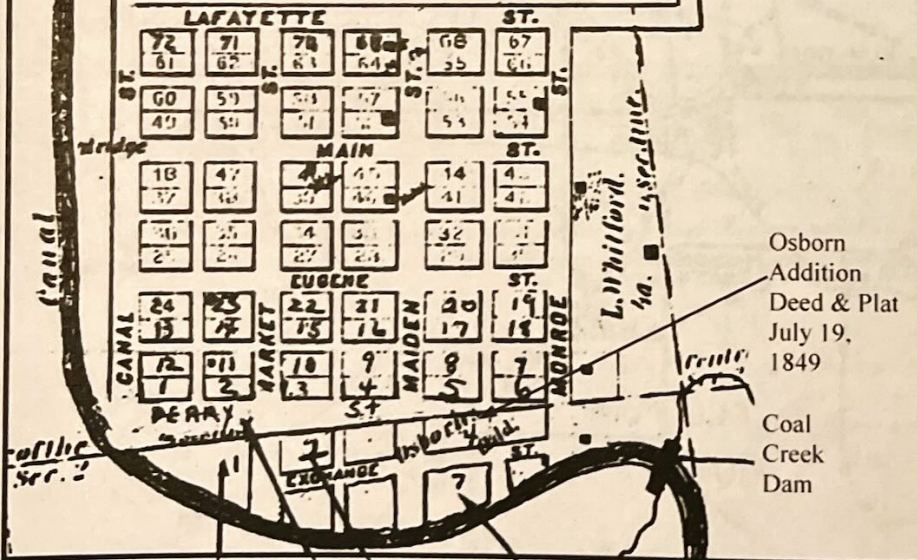
R. M. Waterman



**WATERMAN
LODI.**

On Sec. 2 T.17.R.211.

A.S. Holiday 300 feet to an inch
7 ft



Osborn
Addition
Deed & Plat
July 19,
1849

Coal
Creek
Dam

Lot #1 R. M. Waterman
Waterman Warehouse
Lot #2 R. M. Waterman
Canal Basin

1874 Plat Map of Lodi (Waterman Post-office)
showing property of Richard M. Waterman

Combined 1874 Atlas—1908 Atlas—1916 Issac Straus Centennial Memorial and
Name Index of Parke County, Indiana.

(Continued from page 5)

Cumberland Presbyterian Church. Their son Cale W. took charge of Richard's businesses until 1870 when he settled the estate. The 37 acres of land, along with Lots #1 and #2 in Osborn's Addition with the warehouse tract were sold to John Crothers on September 1, 1870. D. R. 28/218

Sources:

Beckwith. *History of Fountain County, Indiana.* Chicago, IL: N. H. Hill and Iddings, 1881. P. 436.

Boat Clearance Record book 1,
November 1860-September 1864
at the Covington court house

Deed Records from Rockville Court
house recorder's office

FROM TIMES PAST

May 5, 1827
Fayette Observer

RAIL-ROADS. The following fact relative to rail-roads is valuable. Goods from Liverpool to London, by wagon, are charged 12*l.* per ton, and delivered on the sixth day. By the canal, 4*l.* per ton, delivered on the eighth, twelfth and sixteenth day. By the van, 16*l.* Per ton, and delivered on the third day; and of so much importance is dispatch in many commercial transactions, that vans are often laden almost to breaking down. By the rail-road, 192 miles, calculated at the Stockton and Darlington price of 2*d.* Per mile, a ton would only be 1*l.* 12*s.* With certain delivery on the second day. The superiority of railway communication is thereby clearly demonstrated; for it combines all the requisites — safety, expedition, and cheapness. *Ameri. Far.*

December 4, 1830
Connersville Political Clarion

SALE OF CANAL LANDS. Below we give from the Potawatomie Times, an account of the sale of the lands appropriated for the construction of the Wabash & Erie Canal. Our readers will find it worthy of notice. We look forward with deep anxiety to the commencement & completion of this great work, and others now in progress and projecting in the different parts of our State. These works will have a very material bearing upon the prosperity of this section of the Union - and if the hard hand of a vetoing Administration do not paralyze our efforts - Indiana is on the eve of an important revolution. The present Census will give her a representation in Congress which must make her influential - she has surmounted the troubles inseparable from infancy - the obstacles of a wilderness region - her arms are about grasping the whole of her borders. And henceforward she may avail herself of all her numerous advantages, natural and artificial.

The sale commenced at the time appointed, and continued ten days. For several days before the sale there was a large number, from different quarters, engaged in viewing the lands, & it was thought the sale would be as well attended as was anticipated; but a deep laid plan, devised, no doubt, by those who come for speculation, prevented a great number from attending the sale, who came for that purpose. They were told that a large portion of the best land was covered by Indian reservations - that the balance would be reserved by the commissioners for the use of the canal, and consequently, the land to be offered would be nothing but the refuse, not worth purchasing. The commissioners soon as they were apprised of the stratagem, used every exertion in their power to counteract it, but it

was too late. We are told hundreds had received the statement of these designing men as matter of fact and without waiting to enquire into the truth of their statements, started home disgusted. Notwithstanding this unfortunate circumstance, the first week of the sale was attended by a large number of purchasers, and the land went off at a fair price.

The lowest price given was \$1.25, and the highest \$70.00* [appears to be an error] making the average \$1.70. The total amount of the sale is estimated at \$71,098.37, out of which there was received, from those who made full payment, \$9,148; from those who paid one fourth, \$15,350.28; and the interest on the residue \$2,857.00; making the amount received by the fund commissioner, about \$27,355.28, leaving a balance unpaid and due the state of \$46,600.00.

The land was offered in 80 acres lots, except the fractions - the number of lots sold amounted to 547, containing about 42,012 acres.

All the land belonging to the state, for the use of the canal, was not offered at the late sale, and we may safely say that a small portion of the best land was offered; there are, at a moderate calculation, 80,000 acres, which have not yet been in market, as good if not much better, than the best land sold at the late sale. All the land selected under the late act of Congress amounting to 29, or 30,000 acres, is of a superior quality, and will be offered at the spring sale. A few, who attended the late sale, were rather indifferent about making purchases thinking that better bargains could be had at the next sale; but we are not of this opinion, we believe that the lands now sold will enhance those to be offered in the spring; and that the spring sale will advance the lands to be sold next fall, fifty per cent, above the late sale. On the whole, the late sale has given us good ground to believe that the Canal question is settled - that the lands produce a sum much larger than was anticipated - a sum almost, if not altogether sufficient to complete the work, without drawing one cent from the people by taxation. All we now ask is a commencement of the work; and to this point we hope the Legislature will direct their attention, at an early day of the next session.

?, 1830-31
Connersville Political Clarion

WABASH & ERIE CANAL. Having through the attention of Messrs. Claypool and Hankins, received a couple of copies of the reports of the Canal Commissioners, and of the Chief Engineer — we deem it expedient to advise our readers of the most prominent matters referred to — Agreeably to the requisitions of a law passed last session, the Commissioners, Messrs. Burr, Vigus and Lewis, made immediate arrangements for procuring an Engineer. After some difficulty they engaged Joseph Ridgeway, Jr. Esq., a gentleman of superior scientific acquirements and much

practical knowledge and experience, acquired particularly, in superintending portions of the Ohio Canals. The Engineer is engaged at a salary \$2,000 per annum, board and traveling expenses paid by the State. 29,528 acres of land have been selected in the Crawfordsville & Fort Wayne districts in lieu of the bank's disposal of by the U. S. which fall in the tiers reserved for the construction of the Canal. — It is expected that the selection will meet with the approbation of the General Government. — The 41,924 acres of Canal lands sold in Oct. last, amounted to the aggregate sum of \$71,098, of which \$24,849 of the purchase money, and \$2,771, interest of the remainder, were paid in advance. The average price per acre was less than expected. Another sale of an equal quantity of land will take place in April next — these lands are said to be quite equal in soil and situation to those last sold. The propriety of placing a portion of the Canal under contract this next season is urged upon the Legislature, particularly for increasing the value of the lands yet unsold — For which purpose a loan of money is recommended, equal to the balances due and which will be due, from purchasers of land — to negotiate and regulate which, a Board of Loan Commissioners is recommended. The commissioners regret the non-ratification of a Compact with Indiana by Ohio, for the construction by Ohio of that part of the Canal which lays within that State — This part of the Canal is said to be 78 miles long, our part 128. The expenditures of the past year on account of the Canal, including pay of Commissioners, Engineers, Surveyor, Hands, Clerks, Books, Advertising &s. &s. amount to \$2,959 —

