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NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 13 NO. 1 P.O. BOX 10808 FORT WAYNE, IN 46854 JANUARY 2014

NEW SIGNS ~ OLD CANAL

The Canal Society of Indiana is funding new signage for locks on the Whitewater Canal that are visible from State Road 121 or the Whitewater Valley Railroad between Connersville and Metamora. The sign above will be along the road.

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NEW SIGNAGE FOR WHITEWATER CANAL

Following the 2001 joint fall tour with the Canal Society of Ohio on the Whitewater Valley Railroad's excursion from Connersville to Metamora, the Canal Society of Indiana (CSI) gave $500 from the tour to the railroad and authorized an additional $250 for signage to be placed at the Whitewater Canal lock remains seen along its route. These attractive wooden signs with routed out letters have deteriorated and some are even missing. CSI Directors are working with CSI member and Whitewater Valley railroader, John Hillman of Harrison, Indiana to

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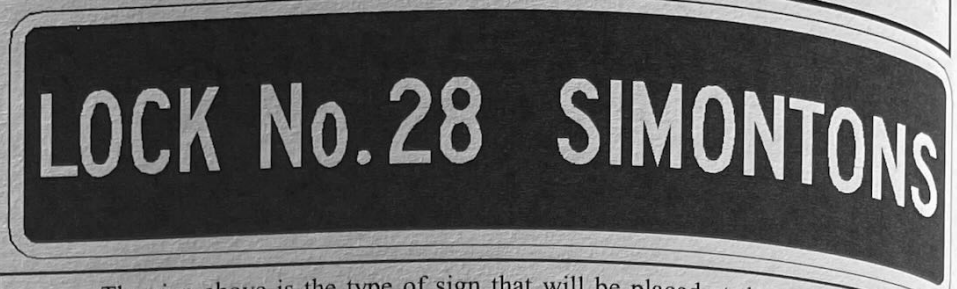


The sign above is the type of sign that will be placed at the locks seen from the Whitewater Valley Railroad between Connersville and Metamora, Indiana. However, the letter S at the end that shows ownership will be removed and it will read Simonton.

replace these signs and to place signs along State Road 121 where canal lock remains are seen. They will be made by Chip Coburn, another railroader.

The new signs will be on a composite non-reflective aluminum/plastic material with white and brown sheeting. CSI will fund the signs ($810 dollars). The Whitewater Valley Railroad will provide the posts and labor to erect them. They will be made during the winter and placed at the locks in the Spring of 2014.

Type A signs along the road (like the one on the cover) are 2 ft. by 4 ft. and read:

WHITEWATER CANAL LOCK No. 39 PORK HOUSE

WHITEWATER CANAL LOCK No. 37 UPDEGRAFF

WHITEWATER CANAL LOCK No. 35 BERLIN

Type B signs along the railroad (like the one above) are 1 ft. by 4 ft. and will read:

LOCK No. 39 PORKHOUSE

LOCK No. 37 UPDEGRAFF

LOCK No. 35 BERLIN

LOCK No. 34 CONNELL

LOCK No. 33 LIMPUS

LOCK No. 32 GARRISON

LOCK No. 30 LAUREL

LOCK No. 29 JINKS

LOCK No. 28 SIMONTON

Note: Locks 38 Herron, 35 Nulltown and 31 Hetrick will not have signage due to the lack of identifiable remains.

CANAWLERS AT REST

WILLIAM ROWLAND NOFSINGER

Find-A-Grave #45981747

b. 1815

d. March 1880

By Carolyn I. Schmidt

William Rowland Nofsinger was born in Botetourt, Virginia in 1815 to Joseph and Mary (Harshbarger) Nofsinger. He was their first son and second born of their eleven children. His grandparents on his father's side were Peter and Elizabeth (Stover) Nofsinger and on his mother's side Samuel (1759-1849)and Elizabeth (Gish) (1766-1847) Harshbarger. Little is known of his early life other than his sister Nancy died at age 5 when he was 23 years old. The rest of his siblings had normal life spans.

