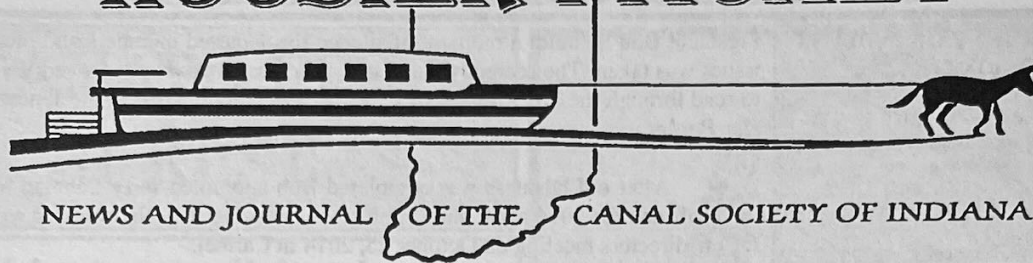


THE
HOOSIER PACKET



NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 12 NO. 12

P.O. BOX 10808 FORT WAYNE, IN 46854

DECEMBER 2013

DIRECTORS PLAN & FUND



Canal Society of Indiana directors (l to r): *Ladies* Sue Simerman, Carolyn Schmidt, Cynthia Powers *Gentlemen* Mike Morthorst, Don Haack, Tom Castaldi, Chuck Whiting, Dan McCain, Terry Bodine, Jerry Mattheis, Ellsworth Smith, Bob Schmidt, Brian Stirm

FEATURES

1. CSI Directors Meeting
3. Canawlers At Rest: Lt. Col. William Monroe Cockrum
11. Contributions To Archives, Canal Boat Featured
12. Thomas Newton Rice And His W & E Canal Connections
16. The First Time I Saw Santa Claus
17. Bought The Old Canal Bed
18. Old Post Cards
19. From Times Past: Floods At Dayton, Columbus, Defiance, And Peru In 1847
21. Irish Immigrants, Castaldi Writes Lesson Plan
22. News From Delphi: Bicentennial History Train And Harvest Festival, Reconstruction Of Burrows Log Home
24. Delphi Center 10 Yrs. Old, Maumee Daytripping, Canal Prints On Train
25. Structure Models Covered In Scenic Byways Visitors Pavilion
27. Scenic Byways Signs Up In Lawrenceburg, Canal Dyed Blue, C&O Canal Shutdown
28. Lost Birds Of Canal Days
29. More News From Delphi: Gray Bridge Placed, History Train At Canal Park, Placing The Burrows House Walls, It's Apple Dumpling Time
31. Bolivar Aqueduct Bridge
32. New Wabash & Erie Sign, Upcoming Erie Canal Tour On The Emita II

CSI DIRECTORS MEETING

Thirteen Canal Society of Indiana (CSI) directors met in Fort Wayne on October 26, 2013 to plan upcoming events for the society and to allocate funds for grants. Ellsworth Smith, a director from Leo, Indiana and an employee of Sweetwater, was our host at Sweetwater Sound, Inc., one of the United States' largest dealers in musical equipment for musicians, recording studios, schools, houses of worship, concert sound companies and broadcasters. Also present were guests Ann Bodine, Linda Castaldi, Betty Haack, Phyllis Mattheis, and Anne Whiting. Five directors were unable to attend.

Following a welcome from Ellsworth Smith and from

THE HOOSIER PACKET - DECEMBER 2013

CANAL SOCIETY OF INDIANA

P.O. BOX 10808
FORT WAYNE, IN 46854-0808
Phone 260-432-0279
E-mail: indcanal@aol.com
Web: www.indcanal.org

Officers

President

Robert Schmidt Ft. Wayne, IN
indcanal@aol.com Speaker Indiana Canals

Vice-President

Frank Timmers Carmel, IN
fmtimmers@yahoo.com

Secretary

Sue Simerman Ossian, IN
simerman46777@msn.com

Treasurer

Cynthia Powers Roanoke, IN
zzedpowers@aol.com

Editor

Carolyn Schmidt Ft. Wayne, IN
indcanal@aol.com Speaker Indiana Canals

Directors

Terry Bodine Covington, IN
abodine1@wildblue.net

Thomas E. Castaldi Ft. Wayne, IN
tlcastaldi@yahoo.com Speaker W-E Canal

Gail Ginther Metamora, IN
metamora@gmail.com

Don Haack Ft. Wayne, IN
donbettyhaack@yahoo.com

Charles Huppert Burtonsville, MD
cbh@iquest.net

Jeffrey Koehler Center Point, IN
koehlerjm@frontier.com Speaker W-E Canal

Jerry Lehman Terre Haute, IN
jwlehman@aol.com

Daniel McCain Delphi, IN
mccain@carlnet.org
Speaker/tours by appointment
wabashanderiecanal.org

Gerald Mattheis Cambridge City, IN
obkhouse@frontier.com
Speaker Whitewater Canal

Mike Morthorst Cincinnati, OH
gongoozler@fuse.net

Ellsworth Smith Leo, IN
ellsworthsmith@aim.com

Brian Stirm Delphi, IN
stirmb@purdue.edu

Charles Whiting, Jr. Lawrenceburg, IN
cwhiting01@comcast.net
Speaker Whitewater Canal

President Bob Schmidt a moment of silence for departed members and members with health issues was taken. The secretary's and treasurer's reports were approved. Everyone was asked to read through the 2013 review of CSI that will be published in the January 2014 *The Hoosier Packet*.

After old business was completed Bob appointed Jerry Lehman to be the nominating chairman for 2014 and Frank Timmers the membership chair. Frank will also be the host for the directors meeting on October 25, 2014 in Carmel.

The CSI tours for 2014 will be:
Summer: Emita II on the Erie Canal on June 2-4 followed by a tour of Buffalo, NY and Niagara Falls and Ft. Niagara on June 5-6 led by Bob Sears and Frank Timmers.
Fall: "On The Heritage Trail": Wabash & Erie Canal from Indiana/Ohio state line to Roanoke, Indiana. September 12-14 led by Tom Castaldi and Bob Schmidt
Spring 2015 tour of the W & E from Port Gibson to Pettersburg, etc. led by Schmidts

The directors voted to fund the following projects:
\$10,000 - Carroll County Wabash & Erie Canal, Inc. for a new exhibit in the Canal Interpretive Center in Delphi. \$7,000 paid in 2014 \$3,000 paid in 2015
2,000 - Western Wayne Heritage for a secure office in the Vinton House, Cambridge City
2,000 - Covington signage for W&E Lock 36 with the balance from local contributions
2,000 - Whitewater Canal Scenic Byway to expand the Visitors Pavilion museum area

Cynthia Powers reported the CSI Lost Birds of Canal Days sign is up along Ft. Wayne's towpath trail. Tom Castaldi and Terry Lacy will develop a new CSI brochure. Terry Bodine will display a Gronauer Lock timber at steam shows to advertise CSI. Jerry Mattheis will display two planks from the Gronauer Lock in the Vinton House canal museum.

Sweetwater makes their conference center available to non-profits at no cost. We ate lunch in their cafeteria. After the meeting Ellsworth showed us their latest up-to-date recording studios, giant warehouse, auditorium, arcade, showrooms, weight room, etc.



CANAWLERS AT REST

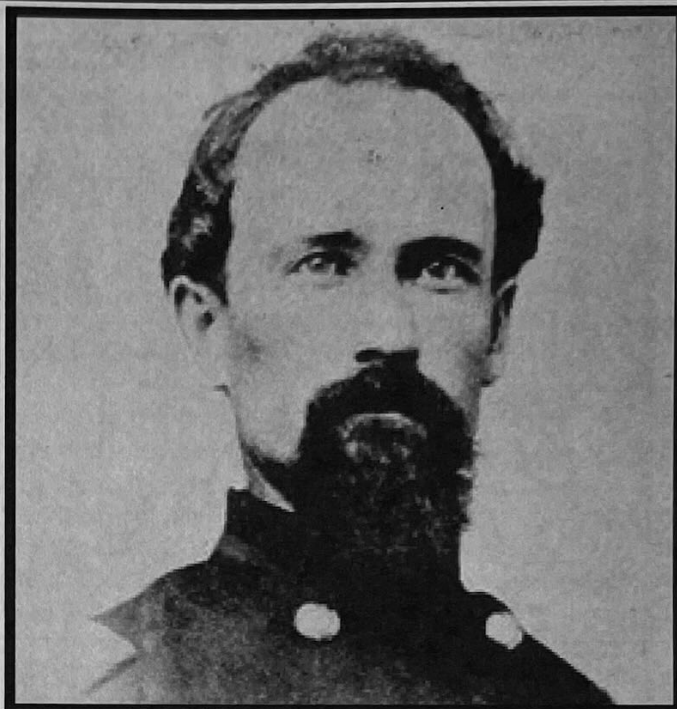
Lieutenant Colonel **WILLIAM MONROE COCKRUM**

Find A Grave Memorial # 25646857

b. December 8, 1837

d. February 24, 1924

By Robert F. & Carolyn I. Schmidt



First hand observations by those who lived at the time of an event usually provide the best sources for historical accuracy. Unfortunately most of the workers and contractors on our canals did not have time or desire to leave written records or even letters about their experiences. A secondary source is someone who lived at a later time but had contact with those who lived in canal times and can tell the story. These sources often provide a different perspective as they look back and analyze an event or decisions that were made at the time with the knowledge of the end results. We are lucky in this case that William M. Cockrum lived during the time of the canal, shipped via it and wrote about it.

In the August 2013 issue of The Hoosier Packet there was an article concerning the potential impact on the finances of the state of Indiana that might have occurred if the election of 1837 had had a different result. What if John Dumont, a lawyer from Vevay, IN. had been elected vs. David Wallace, a lawyer from Brookville? This election occurred at the height of canal fever so Dumont, who favored classifying, prioritizing and limiting the various internal improvement projects, was defeated. Col. William Monroe Cockrum in his *Pioneer History of Indiana* also points out that years earlier, Governor William Hendricks in his message to the Indiana General Assembly in 1822, had said that, although he favored canal construction, the subject should be deferred until the state was better able to afford such projects.

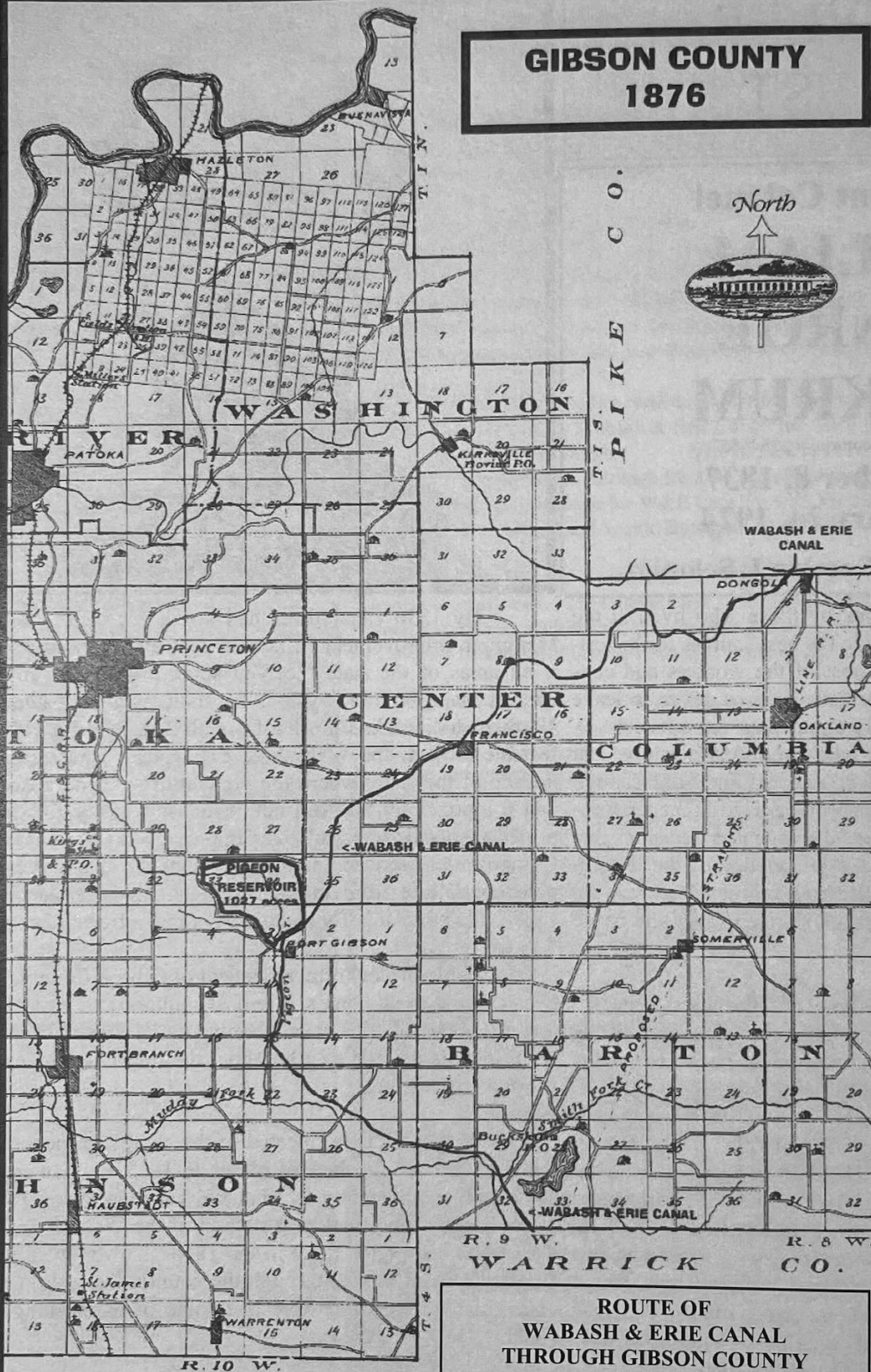
By 1836 canal fever had swept the state and the Mammoth Improvement Bill could pass the legislature only if all areas of the state received some promise of an enhanced transportation system in their region. Although Northern Indiana had the least population, it had the most feasible project: the Wabash & Erie Canal. The southern portion of the state, where the population was the greatest, had a topography that did not lend itself easily for canal projects, so railroads and river improvements were added. Compromises produced multiple projects but also portended potential failure from the start. The financial collapse in 1837 sealed the fate of Indiana's most magnificent plan.

William Cockrum, a resident of Gibson County, has become one of Indiana's foremost authors and historians about this period of Indiana history. As he looked back on early Indiana he tells us a lot about the impact of the canal in southern Indiana.

Gibson County, located in the southwest pocket of the state, was established on March 9, 1813 and named for John Gibson, Secretary of Indiana Territory from 1801-1816. Some of the final construction of the Wabash & Erie Canal was completed there in the 1850s. Towns were platted as the canal moved through the county. Dongola, Francisco, and Port Gibson were just some of them along the canal.

We need to explore William's background to under-

**GIBSON COUNTY
1876**



**ROUTE OF
WABASH & ERIE CANAL
THROUGH GIBSON COUNTY
INDIANA IN 1876**

The Wabash & Erie Canal entered Gibson County on its northeast side at Dongola where William M. Cockran had a warehouse and shipped tobacco. It proceeded south west to Francisco and onto Port Gibson. The only major structure along this route was Aqueduct 17 at Dongola over the Patoka River. The minor structures were Culverts 198-208 and Road Bridges 149-154.

From Port Gibson the canal continued south and then turned southeast and proceeded into Warrick County. The 1027 acre Pigeon Reservoir was constructed to the northwest of Port Gibson and retained water from Pigeon Creek to supply water to the canal. From Port Gibson to Warrick County there were Locks 67-71, Culverts 209-214, and Road Bridges 155-156. All of these locks were made of timber.