ENGINEER'S REPORT Mr. Ridgeway's examinations commenced early in August last, & have been exclusively confined to the summit or middle division of the Canal. This division is in length 25 miles and 13 chs. Its Feeder, the St. Josephs, is 6 miles and 33 chs. Making an aggregate of 31 miles and 46 chains. It is calculated that this Feeder and portion of the Canal will cost \$235,950., or average per mile \$7,500 — including all things. The expense of constructing the St. Josephs' Feeder will be considerable, \$70,077., exclusive of contingencies. It commences on the St. Josephs, about six miles above Fort Wayne; at which point a Dam must be constructed, 11 feet in height and 240 feet long. But it is calculated that it will afford a great sufficiency of water for the summit level. — The Maumee at one extremity of this portion and the Wabash at the other, will afford the requisite supply for the remainder of the Canal.

We sincerely hope that our State may yet convert this prospective Canal into a Rail-Road, and we have but very little doubt that this is also the desire of at least three fourths of the State. The unexampled improvements in the Steam engine, should of itself cause the faithful Statesman to ponder his advances in relation to this matter. And the advantages of a Rail-Road when contrasted with a Canal

are almost too palpable for remark. The former is much the cheaper work, and it is contended that it will answer for the conveyance of nearly, if not quite, every thing for which a Canal is adapted. For traveling it has incomparably the advantage: Winter will not freeze it — Summer will not dry it — It needs no other Feeders that such as our forests abound with — The expense of the St. Josephs' Feeder would construct at least TEN miles of a Rail-Road!!!

March 7, 1840
Rushville Democrat

Indiana is in debt. Her credit doubtful, her honor in danger — her people embarrassed with debts of their own, and the taxes heaped upon them. But this is not time to despair. Let every native and adopted citizen of Indiana double his industry, observe the most rigid economy in his expenses, and go to work with renewed and increased energy full of hope and confidence, and in her fallen fortunes, as a patriot let him love her more, adhere more closely to her, and swear that her faith, her credit, and her honor shall be maintained, at every hazard. Let every Hoosier son, "pledge his life, his fortune and sacred honor," to stand by her in the hour of trial, — to pay the interest on the bonds sold, for which we have realized the consideration, and like a good citizen and patriot, let each bear his burden with patience. But on the bonds sold upon credit, for which nothing has been realized, let each make up his mind never to pay one farthing or interest, or the first dollar of principal, until the full consideration shall be received. This course adopted, the day is not far distant, when her citizen will be extricated from their embarrassments, and Indiana stand forth in her former splendor.

AMOS LANE, Chairman
M. R. HULL,
H.B. MILLROY,
M. R. SOUTHARD.

In conclusion, the committee would respectfully recommend, for the consideration of the House —

1st. That the Wabash and Erie Canal from Terre Haute to the State line, be prosecuted to its completion, at as early a period as shall be consistent with good policy, buy its own legitimate means; and should Congress confirm the right in the lands selected for the construction of that portion, west of the mouth of Tippecanoe river, and the means so obtained prove inadequate to its entire completion, the State of Indiana, in good faith to the United States, will, as early as funds can be obtained upon reasonable terms, proceed to complete the said canal.

2nd. That two of the public works be selected, in addition to the Wabash and Erie canal, aforesaid and prosecuted, provided the next General Assembly shall deem it expedient, and funds can be realized, or bonds sold at par for cash; the preference to be given to those works which

can be finished with the least amount of revenue, — to be present board — each to have a salary of 1000 dollars per determined by estimates made and sworn to by the chief annum.
engineer.

3d. That the board of internal improvement, the engineer department, and the board of Fund Commissioners be reorganized, and one Commissioner, and one Chief Engineer be elected by joint ballot of Both Houses, to possess all the powers of the present, with authority to appoint one assistant engineer to take charge of the Wabash and Erie Canal, and one Fund Commissioner, to be elected in like manner, to serve the same term, and possess all the powers of the
October 4, 1855
Fort Wayne Weekly Times

The Canal Board of Ohio have resolved to repair the Canals by contract for five years; proposals to be received till the 15th of November at the office of the Board, in Columbus.

CANAL BOATS SUNK

The life of a canal boat was not very long. The captain or owner worked on his boat during the winter months so it would be ready for use when the canal opened in the spring. However hard he worked to extend his boat's lifetime, the older the boat got the more repairs were needed. Some of the boats, which should have been removed from use, were loaded anyway and sunk. This was the case of the two canal boats reported below.

In the *Journal of the House of Representatives at the Twenty-fifth Session of the General Assembly of the State of Indiana* that was held on Monday December 7, 1840 at Indianapolis, a Mr. Sweetser made the following report:

"The select committee in obedience to a resolution of this House, directing them to cause an invoice [inventory] to be taken, of the books in the State Library, and compare the same with the invoices of purchases made, to be found in the Journals of this House subsequent to the year 1828, have had the subject under consideration, and directed me to make the following

REPORT:

"That they have caused to be made an invoice [inventory] in alphabetical order of all the books of a Legal, Literary and Scientific character in the Library, and compared the same with the original invoices, and now present the same to the House.

"They have also made an inventory of the books which belong to the State Library which are missing, charged to no person and of which no account can be had. They number one hundred and twenty-six volumes. Many of them are parts of sets. A part of the purchase for the past year has not arrived, having been sunk in a canal boat, but will probably be recovered without much loss or injury. Fifty-six volumes not charged to any person were brought in during the examination.

"The committee believe that the law appointing a Librarian passed the present session of the General Assembly will insure the safe keeping of the books if punctually

carried into effect.

"Walter March has been employed in making a catalogue of the books and arranging the same in alphabetical order fourteen days.

"And the committee recommend the adoption of the following resolution:

"Resolved, That Walter March for his services in making a catalogue of the books in the State Library be allowed in the specific appropriation the sum of twenty-eight dollars for fourteen days services."

Pete Jones, CSI member from Wabash, Indiana who writes a weekly column for the *Wabash Plain Dealer*, recently found the following article while looking through old copies of *The Plain Dealer*, which was a weekly at the time.

The Plain Dealer
August 22, 1862

An Unfortunate Boat.

The canal boat "Doyle," Capt. Serick of Napoleon, Ohio, took on a load of wheat last week, and started for Toledo. Before she got to Lagro she was discovered to be sinking, and was run back to Wabash and stranded on the mud above Bruner's warehouse, where she was unloaded. — About 400 bushels of wheat was ruined. The boat was then taken to the dry dock, below town, and repaired. On Monday last she came back to town and took on 2025 bushes of wheat, at Sweetzer's warehouse. The boat was scarcely loaded before she was discovered to be again sinking. — Help was immediately procured, and the grain was shoveled out on the dock, opposite the Boston Store. The work was not completed before two o'clock on Tuesday morning. Four men were kept at the pumps, while all who could find room were engaged in throwing out the wheat. Not over 100 bushels were damaged. Captain Serick is very greatly blamed for these loses, especially for the last one, because he did not allow his boat to be put in good condition, and because, when he found the boat was sinking, he deserted her and did not come back until the next morning. The boat is held responsible for the damage incurred on Monday.