Clark and Scott townships in Montgomery County, Indiana were the last to be settled due to the heavy forestation and the presence of a tribe of Indians, who claimed the territory for their hunting grounds. Ladoga was the first settlement in Clark Township. It was laid out by John Myers in 1836. When David D. Nicholson arrived in 1837 four or five houses, two of which were used as stores, had been built. Silas Grantham kept a log boarding-house. John Steele and William R. Nofsinger were the merchants. Dr. Carey dispensed pills and provided medical aid. Nicholson opened a forge and Humphrey Rice made plows and wagons. Other citizens were Taylor Webster, Caleb H. R. Anderson, Zack and James Mahorney, Joseph Ellis and John Masterson.

At age 21 William married Mary Myers, age 19, on December 18, 1836 in Ladoga, Montgomery County, Indiana. They had two children Francis B. and Wallace both born in Montgomery County. In 1840, while residing in Clark township, Mary died.

On February 1, 1844 William, age 29, married Evaline Howard in Rockville, Parke County, Indiana. She was the daughter of General Tilghman Ashurst Howard, a lawyer who served in the Indiana Senate, was a candidate for the governor of Indiana but was defeated and was a U.S. congressman and minister to Texas. William and Evaline had a daughter born around 1846. We assume Evaline died shortly thereafter and was buried in Rockville.

On December 18, 1846 the Committee of Elections reported that they had examined those elected to the Indiana House of Representatives. Those elected representing Parke County were William R. Nofsinger and James Kerr.

Besides his involvement in politics, William was interested in education. In 1847 he made a report to the Indiana Legislature from the Parke County Committee on Education.

In August 22, 1850 William was living in Rockville, Indiana. That October he, along with Samuel Davis, attended the Indiana Constitutional Convention as delegates from Parke County.

In 1851 the Indiana Senate was invited to the Hall of the House of Representatives to elect a Trustee of the Wabash & Erie Canal. On the first vote William R. Nofsinger received 117 votes, Mr. Scattering received 19 votes, and Mr. Blank received 10 votes. Since William received a majority of all the votes, the President of the Joint Convention, declared him duly elected Canal Trustee on the part of the State of Indiana, to serve a three year term on the Board of Trustees of the Wabash & Erie Canal from and after the term of services of the present incumbent, Austin M. Puett. Nathan B. Palmer and Puett had served as trustees prior to this time. After William's term ended he was followed by Benjamin R. Edmonston, G. G. Barton, Richard Raleigh, Joseph S. Hanna, Lot S. Bayless, David M. Dunn, Richard H. Milroy, James V. Mitchell and James S. Hinton. Later in 1859 a report was laid before the Indiana House of Representatives showing the amount each trustee had received for traveling expenses, which included food for their horses, up to January 1, 1859 or when their term expired. Their expenses were as follows:

Charles Butler, 11 year and 9 months.....$4,151.52
Thomas H. Blake, 2 years and 7 months.....1,754.50
Nathan B. Palmer, 7 months.....121.19
A. M. Puett, 3 years.....1,149.59
Thomas Dowling, 8 years and 9 months.....4,151.42
W. R. Nofsinger, 8 years.....803.03

B. R. Edmonston, 1 year and 7 months.....431.04
A. M. Puett, 1 year and 9 months.....244.30
G. G. Barton.....1,433.95

William, age 38, was married a third time on June 16, 1853 to Emmeline B. Baldwin, age 20, in Edgar, Illinois. They had two sons, Rowland and Joseph Lewis Nofsinger. Later in 1880, Emmeline, then a widow, and her son Joseph Lewis Nofsinger lived at 2027 E 8th in Kansas City, Missouri in the home of her brother Aleander Baldwin.

William R. Nofsinger, a Republican from Parke County, was elected Indiana's State Treasurer. He served in this position for two years from February 9, 1855 through February 9, 1857. He and his family probably moved to Marion County, Indiana at this time.