The Cockrums lived in Oakland City south of Dongola and east of Francisco. Before the canal they flat boated south down the Patoka, Wabash, Ohio, and Mississippi Rivers.

stand his credentials. James Washington Cockrum, William's father, was born in Buncombe county, North Carolina in 1799. He then traveled west into Tennessee and there married Sarah "Sallie" Barrett in October 1818. They moved to Gibson County, Indiana and settled on a farm near the current town of Francisco. A few years later they moved just east of current Oakland City. The property they purchased in 1827 was originally settled by Jesse Houchins.

Transportation at that time was very primitive. Rivers were the only practical means to take excess farm produce to market. In 1834 James Cockrum, a farmer, decided to load several flat boats on the Potoka river near Dongola, which was 2½ miles north of Oakland. Taking his wife, Sarah Barrett Cockrum, and their 5 children with him, they headed south by flatboat via the Wabash, Ohio and Mississippi rivers for New Orleans. Perhaps he and his family were moving south to be near his widowed mother since his father had died in Granada, Mississippi in 1830. She was living near Yazoo City, Mississippi. Unfortunately on this trip James' wife died at Yazoo City on May 4, 1834. Then in 1835 his mother also died there.

Years earlier James' wife's family, the Barretts, had moved from Tennessee into Pike and Gibson counties in Indiana. After his wife and mother had died he returned with his family to Gibson county in 1835. James, now age 36 with a family of five small children, did the practical thing and married Sarah's younger sister, Judah P. Barrett, who was only 22. James and Judah's first child born was William Monroe Cockrum, our subject, who was born December 8, 1837. Eventually the only child to survive from his earlier marriage was James Monroe Cockrun, who was born March 26, 1828. Both boys were raised in Oakland City, Gibson county. Later William worked in his brother James' general store where they dealt in pork products and leaf tobacco.

Also in 1835 James W. Cockrum purchased the land occupied by Oakland from his brother-in-law, Richard Barrett. From time to time James continued to operate flat boats and he owned two steamboats, *Otsego* and *Nile*, that were used on the southern cotton trade.

James Cockrum was the father of the town of Oakland, which was officially plotted in January 1856. Named for a grove of oak trees nearby, the name was changed to Oakland City because there was already a town in Marion county called Oakland. James became interested in politics and in 1848 and 1851 was elected as representative from Gibson county as a Whig to the Indiana legislature.

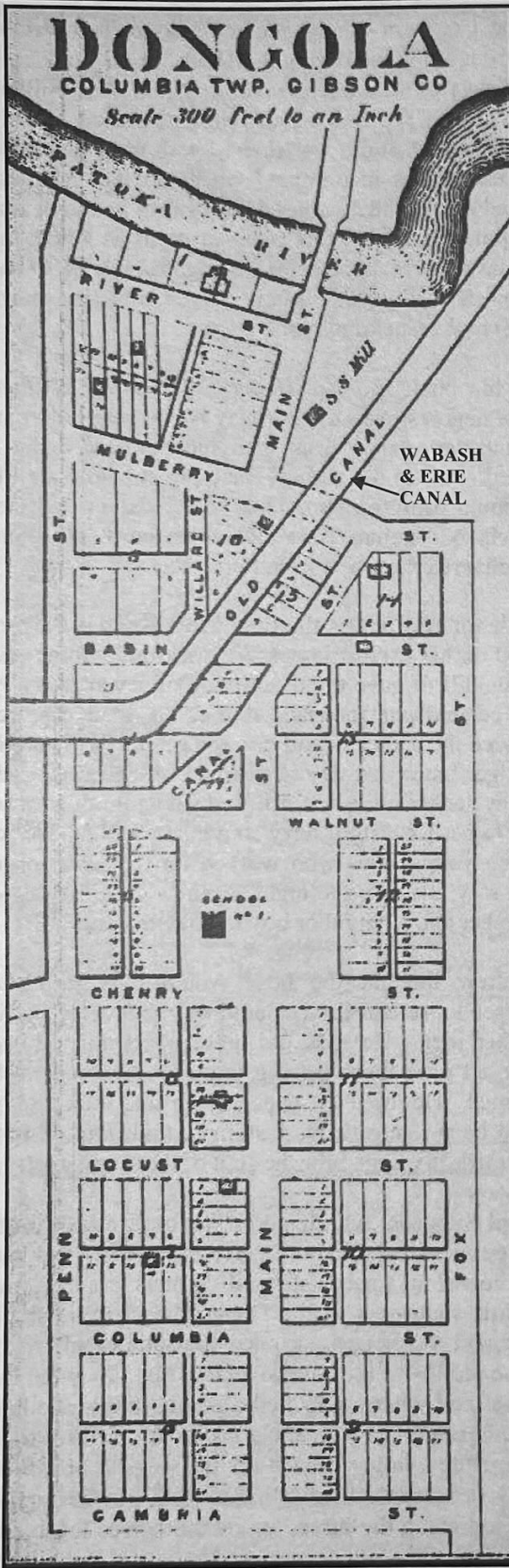
The Cockrum family became heavily involved in the underground railroad during the 1850s. In his book entitled *The History of the Underground Railroad* Col. William Cockrum writes: "We had a barn built of peeled hickory logs, 40 feet square, and it was floored with thick planks so we could use horses in tramping wheat on it. Under the floor we had a cellar that we used for storing potatoes, turnips and apples. It was in this cellar of the barn where the escaping slaves were kept before being passed on to the next station farther north." Many slaves traveling north made a stop in the Cockrum barn.

In his book *Pioneer History of Indiana* William tells of how negroes making their way north were hiding in a thicket and were taken from their hiding place under a small load of straw to the barn of Isaac Street before a raiding party could capture them. Then under darkness Street with the help of Thomas Hart took them north of White river and delivered them to a friend [Quaker].

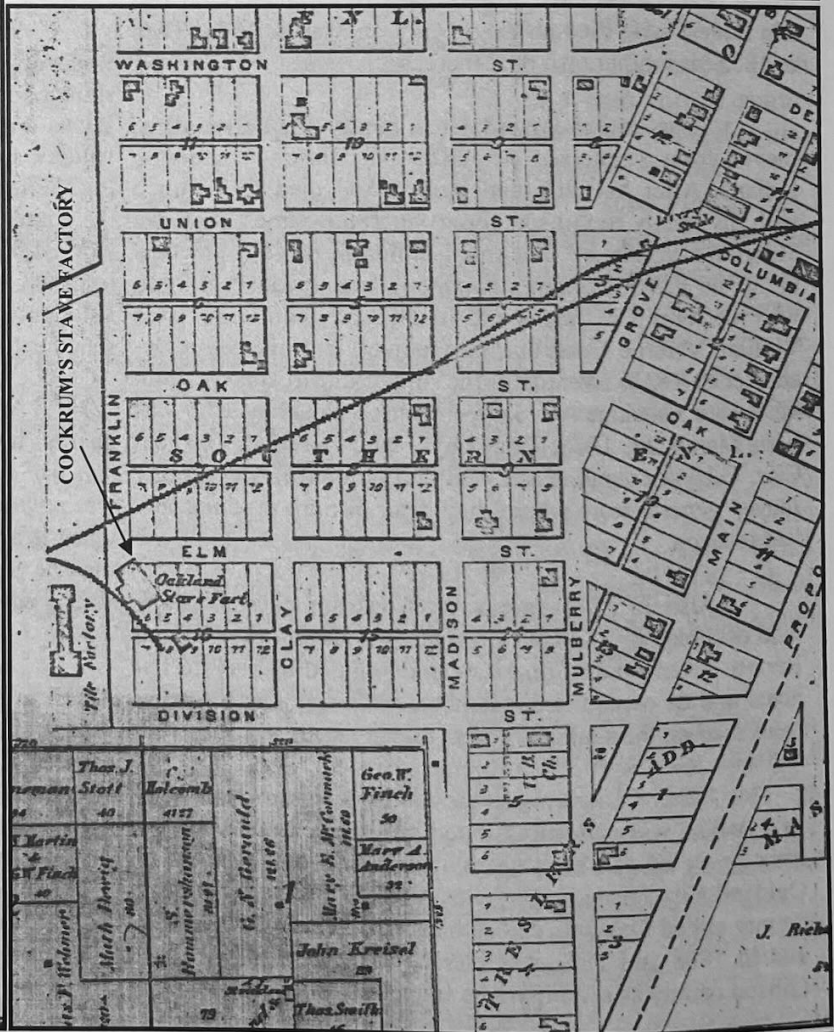
William also relates the time when Andrew Adkins was stopped on his way to James W. Cockrum's home and shown a handbill. It gave the description of seven runaway slaves and offered one thousand dollars for their capture. Andrew feared the slaves would be captured by men guarding the bridge. Later that day he learned of a plan to trick the guards by Jerry Sullivan, a full-fledged abolitionist who worked for James Cockrum. Jerry convinced William Cockrum and two young boys who worked on the farm to go fishing and stay late into the night. Andrew Adkins was to send his brother and a neighbor boy to go with them.

Andrew thought the boys would only turn the guards' horses loose and drive them away, but Jerry Sullivan had other ideas. He took old newspapers and rubbed wet powder all over them leaving lumps that would flash when it burned. He dried the paper in the sun, took a long fuse he had been using to blast stumps, took lots of flax strings and made six large broaches out of the newspapers.

Basil Simpson, who lived on the bluff a little west of the bridge, watched and told Jerry the guards had put their seven horses in a patch of small saplings less than one hundred yards southwest of the Dongola coal mine shaft. The boys found the horses, stripped the saddles off them and piled the saddles at the base of a large tree. They led the horses to the road where Jerry tied a broach inside the hair of six of the horses' tails with about six inches of fuse sticking out. He made a larger broach for the seventh horse out of a loosely tied saddle blanket filled with powder and a long fuse. He lighted the fuses, turned the horses loose and



A PORTION OF OAKLAND CITY SHOWING STAVE FACTORY



THE HOOSIER PACKET - DECEMBER 2013

the boys followed on their horses yelling like Indians. "The broaches commenced to pop and fizz at a great rate and the horses were going like the wind. In a little while the big bomb went off and I doubt if anyone ever saw such another runaway scrape where there was an equal number of horses." The boys loaded their guns and fired for some time but there was no one there. The guards had been scared off.

The boys found two pair of boots, which some of the guards had used as pillows, under a bed they had made. They cut the boots into strips and threw them, plus a lot of rock rolled up in their bed, into the river. The boys went back after the guards' saddles, cut them up and threw them into the river as well.

The slaves at the time were safely hidden in thick brush and tall grass by a big pond about ten miles east of Oakland City. That night they were taken over the Patoka river at Martin's ford and piloted along Sugar creek until then came to a wagon waiting for them that took them to Dr. Posey's coal bank where they were hidden once again. After remaining there the next day they were ferried across White river in skiffs and turned over to another friend. They were rushed to Canada and freedom.

Being an active Baptist James was a temperate man and he and his sons were able to keep saloons out of Oakland City until 1881. Because of his support of temperance his original home was burned down by angry saloon keepers. The home was later rebuilt on the site by William Cockrum in 1876.

The 468-mile-long Wabash & Erie Canal was completed and opened to Evansville in 1853. It touched a point two and a half miles north of Oakland City at the town of Dongola on the Patoka River. On the southern portion of the canal more shipments were made to the south than to the north.

Col. William M. Cockrum wrote an article about the Wabash & Erie Canal that was published in Gil Storment's *History of Gibson County, Indiana* saying:

"The Canal crossed the Patoka river into Gibson county on an aqueduct at the old town of Dongola, and followed the lowlands of the Patoka river to Francisco, thence southwest through the highlands of the Pigeon Summit that divides the watershed between the Patoka river and the Pigeon creek country.

"At Port Gibson, a town located on the canal in

Gibson county, a reservoir was located, which flooded as much as two thousand acres from five to twenty feet deep. This was the greatest fishing resort that was ever in Gibson county, as it was well stocked with fine lake fish. After the canal was abandoned the water was let out of the reservoir, and today some of the best farms in Gibson county are situated on these famous fishing grounds. The canal followed the lowlands of Pigeon creek until it passed into Warrick county, and thence to Evansville.

"From Fort Wayne the canal followed the water levels of the Wabash and tributaries. The fall was so great in many places that locks had to be put in, so that a new water level could be secured. The locks were made of a length sufficient for the largest boats and about eighteen [fifteen] feet wide, made of heavy hewn timber. Very heavy double gates were made on each level.

"Shippers along the canal had the lowest shipping rates that have ever been in this section. In the late fifties my brother, James M. Cockrum, and I were in the pork packing and tobacco business and had our packing and shipping house at Dongola on the canal. Looking over one of our old shipping books, I find that we shipped from Dongola to Evansville tierces of lard, two hundred and fifty pounds, for ten cents each, barrels of pork for eight and a third cents each, and hogsheads of tobacco, sixteen to eighteen hundred pounds, for fifty cents each.

"The canal boats were nearly all heavy freighters, but there were two fine passenger boats which ran between Evansville and Terre Haute, named the "Prairie Queen," and the "Pride of the Wabash." These boats were finely finished and would carry about thirty-five passengers in their sleeping apartments, and that many more who furnished their own sleeping outfit. These passenger boats aimed to make one hundred miles each twenty-four hours, with four shifts of horses.

"The same condition of things did not exist as when the state was supplying the funds to carry on her many improvements. The money to build the canal from Terre Haute to Evansville came from the English bondholders. The works supplied employment for thousands of men and many hundreds of teams, and good wages were paid. The vast amount of help made a great demand for food stuffs, and good times was the result in all the country near these works. There are thousands of farms that were paid for with funds obtained for labor and supplies on these works.

"In connection with the history of the Wabash and

THE HOOSIER PACKET - DECEMBER 2013

Erie Canal, I here give several incidents that happened during its construction through Gibson county.

"The contractors for the canal, as a class, were honorable men. In most cases they had one section of the work, and these sections, as a rule, were a mile long. Where the work was very heavy the sections were much shorter, in order that the work might be completed about the same time. The embankments were made by hauling the dirt in one-horse carts. The usual outfit for a crew of men, when the haul was not over two hundred yards, was four carts and four men to shovel the dirt into them. The work was so timed that the loaded cart was ready to pull out as soon as an empty one was ready to be loaded. Over forty men and carts there was a boss. The shovelers were nearly all Irishmen; there were very few Americans. Of the latter, most of them got out timbers for the culverts and bridges.

"About a half gill of raw whiskey was given the men four times a day. Whiskey at that time was as free from law restrictions as water and everyone that wanted a "doggerly," as they were called, could have it by building a little log shanty and purchasing a barrel of whiskey at twenty-five cents a gallon. These lax laws resulted in many little drinkings dens along the canal.

"Stewart and Rockefeller had the section at Dongola and on both sides of the Patoka river, also the building of the aqueduct across the river. The William H. Stewart of the firm mentioned was the father of Dr William H. Stewart, of Oakland City, Indiana. The above mentioned works were very busy ones, and many men were engaged on them. As soon as they got well under way, a man named Bev Willis built a small ten-by-fifteen shanty boat on the Patoka river. It was situated near where the present iron bridges spans the river at Dongola. Willis was from a good family, but was a wild fellow and in a short time had a den full of drunken sots. There was little attention paid to him until some of Stewart's best men began to neglect their work. Then Stewart went to see him, and gave him one week to get away with his boat and whiskey. Bev sold his whiskey to another doggerly man some miles farther west on the works, tore his boat to pieces and went to California.

"Soon after this a man named Spradley, from Warrick county, came to Dongola, hunting a place where he could build a whiskey shanty. He boastingly said that he would teach the canalers that they would have to get busy before they drove him away. He had two barrels of whiskey hauled to this place where he built his doggerly, and for a couple of days dispensed liquor without interruption. Then

Stewart took two or three of his bosses, with picks, and went to see the brave Warrick county man. When the latter saw them coming he made it convenient to get away. Stewart and his men broke open the barrels and poured the whiskey on the ground. This ended the liquor traffic at Dongola."