LAUREL FEEDER DAM FROM ANOTHER VIEW POINT

CSI headquarters has started placing "Canawlers At Rest" articles on Find-A-Grave. After seeing information about Elizabeth Willson in the article about Francis Shoup, "Canawlers At Rest," *The Hoosier Packet*, Vol. 10 No. 2, February 2011, an anonymous person wrote:

"I was looking at the Forceythe and Elisabeth (Forceythe changed her name from Elizabeth to Elisabeth which is on her tombstone) Conwell Willson graves on Find-A-Grave site, and I noticed you had obtained photo's I had obtained of them, and photo's taken of their tombstones. That is fine with me. There is much research about the poets in a collection, at the Laurel Community Library.

"I was wondering if you may be interested in a photo I took some years ago of the Laurel Feeder Dam, in Laurel, IN, which feeds water into the Whitewater Canal towards Metamora? It is a bit different than the ones normally found on postcards, as I had crossed the river to get a

different angle, to show the stone work.

"The History of the Town of Laurel, the Willson Poets, James Conwell (Laurel's founder, State Representative and Senator, who rallied for the Whitewater Canal), and the Conwell Family are hobbies of mine. Any way I can assist you, I would be happy to. Though I no longer live in Laurel, my heart is still there.

"Best Regards"

CSI responded to the E-mail address and asked permission to publish the above photo and give credit to the photographer. Permission was granted but he/she asked to remain anonymous.

The photo shows the bridge across the weir that admits the water from the Whitewater River into the short feeder canal that feeds the Whitewater Canal. The feeder enters the mainline canal just below Jinks Lock near Laurel, Indiana.

2012 IN REVIEW

MAJOR CSI EVENTS/ ACTIONS

Assisted students, authors and genealogists in canal research
 Board meeting October 27, 2012 Canal Interpretive Center, Delphi Host Stirms 14 Directors 6 Guests
 On-line: Canal Society of Indiana website: indcanal.org
 Canal Society of Indiana Facebook page
 Subscribed to Ancestry.com
 CSI funded: \$1,500 Vinton House electrical 3rd floor; \$1,000 Eagle Marsh bird signage; \$1,000 Wabash County Historical Museum canal exhibit; \$1,000 Whitewater Canal Byways adventure book; \$1,000 Delphi bridge; \$500 Peru Historical Museum canal exhibit

BOARD OF DIRECTORS

Tom Castaldi - Ft. Wayne	Dan McCain - Delphi	Sue Simerman - Ossian Secretary
Jim Ellis - Ft. Wayne Treas. 1-5	Gerald Mattheis - Cambridge City	Ellsworth Smith - Leo
Gail Ginther - Metamora	Mike Morthorst - Cincinnati, OH	Brian Stirm - Delphi
Don Haack - Ft. Wayne	Cynthia Powers - Roanoke Treas. 6-12	Frank Timmers - Carmel Vice-Pres.
Charles Huppert - Burtonsville, MD	Bob Schmidt - Ft. Wayne, President	Charles Whiting Jr. - Lawrenceburg
Jeff Koehler - Center Point	Carolyn Schmidt - Ft. Wayne, Editor	

COUNTY HISTORIANS

These men receive and answer numerous phone, E-mail and posted messages from persons seeking information that may involve canal business or those who built Indiana's canals.

Allen Co. Thomas Castaldi	Miami Co. Kreig Adkins	Vigo Co. Mike McCormick
Clay Co. Jeffrey Koehler	Wells Co. Craig Leonard	

IN MEMORIAM

William H. Davis	11-26-2011	age 76	Rosedale, IN	CSI Past Director
Shirley Ellen Clark	5-07-2012	age 90	Louisville, KY	CSI Charter Member
James A. Ellis	5-17-2012	age 80	Ft. Wayne, IN	CSI Treasurer
William I. Garringer	9-10-2012	age 62	Ft. Wayne, IN	CSI Member

NEW MEMBERSHIPS (11 individual) (10 family) (21 Indiana) (1 out of state)

Linda Bodine	Rossville, IN	David & Bernie Kreig	Ft. Wayne, IN
Annemarie Deville	Ft. Wayne, IN	Terry & Fran Lacy	Delphi, IN
Jim Doud	Bloomington, IN	Teresa Lowe	Connersville, IN
Steve & Connie Doud	Wabash, IN	Fred Nation	Terre Haute, IN
Jerry & Mary Ann Getty	Ft. Wayne, IN	John Polles	West Lafayette, IN
Raymond J. Glatthorn	Valparaiso, IN	Sam Schwartz	Ft. Wayne, IN
Tom Hallam	Knoxville, TN	Carol & Beverly Seese	Delphi, IN
Ronald & Helen Haywood	Indianapolis, IN	Robin & Michele Simerman	Ossian, IN
Kevin & Jean Howell	Delphi, IN	Mayor Randy Strasser	Delphi, IN
Janet Burns Jones	Terre Haute, IN	Bob & Donna Streeter	Ft. Wayne, IN
Kevin & Kathleen Kologinsky	Delphi, IN	Todd Ussery	Kokomo, IN

SPEAKERS BUREAU

Date	# People	Event	Presenters
11-13-2011	38	Marseilles Congregational Church	Gerald Hulslander
2-18-2012	25	Daviess County Historical Society, Elnora	Jeff Koehler
3-14-2012	40	Historic Connersville, Inc.	Jerry Mattheis
4-03-2012	15	CURIOS antique group	Bob Schmidt

THE HOOSIER PACKET - JANUARY 2013

5-08-2012	75	Western Wayne Elementary 3rd graders	Jerry & Phyllis Mattheis
6-??-2012	?	Richmond Kiwanis Club	Jerry Mattheis
8-09-2012	30	Little River Wetlands "Breakfast on the Marsh"	Bob & Carolyn Schmidt
9-19-2012	35	4th grade St. Andrew's Elk City, Minnesota	Tom Castaldi

Broadcasts:

Tom Castaldi

WBOI 89.1 FM Northeast Public Radio:

- January 9, "Jesse Williams"
 - February 27, "Duck Creek" mentions WE Canal's attracting business to area
 - March 5, "The Wabash Erie Canal"
 - March 12, "Rails" WE Canal brought first locomotive
 - March 16, "Rockhill Park" and its connection with the WE Canal
 - March 26, "Headwaters Park" and its connection with the WE Canal
 - April 9, "West Central Neighborhood" developed after WE Canal helped drain swampy ground"
 - May 21, "William Edsall" attache for James Shriver WE Canal surveyor
 - June 18, "Old Aqueduct Club"
 - August 6, "Sam Hanna" instrumental in creating WE Canal
 - August 22, "Lawton Park" included water feature from St. Joseph Feeder
 - August 27, "History Center 1st Meeting" with talk given including WE Canal
 - September 10, "Drive Canal in Allen County"
- Note: October thru December 2012 programs not yet announced.

WRRO 89.9 FM Northwest Ohio Redeemer Radio: radio programs that air as "break" fillers mentioning Irish canal laborers constructing the WE Canal.

WSAL 1230 AM: Logansport on Friday December 21. For the past several years on the Friday before Christmas we show up for Talk of the Town and always discuss canals.

Docents:

Canal Park Delphi:

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

Brian Stirm gave trolley tours along the Wabash & Erie Canal in the Delphi area.