When the Bank of the State of Indiana was investigated in 1857, William was one of those examined. He was an original stockholder in the Indianapolis Branch of the bank. Apparently he was clear of any corruption.

William served two years as the treasurer of the Hospital for the Insane, Institute for the Education of the Blind, and the Institution Educating the Deaf and Dumb. A committee visited these institutions and recommended to the Indiana Senate in January 1857 that he be allowed the sum of six hundred dollars for his services.

According to the 1860 Federal Census William, his wife Emmeline, their children Francis B. Mary, and Rowland and his father Joseph, age 74, were living in the Center North part of Marion County, Indiana. On this census his occupation is given as physician with real estate valued at $15,000 and a personal estate of $15,000. Francis B. is a lawyer and Joseph is a farmer. In 1863 and 1864 William was found on the U.S. Internal Revenue Tax Assessment Lists.

The 1870 Federal Census shows William, his wife Emmeline, and their children Mary E., Rowland, and Joseph living in Indianapolis, Center Township, Marion County, Indiana in the home of farmer George Wright, his wife and six children, along with Elizabeth, a domestic, and Johanna Curran, a domestic. William's real estate is valued at $125,000 and his personal estate at $75,000. His occupation is given as a beef and pork packer.

During the 1879 May term of the Indiana Supreme Court William R. Nofsinger was involved in *Root et al. v. Hibben et al.* The complaint was that Deloss Root, William R. Nofsinger, James II. McKernan, William H. A. Dell, Paul D. Pratt and George H. Wilmer, partners in the firm of George Wilmer & Co., executed two promissory notes, of different dates and amounts to James P. Hibben, Franklin

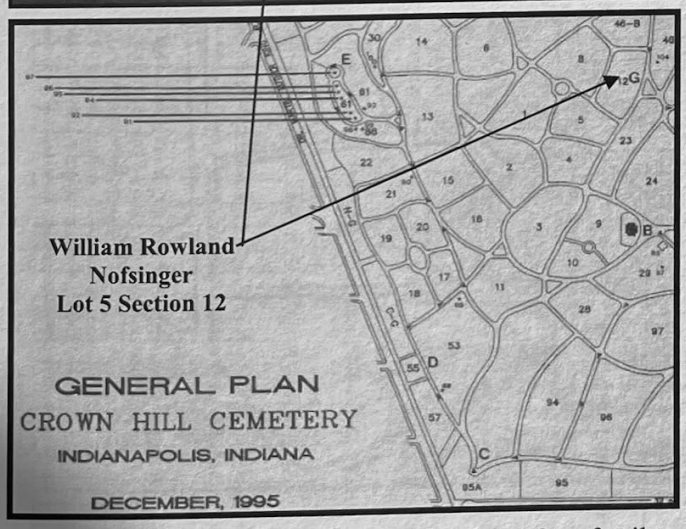
William R. Nofsinger's Family

Name	Birth	Place	Death	Place	Marriage	Place
Peter Nofsinger	1775		1841			
m. Elizabeth Stover	1768		1864			
Joseph Nofsinger	@ 1786		after 1860			
m. Mary Harshbarger	12-26-1796	Botetourt, VA	1850	Roachdale, IN		
Salome Nofsinger	1813		1880			
William Rowland Nofsinger	1815	Botetourt, VA	1880	Indianapolis, IN		
m1. Mary Myers	1817		1840		12-18-1836	Ladoga, IN
Francis Bacon Nofsinger	11-??-1837	Ladoga, IN	1909	Kansas City, MO		
Wallace Nofsinger	@ 1840	Montgomery Co, IN		Young Co, TX		
m2. Evaline Howard		Rockville, IN		Rockville, IN	2-01-1844	Rockville, IN
Mary E. Nofsinger	@ 1846	Rockville, IN		Indianapolis, IN		
m3. Emmeline B. Baldwin	7-??-1833	IL		Kansas City, MO	6-16-1853	Edgar, IL
Rowland Nofsinger	5-13-1859					
Joseph Lewis Nofsinger	11-19-1864	Indianapolis, IN	1905	Kansas City, MO		
Elizabeth Nofsinger	1817		1889			
Samuel Nofsinger	1821		1900			
Peter Nofsinger	1823		1871			
Jacob Nofsinger	1825		1905			
Susan Nofsinger	1827		1902			
Catherine Nofsinger	1830		1904			
Nancy Nofsinger	1835		1840			
Hannah Nofsinger	1837		1906			
Caroline Nofsinger	1838		1884			