Elsewhere in Stormont's history, William Cockrum wrote about Francisco, another town on the Wabash & Erie Canal saying:

"This was a town whose heyday was during the time of the Wabash & Erie canal. It was platted and laid out in January, 1851, by John Perkins. Originally it was on the east side and up to the banks of the canal, on section 19, township 2 south, range 9. Several business houses and two flouring mills were built by Perkins, and the town flourished until 1858. Mr. Sweeney taught the first school here. The first church was built in 1855. Dr. J.M. Ireland was the first resident physician.

"Those who remember Mr. Perkins say he was an energetic man. He built two flouring-mills, a saw-mill and several houses. For a number of years he was a merchant and real estate dealer. Francisco was a very busy place in 1854 and 1858. Three large packing establishments, three large grain warehouses, a number of general stores and a few smaller places of business gave an impetus to the hamlet."

Although William went on to tell more about early Francisco and the canal that sounded promising, the canal later couldn't compete with the railroads, made no money for its stockholders and gradually ran down. The days when it took two days to go by canal from Francisco to Evansville soon ended and all that remained were the memories of a small boy riding on top of one of the two horses that were hitched in tandem to a big cable fastened to a canal boat, which was pulled along the canal by the horses on the towpath.

In 1855 James W. Cockrum, William M. Cockrum, N. G. C. Hargrove, Edward Crow and Charles T. Shannon formed a stock company and built the first steam grist mill in Oakland City. In stood on Mill Street in the northern part of the town and cost \$8,000. It had four run of burrs. It proved to be unsuccessful because it was much too big for the unimproved surrounding area to support. It later burned down.

In 1855 James W. Cockrum laid out the Oakland

THE HOOSIER PACKET - DECEMBER 2013

Cemetery. Also that year, he, along with Jacob W. Hargrove, built the first store room that stood north of the public well on Main Street. The stock for their general country store cost \$8,500 and was the first stock transported there on the Wabash & Erie Canal. They did an extensive business as merchants and general traders. They also shipped many flat boat loads of pork, corn and flour on the Patoka and Wabash rivers.

On October 5, 1856 William married Lucretia Harper the daughter of John and Mary (O'Neal) Harper who also lived in Oakland City. This family was also of Scotch-Irish descent. A son, John B. Cockrum, was born to William & Lucretia in 1857 and a daughter, Ella C. Cockrum, in 1859.

William soon became involved with various other

business enterprises. In 1857 he partnered with Jacob Hargrove and established a harness shop and a shoe shop. That same year William established a tobacco compress on his home property, as more and more tobacco was being grown in the area. He then shipped two hundred hogshead of tobacco on the Wabash & Erie Canal from Dongola. A hogshead is very large wooden barrel. A standardized hogshead measured 48 inches long and 30 inches in diameter at the head. Fully packed with tobacco, it weighed about 1,000 pounds. He made a large profit on this tobacco.

With the call to arms for the Civil War, both William and his older brother James Monroe Cockrum, enlisted into Co F 42nd Indiana Infantry in September 1861. James, who was already 33 and who had become a prominent Oakland City merchant, fell prey to illness in October and had to return home.

Lieutenant Colonel William Monroe Cockrum's Family						
Name	Birth	Place	Death	Place	Marriage	Place
James Washington Cockrum	6-19-1799	Buncombe, NC	11-19-1875	Oakland City IN		
m1. Sarah "Sally" Barrett	1800		1834	Yazoo City, MS	10-??-1818	Tennessee
Columbus W. Cockrum	1820		1843			
Caroline Cockrum	1821		1866			
America Jane Cockrum	1823		1879			
Riley Cockrum	1825		1827			
Dennis W. Cockrum	1826					
James Marion Cockrum	1828		1903			
Lafayette Cockrum	1830		1832			
Alexander Hamilton Cockrum	1832		1863			
m2. Judah P. Barrett	12-01-1813	South Carolina	11-24-1875		7-15-1835	Gibson Co. IN
Sally Ann Cockrum	1836		1837			
Cindarella "Linda" K. Cockrum	1837		1879			
William Monroe Cockrum	12-08-1837	Oakland City IN	2-24-1924	Oakland City IN	10-05-1856	Oakland City
m. Lucretia Lou Harper	1-04-1839		2-22-1917			
John Barrett Cockrum	1857		4-15-1937	Indianapolis, IN		
m. Fannie C. Bittroff			3-31-1943	Indianapolis, IN		
Ella C. Cockrum	6-03-1859		11-07-1943		1880	
m. Winfiled Scott Wheatley	4-01-1869		9-08-1888			
Clara Cockrum	1861		6-1-1929			
m. Montgomery Campbell	1861		1935			
William "Willie"	1863		1864			
Oliver Morton "Mort" Cockrum	1864		1907			
Zoe Cockrum	12-19-1866		7-01-1962			
m. Benjamin Windsor Aldrich	3-26-1866	Kenosha, WI				
Mary C. Cockrum	4-25-1869		6-08-1943			
m. Dr. William Prentice Dearing	9-30-1874		12-14-1958			
James Washington Cockrum	1871		1937			
Marion Onis "Onie" Cockrum	4-08-1873		7-08-1950			
m. Grace Ratcliff Drake			2-17-1963			
John B. Cockrum	1840		1846			
Henry Clay Cockrum	1845		1862			
Thomas Barrett Cockrum	1850		1855			
Samuel C. Cockrum	1855		1855			
Helen Beatrice Cockrum			1858			

THE HOOSIER PACKET - DECEMBER 2013

William was only 23 when he enlisted but quickly moved up the chain of command of his Regiment and became a lieutenant colonel. At the battle of Chickamauga, Georgia in September 1863, he was severely wounded when an ounce ball passed through his legs at the hips. As he lay on the battlefield he was captured by rebel forces and sent to Libby prison in Richmond, Virginia where he remained for eight months until exchanged. Although he somehow survived his wounds and imprisonment, it left him a cripple for life. He mustered out with the regiment on July 21, 1865.

He always remembered his military service and was an active member of the Grand Army of the Republic and the Loyal Legion, two patriotic orders, which arose from the Civil War. In politics, he was a Republican. He was active in the Masonic Knights Templar and orders of the I.O.O.F. He was an active and prominent member of the General Baptist Church in Oakland City.

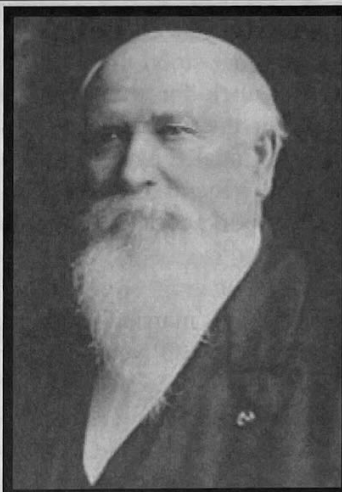
After the war William became engaged in agricultural pursuits. William and Lucretia's family continued to grow. After the war they had seven more children. Willie Cockrum, Oliver M. Cockrum, Zoe Cockrum, Mary Cockrum, James W. Cockrum and Onie M. Cockrum. The U. S. Federal Census of 1870 shows William having an estate of \$12,700 and a personal estate of \$4,600.

James Washington Cockrum was very much a believer in education for all. He died as a result of a fall from a horse on November 19, 1875 in his beloved Oakland City.

In 1882 William established William M. Cockrum and Sons, a barrel stave factory. The factory was built along side the Air Line Railroad in Oakland City and produced about 25,000 staves and 25,000 sets of heading per day. They were able to make 150 barrels per day. A saw-mill was also connected with the business.

William, like his father, was a supporter of education. He donated land and was on the Board of Directors of Oakland City College, [Oakland University], from its founding in 1885 by the General Baptists until his death.

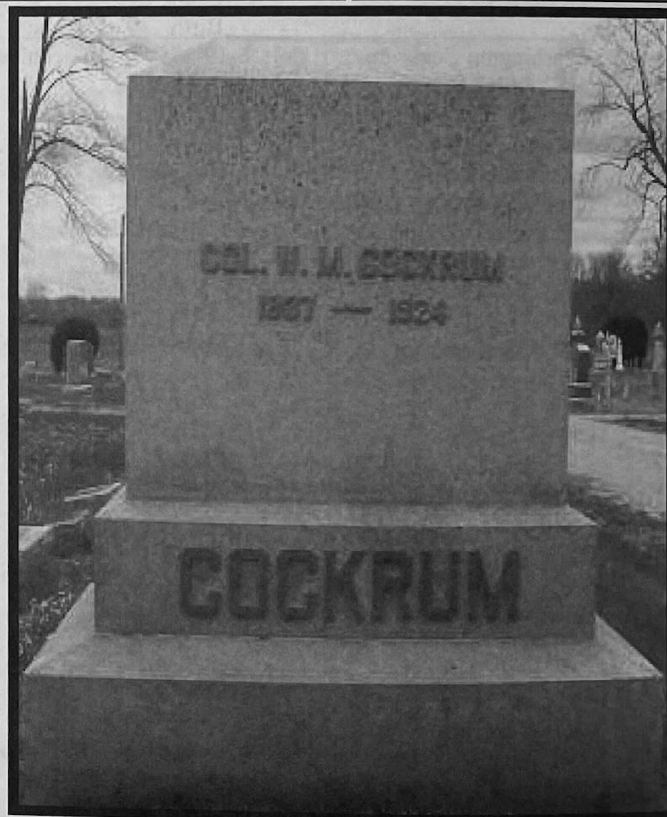
In his later years William began to draw upon the accounts of history of southern Indiana, that he had begun collecting as a boy. His first publication in 1907 was *Pioneer History of Indiana*. Much of what we know about Port Gibson, Dongola and Franciso are based on these writings. He also wrote another book in 1915 entitled *The History of the Underground Railroad* as was previously mentioned.



**Lieutenant Colonel (retired)
William Monroe Cockrum**



**Lucreita Cockrum
Wife of Lt. Col.
William M. Cockrum**



**Colonel William Monroe Cockrum
1837-1924
Montgomery Cemetery
Oakland City, Gibson County, Indiana.**

Through these works he is recognized as one of Indiana's foremost authors and historians.

THE HOOSIER PACKET - DECEMBER 2013

Col. William Monroe Cockrum died on February 24, 1924, at the age of 86, in his home in Oakland City at 1 o'clock Sunday morning. Six years before his death he had suffered a paralyzing stroke that left him an invalid. His last 2½ years he was absolutely helpless in bed. His funeral was held at his residence at 10 o'clock on Wednesday morning with the Reverend F. G. Kenney officiating assisted by the Reverend John E. Cox of Evansville. He was laid to rest in the Montgomery Cemetery in Oakland City beside his wife Lucretia, who died on February 22, 1919, .

William was survived by seven of his children: John Barrett Cockrum of Indianapolis, a general solicitor for the Nickel Plate railroad; Ella C. Cockrum Wheatley, dean of the women and head of the English Department at Oakland City College; Clara C. Cockrum Campbell, wife of Mont Campbell of the Mont Campbell Auto Company in Oakland City; Zoe C. Cockrum Aldrich, wife of Professor B. W. Aldrich, deceased, former head of the Latin department at Moores Hill college, predecessor of Evansville College; Mary C. Cockrum Dearing, wife of Dr. W. P. Dearing, president of Oakland City College; James Washington Cockrum, president of the J. W. Cockrum Printing Company in Oakland City, and Dr. Onis, called "Onie," Marion Cockrum, optometrist in Evansville. Oliver Morton, called "Mort," Cockrum, a son, died several years prior to his father in Bismark, South Dakota. His son William, called "Willie," was born in 1863 and died in 1864. William was also survived by nine grandchildren.

William's home known as Cockrum Hall was restored in 2002 to house the development and alumni offices for Oakland City University. It was dedicated on July 24, 2002 at 4 p.m.



COCHRUM HALL 1876

Photos courtesy of William M. Cockrum Biography Page

Sources:

Ancestry.com

American Civil War Soldiers

Find-A-Grave #25646857

U.S. Federal Census 1850, 1870, 1880, 1900, 1910, 1920

"Biography of Col. William M. Cockrum," *History of the Forty-Second Indiana Volunteer Infantry*. 1892.

Browning Funeral Home Collection of Obituaries, Evansville, Indiana. Cockrum, William Monroe. *Pioneer History of Indiana*. Oakland City, IN: Press of Oakland City Journal, 1907.

"Col. Cockrum Passes Away-Distinguished Resident of Gibson County Summoned By Death," *The Princeton Clarion*. February 25, 1924. 1876 Atlas of Gibson County, Indiana.

History of Gibson County, Indiana. Edwardsville, Illinois: Tarty, Jas. T & Co., 1884.

"Onetime Underground Railroader's Home to be Restored," *Evansville Courier and Press*, July 15, 2002.

Peatie, Elia W. *History of Gibson County, Indiana*. Chicago, IL: American Publishing & Engineering Company, 1877.

Stormont, Gil R. *History of Gibson County, Indiana*. Indianapolis, IN: B. F. Bowen & Company, Inc., 1914.

CONTRIBUTIONS TO ARCHIVES

Linn Loomis, CSI member from Newcomerstown, Ohio has contributed 2 folios equaling 62 pages of colored pictures with hand written notes on the Sandy and Beaver Canal from Boliver, Ohio to Glasgow, Pennsylvania to the Canal Society of Indiana's archives. The pictures were taken between 1977 and the early 1990s and were used in Linn's book *Here and Now - Ohio's Canals: The Sandy and Beaver Canal*. These, as do his other generous donations of folios in the past, help document how canals change over the years. We appreciate all the time, trouble and expense he went through having them printed for us. Thank you Linn!

BOAT RIDE FEATURED

"Flavors of the past color festival at Wabash & Erie Canal Park" was the title of an article in the *Indianapolis Star* on July 8, 2013. A man and his daughter attended Canal Days in Delphi celebrating the 10th anniversary of the Wabash & Erie Canal Conference and Interpretive Center and paddled a kayak down the canal. They had fun touring the 1844 Reed Case House, seeing a quilt and historic flag exhibit, visiting Pioneer Village where they saw blacksmithing, basket making, leather working and crocheting, and taking the 40 minute canal boat ride aboard "the Delphi" up and down the canal.

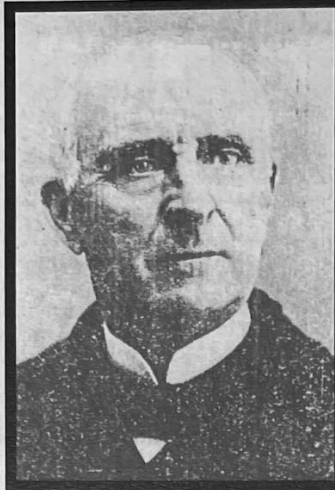
Don Haack, CSI director, Ft. Wayne, Indiana

**THOMAS
NEWTON
RICE**

**And His Wabash & Erie
Canal Connections**

By Charles Davis

Thomas Newton Rice was born June 7, 1829, the son of Isaac and Narcissa Allen Rice, on his father's farm. His father Isaac moved from Washington county, Pennsylvania to Shelby county, Kentucky in 1806 and emigrated to Montgomery county, Indiana in 1827. He settled on a farm one mile north of Waveland about eight years before Waveland was laid out as a town. He entered eighty acres of the farm from the government and bought the other eighty acres from Ralph Canine.



Thomas Newton Rice
Isaac Straus Memorial Combined
Atlas Parke County, Indiana
1874-1908-1916

The Rice family were of Scotch-Irish descent and were staunch Presbyterians. Thomas spent his minority on his father's farm. During that time he obtained an academic education at Waveland. He graduated from the Waveland Academy and then went to Rockville, Indiana in 1851. He taught school in Rockville for nine months. He entered the law office of David H. and Judge Samuel F. Maxwell under whose direction he prepared himself for the practice of his profession. Along with this, he took a legal course at the Louisville University for three years before his admission to the bar. He immediately began practicing law in Rockville with Judge Elias S. Terry.

While not an alumnus of any institution of learning, Thomas was a classical scholar of no small renown. He had a profound knowledge of polite literature. The great epic poets, Homer and Milton, were his favorite authors, and he could quote them with masterly effect.