PUBLICATIONS

Tour Guide "CSI Anniversary Tour" Whitewater Canal Connersville-Yellow Bank (80 pages) Carolyn Schmidt

Tour Guide "The Hennepin: America's First Concrete Canal" (38 pages) Carolyn Schmidt

The Hoosier Packet Vo. 11, No. 1-12 Carolyn I. Schmidt, Editor

ARTICLES

Canawlers At Rest Columns by Carolyn &/or Bob Schmidt

Enion Kendall	B. 10-1-1795	D. 3-26-1856	Canal poet
Ochmig Bird	B. 3-19-1813	D. 1-21-1878	Rod-man/Engineer W&E Canal Ft. Wayne to Huntington
Patrick O'Brien	B. 3-20-1820	D. 2-1-1904	Boss of repairs on 2nd division of W&E Canal, State boat captain, Superintendent and Paymaster of 2nd Division
Dennis O'Brien	B. 3-25-1834	D. 3-20-1892	Foreman on W&E Canal state boat, worked on canal 12 years
David M. Durn	B. 11-18-1818	D. 8-20-1889	With Logansport Life Insurance Company issued canal scrip from office next to W&E Canal land office, W&E Canal Trustee (1865-67)
Dana Columbia	B. 3-6-1797	D. 12-23-1865	Captain of canal boat "Indiana," raced canal boat "Prarie Hen," Built log inn near canal basin on Columbia St. named for him in Ft. Wayne. Set up grocery at Junction, OH where W&E and Miami & Erie Canals joined
Benjamin R. Edmonston	B. 3-8-1807	D. 8-16-1855	4th trustee of W&E Canal to serve in the state selected position (1854-55), on committee on canals and internal improvements in both Indiana House and Senate
Adolphus Wolf	B. 1-17-1818	D. 7-31-1870	Worked on W&E Canal from Ft. Wayne to New Haven
Clem Aquilla Jones	B. 3-15-1822	D. 1-29-1901	Worked on W&E Canal in Greene County, Indiana
Frank F. Schmidt	B. 11-21-1830	D. 11-5-1910	Worked as canal boatman on W & E Canal and called Captain
Silas C. Beach Jr.	B. 9-8-1833	D. 3-2-1882	Lived in Honesdale, PA and learned about Delaware & Hudson Canal, Traveled by canal boat from Harrisburg, PA to Pittsburgh, PA on Pennsylvania Mainline Canal and then to Indiana
Aaron H. Conover	B. 7-10-1852	D. 4-30-1920	Canal ran through his farm where a large mammoth molar was discovered, he had reminiscences about the canal

Articles by:

- Paul Baudendistel** Hydraulic Mill Drive Gear Excavated, Ribbon Cut for trail to Canal Lock 21 and Yellow Bank Culvert
- Tom Castaldi** Old Aqueduct Club; Tierces, Kits, Firkins, Kegs, Barrels and Hogsheads; Gronauer Lock Marker Needs to be Moved, Summer time Ice Source Began in February
- Charles Davis** W&E Canal Connections: Judge Walter C. Donaldson; Erastus M. Benson; Morris Hughes; Jedidiah F. Stacey; Joseph Burns; Dr. Benjamin Franklin Hudson, Mrs. B. F. Hudson and John Wycliffe Vanlandingham; The Holladay Brothers
- Diane Fledderjohann** What is It?
- Chuck Huppert** Canals on Jeopardy
- Sam Liggett** Regent's Canal
- Linn Loomis** Seventeen?
- Dan McCain** Getting Ready for Cool Weather, 2011 Boat Tour Season a Success, \$87,500 Grant Approved, Work Continues on Fouts Cabin, Grant Propels Work on Fouts Home, Bridge to Stone Barn in Works, Canal Park Endangered, Old Fashioned Christmas, Day After Christmas Walk, Fouts Home Buttoned Up for Winter, Other Attractions for Canal Park, Canal and Trail Volunteer Call-Out, The Vision, New Features Planned for Two Existing Trails, Our Smokehouse Becomes Crafter's Cabin, Plans For Monon High Bridge Site, Interactive Exhibit For Towpath Trail, Smokehouse To Crafters Cabin, New Additions All Over Canal Park, Fout's Home, Earth Day / Project W.E.E.D., Volunteers Prepare Canal Park For Upcoming Tourist Season, W&E Will Lease Land to DNR, Stewardship Conference Highlights Carrollton Site, Canal Park is Ready for More Visitors!, Many Pitch In For Earth Day, Plans Underway For New Pivot Bridge, A Stellar Day, Gray Bridge Project is Fully Underway!, Pioneer Village Came Alive During the Summer, Canal Days, Wayside Pivot Bridge, Pivot Bridge Work, CCWECI Receives Grant, Canal Water Low, Two Bridges Get Some Tender Loving Care
- Phyllis Mattheis** Can You Picture Six Million?, River Generated Electricity, Cambridge City Fairgrounds
- Bob Schmidt** More to Do-In Peru, A Genealogist's Tool, It's A Dam Problem, Canals, Boats and Battles
- Carolyn Schmidt** The Mandalay Canal, Two Canal Museums Moving, The Santee Canal, Fort Pulaski's Moat Feeder Canal, Yellow Bank Culvert, Evansville's Canal Bank, Point Pleasant Murals, Whitewater Canal Culvert, Catharine Furnace, Charles Butler and the Butler Bill, Wabash & Erie Canal Side-Cuts, Central Canal Endangered, The Hennepin: America's First Concrete Canal
- Kay Sheldon** Economy Influenced by Frog, Frog Trivia
- Gary Schluetter** Canal Trail, Inc. Strengths and Weaknesses, Children's Adventure Guide Just Off the Press
- Mark Smith** Traveling the Wabash & Erie by Canal Boats
- Neil Sowards** Letter on W&E Work, The Shubenacadie Canal
- Charles Whiting Jr.** Canal Scrip, Found on Microfilm, The Dam at Harrison for the Whitewater Canal
- Joanne Williams** Bambi Takes The Plunge
- Terry K. Woods** A Woman's Viewpoint
- Candy Yurcak** Canal Days, Whitewater Canal Byway Association's Annual Dinner, Digital Driving Guide Now On Line For Whitewater By ways

ACTIVITIES FOR EACH CANAL BY AREA

INDIANA'S CANALS

Wabash & Erie Canal

- New Haven** Canal Days, Gronauer Lock Marker needs to be moved, photo of Lock 2's roses sent to CSI, Gronauer Lock article about its anniversary in local paper by Craig Leonard
- Fort Wayne** St. Mary's aqueduct made of gingerbread for Gingerbread Festival, Castaldi asked to write 150 programs about north eastern Indiana including W&E Canal for WBOI, Sowards finds letter on e-Bay detailing W&E Canal work, Gov. Mitch Daniels sees new Towpath Trail, Towpath trail links to other trails, old postcard of St. Joe Feeder Dam for W&E Canal found,
- Huntington** "Unlocking the Canal" theme for Heritage Days parade, postcard found of Huntington canal elevator, Tom Castaldi judged History / Art project at Huntington Indiana Historical Society on Nov. 4-6.
- Lagro** James McDonald Lock cleaned of brush
- Wabash** Pete Jones finds canal articles in old newspapers, canal culvert or flume unearthed near canal, funds requested for canal exhibit
- Peru** Museum moved and canal exhibit needs update, funds requested for canal exhibit
- Logansport** Newsletter Cass County Historical Society, *The Jerolaman Times*: Tiptonsport vacated by the Wabash Erie Canal by Tom Castaldi
- Delphi** Fouts log cabin finished, Received \$87,500 grant for Houck Road bridge (Gray bridge), work started on bridge from Canal Park to stone barn across canal, had flooding problems and couldn't run canal boat, held old fashioned Christmas, had after Christ mas walk, Freedom bridge to cross Hoosier Heartland Highway gets 2.1 million dollar grant, Boy Scouts built a display of "narrow gauge" railroad track, plans made for trailside exhibit of lock chamber, smoke house moved to park for crafter's cabin, Canal park filmed by Hoosier Rails to Trails Council and National Transportation Conference, held bridal showcase, held Earth Day, cleared trails, planted flowers, held Heritage Transportation Festival, table top and benches made of old planks, canal boat repaired, canal dock rescued and anchored, Carrollton site leased to DNR, held Stewardship Conference, pressure sweeper made to move floating material on canal, built pivot bridge exhibit, won Stellar Communities grant from state and need \$7 mil

lion match, craft demonstrations given in Canal Park on weekends, held Canal Days, canal videos about Canal Park on YouTube and internet, received grant from Tippecanoe Arts Federation, water in canal almost too low to float boat, stone arch bridge repaired