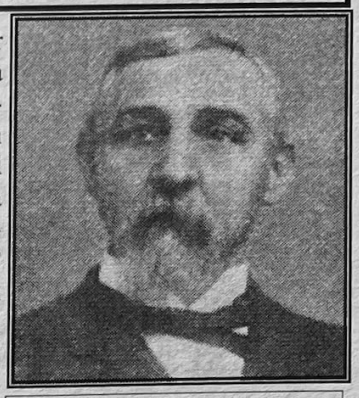
Landers, Robert F. Kennedy, Augustus E. Pattison, Willis S. Webb, and Coleman B. Pattison, partners doing business under the firm name of Hibben, Kennedy & Co.. They were sued for non-payment. However, because Wilmer had entered into a partnership with the Illinois Furnace Company in January 1878, the defendants were no longer responsible for the debt and were improperly sued. William wrote three paragraphs answering the complaint and swore to them. An insufficiency of facts to constitute a defense was sustained to the third paragraph of William's answer and several paragraphs of the others' answers. Exceptions were reserved to all the rulings.

William Rowland Nofsinger passed away in 1880 at the age of 65. He was buried in Lot 5 Section 12 of Crown Hill Cemetery in Indianapolis, Indiana on March 19, 1880. There is no grave marker and only a grassy plot.

Photo by Bob Schmidt



Researching William was interesting. One family tree on Ancestry.com shows him as the Rev. William Rowland Nofsinger, but no other sources note that he was a preacher. One Federal Census lists him as a physician and another as a beef and pork packer. If he was a physician where did he obtain his medical schooling? He worked in beef and pork packing in his son's business as will be seen below.



Dr. Francis Bacon Nofsinger
Kansas City Postmaster

William's son, Dr. Francis Bacon Nofsinger, followed in his father's footsteps in public service. While studying medicine the Civil War broke out and he served one year in the medical department without pay. After graduating from the Nashville Medical University in 1863, he was appointed an assistant surgeon and remained in the army until the end of the war. In June 1869 he moved to Kansas City, Missouri and went into the pork and beef packing business. He was elected president of the city council in 1873. In 1874 he was elected and served four consecutive years as president of the board of trade. In 1889 he was appointed postmaster of Kansas City. He was a champion chess player for the states of Indiana, Illinois, Ohio and Michigan.

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DANIEL AMASA JONES

And His Wabash & Erie Canal Connections

By Charles Davis
FAG #99514704

Col. Daniel Amaza Jones was born June 29, 1807 at Hartford, Connecticut. His grandfather, Israel Jones, was a trustee of Williams College and died very suddenly at the age of 92 years. He was a surveyor by profession. His son Amasa Jones, father of Daniel, was a seafaring man, who commanded a vessel cruising between Hartford and the West Indies. Amasa died in 1808. His widow moved with her infant son, Daniel, to North Adams, Massachusetts, where he spent his childhood.