Thomas married Margaret Jane Digby on November 7, 1855. Margaret was born in Belfast, Ireland on December 25, 1832. She was graduated from the Boarding School of Miss Knowlers in Ireland. After the sudden death of her sister and the loss of her father and his ship at sea, she and her mother moved to Mansfield, Parke county, Indiana in the winter of 1848 to stay with relatives. Margaret then moved to Rockville to teach school and went to Waveland Academy where she met Thomas.

On November 2, 1856 Thomas was elected prosecuting attorney of the Common Pleas court for the counties of Parke and Vermillion, which composed the district. In the Parke county deed records, his name appears often concerning his job. On November 12, 1858 he was elected prosecutor for the eighth judicial circuit, which embraced the following counties: Boone, Clinton, Montgomery, Fountain, Warren, Parke and Vermillion. Thomas lent an active and vigorous support to the War for the Union and assisted in recruiting every company raised in Parke county. He traveled and addressed war meetings, rendering valuable service to the cause in encouraging and strengthening the loyal sentiment with patriotic speeches when the boys went off to war.

On June 7, 1861, the 14th Indiana was mustered in. On June 8th the ladies of Rockville gave Company A a dinner at Camp Vigo in Terre Haute. The citizens presented Capt. Lucian A. Foote a handsome sword. Thomas N. Rice made the presentation speech.

The Wabash & Erie Canal floated many men and soldiers off to war. The following story shows Thomas N. Rice's connection to the canal:

"August 20, 1861 at ten o'clock in the morning the Wabash Rifles marched down main street in Montezuma and formed a double line in front of Millikin & J. F. Stacy's store. Mr. Thomas N. Rice then advanced, and in behalf of the ladies of Montezuma, presented the company a flag. He accompanied the presentation with a brief but patriotic speech. He exposed the enormity of the insurrection now rife in the South, as to its origin, character, present tendency, and ultimate consequences. He spoke of the significance of our national standard and the cherished association that cluster around it, and conjured them by their love of Constitution liberty; by their devotion to their country and the institutions of their fathers; by their attachment to friend and companions; by their love of permanent and substantial peace; and by all the blessings which well organized society and obedience to law can confer; to be true to their flag, and not to return except as victors. He commended the bravery of Capt. John Tenbrook Campbell's and Lucian A. Foote's companies and believed he could with equal propriety commend that of the Wabash Rifles.

"Capt. Fred Arn received the flag and briefly assured the citizens of Montezuma that their hopes of noble and soldier-like conduct on the part of the company should not be disappointed, and urged them to let no political differences distract them, but to stand as a unit in defense of



THE HOOSIER PACKET - DECEMBER 2013

THOMAS NEWTON RICE'S FAMILY

<u>Name</u>	<u>Birth/Place</u>	<u>Death</u>	<u>Burial/Place</u>	<u>Marriage</u>
Isaac Rice	3-25-1795	1-11-1852	Presbyterian Cem. Waveland	
m. Narcissa M. Allen**	1803	9-09-1845		
Harrison J. Rice M.D.	8-25-1823	6-07-1895	Rockville, IN	
m. Nancy Moxley				
Victoria C. Rice	1851	6-04-1921	Rockville Cem. Rockville, IN	10-??-1849
m. Jeremiah H. Brown	4-22-1847	2-21-1936	Rockville, IN	
Kate M. Rice		7-??-1946	Memory Garden, Rockville, IN	6-11-1874
m. Frank E. Stevenson	1862	1947		
Haller Rice				
James Martyn Rice	2-17-1826	4-25-1902	Presbyterian Cem. Waveland	
m. Mary Ellen Demaree	2-22-1829	9-12-1890		10-09-1848
Charles C. Rice	1854			
Susan E. Rice	1854			
William Albert Rice	1856	5-24-1909	Ellensburg, Washington	
m. Mary Ella McCampbell				
Victoria Emma Rice	1883			
James Lee Rice	1886			
Thomas Harrison Rice	1892	1971		
Mary E. Rice	1859			
Thomas A. Rice	1864			
Harrison C. Rice	1869	1950	Forest Lawn Cem., Glendale, Los Angeles, CA	
m. Bertha Hancock	1873	1949		
Harrison Rice	1912	1991		
Thomas A. Rice	1915	1962		
William H. Rice	7-15-1827	9-27-1859	Presbyterian Cem. Waveland	
Thomas Newton Rice	6-07-1829	11-03-1904	Rockville Cem., Rockville, IN	
m. Margaret Jane Digby*	1833	7-21-1913		11-07-1855
Margaret D. Rice	1865	11-04-1919	Riverside Cem., Attica, IN	
m. Dr. Charles J. Finney	1857	11-19-1918	Riverside Cem., Attica, IN	
Charles Digby Finney		living 1918 on a destroyer ship		
Arthur Finney		student IU 1918		
Louise Finney		student IU 1918		
Jane Isabell Rice	1858	1945	Riverside Cem., Attica, IN	
m. Joseph Nave	1850	8-24-1937	Riverside Cem., Attica, IN	
Margaret Isabel Nave	1-10-1882	1993	Attica, IN	
m. Louis Lee Johnson	1873	1950		9-30-1904
Isabel Nave Johnson	1909	1996	San Francisco, CA	
Shannon M. Johnson	1912	1969		
Fanny Knowls Rice	1860	1-29-1864	Rockville Cem., Rockville, IN	
Isaac Digby Rice	1-??-1873	5-28-1873	Rockville Cem., Rockville, IN	
John T. Rice	1833	9-11-1916	Attica, IN	
m. Loana E. Brown	1844	1921	Attica, IN	1866
Layman aT. Rice	1877	1877		

*Margaret Jane Digby Rice is the daughter of Jane Digby, who was born in 1792 in Belfast, Ireland and died February 15, 1865. She was living in the residence of Thomas and Margaret Jane Rice in Rockville. She is buried in the same lot as Thomas and Margaret in Sec. E. Lot 45. It has been determined that Jane Digby's husband was Isaac Digby.

**Narcissa M. Allen Rice was a sister of Dr. James L. Allen, who died December 19, 1858. He was married to Caroline Foot on December 19, 1833. Caroline died on January 6, 1862 and was buried in the old Rockville Cemetery. Harrison J. Rice studied medicine under Dr. J. L. Allen in Rockville.

Genealogy compiled by Charles Davis

THE HOOSIER PACKET - DECEMBER 2013

their common country. He besought them not to bite and devour each other at home while their relatives, friends and neighbors were absent defending their rights. He closed by thanking the ladies for their many kind favors conferred on the company and their patriotic consideration and action in the presentation of a flag. The Brass Band immediately struck up "Red, White and Blue," and shortly after escorted the company to Erastus M. Benson's warehouse on the Wabash & Erie Canal where they took a boat for camp Vigo. Of this company it may be truthfully said, it is composed of good, substantial men, and is probably better officered than any company that has left our county."

This unit was the 31st Regiment, a small company raised by Fred Arn and William Henry Harrison Beadle. They rendezvoused at the Fairgrounds in Montezuma, where on August 6th, they elected Mr. Arn, Capt.; Mr. Beadle, first Lt.; and Dr. Richard Waterman, second Lt..

In 1864, Thomas Rice was elected to the Indiana House of Representatives to represent Parke county. In 1866, he was elected a state senator for two years. The fourteenth amendment abolishing slavery was earnestly and sincerely advocated by him, and though he doubted the wisdom of the fifteenth amendment, he voted for it. He is credited for the system of gravel roads in Parke county, grading the first half mile about 1865 on Howard Avenue in Rockville. In 1869 he made a business trip of three months through Ireland, the birthplace of his wife, and Scotland. In that year he went into law partnership with James T. Johnston. He was on the Rockville school board in the 1870s-80s and was well thought of by most. He was reckoned among the foremost in active endeavors to advance the moral, social, material and intellectual interest not only of the immediate community in which he lived but the whole county. Johnston, his law partner, died July 19, 1904.

Thomas Newton Rice died on November 3, 1904. He was buried in Sec. E Lot 45 in Rockville Cemetery. His obituary, which covered much of his life, states:

"In departing this life we all learned a lesson for



Home of Thomas Newton Rice
South half of Lot 8 Rockville, Indiana
Photo by Charles Davis

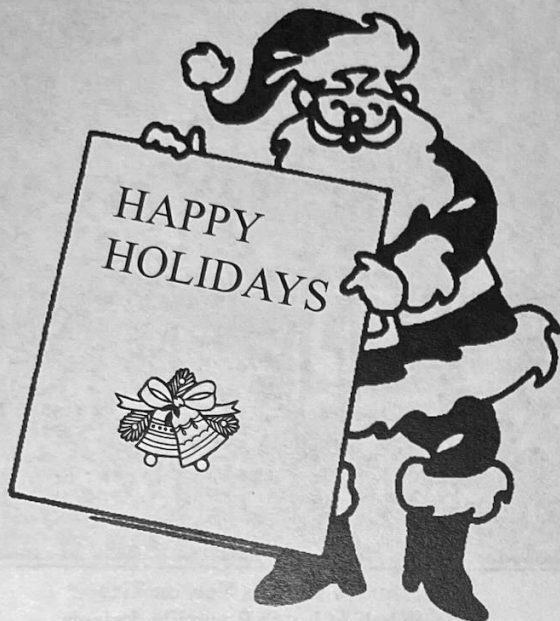
those we have left behind. The lesson of Mr. Rice's life is plainer than preaching to young men whose characters are forming. If you have ever thought that it does not pay to be a good man, look at the uncovered heads and tearful eyes of his fellow citizens who followed him to the grave; think of his happy and honorable career and take to heart the lesson that it pays beyond comparison to be a good man."

Sources:

Ancestry.com,
Family View Bates, Stoffel, Edwards Family Tree
Combined 1874-1908-1916 Atlas of Parke County, Indiana,
Isaac Straus Centennial Memorial
Johnston, James T.
Rice, Harrison J.
Rice, Thomas N.
Deed records, Rockville Court House recorder's office
Digby, Margaret Jane obituary, *Rockville Republican*, 7-30-1913.
Find-A-Grave
Rice, Dr. John T. 41340464
Rice, James Martyn 104374188
Rice, Jane Isabell 41910413
Rice, William H. 104476582
Rice, Harrison J. obituary, *Rockville Republican*, 6-12-1895.
Rice, John T. obituary, *Rockville Tribune*, 5-26-1909.
Rice, T. N. obituary, *Rockville Tribune*, 11-9-1904.
Rockville cemetery records, Rockville library
Walk in Presbyterian Cemetery in Waveland, Indiana
Waveland Independent May 2, 1922



Thomas Newton Rice
B. June 7, 1829
D. November 4, 1904
Photo by Chas. Davis



THE FIRST TIME I SAW SANTA CLAUS

As told to Terry K. Woods by Ben Ludenberger

Wick Ludenberger worked on his Dad's canal boat, the BOILVAR, from the time he was able to drive a team or handle the lock gates until his dad quit boating sometime after the season of 1905 or 06. I was able to get Wick and his younger brother Ben to let me interview them both on audio tape at Ben's home in Bolivar Ohio one Saturday afternoon in January of 1972. Since Christmas is rapidly approaching, one of the short tales Wick related that afternoon seems to be quite appropriate. He remembers being four or five at the time this story took place. Wick was born in 1892, so that would mean that it was in 1896 or 97 that little "Wick" Ludenberger "First Saw Santa Claus."

"We got froze in one winter just this side of Canal Dover. We had about a half load of coal on board so we decided to stay right where we were instead of trying to make it to the farm at Bolivar to winter at Grandma's as we usually did.

"Christmas Eve came. There was snow on the

ground and everything was froze up. A fellow named Jim Steiner was there that winter, too. He had a daughter about 15 or 16 years old. Dad and Jim had been to Canal Dover on the team. I don't know if they got that Santy Claus suit while they was there or not, but the Steiner girl, maybe somebody put her up to it, decided she was goin to play Santy Claus for us kids in all those boats - there was six or seven boats froze up there with us then. I must have been about four or five, because I don't think Ralph was born yet, but Ben was.

"We was all sittin in the aft cabin of our boat with Mom and Mrs. Snyder. I don't know where Dad and Jim were. There was a hatch on top of the cabin, the stern deck was up there, with a step-ladder kind of arrangement leading down from the hatch into the cabin. I remember I was sittin on the bottom step. I suppose we were all playen some kind of game or something - when all of a sudden - that hatch flew open, **AND THERE WAS SANTY CLAUS.** He threwed a bunch of candy and nuts down through the hatch onto the floor. Us kids like to be scared to death. Back under the bunks we all scurried. And that's the first time I saw Santy Claus.

"The reason I know it was the Steiner girl played Santy Claus was that, to top things all off - - I don't know whatever made her try to go around on the gunnel, on the outside of the boat. She could have gone along the cat-walk from the stern cabin over the cargo holds and then onto the bank from the bow deck, but she tried to swing down to the gunnel from the stern deck and walk around on it along the outside of the boat to the bank, instead. She must have missed her footing when she swung down, because she fell right into the canal. The ice there along the bank wasn't that thick and she went right through it into the water. There must have been six or seven feet of water there where she went in.

"We all ran up on deck and Mom and Mrs Snyder, and some of the other folks from the nearby boats, helped fish her out. With that Santy Claus suit on, and how cold it was, and the ice and everything, they had the devil of a time getting her back on board. It's a wonder she didn't drown. I don't think she ever played Santy Claus again, and I know that I'll never forget that Christmas."



WISHING CANAWLERS A
HAPPY HOLIDAY SEASON



BOUGHT THE OLD CANAL BED

Wabash Plain Dealer—August 12, 1893

The old Wabash & Erie canal problem, which has vexed the minds of the Logansport public for years has been solved at last, but it cost 15,000 good, hard dollars to do it.