Riley Continued study and archeological dig at Lock 47

Terre Haute Jeff Koehler and others explored the canal bed

Evansville Exhibit of Canal Bank articles at Willard Library, Only remaining Wabash & Erie above ground building featured in *Evansville Living*

Whitewater Canal

Cambridge City Canal Days, Exposed flooring at Vinton House was insulated, Vinton House first annual open house held, Outdoor interpretive sign of Whitewater Canal cleaned, Overbeck House toured by third grades and business arts group from Sunman, Two books published about National Road

Connersville Whitewater Valley Railroad from Connersville to Metamora passes old canal locks, Railroaders hosted CSI tour in rail yards, Whitewater Canal headquarters toured by CSI, City cemetery walk and Canal House opened for tours

Laurel Dredging and filling at Feeder Dam site, anonymous photographer sends photo of Laurel Feeder Dam from opposite side

Metamora Corn maze to benefit Whitewater Canal Trail project, "Twilight Time" with Whitewater Railroad, Canal Days held and members parked over 1500 vehicles, Pet vaccination clinics held,

Brookville William Kelley II purchased old stock certificate of White Water Valley Canal Company

Lawrenceburg Cincinnati & Whitewater Canal scrip donated to Dearborn Co. Historical Society

Whitewater Canal Scenic Byway Lt. Gov. Skillman and INDOT designated 3 loops off the main byway, held annual dinner, Scenic driving guide put on-line, hosted CSI tour at Gateway Park, held Blue-Grass Festival, had quilt exhibit at Gateway Park, Porter published a child's adventure guide for byway,

Whitewater Canal Trail Members readied Yellow Bank Lock for CSI tour, Trail ribbon cut for Yellow Bank Lock 21, held SWOT'o'rama an exercise to list strengths, weaknesses, opportunities and threats, rescued mill gear from Whitewater River, hope to save old road bridge near Little Cedar Baptist Church

Central Canal

Indianapolis Canal dyed green for St. Patrick's Day, concerts held at Indiana History Center on canal banks

Broad Ripple Plans underway to build flood wall along canal at Broad Ripple, Butler University, grant won from Indiana Landmarks to nominate the Central Canal from Broad Ripple to 18th and Langsdale for National Register of Historic Places. Group seeks to place art work along towpath, City of Indianapolis took stand against proposed White River flood wall

Jeffersonville Canal

Jeffersonville Voted to purchase 20 more land parcels for 4,440-foot-long storm water channel no longer called a canal

CANALS ELSEWHERE

Chesapeake & Ohio Canal

Jefferson, MD Catoctin aqueduct restored

Hennepin Canal

Visited by CSI tour

Lehigh Canal

Easton, PA National Canal Museu moved to Emrick Technology Center in Hugh Moore Park

Miami & Erie Canal

MECCA Held Canal Diggers Affair, Vial's Lock 21 and Shelby County camping shelter completed, Towpath Trail completed in Paulding and Henry counties, St. Marys applied for \$150,000 grant to improve trail to the north, observed National Trails Day with restoration of Lock 13

Ohio & Erie Canal

Coshocton, OH Park levy failed and "Monticello III" needs repair, old photo found of lock that needs to be identified

Panama Canal

Seminole, FL Panama Canal Museum moved to the University of Florida

Savannah, GA Panama Canal widening to affect U.S. east coast ports such as Savannah

Pennsylvania & Ohio Canal

Akron, OH Canal Society of Ohio held its spring tour from Akron to Ravenna Summit

Regent's Canal

London, England Double locks changed to single ones

Santee Canal

Moncks Corner, SC Santee Canal museum has excellent interpretive exhibits

Schbenacadie Canal

Fairfax, Nova Scotia Signage tells canal history, lock walls are supported from the interior

CONTRIBUTIONS TO CSI ARCHIVES

Linn Loomis Canal photos of Minthorn Lock/artifacts, Buckeye Lake Spillway, Dresden Mill and Society National Bank construction, Roscoe Village restoration, Roscoe-Caldersburg Canal-Era stone quarry, Lock 24, Lock 21 Whitewater Canal and Yellow Bank culvert, Canal artifacts displayed at Port Washington, Newspaper clippings from Cleveland, Ohio history, Articles "History of Ashtabula County," "Nightmare on the Mississippi," "The Midwestern One Room School," "Yesterday's Cleveland," "150 Years of Architecture: Cleveland, OH,"

Suzanne Moffett 8 video tapes taken on CSI tours by Paul Moffett

CSI MEMBERS ATTENDED

American Canal Society meeting in Batesville, IN
Canal Society of Ohio's tour of Pennsylvania & Ohio Canal
Canal Society of Ohio's tour at Roscoe Village Ohio & Erie Canal
Indiana State Museum Foundation Trustee board meetings
Indiana County Historian Roundtable meetings
Indiana Landmarks Affiliates Council

Wabash & Erie Canal: Toledo to Evansville

Breakfast on the Marsh —Little River Wetlands
Ft. Wayne Towpath Trail meetings
Delphi's 4th of July Festival
Canal Days New Haven
Canal Festival Delphi

Whitewater Canal: Hagerstown to Lawrenceburg

Historic Connersville meetings
Scenic Byways & Gateway Park meetings
Trails Summit in Richmond
Whitewater Canal Trail meetings
Whitewater Scenic Railroad meetings
Canal Days Metamora
Corn Maze Metamora
Western Wayne Heritage meetings

Central Canal: Broad Ripple to Indianapolis

Broad Ripple flood wall meetings

CSI MEMBERS VISITED CANALS OUTSIDE INDIANA

Illinois & Michigan Canal
Lake Washington Ship Canal & Ballard Locks
Mandalay Canal
Miami & Erie Canal
Pennsylvania & Ohio Canal
Ohio & Erie Canal
Regent's Canal
Schubenacadie Canal

TOUR PHOTOS CONTRIBUTED BY

Carl Bauer, Lowell Goar, Gerry Hulslander, Jerry Lehman, Jerry Mattheis, Bob Schmidt, Sue Simerman, Ellsworth Smith

30th Anniversary Tour

April 13-15, 2012

Tour planners: Gail Ginther, Jerry & Phyllis Mattheis, Mike Morthorst, Bob & Carolyn Schmidt, Sue Simerman
Hotel: Hampton Inn, 1030 SR 229N, Batesville, IN
Bus: Charter-R-Bus, One Sodrel Drive, Jeffersonville, IN 47129
Train: Whitewater Valley Railroad, 455 Market St., Connersville, IN arranged by John Hillman
Tour Slogan: "30th Anniversary Tour"
Tour Book: Carolyn Schmidt
Maps: Mike Morthorst, Bob & Carolyn Schmidt
Budget: Bob Schmidt
Name Tags, Car Ribbons, Thank You Notes: Carolyn Schmidt