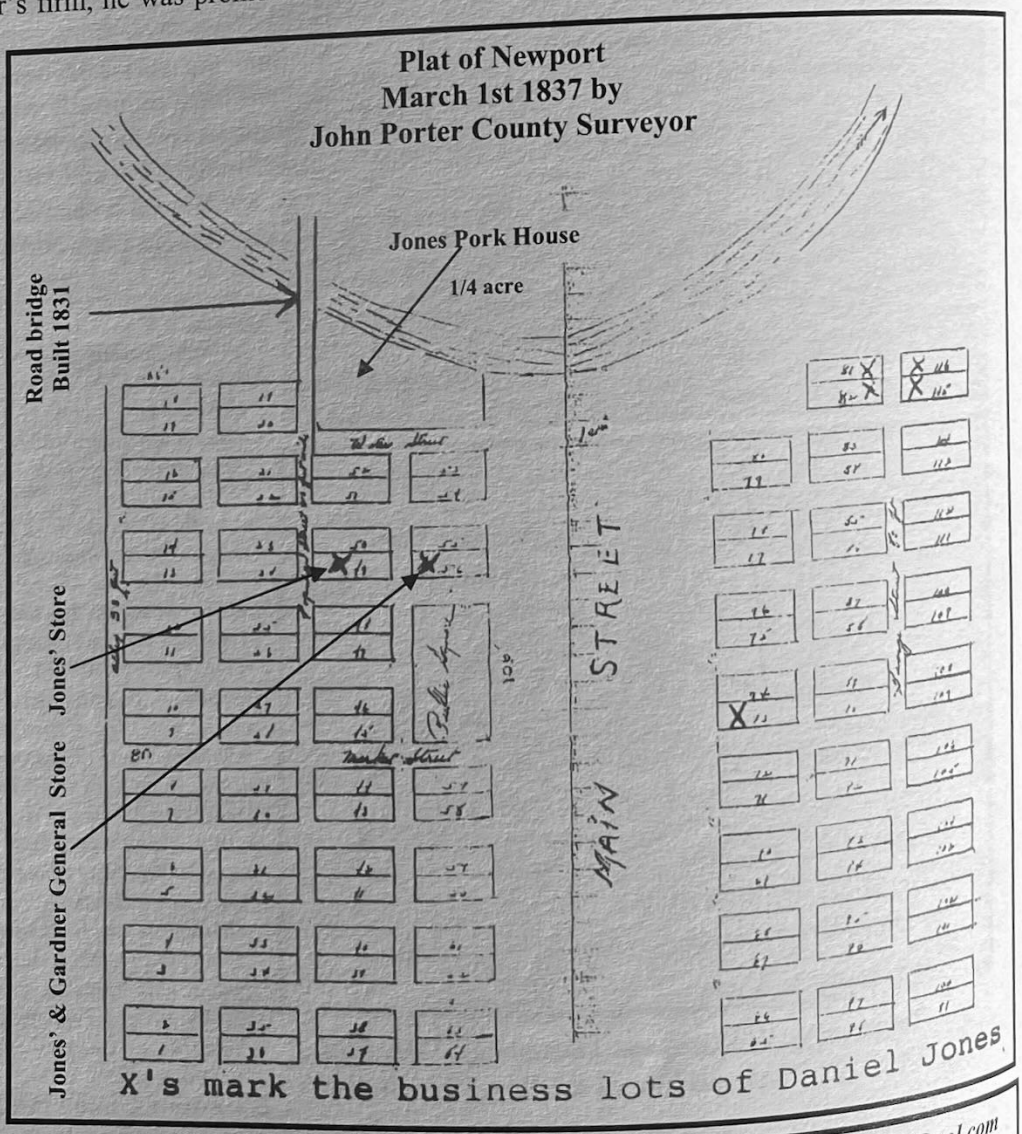
At the age of 17 Daniel went to Albany to act as a clerk in a store. Three years later he set out for Louisville, where he found employment in his brother's soap and candle factory. After making a successful journey to New Orleans in the interest of his brother's firm, he was promoted to a position of greater trust where he extended his acquaintance among the wholesale merchants of the city.