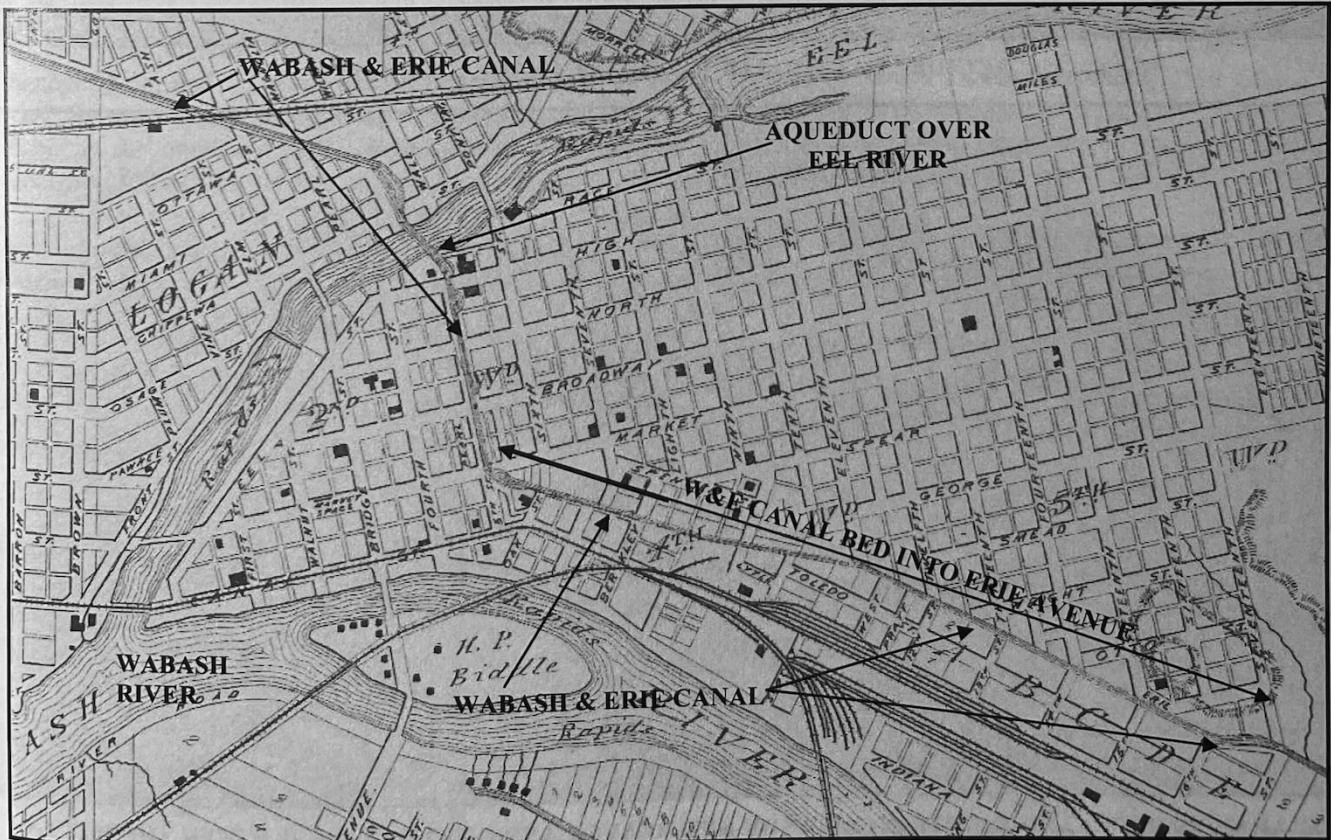
After protracted litigation the city has finally purchased of the Shirk estate, the bed of the old ditch in that town, and will convert it into a street. The report of the Logansport council committee, which would encourage the hope of a similar adjustment in this city says:

We, the undersigned special committee, to whom was referred the matter of the purchase of so much of the Wabash & Erie canal owned by Elbert W. Shirk, trustee, included between Fifth and Seventeenth streets, in said city, respectfully report, that we have agreed upon a compromise of all matters now in litigation between the city of Logansport and said Elbert W. Shirk, trustee, pending in the Cass circuit court of Logansport, and the United States district court at Indianapolis, touching said property, by the terms of which said Elbert W. Shirk, trustee, agrees to allow judgment to go in the condemnation proceeding pending in the Cass circuit court against him as such trustee condemning said lands for street purposes, for which said trustee is to receive the sum of fifteen thousand dollars in cash and the

further sum of an assessment equal to the assessment upon the property named by said Shirk, trustee along the line of said Wabash & Erie canal conducted and being a part of the original Wabash & Erie canal property, and also an amount sufficient to pay whatever amount may be made against said property so reserved for the purpose of street improvements, that is to say for constructing the proposed Erie avenue along said property, said Trustee Shirk reserving the right to use the lands conveyed herein for the construction thereupon of a single track standard gauge steam railway, to the grade of the street to be opened and made on the desired premises, provided said grantor or his assigns shall so construct said railway within three years from the date herefrom and shall only use said railway for passenger traffic, and the same shall be a separate and distinct line of railway from any existing. The reservation for a railway to be inoperative and void unless said railway shall be fully completed within three years from the date of said compensation.

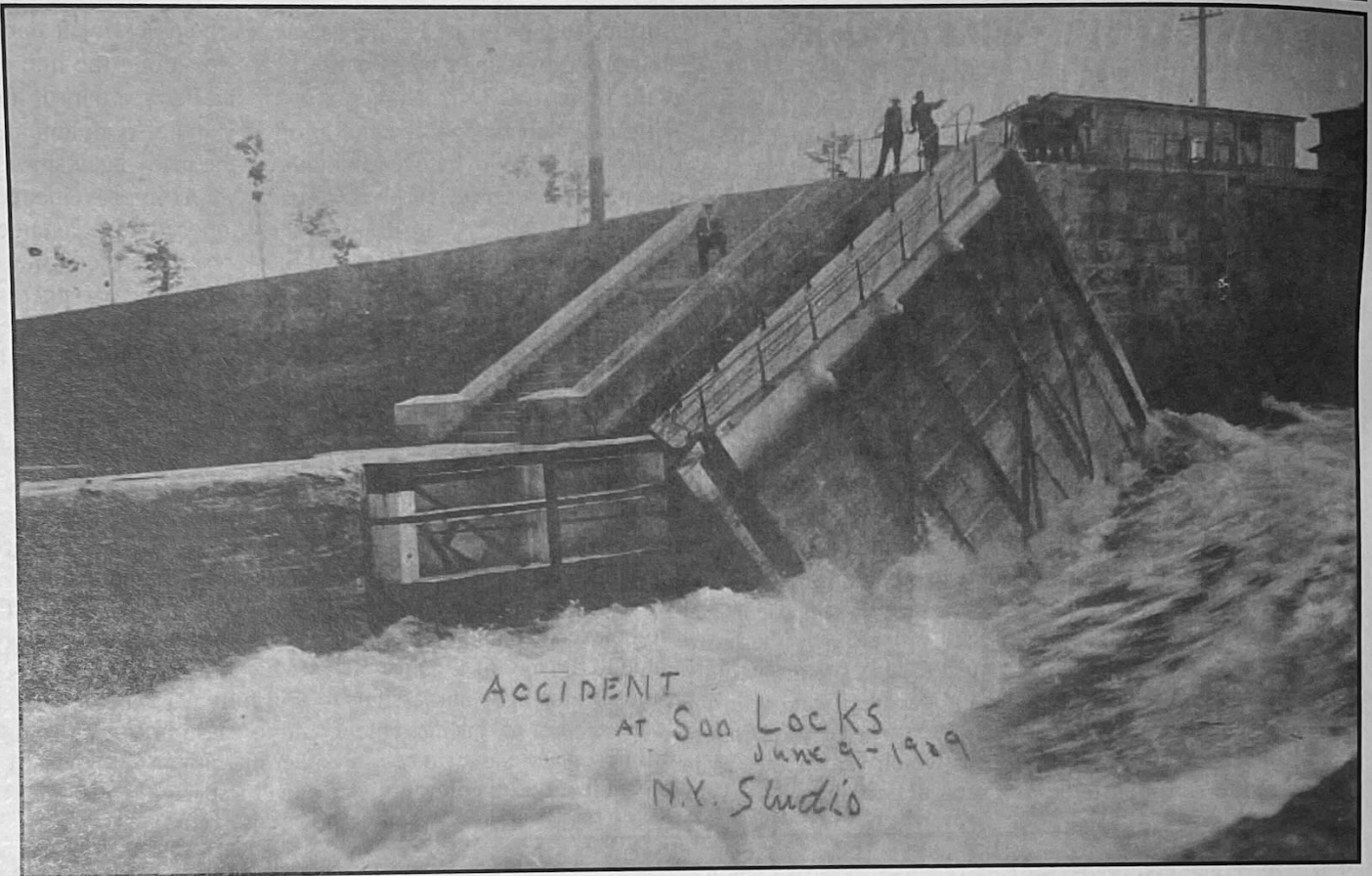
We further report that said Trustee Shirk has caused to be executed and delivered to your committee a bond payable to the city of Logansport, in which said Shirk obligates himself, his heirs and assigns to faithfully perform and execute his part of this agreement, and to cause to be executed, all necessary conveyances and other instruments requisite to give the city full control of said canal property.

Pete Jones, CSI member, Wabash, Indiana

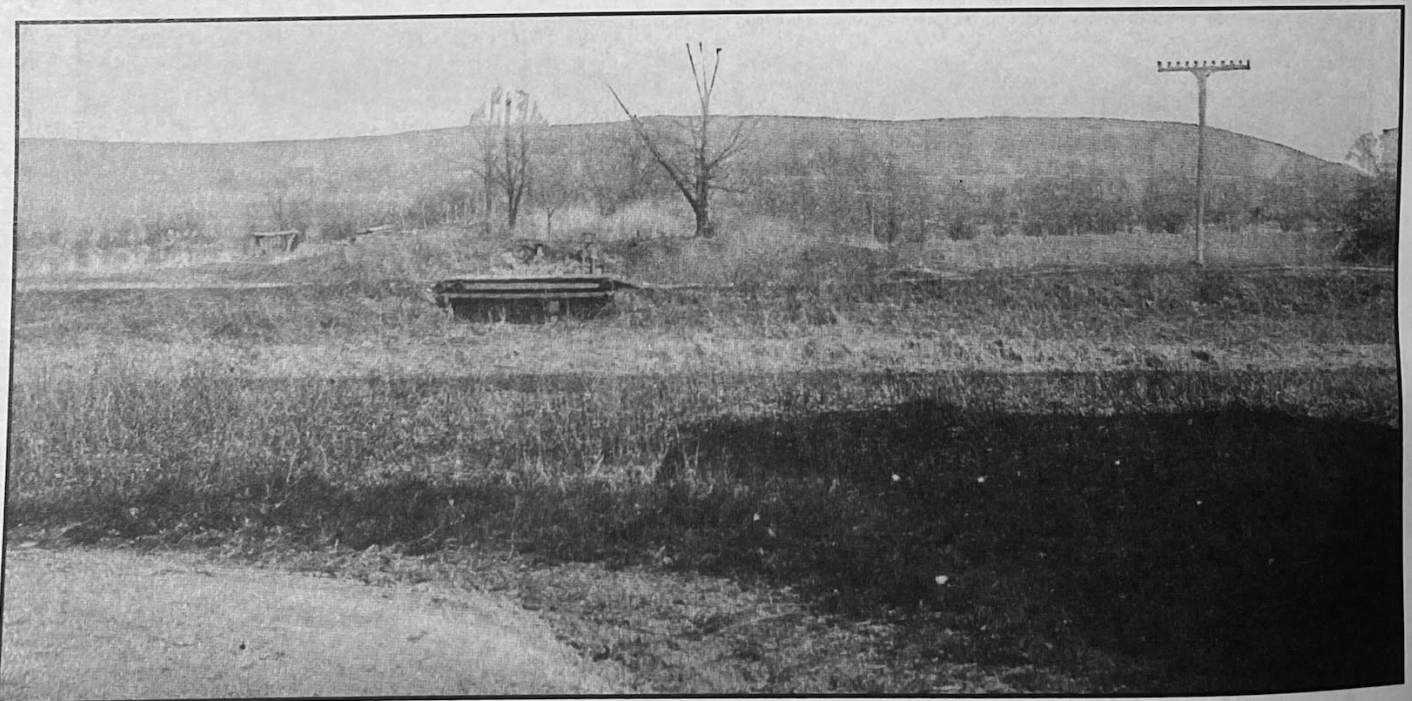


LOGANSPORT
INDIANA
1876

ATLAS
BASKIN
&
FORSTER



ACCIDENT AT SOO LOCKS JUNE 9, 1909 N.Y. STUDIO



TUSCARAWAS RIVER AND JUNCTION OF SANDY AND BEAVER AND OHIO CANALS, BOLIVER, OH 1827 J. W.

THE HOOSIER PACKET - DECEMBER 2013

FROM TIMES PAST

Fort Wayne Times & People's Press
January 16, 1847

From the Dayton Journal, Jan. 5.

GREAT FLOOD AND LOSS OF PROPERTY. — On Saturday morning about 2 o'clock our citizens were called from sleep by the ringing of bells, and alarmed by the announcement that the Levee had given way at several points, and the waters of Mad River and the Miami coming upon us. The flood poured in on the east of the City, and ran through the canal with the swiftness and violence of Mad River itself.

Before morning the water had found its way to the City and was standing in the streets on a level with its surface in the Miami, which surrounds the City like a Crescent. It now covered the town east of the canal, and west of it to Jefferson street as far North as Fourth street — on the West side of the town to Perry street, and on the North to First.

The spectacle presented at this period was truly beautiful, grand, and exciting. The full moon shone upon a bright plain of waters, — here still, there rushing and foaming in its new and eccentric channels, studded by houses and trees, and checkered by the dim lines of the fencing.

May persons did not leave their dwellings until it was too late to retreat. Horses and boats were employed to remove them, and all were placed beyond danger in this way, through the indefatigable labor and effort, and in some cases, at the imminent peril, of those who promptly and nobly under took that service.

The destruction of public and private property is great, but the exact extent of the loss can not yet be very accurately computed. — The streets in many parts of the City, are greatly damaged by washing, — the grade being destroyed, and the paving of the gutters entirely torn up and carried away. Of the canal bridges, there is but one that can be crossed by horses and wagons, and that is the new one across the canal in the vicinity of the break at the head of Water street. The First street canal bridge was the first one destroyed. Those across Third, Fifth, Sixth, Jefferson and Main streets, are badly damaged, and will have to be rebuilt. The abutments of some are undermined and the superstructure of others either partially or entirely carried away.

On the Western side of the city the principal damage was sustained by the owners of building materials on the ground, and new buildings just in the course of erection. A new brick dwelling belonging to Mr Witherup, (painter,) and just finished, was entirely destroyed.

Others have also been damaged, but we defer the particulars for notice hereafter.

The principal sufferers by the flood on the line of canal, are

D. Bickford, Boot and Shoe maker,
James A. Walters, Druggist, H. Good, Tavern
keeper

Estabrook & Phelps, Grocers,
B. Gilbert, do
D. Jackson do
James Greer, Stove Store and Foundry,
C. Thompson & Sons, Stove Store,
G. C. Davis, Iron Store. Mr. Davis has a Pork
House in the rear of his establishment, in which was a
quantity of bulk meat cut on commission, which is more or
less injured.

Orin Wiley Stove Store
John Rench, Pork house, in which there was a con-
siderable quantity of bulk meat, salt, &c.

Swaydin's Hotel,
Chambers & Harries, took the precaution to move
the principal part of their produce to the upper story of their
ware house on the Canal — but suffered some loss at the
ware house on First street.

Gustavus E. Haines, Stove and Tinware Store.
Wm Davis, Pork house

E. Brown and Son, Iron and Grocery store
Pruden & Smith do do
Wm Simms, Lumber merchant,
John H. Achey, do do
Collins Wight, do do
James Hoglan, do do
Morrison, Boat Builder.

W. & F. C. Estabrook, had some 4000 bushels of
Flaxseed stored in a lower floor at the Basin and Jos Clegg
& Co. 7300 bushels of same in the lower story of the Mont-
gomery house building, which must be considerably dam-
aged.

Doyle & Dickey lost a quantity of lumber, intended
for their new packet boats and some 200 barrels of salt.

C. Forrer Montgomery House
Swain & Mead, anticipating trouble, removed their
stock of Groceries, beyond high water mark and suffered but
little.

James & Edward Smith, had a large quantity of
cotton in store which was covered by water.

H. & P. Pease have lost 300 bushels wheat and
1000 bushels ship stuff.

Mr. Conger, from Detroit, has lost about 20,000
feet of Pine lumber.

Westerman & Stout, Iron Foundry

THE HOOSIER PACKET - DECEMBER 2013

W. & F. C. Estabrook, Oil Mill
Jos. Clegg & Co. do
A. & Z. Crawford, Peg and Last manufactory.

THE CANAL.

We have information from the North to a point three miles beyond Troy. The river is said to have overflowed and destroyed the banks of the canal there, and swept through the bottom lands a distance of six miles. The breaches in the canal at the extremes of this flood, are represented to be serious, and it is not yet known how the banks have been affected along the intermediate line.

The Aqueduct, twelve miles North of Dayton is represented to be greatly injured. The piers have settled about three feet on the lower side, and given the superstructure that inclination from a horizontal position.

From the South we have news as far as Middletown, where the head gate for the Feeder was entirely washed away. The whole body of water was thereby poured into the canal, and it broke near Mr. Enoch's farm below.

The banks of the canal were cut near Snyder's mill, some 4 miles south of Dayton to allow the water to escape into the river. We have not yet heard whether any breach was made between here and that place. We think it highly probable, however, that such is the case.

Mr. Commissioner Forrer is here, and although confined to his room by indisposition, is directing operations for repairing, as speedily as possible these unexpected and unavoidable disasters. His superintendents and engineers are actively employed in ascertaining and reporting the nature and extent of the injuries, and we are assured that every thing which zeal and the utmost activity can accomplish will be done to complete the necessary repairs, and save the interests of the State and the public.

FRESHET IN THE SCIOTO.