THE HOOSIER PACKET - JANUARY 2013

Goodie Bags: Sue Simerman, Gail Ginther, Carolyn Schmidt CSI anniversary notepads: Don & Betty Haack
Centerpieces: Sue Simerman (donated)
Advertising: Phyllis Mattheis, Carolyn Schmidt
Book Sale: Gail Ginther, Carolyn Schmidt, Books (donated) by Susie Moffett, Lloyd Davis, Bob & Carolyn Schmidt
Raffle: Sandy Billing, Oil painting (donated) by Jack & Peggy Seigel
Refreshments: Darlington Farm Cookies - (donated) by Jim & Ruth Ellis, Bananas- Bob Schmidt, Cake -Carolyn Schmidt
Friday Tour: Whitewater Valley Scenic Byway's Gateway Park on Us 52 Metamora, arranged by Gail Ginther
Golf carts (donated) by byway
Speaker: Candy Yurcak, "Establishing the Whitewater Valley Scenic Byway and Loops, Purchasing Park"
Friday Picnic: Meal catered by Candy Yurcak in old Train Station, Aqueduct and lock models by Paul Baudendistel
Program: Mike Morthorst slides of canal sites to be seen on Saturday
CSI Annual Meeting, election of board and officers, Delphi presented \$3,000 check from CSI
American Canal Society Meeting at Hampton Inn
Saturday tour route: Bob Schmidt, Mike Morthorst, John Hillman Docents: Mike Morthorst, Bob Schmidt
Whitewater Canal Headquarters docents from Historic Connersville, arranged by Phyllis Mattheis
Fried chicken lunch at Laurel Hotel
Yellow Bank Lock docents Terry Duffy, Tom Clooney from Whitewater Canal Trail presented \$3000 check from CSI
Saturday Banquet: Sherman House 35 S. Main, Batesville, IN
Speaker: Colonel Theodore Roosevelt first person presentation by Gib Young, Huntington, IN
Topic: Theodore Roosevelt's life up to 1915 and the part he played in the New York Barge Canal and Panama Canal
Sunday Tour Route: Bob Schmidt
Docents: Whitewater Valley Railroad volunteer at control tower, train station and yard, arranged by John Hillman
Jerry Mattheis at Connersville Furniture Factory, which used canal water for power, arranged by Phyllis Mattheis
Tour attendees 52: 2 CA, 35 IN, 4 IL, 1 MA, 9 OH, 1 Toronto, Canada
Ken Baker, Sally Bancroft, David Barber, Carl Bauer, Leon & Sandy Billing, Karl & Demi Black, Sue Burger, Tom & Linda Castaldi, Betty Easton,
Jim & Ruth Ellis, Gail Ginther, Lowell & Jerry Goar, Tom & Mary Grimes, Jim & Barb Guest, Nancy Gulick, Web & Dot Hall, Gerry & Jean Hulslander, Jerry &
Barb Lehman, Bette Lockhart, Jerry & Phyllis Mattheis, Mike & Tom Morthorst, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Dan Schuster, Bob Sears, Bruce &
Kay Sheldon, Steve & Sue Simerman, Ellsworth Smith, Michael Thrall, Frank & Mary Timmers, Larry Turner, Chuck & Anne Whiting, Joanne Williams, Dick
Winchell Friday only: Dan McCain

The Hennepin: America's First Concrete Canal September 14-16, 2012

Tour planners: Gerry Hulslander, Bob & Carolyn Schmidt, Frank Timmers
Hotel: Comfort Inn, 2600 52nd Avenue, Moline, IL 61265
Bus: Johannes Bus Service, Inc. 115-31st Avenue, Rock Island, IL 61201
Tour slogan: "The Hennepin: America's First Concrete Canal"
Tour book: Carolyn Schmidt
Budget: Bob Schmidt
Name tags, goodie bags, maps, thank you notes: Carolyn Schmidt, Frank Timmers
Refreshments: Frank Timmers
Friday night: Dinner cruise aboard the "Celebration Belle" 2501 River Drive, Moline, IL Frank Timmers
Saturday: Executive coach tour of western end of the Hennepin Canal, Hennepin Canal Visitors Center
Bus tour route: Gerry Hulslander, Dave Hahne
Docent: Dave Hahne, Site Superintendent Hennepin Canal
Saturday lunch: Victorian Manor 217 S. State St., Geneseo, IL
Saturday evening play: "The Locktenders" Richmond Hill Barn Theater, Richmond Hill Park, Geneseo, IL Frank Timmers
Sunday: Suggested venues in area
Tour attendees: 28 2 CA, 18 IN, 2 IL, 1 NJ, 2 OH, 2 PA, 1 Toronto, Canada
Ken Baker, Sally Bancroft, Bob Barth, Tom & Linda Castaldi, Allan & Linda Corwin, Tom & Diane Fledderjohann, Lowell & Jerry Goar, Roger & Alice Hall, Gerry
& Jean Hulslander, Jerry & Barbara Lehman, Dan McCain, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Bob Sears, Steve & Sue Simerman, Michael Thrall,
Frank & May Timmers

THANKS TO EVERYONE WHO MADE 2012 A GOOD YEAR FOR THE SOCIETY

SPEAKERS BUREAU

October 2, 2012 - Brownstown, IN

Jeff Koehler, CSI director from Center Point, Indiana spoke at a teacher workshop sponsored by Historic Southern Indiana and the University of Southern Indiana on Oct 2, 2012 in Brownstown, Indiana. The workshop was primarily made up of 4th grade teachers that teach Indiana history. There were 40 in attendance.

Historic Southern Indiana is an organization dedicated to preserving, enhancing, and promoting resources. As a community outreach program of the University of Southern Indiana, HSI hosts workshops, produces publications, conducts visitor research, and facilitates and coordinates with many groups and agencies with the goal of creating a sense of regional identity and pride. Its office is part of the University of Southern Indiana Division of Outreach and Engagement.

September 19, 2012 - Elk City, MN



Tom Castaldi, CSI director from Fort Wayne, Indiana sent pictures of his talk to the combined 4th grade classes at St. Andrew Elementary in Elk River Minnesota

on September 19, 2012. They discussed canals, canal towing animals and canal boats. He used Terry Lacy's puzzle boats as visuals.

Tom also sent in this picture of the culvert that was unearthed in Wabash, Indiana. An article about it appeared in the last issue of *The Hoosier Packet*.



HUNTINGTON'S TRANSPORTATION MURALS

Huntington, Indiana's *Herald Press* ran an article entitled "Murals depict early Huntington County transportation" on September 30, 2012 that said that James Bippus had James Edwin McBurney paint four murals of modes of transportation in the county for his personal collection to commemorate Huntington's Centennial in 1928. They were of a carriage, a steamboat, a canal boat and a train. The murals now hang in the Huntington County Historical Museum.

The boat on the Wabash & Erie Canal was named the "Mosquito" due to all the mosquitoes along the route in the 1880s that drove the passengers to the inside of the boat. This boat made frequent trips in the county between Roanoke and Huntington. It shows the mule driver, John Henry Warner, a resident of Roanoke, with his two white mules waiting for passengers to exit the boat.
Lowell & Jerry Goar, CSI members, Costa Mesa, CA

LIVING IN A CANAL ERA HOME

Evansville Living carried an article about the McCulloughs, who have restored a canal era home on Indiana Street in Evansville. When looking for a historic home to purchase the couple had trouble finding one in Evansville's historic district. They widened their search and found a home that was once located along the Wabash &

Erie Canal. It even had a For Sale sign in its yard. Through research they learned that it is the only remaining above ground structure in the city that was associated with the canal.

The article went on to say that the canal was built into Evansville and terminated in a large basin where the old courthouse now stands. It was then extended by the founders of Lamasco from the basin to Indiana Street where the McCullough's home is located to just short of Pigeon Creek where there was another basin. Although the Evansville portion of the canal was constructed around 1838, the canal was not fully operational to Evansville until the 1850s. At Main Street, Walnut Street, and Fulton Avenue (near the house) there were raised bridges built across the canal.

The Federal style red brick home was built in the 1840s or 50s when the canal was in operation. They speculate that it was built for a canal employee or a toll keeper. It is pictured on an 1856 lithograph of the city. Most of the brick walls and some of the lath and plaster have been exposed or kept. The original red buttermilk paint is on the stairs. The owners think the original builder must have thrown his square and level into the canal for it is anything but square and true, but that adds to its character. After a year of restoration they furnished the home with architectural salvage such as a window from the old Central High School tower that was built in 1888 and now frames a mirror on the living room wall.

Some claim the house was the site of the largest dairy in the Evansville. There is no documentary evidence for this claim, but they added a barn-style garage to this historically significant home.
Kathy Lappe, Evansville, IN

D & H CANAL RELATIVES

CSI headquarters received the following letter from Bob Rose, CSI member from Roanoke, Indiana;

"Your newest article on Silas Beach was my "O. M.G." moment!

"I am in possession of a huge collection of genealogical records — in some cases from parts unknown! My family entered the country in 1710.