Around 1828 Daniel, age 21, moved to Newport, Vermillion county, Indiana at the time Newport was platted as a "village." B. F. Bowen states on page 36 of his *History of Parke and Vermillion Counties* that "Jones was shipping hogs, some of which died. These were rendered into soap, which was sold for goods that a wagon could hold." As described in the above, this is how Daniel got his start in that town. He first bought lot 71 for $15.00 on June 30, 1830. Deed Record 2/214 That year he also got a vendors license from the county commissioners to sell merchandise and did so for the following years through 1849. On January 29, 1831, he bought lots 49 and 107 from William Webster. D.R. 2/294. On lot 49 he built and operated a store. Evidently his business ventures were successful.

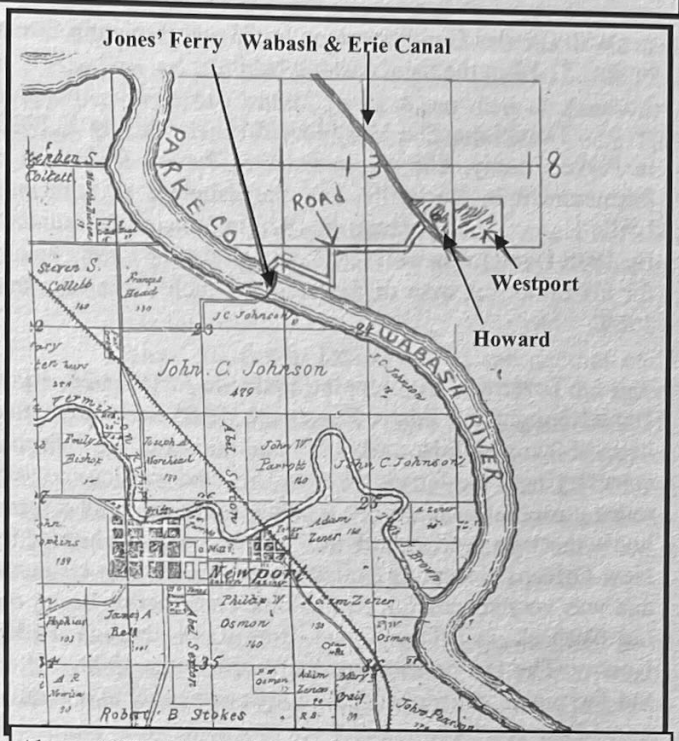
On January 21, 1832 Daniel bought a quarter of an acre of land adjoining the town to the Little Vermillion River and reserved the bed of the river. On this lot he built a pork house, and to satisfy a mortgage on it, Chester Munson and Sam Hedges set up a steam powered saw mill at this site agreeing to saw 2,000 feet of poplar planks in the space of 24 hours before the deadline of September 1, 1832. This description is found in the deed.

Daniel's next big move was buying an equal half of lot 56 from Samuel B. Gardner, making Gardner his partner in 1832. D.R. 2/463 They built a three story building and used it as a general store.