The Columbus Journal of Saturday evening, says: The Scioto is up — booming. — The waters are higher, we are told, than they have been for twenty years past. A portion of the National Road between Franklinton and the table land west, was submerged this morning. The pork houses in the city and vicinity are already partially inundated — and much damage is apprehended to their contents, as well as to the farms in the lower valley, from the washing away of fences and crops.

POSTSCRIPT — 2 o'clock, P.M. — The Scioto at this place has attained a height of two feet beyond any previous example. The National Road between the river and Franklinton is completely inundated, can be passed but with difficulty on horseback. The water is several feet deep in the lower story of several warehouses. Much damage is apprehended.

COLUMBUS, Jan 2, 1847

Messrs. Comly's — The two Houses met at 3 P.M. and elected Samuel Galloway Secretary of State, Jacob Blickensdaffer, member of Board of Public Works, William Johnson, Judge Superior Court Cincinnati; and Judges of the Common Pleas, for the Counties of Trumbull, Jackson, Tuscarawas, Greene, Hardin, and from Athens, all Whigs. The new Senator elect from Delaware and Marion appeared this day and took his seat. Nothing of interest in the Legislature these few days.

We are all flooded with water here. The Scioto is higher it is said than it has been for 20 years — it is one extended sea from the bridge to the hill at Sullivants. Great damage of property is the consequence. A rumor is afloat here, but how it came I don't know, that your City is in great danger from being overflowed, and I confess I feel great solicitude on that account. In haste yours, &c.

Great apprehension has been felt this afternoon that the Head Gate of the Mad River Feeder was about to go by the board. The alarm is entirely groundless. The water lacks some three feet of reaching the top of the embankment, and the river is falling.

Fort Wayne Times & People's Press
January 23, 1847

THE FLOOD. — We occupy much room today with details of the late freshet in the various parts of the country, and trust they will be as acceptable as anything we could lay before our readers.

Fort Wayne Times & People's Press
January 23, 1847

PIQUA, it seems, is like Fort Wayne — quite above the floods. This is comfortable. The Register says: The citizens of Piqua never had more reason to be proud of their location than during the late freshet. While nearly all the towns on the Miami were suffering the evils of inundation, they, with the exception of a few who have settled in the bottom at the eastern extremity of town, were high above the raging waters.

Fort Wayne Times & People's Press
January 23, 1847

THE FLOOD has been extremely destructive of bridges. The four nearest the mouth of Rocky river have been carried off. We have great fears of injury in our canals. The Maumee is still very high and great quantities of ice are floating past us. The current is too strong to allow it to freeze over. Toledo Blade

Fort Wayne Times & People's Press
January 23, 1847

THE FLOOD. — More rain fell on or about the first inst. in this vicinity than had fallen for several weeks previous. The consequence was the ground was well nigh submerged and the stream much swollen. The Maumee River has been higher than the “oldest inhabitant” recollects having seen it for several years past. There has been a good deal of damage done from high water but how much we have not learned to any certain extent.

P.S. Since the above was in type we learn that the bridge at Defiance is gone, and that there has been considerable damage done to the Canal, between that place and Napoleon. Maumee River Times

Fort Wayne Times & People's Press
January 23, 1847

THE FRESHET. — The greatest rise of water, within the memory of “the oldest inhabitant,” ever seen in the Wabash river, has just occurred, During the last week immense quantities of water have fallen in the region of the upper Wabash, filling to overflowing everything in the shape of a creek or marsh. The river, at this place, had been gradually rising, but without any appearance like reaching the extreme height at which it stood when it commenced falling until Saturday when it began to overspread its banks so rapidly as to excite apprehension of great damage resulting from it. The water reached its highest point, at this place, on Sunday, and at the time we go to press has fallen several feet, being within its banks. The island in the Wabash was nearly submerged, and a large body of water, with a strong, rapid current, flowed over the road between the bridges to the depth of two or more feet. “The Point” from fifteen to thirty rods, was entirely under water. The water over the Eel river dam was rendered level by the backing up of the water in the Wabash. The most of the damage done, in this

place, was above the Wabash bridge. The water stood, in some of the dwellings below the Leamy House; only an inch or so deep, but further up, the inhabitants were literally drowned out. In all the houses between Wabash street and the river, which were occupied, the water was at a height varying from three inches to two feet according to location. Here most of the damage was done, in moving furniture, beds, &c. by the aid of boats, to land. — Water from the Wabash ran as far north as the gutter on the south side of Market street. The amount of damage done has not been ascertained. It cannot be very large, in comparison to the height and force of the flood.

The flood of June, 1844, was thought to be high, but the present one rose from two to three feet above it, according to the judgment of those who saw both.

Much damage must have been done father up the river, as hay-stacks, saw-logs, flats, rails, &c., were seen floating past. It is said the canal is completely destroyed in some places; and if reports are true, it will cost near \$30,000 to repair it. Fears, we understand, were entertained that the Peru Feeder Dam would be unable to withstand the immense power which was brought to bear upon it, but it stood firm. At Peru, the water rose so high as the endanger the bridge, and the weatherboarding was knocked off, to allow the water and drift to pass over the bridge. The lower part of the town was covered. Logansport Pharos.

Fort Wayne Times & People's Press
January 23, 1847

Upwards of three millions bbls. of flour, nearly three millions bushels of wheat, a million and a half bushels of corn, and nearly the same of barley, were received at Albany, during the navigation of the canal the past season.

IRISH IMMIGRANTS

By Dawn E. Bakkenn
Associate Editor Indiana Magazine of History

The September 2013 issue of the *Indiana Magazine of History* looks at the rough-and-tumble world of canal and railroad construction in 19th-century Indiana. Author Jay Perry shows that the brawling workers, mostly young unmarried immigrants, were often stereotyped as drunken Irishmen, and their struggles attributed to Catholic/Protestant tensions. Based on similar disputes breaking out in other states during the same period, Perry discovers that, instead, workers believed that they were literally fighting for their jobs--they feuded to control access to jobs to men from their own home region and to keep out competition

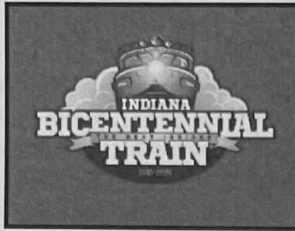
from other groups of workers.

CASTALDI WRITES LESSON PLAN

Tom Castaldi, CSI director from Ft. Wayne, prepared a “Lesson Plan” for a Boy Scout camporee. About 100 scouts from the Bend Catholic Diocese camped on the grounds of St. Felix in Huntington on October 12, 2013. They participated in a “Patrol Heritage Trail” event taking them thru Victory Noll, past Lambdin P. Milligan’s home site, on west to the Forks of the Wabash, onto the Wabash & Erie Canal towpath to examine the marked towpath and into the Huntington Museum where there is a canal exhibit.

NEWS FROM DELPHI

BICENTENNIAL
TRAIN IN DELPHI



The Indiana Historical Society's Bicentennial History Train arrived in Delphi's Canal Park on October 17-19, 2013. This was a unique collaboration with The Indiana Rail Road Company and Norfolk Southern Corporation which launched a four-year run of the Indiana Bicentennial Train. The Bicentennial Train consists of three stationary 65-foot renovated Amtrak freight cars and features a free exhibition, *The Next Indiana* (designed by the IHS exhibitions team). Originally known as the Indiana History Train, it has welcomed nearly 58,000 visitors at 24 stops in communities across Indiana from 2004 to 2008.

Canal Park, in Delphi, was one of the temporary "depots" set up at each of this year's destinations to provide an enjoyable, comprehensive experience. Visitors participated in hands-on activities, caught an 1916 interpreter presentation, engaged in a community creativity space and purchased items from a pop-up History Market.

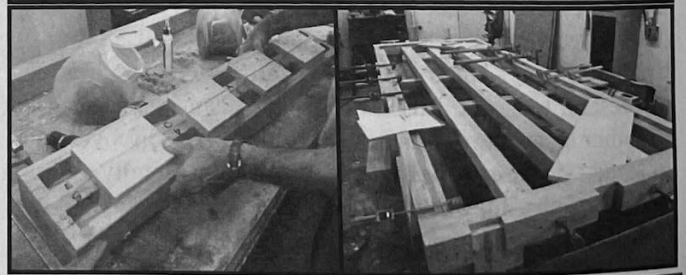
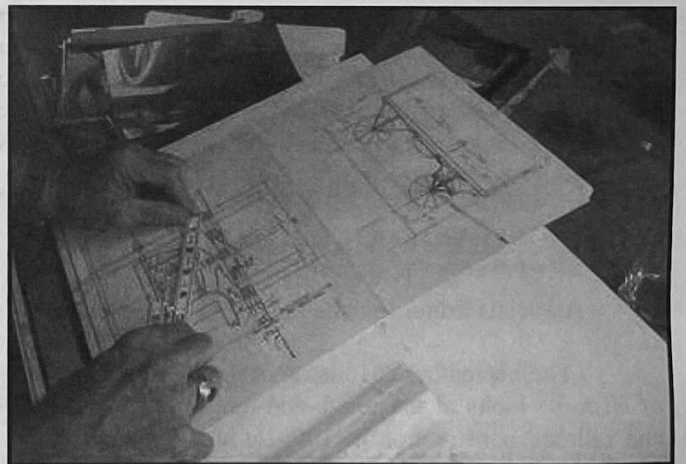
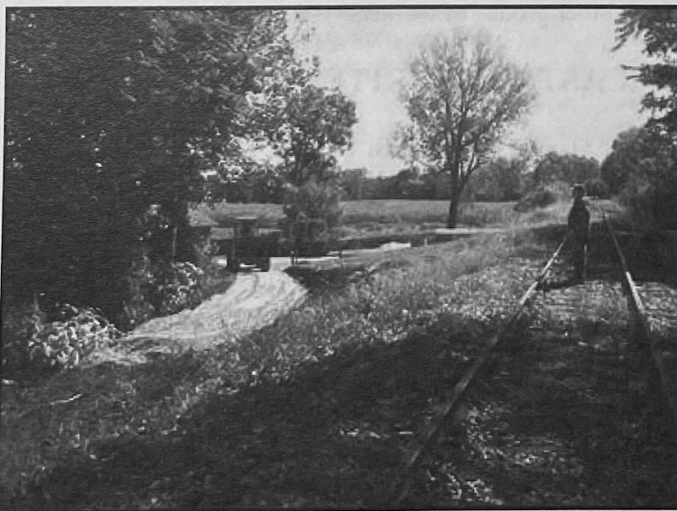
The 2013 Indiana History Train is presented by the Indiana Historical Society and sponsored by The Indiana Rail Road Company and Norfolk Southern Corporation, in partnership with the Indiana Bicentennial Commission and Indiana Humanities.

The Bicentennial Train and its accompanying activities were all free and open to the public, operating 9 a.m. to 6 p.m. each day. Every visitor received a complimentary pass to visit IHS's Indiana Experience at the Eugene and Marilyn Glick Indiana History Center in Indianapolis.

In preparation for the train, an ADA ramp from the towpath level up to the higher level of the old Monon railroad tracks at the back of Canal Park was built by Jack Cohee. The siding is owned by U.S. Aggregates and the local quarry has graciously allowed access to the site.



Canal Park was given a couple of sets of antique running gear that were without a wooden deck. Volunteers put a lot of time and effort into putting a display of these items together in time for the train's arrival. Master woodworker Clay Sledd made a drawing of a railroad cart and began building it in his workshop. The finished cart will be left as part of the Total Canal Experience in the park once the train has left.



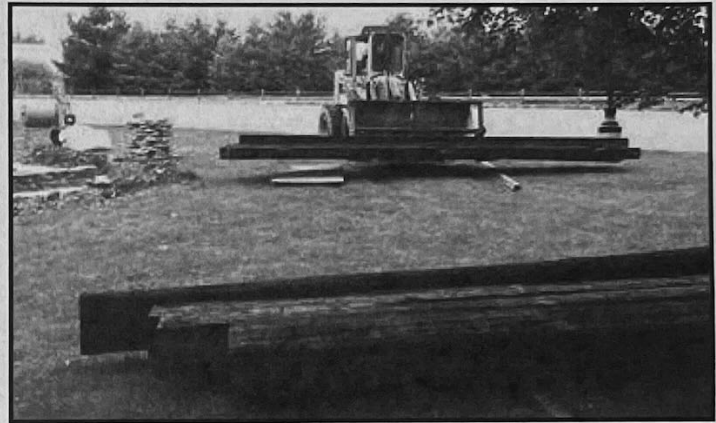
THE HOOSIER PACKET - DECEMBER 2013

On October 19, the final day for the Bicentennial Train at Canal Park, was also the last day that "The Delphi," a replica canal boat ran for the season offering rides from 11 a.m. to 3:30 p.m.. From 9 a.m.-4 p.m. the park celebrated autumn with its "Harvest Festival." Pioneer Village was alive with crafters and live artisan demonstrations, some of whom sold their wares:

- Cooper - with wooden buckets, butter churns, barrels, and more
- Blacksmith - with various wrought iron creations
- Basket & Broom Maker - with a "make-it-and-take-it" event featuring a small hand broom
- Spinner - with live alpacas from Heritage Farms
- Leathercrafts
- Jewelry making
- Sewing, and crocheting

Other highlights included:

- Music by Don Roberson and the Cutler Band
- Food vendors selling sweet corn, brats, sloppy joes, french fries and drinks
- Tours of the Reed Case House
- Docents in the cabins of Pioneer Village and the school house
- Bake sale to benefit the Carroll County K(Unit and a local no-kill animal shelter



REBUILDING BURROWS LOG HOUSE

In late spring of 2013 the Burrows Log House was dismantled on the farm of Jim Mullins and brought to Canal



Park. M-W-F volunteers have prepared a site next to the Fouts Cabin on which to rebuild the house. When completed it will serve as a loom house. They laid a stone foundation and are using some of the timbers from the Gronauer Lock from the Wabash & Erie Canal that were uncovered in 1991 near New Haven, Indiana. Some of the timbers were treated with polyethylene glycol (PEG) and exhibited at the Indiana State Museum. Excess timbers were placed in a warehouse in New Haven. Some were moved from the warehouse to Delphi this past year. They are being sawn to size and used in the reconstruction of buildings in Canal Park such as the Burrows House.

DELPHI CENTER 10 YRS. OLD

The Banks of the Wabash published an article entitled "Delphi Canal Center & Museum Celebrates 10 years" in the July issue of its newsletter *River Currents*. It said the canal center opened its doors 10 years ago and has held community events, family reunions, weddings and two Banks of the Wabash Annual Meetings. It encouraged readers to come and interact with the exhibits in the Canal Museum, ride *The Delphi*, and explore the buildings in Canal Park Village. It pictures the canal boat with the canal center in the background and the Fouts House in the village.

MAUMEE DAYTRIPPING

The Maumee Valley Heritage Corridor held a day trip along the Maumee River from downtown Fort Wayne, past autumn-tinged fields and forest and nationally important historic sites on Saturday September 28, 2013. They visited colorful downtowns as they wound their way to Maumee Bay and downtown Toledo. At Toledo the *Sandpiper* took them through one of the busiest shipping ports on the Great Lakes. They lunched at Tony Packo's, Klinger's (Jamie Farr of MASH fame) favorite restaurant and toured the Glass Pavilion at the Toledo Museum of Art. Angie Quinn of Fort Wayne was the docent aboard the bus and Fred Folger was the docent aboard the canal boat.

Prior to the trip the Fort Wayne *Journal-Gazette* ran an article entitled "Maumee Valley History Flowing Forth" on September 12, 2013. It pictured Angie and interviewed her about the Maumee Valley and the Maumee Valley Heritage Corridor. Angie is the executive director of the group.