"In going through this "pile" I ran across this letter that mentions William C. Rose and his connection to the "D & H Canal." Wm and Nathan are not my direct ancestors but sons of my G-G-G-Grandfather's (Andrew) brother.

"I had no idea what the D & H Canal was and put this info away. Then, here comes *The Hoosier Packet*

(Nov. 2012)! I instantly revisited my pile to find the paper that mentioned the D & H and (however distant) the Rose connection.

"I have enclosed two copies — one is rather bad — for your information. On the bad copy, my Andrew Dunham is on the far left while William Rose is on the far right. The other "O.M.G." moment involved where Silas Beach was born! Newton, N. J.!! My family was in Andover, Tranquility and Stanhope, New Jersey with Andover very close to Newton (at the same time).

"I just wanted to thank you for clearing up something that because of William and the D & H Canal I paid little mind to."

The first paper Bob sent says:
Wantage Recorder [N.J.] Lumberland & the D & H Canal contracts under date 8/16/ 1835

Napolean B. Johnston commenced canaling under Nathan P. Rose in 1829 at the age of 22 yrs. The scene of his labor was at the Guard Lock ferry Dam and at the four mile level.

Under date of 9-6-1835 "The next section below was superintended by William C. Rose a younger brother of Nathan P. Rose aforementioned. He was not quite so tinctured with the _____ as his brother Nathan; but still a _____ succeeding for many years in the position because of his _____ in winning the favor of Russell F. Lord _____.

Coe F. Young was the man young in years as in name, nearly coetaneous with myself and having his only home in the family of his brother Issac Young of Barryville, N. Y.

3-13-1836 Wm. C. Rose now had immediate supervision of the three sections (of the canal) formerly of himself, of Samuel B. Jamum and Calvin P. Fuller succeeded by L. D. Fuller. It seemed to be and actually was the plan of Coe to dispense with the sectional superintendents according as the system of juggling could dispose of them.

10-9-1936 The Rose family were of the period around and after 1900 as was the ferry and Ferry Street.

On the other paper which was too dark to copy a chart has been drawn, and to its right it says:

1777 Will of John Henry leaves bequest to John Rose son of Henry, Hunter Son Co.

Born New Germantown, settled farm 3 yr. In twp. Sussex. Andrew has 700 acres Ogden tract., Green twp. Sussex. Also mine in Roseville which he sold to brother Jacob. He founded Tranquility Methodist Church.

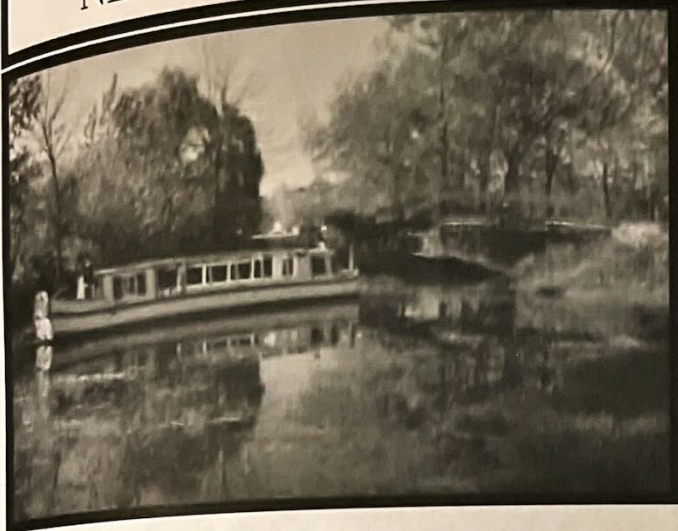
Merzey dau. Andrew & Mary Fragees
Norbet Hart (1792-1822) 1816- lived in Sussex Count.

Aaron & Eliz Fisher dau. George, New Germantown, NJ
Eliz. & Martin Eispaugh Peren A. Miller

5 generations

Andrew Dunham, Aaron Rose, Aaron Gilbert Rose, Robert Rose Sr. and CSI member Robert Rose Jr.

NEWS FROM DELPHI

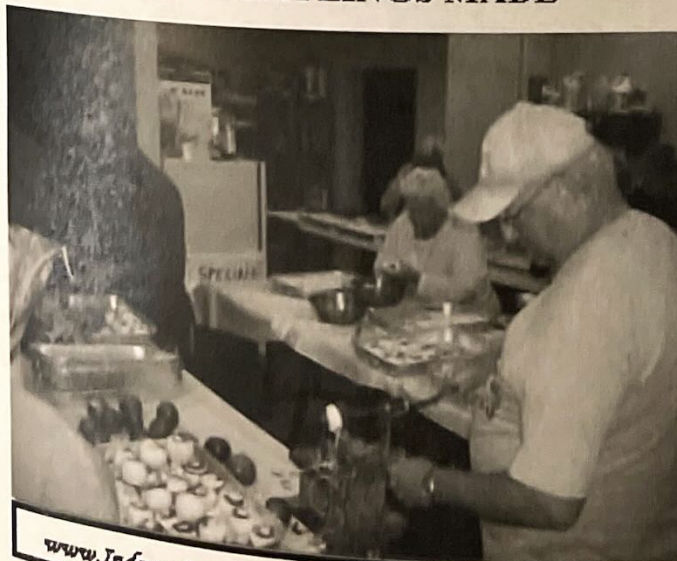


SUCCESSFUL BOAT SEASON

"The Delphi" ended a successful season of plying the waters of the old Wabash & Erie Canal on Sunday, October 21, 2012. Carroll County Wabash & Erie Canal, Inc. held an end-of-season celebration with live demonstrations, food and music on October 20. Boat rides began at 11 a.m. and 1 p.m. Harnessing horses was demonstrated at 10 a.m. and 2 p.m. There were photo opportunities with the horses. Artisans and crafters brought Pioneer Village to life with demonstrations and wares for sale, including sewing, crocheting, jewelry, metal lawn art, leather craft, scroll saw work and more. Tours were given of canal contractor Reed Case's House. Food was sold in the Snack Shack as well as in Noble Bikes at the toll booth.

There were more boat rides on Sunday. This ended a very successful boating season.

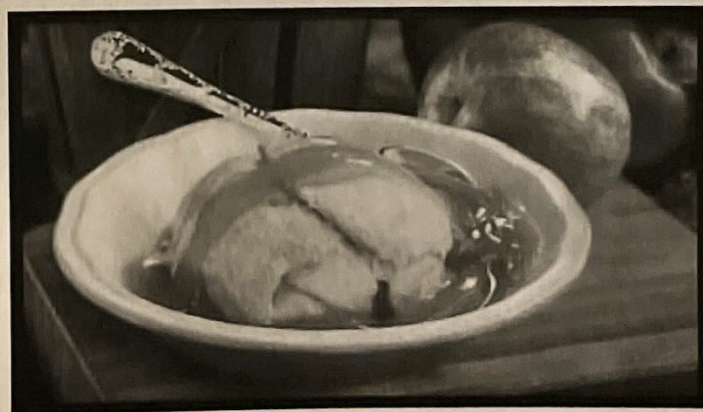
APPLE DUMPLINGS MADE



It is a tradition to make hundreds of apple dumplings to sell as a fund raiser in Canal Park during their annual Old Fashioned Christmas Festival. Volunteers gather and spend the day assembling them while enjoying each other's company. The dumplings are then individually frozen. They make so many that they sell them prior to the festival at the Canal Interpretive Center at 1030 North Washington Street in Delphi for \$2.75 each or \$2.50 each for two or more.



Peeling apples takes patience. Gloved volunteers take off the ripe red skin. They pass down the production line making each dumpling portioned to fit an individual freezer cup. Then the dough is rolled to cover the apple, and it is placed in a plastic cup. Next the most scrumptious syrup is added for flavoring. The special sauce, whether made with sugar or Splenda, is what makes a hot apple dumpling really GREAT! Finally, the treats are ready for freezing. Each individual cup has baking instructions printed on the label.