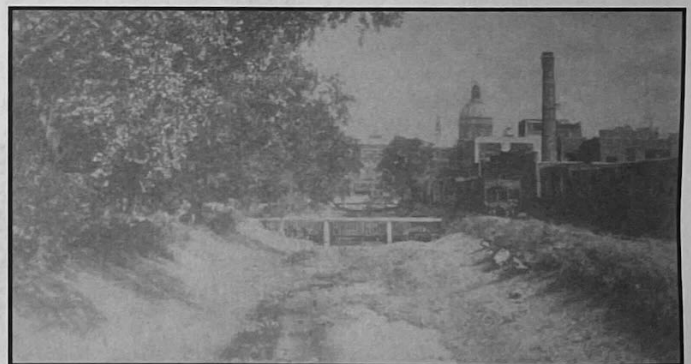
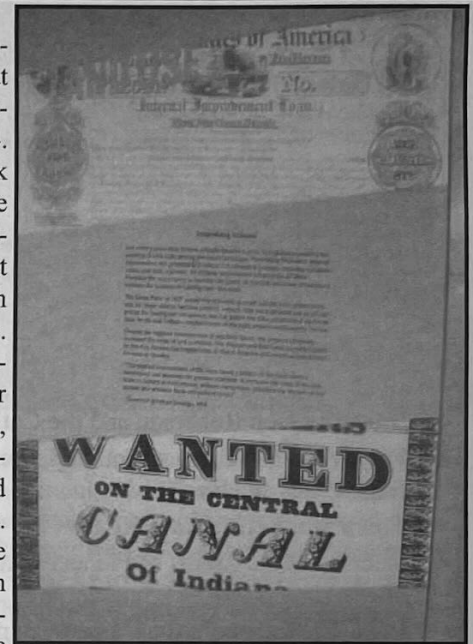
The 130-mile-long Maumee River is created in downtown Fort Wayne where the St. Joseph and St. Marys rivers join. It was the transportation route of the early Indians to Lake Erie. This route was later followed by the Europeans, the Wabash & Erie Canal, and the railroads. It is full of history and helped the eastern population move westward.

The river and its tributaries drain more than 8,300 square miles or about the land covered by Rhode Island and Connecticut combined. It has an environmental story to tell as well. It meanders through what once was the great black swamp that was almost impassable for years. It passes through small towns in both Indiana and Ohio and is anchored on either end by Fort Wayne and Toledo. MVHC is trying to get the people to feel connected to one another.

CANAL PRINTS ON TRAIN

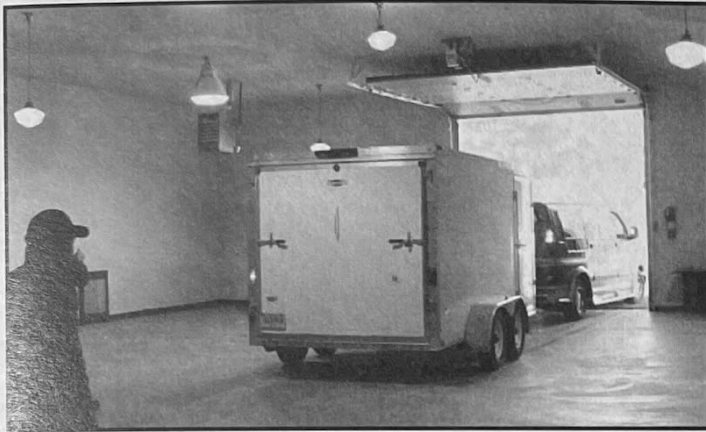


The Bicentennial Train was at New Haven, Indiana on October 4. Bob Schmidt took pictures of the very dark but colorful prints that had to do with Indiana's canals. A stock certificate, a poster wanting laborers, and a map of Indiana's canals had been seen before. The picture of the Central Canal in downtown Indianapolis with the capitol in the background, the Riley Lock print and the Duck Creek Aqueduct shot were new to the Schmidts.



STRUCTURE MODELS COVERED IN SCENIC BYWAYS VISITORS PAVILION

The Whitewater Canal Scenic Byways Visitors Pavilion received the Lexmar covers for the canal structures built by Paul Baudendistel. These covers protect the models of a covered bridge aqueduct, a lock, and a mill that used canal water to turn its grinding stones.



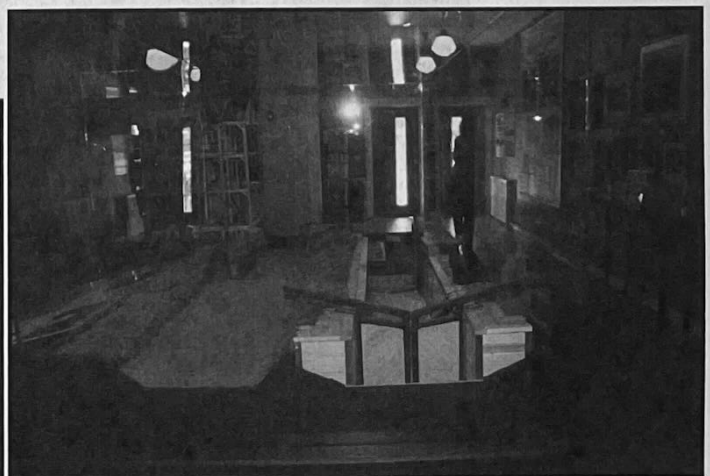
The exhibit covers arrived on October 21 at 10:30 a.m..



Connersville Mirror Works employees, who made the covers, help unpack them and place them over the models.



This huge L-shaped cover is fitted into place over the lock, canal boat and mill models.



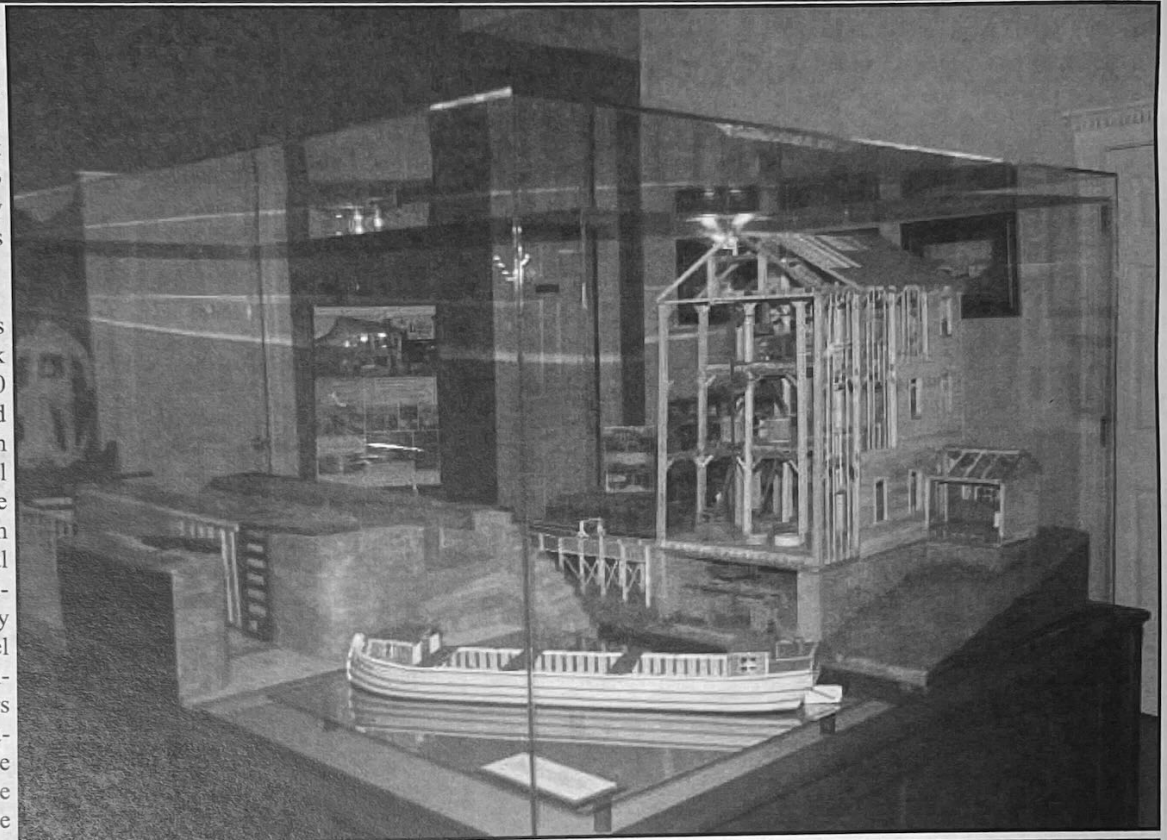
These two classy exhibits are great teaching tools about how the lock, mill and aqueduct operated. The two boat models show two different styles of freight boats.

CSI has received a thank you for the \$2,500 it donated to fund these covers from Whitewater Canal Scenic Byways. We congratulate them on the professional look of these hand-crafted exhibits by Paul Baudendistel and on their wonderful new visitors pavilion at Metamora, Indiana. The two rooms of the visitors center were designed and built through volunteer labor.

The building in which the pavilion is located has room for future exhibit rooms. CSI is donating an additional \$2,000 to expand the museum.

The Scenic Byway follows the route of the Whitewater Canal and has loops to nearby related historical sites in Indiana and Ohio. The Visitors Pavilion provides interpretation of these sites as well as providing tour routes.

**HIP HIP
HOORAY!**



SCENIC BYWAY SIGNS UP IN LAWRENCEBURG

By Chuck Whiting

Forty-five highway signs have been installed to designate the Whitewater Canal Scenic Byway through Dearborn County and the associated Loop 3 through Dearborn and Ripley counties. The Byway follows the route of the Whitewater Canal. The Loops associated with the Byway cover historic, scenic, recreational and cultural assets in the Whitewater River area.

The signs were funded by a \$4,070 City of Lawrenceburg Community Grant and \$300 from the Canal Society of Indiana. Installation, poles and mounting hardware were furnished by the owners of the road where the signs were placed. Lawrenceburg and Greendale placed the signs in their cities, Dearborn and Ripley erected the signs in their counties, and the Indiana Department of Transportation (INDOT) put up the signs on State and U.S. roads

The Whitewater Canal Scenic Byway includes the Canal Route from Hagerstown to Lawrenceburg following the historic Whitewater Canal, Loop 1 - East Fork Loop, Loop 2 - Oldenburg-Batesville, Loop 3 - Dearborn-Ripley and Loop 4 - Michigan Road. More information about the byway may be found on the internet or at the Visitors Pavilion in Metamora, Indiana.

CANAL DYED BLUE

The downtown portion of the old Central Canal in Indianapolis was dyed blue for the Indianapolis Colts vs. the Denver Broncos game on October 20, 2013. This was a special game since Peyton Manning, who is currently with the Broncos, was returning home to play against his former team mates. Indiana governor, Mike Pence, even issued a special proclamation recognizing Peyton Manning's contribution to the Indianapolis community and the state of Indiana.

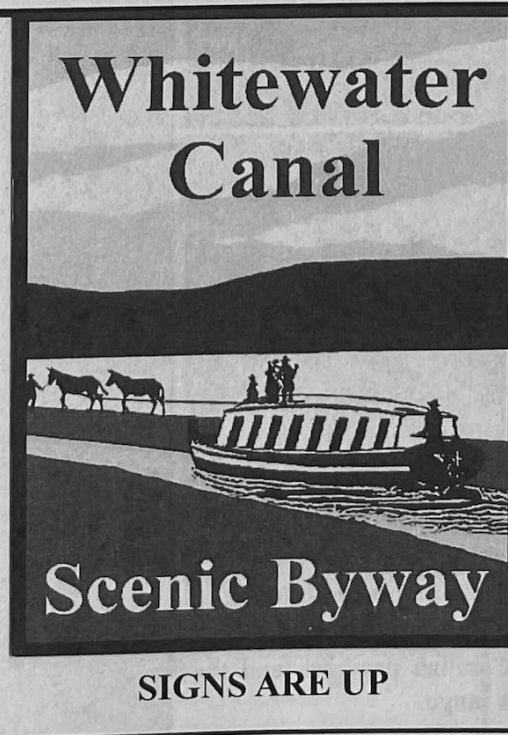
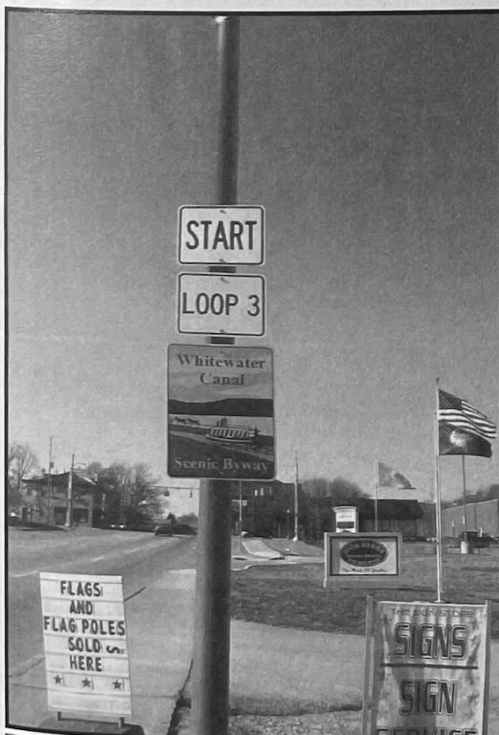
This short stretch of canal with its concrete lining is dyed green every year for St. Patrick's Day. Those who used the canal in the 1830s-50s probably never dreamed that it would have a concrete prism or be dyed for special occasions.

C & O CANAL TRAIL SHUTDOWN

The Chesapeake and Ohio Canal (C&O) chartered by President James Monroe was opened to canal freight boat traffic in 1828. The generally mule-pulled boats transported coal, lumber and agricultural products from the Allegheny Mountains to Washington, D.C. until 1924. It was purchased by the U.S. government in 1938 and placed under the care of the National Park Service. President Dwight D. Eisenhower established it as a National Monument in 1961

to preserve its neglected remains. On January 8, 1971 it was designated a National Park. Its old towpath has become so loved by hikers and bikers that they called it the "cyclists dream."

During the U.S. Government's shutdown in October 2013, the National Park Service was supposed to shut down the park. They removed the handles from 40 old fashioned water pumps on the wells and closed the restrooms on the 184.5 mile trail to discourage use of the park and trail. The reason given was that the State of Maryland requires the park to monitor these 40 public wells and there were no park employees to test



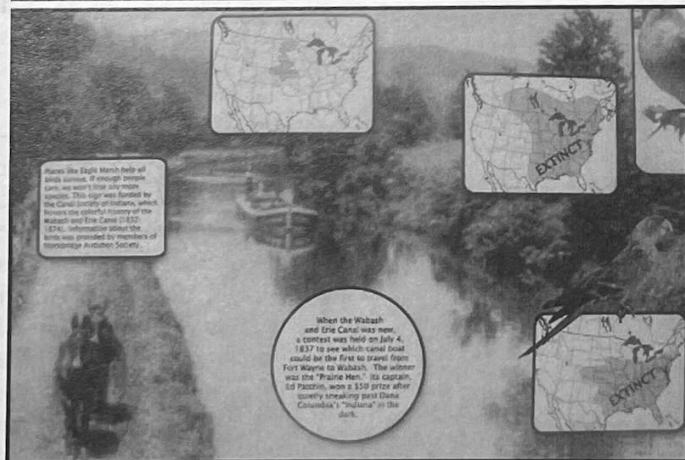
THE HOOSIER PACKET - DECEMBER 2013

the water. They also said there was no one to protect the 1,300 historic structures or the 60 rare endangered species.