Pat Draper has orchestrated the volunteer crew that has made these popular desserts for many years. Thanks to Pat and all the dedicated volunteers who help with this fund raising project for Canal Park. Who can resist a hot apple dumpling?

CELEBRATING THE END OF CANAL BOAT SEASON WITH A FALL FESTIVAL

By Dan McCain



On Saturday, October 20, we closed our boat tour season with a small festival. Here, the "Delphi" readies to leave the dock for one of the last cruises of the season. This summer, we saw many passengers from throughout the United States, and from nearly a dozen other countries of the world. Popularity for this venue has helped Delphi with its recent declaration by the Lt. Governor as a Stellar Community. Now more good things will come to downtown through this "Stellar" planning and funding program, like the 1864 Opera House restoration. If you are interested in becoming a crew member next summer contact our Coordinator Steve Gray at (765) 427-2912. We need volunteers, and you'll have fun!



Interesting items were made at the Blacksmith Shop for our season-end celebration. On all summer weekends there were various "Smithys" working under the master smith Tom Johnson. These craftsmen and apprentices demonstrated to the public and marketed their metal wares.



"Ain't we got fun!" These girls and many other people enjoyed our weekend festivities. Many strolled through the Interpretive Center and Pioneer Village, enjoying food, music, interactive exhibits and live artisan demonstrations.



These llamas were a real "wooly" attraction at our festival. The owner's booth was next to this pen and there were demonstrations of making attractive garments from the animal's shearable coat.



Karen Cadle and her big beautiful work animal provided a popular live demonstration on harnessing during the festival. Behind the Canal Center is a stable and tack room in the Duke Mule Barn. We'd love to add a display there to show visitors a three-minute video we already have on how to harness a mule. It would operate at the push of a button. That display needs a sponsor, so contact us through the website at the Canal Center if you're interested.

GRAY BRIDGE GETS MORE TLC

By Dan McCain



Professional Blacksmith Ross Brown from southern Carroll County has been contracted to perform the repairs beyond what the M-W-F volunteers can do on our Gray Bridge project. Ross brings his mobile shop that has specialized tools and welding/cutting equipment. This project still needs donations to complete our match with North Central Health Services so they can release their grant to us.



After repairs are completed, our volunteers go through a thorough cleaning process. Here Jim Ebrite uses

ultra high pressure water spray to remove scale and to make ready for painting. When completed this 160-foot long bridge will span the canal as a pedestrian bridge, connecting the new County Museum and our Interpretive Center in Canal Park.



M-W-F volunteers begin bolting the end plates onto the floor beams. These upright darker gray plates were cut from new steel by a plasma cutter at Terra Drive Systems, an agricultural specialty firm west of Brookston. We thank them for their generous donation!

DELPHI'S THANKFUL FOR GIFTS

Thanks to the Canal Society of Indiana, we have been blessed with the receipt of a generous number of books, pictures and other related materials of historic interest about canals. We are indeed grateful for this donation that had been a part of the large library of Paul Moffett, who passed away in March 2010.

The books and pictures will be added to our archives library at the Wabash & Erie Canal Interpretive Center where they will be available for reference and research about canals, canal terminology and other canal-oriented information.

Our archivists, who are volunteers who work just one day a week and have many projects awaiting their attention, will be sending you a letter concerning this collection just as soon as it is properly archived. The letter will include a statement for tax exempt purposes.

Meantime, the Board of Directors sends its thanks and appreciation for this valuable contribution to our archives. Once again we are the lucky beneficiaries of CSI's guidance and generosity.

Annadell C. Lamb, Development Director

WABASH REMINISCENCE

The following reminiscence was sent by James Rex Sims of Bonita Springs, Florida to the Wabash County Historical Museum. Tracy Stewart, Executive Director of the Museum sent it on to CSI for our publication.

My experience with the [Wabash &] Erie Canal
By James Rex Sims

I graduated from Wabash High School in 1946. That summer I worked for Friedersdorf Excavating Company as a helper. Charlie Friedersdorf operated a ¾ yd. Northwest crane and contracted to clean out open farm ditches. I drove the pick-up truck and delivered gasoline or diesel fuel to the various locations where they were working.

One day I was sent east of Lagro on U.S. 24 to a historical sign about a former town of Belden. I was to turn toward the river on a gravel road bordered by a large open ditch. Charlie was in the process of clearing out that ditch, piling the dirt along the side, and then the dozer operator leveled out the dirt. They had worked down to the end where the ditch turned and flowed east some distance into a small pond, then turned south to a culvert under the Wabash Railroad tracks. It was discovered that the ditch actually went down under a wooden crib,* which at one time was the floor of the canal. The wooden beams appeared to be about 16 inches square and 30 feet long. A County Official was called. I think it was Asher Gray, the County Surveyor, who ruled the site was probably owned by the railroad and digging was stopped.

The chain saw had not been invented so a team from Peru brought a tractor with a large circle saw mounted on the rear driven by the power take off. Because the ground was soft the tractor could not get close enough to cut the timbers. Later the railroad people offered to blast a hole with dynamite.

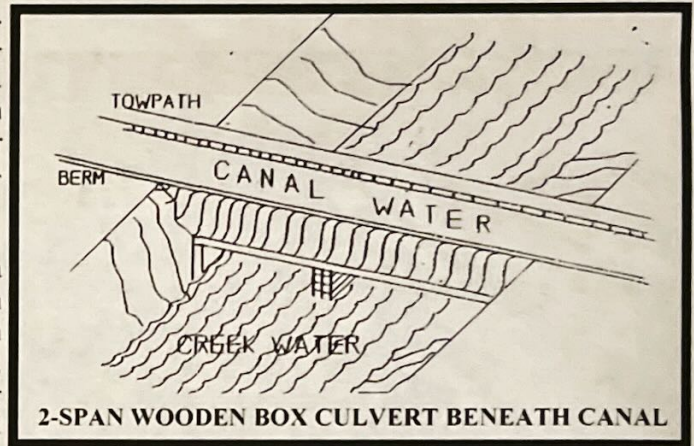
I was never there again so I don't know the final results. However, I did see the timbers exposed after nearly one hundred years. I stood on them and, like everyone else, was amazed at how well they were preserved, where the crane bucket had scared the wood it looked very fresh,** no rot or discolorization, some kind of hard wood. To think that early Irish workers had carefully placed those timbers into the bottom of the Erie Canal and they had remained hidden for a hundred years until we exposed them to the world again.

*This was wooden box culvert #49 that carried the water in the ditch or small stream below the Wabash & Erie Canal

prism. According to the report of the Chief Engineer in 1847 this was a two span wooden box culvert with an opening of 10 feet by 2 feet.

**The timbers unearthed for the Gronauer Lock #2 near New Haven and also for the Clear Creek Flood Gate near Huntington, Indiana that had been underwater for over 100 years also appeared fresh and almost green inside.

How a Box Culvert Operates



REALLY, REALLY LATE BREAKING NEWS

Craig Leonard, Wells County Historian and CSI Advisory Council member, sent the following from the *Bluffton Banner* of February 25, 1876 that he found recently while doing other research.

"Wabash & Erie Canal to be sold. \$15,256,558.00 invested in the venerable and useless ditch."

ROCKY RIPPLE RELIEVED

The *Indianapolis Star* of November 14, 2012 said that Rocky Ripple residents are relieved that Indianapolis has taken their side in the dispute with the Army Corps of Engineers in the location of a floodwall to meet current flood specifications. Also relieved are those living in the Butler-Tarkington neighborhood who feared the wall would compromise the Central Canal aesthetics and access. Besides the city's opposition, letters opposed to the wall came from Butler University and Citizens Water, which uses the Central Canal to transport 60% of the city's drinking water supply from the White River to its filtration plant. A portion of the third phase of the project will proceed as planned, but options other than crossing the canal with a flood wall will continue to be studied.

Frank Timmers, CSI director, Carmel, IN