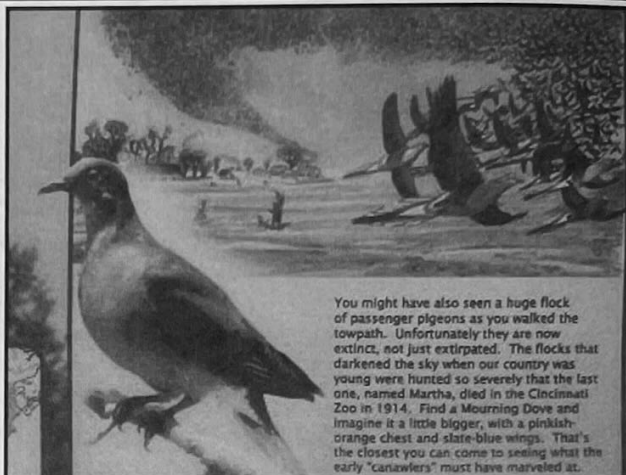
The hikers and cyclists, like the veterans at the World War II memorial, were not deterred. They brought their own bottled water and began using the bushes along the towpath trail to relieve themselves. Harper's Ferry and a few other towns brought in portable restrooms. Apparently no one was arrested during the park's closure. Karl Black, CSI member, Quincy, IL

LOST BIRDS OF CANAL DAYS

Little River Wetlands erected the "Lost Birds of Canal Days" sign sponsored by CSI along towpath trail in Fort Wayne, Indiana on October 24, 2013. CSI treasurer and birder, Cynthia Powers, worked closely with a volunteer artist to develop the beautiful sign. It is located on the towpath side of the old Wabash & Erie Canal facing Eagle Marsh and is behind Covington Meadows Commons.



The sign shows a portion of the Wabash & Erie Canal, the passenger pigeon, the Carolina parakeet, and the prairie-chicken with maps of their range.



Did you know that Indiana used to have parrots? Yes, we had flocks of Carolina parakeets. They ate cockleburrs and sycamore seed balls — and the settlers' fruit crops. They could survive Indiana winters by roosting in big hollow trees, so why are they gone? They may have gotten sick from poultry diseases, but also they would come to "help" a wounded parakeet. That behavior was effective against animal predators, but when hunters came, it only made it easier to shoot more parakeets.

Here's a mystery that can never be solved:

If a cat were to eat the entrails of a Carolina parakeet, the cat would die. Several early naturalists told this story. Is it true, or just a legend? There's no way to tell now: the very last Carolina parakeet died in the Cincinnati Zoo in 1918.



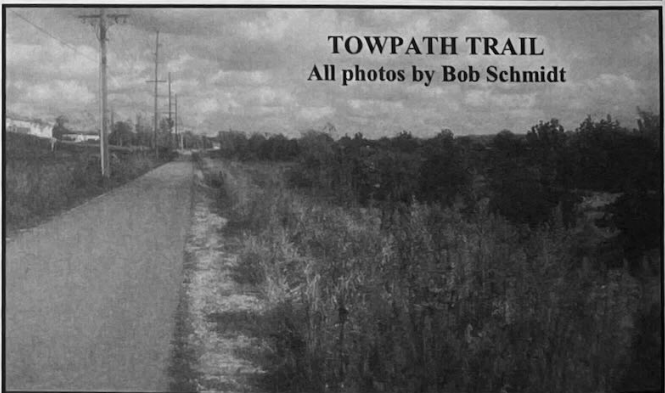
Lost Birds Of Cana



If you had walked along this path back in the 1840s, you might have seen some birds that you can't see today. One might have been the greater prairie-chicken. First you might have heard a low-pitched call, like the sound of blowing across a bottle. Then you'd have seen several brown birds strutting about, calling and stamping their feet. As you get closer, you could see that they had bright orange sacs on their necks that they could inflate. And they have feathers on their necks that stick up like ears! These are the males showing off on their "lek" or special display grounds. The females, nearby, seem not to be paying attention, but why else would they be here?

Prairie-chickens are extirpated from Indiana, but can still be found in southern Illinois and further west, in tallgrass prairie habitat.

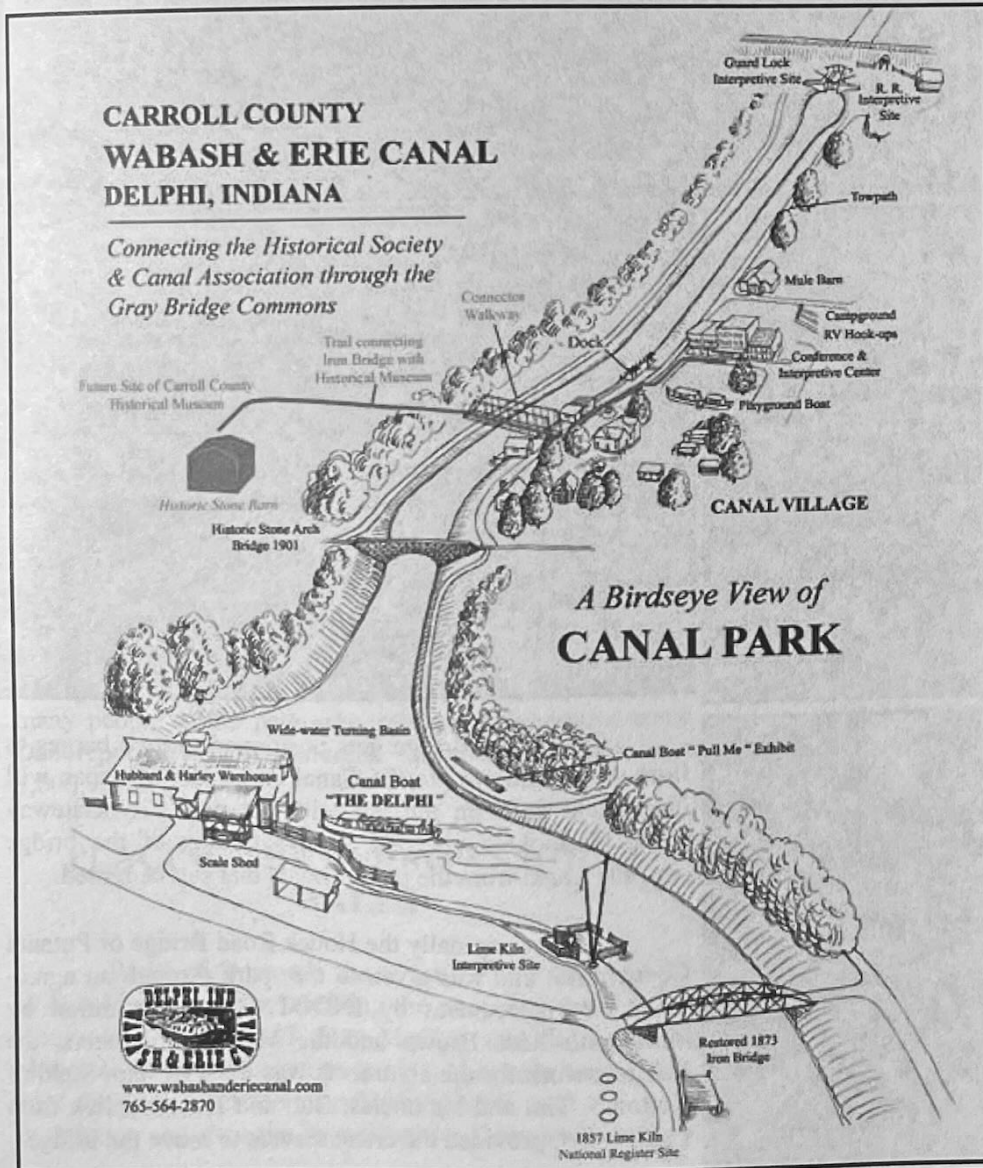
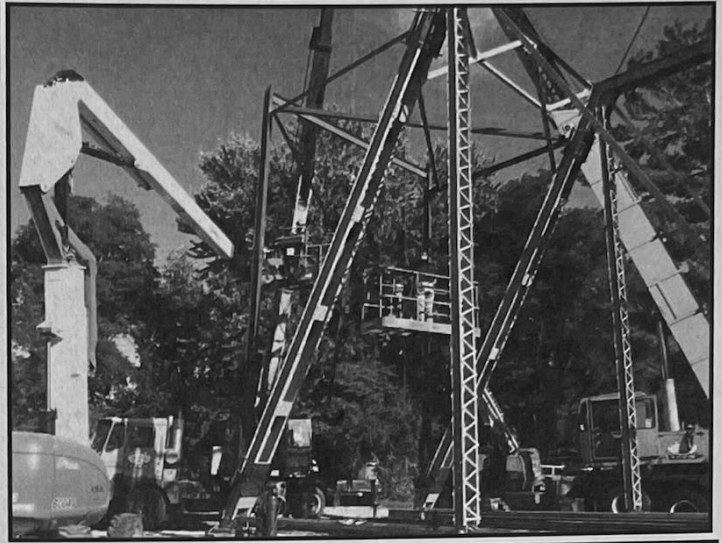
TOWPATH TRAIL All photos by Bob Schmidt



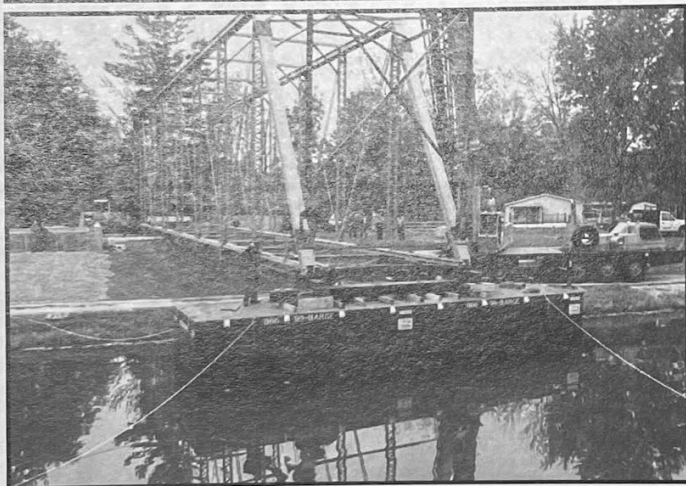
MORE NEWS FROM DELPHI

GRAY BRIDGE PLACED

Lots of people asked to be alerted to the day the restored Gray Bridge would be placed over the old Wabash & Erie Canal in Delphi. Dan McCain said, "I think we could have sold ringside seating for \$50." The cranes and rigging of the bridge were ready to move it on Tuesday, October 15, 2013 from beside the canal where the Carroll County Historical Society will be located. The contractors set one end of the bridge on two barges on the canal and then pushed it across the waterway. Another crane picked it up on the Canal Park side and set it on the foundation. The bridge will link the future county museum and Canal Park.



Dan McCain sent the above pictures and those on the next page showing moving the bridge. He said that although the bridge was restored and ready to move earlier they had to wait until the movers had time available to move it. Now that it is in place the volunteers can finish dressing the abutments, lay the decking, etc. This is just one of many projects the M-W-F volunteers work on. In the past they restored the 1873 Red bridge at the upper end of the park and the Blue bridge located near Bicycle Road carrying the trail from one side of the canal to the other.



The Gray Bridge gets positioned on two barges to float the span across to the Canal Park side. The span will link Canal Park on the left with the new City Gateway Trail. On-lookers watched the positioning of the bridge over the Canal from the paddle boats that can be rented.

It was originally the Houck Road Bridge or Putnam County #46, and was given to the park through an agreement for replacement by INDOT. After restoration by blacksmith Ross Brown and the M-W-F volunteers, the concrete work for the abutments was done by Tim Stahl of Kokomo. Tim and his uncles, Bud and Dave Schlick from Logansport, provided the crane service to move the bridge.



HISTORY TRAIN AT CANAL PARK

The Indiana Bicentennial History Train was at Canal Park near the canal guard gate on October 17-19. Students used the new ramp to enter the train. They had to pass through Canal Park in order to reach the train. This exposed many people to the park who might not otherwise come. Dan reported that on Saturday the 19th they had about 3,000 visitors.

PLACING THE BURROWS HOUSE WALLS

Walls of Burrow's house are being erected by M-W-F volunteers. After receiving the photos of the Burrows House seen on page 23, Dan McCain sent the following photos as the walls began to go up. The sawn treated timbers from the Gronauer Lock are placed atop the stone foundation and then the logs from the Burrows house will

be placed atop them. The house will be used as a loom house in the park where demonstrations of weaving will be given by volunteers.

IT'S APPLE DUMPLING TIME AGAIN

Mary Crary is one of many volunteers making apple dumplings to sell. These autumn treats will be sold during festivals in the park already baked or frozen to take home and bake at other times. They have made over 1,000 of these treats to sell as a fundraiser. They sell out every year. The dumplings are not only delicious, but the smell of apples and cinnamon baking is tantalizing.

BOLIVAR AQUEDUCT BRIDGE

The Ohio & Erie Canal Aqueduct Bridge at Bolivar, Ohio is being built in the same location as the original aqueduct bridge. The new 14 foot wide bridge with a 209-



Photo by Jim Guest

foot-span is not being carried on the old abutments because they are too unstable due to many repairs over time and their mix of stone and brick. New abutments have been constructed behind the old ones and the bridge will span between the two without touching the old ones nor the old piers, which have been repaired for both aesthetic purposes and to stabilize them in the river channel.

The bridge was installed on October 9 and 10, 2013. It is scheduled to be dedicated in the fall of 2014. James Guest, Canal Society of Ohio, N. Canton, OH

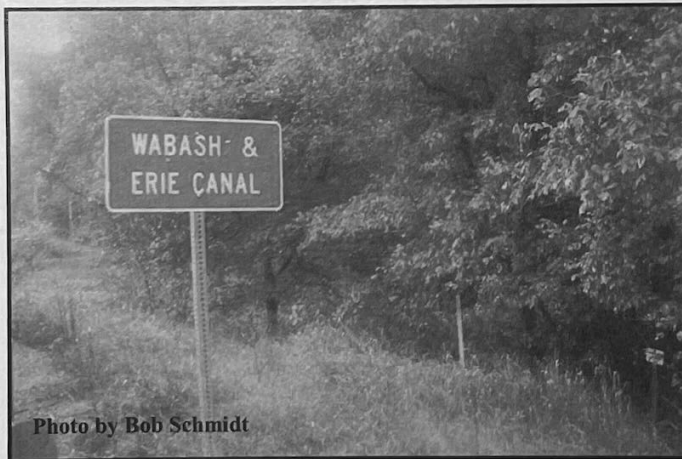


Photo by Bob Schmidt

NEW WABASH & ERIE SIGN

Several years ago CSI director, Don Haack from Fort Wayne, Indiana, put together a complete listing of roads and highways crossing Indiana's canals. This list was sent to the Indiana Department of Transportation (INDOT) and CSI asked that the major road crossings on the canals

be marked. INDOT responded saying they only mark the canals where they are watered. They have since marked the watered Wabash & Erie Canal on both sides of Highway 57 near Pigeon Creek just south of Buckskin in Gibson county, Indiana. We thank Don for all his hard work.

UPCOMING ERIE CANAL TOUR ON THE EMITA II

This past year the Canal Society of Indiana notified members through a letter in *The Hoosier Packet* on April 2, 2013 that its spring tour will be a cruise of the Erie Canal aboard the *Emita II* from Buffalo to Syracuse on June 2-4, 2014. At that time we also offered a pre-tour of Buffalo, Niagara Falls, etc. Forty-two canawlers have signed up for the *Emita II* cruise and we will have a waiting list in case someone cannot go. Many also signed up for the pre-tour.

We are changing the pre-tour to a post-tour on June 5-6, 2014. We found the pre-tour fell at one of the busiest times in the Niagara Falls area. Motels are selling at \$169-200 a night and are hard to get. We found we could get a block of rooms for much less at the Best Western Motel in Lockport following the cruise thus saving money and avoiding much of the tourist activity since it is on a weekday and not a weekend. Please review you schedules regarding the change to a post tour.

We will be E-mailing all those who have already registered for the cruise concerning when and where to mail their payments. The payments will be made in two installments. One early in 2014 and one nearer to the time of the cruise. If you do not have E-mail please let us know your home phone number.

Anyone wishing to be placed on the waiting list please contact CSI headquarters either by E-mail or phone. Checks will be sent to the CSI post office box. More complete instructions will be E-mailed to you.

To contact CSI headquarters:

Canal Society of Indiana, Box 10808, Ft. Wayne, IN 46854

E-mail: indcanal@aol.com Phone (260) 432-0279

We're looking forward to a wonderful cruise aboard the *Emita II* followed by two exciting days being planned by Bob Sears of Toronto, Canada and Frank Timmers of Carmel, Indiana. We hope to see you on board!