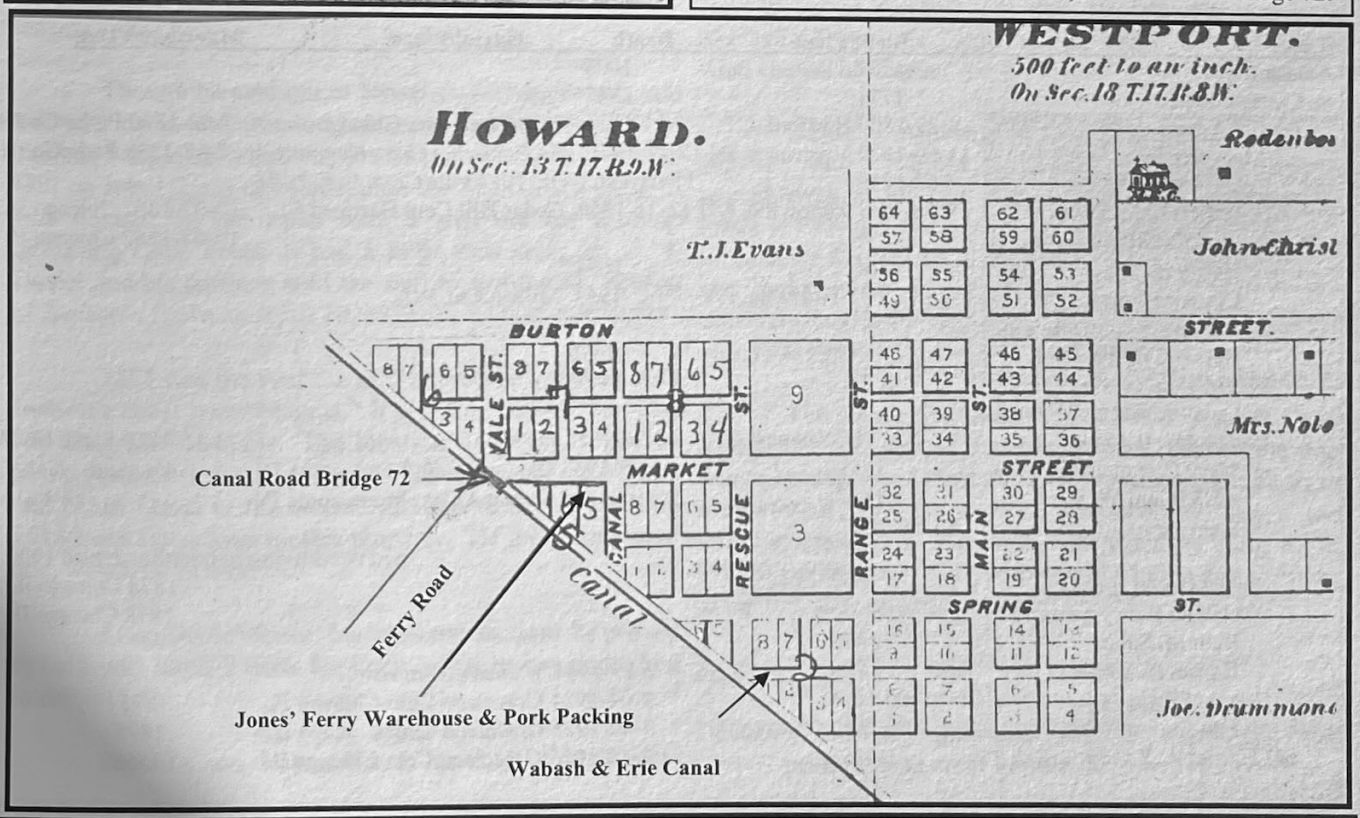
In June of 1834, Daniel Jones deeded one acre to the school district, described as the east half of the southwest quarter, on which to build a school. D.R. 3/334 In the following years he bought several more business lots and sold some including lot 71, the first lot he purchased in 1832. The list of lots purchased is very long. He was a part-



Above: Daniel Amasa Jones (1807-1886) home built in 1838 in Newport, Indiana that stood just west of the school.
Below: Filson-Jones-Johnson Ferry site with house built by Daniel Amasa Jones in 1844 two miles northeast of Newport near the Filson or Johnson Cemetery.



Above: 1872 plat map showing location of Newport, Howard, Westport, Jones Ferry, and the W&E Canal in Parke County.
Below: 1874 plat map of Howard/Westport showing Wabash & Erie Canal, Jones warehouse, and canal road bridge 72.



ner with Charles Cuthbertson on lot 73 and Benjamin Crane on lots 81-82 in the meat packing business.

Daniel married Mary Gould Harris on July 2, 1838 in Parke County. She was a sister of Persius E. Harris, a businessman in Rockville, and the daughter of Sam and Lydia Harris. She was born in 1820 in Vincennes, Indiana. By 1838 Daniel was well-to-do enough that he built a house for his bride just west of the school, which burned around 1969.

To further his shipping trade, on October 26, 1844 Daniel bought the Filson Ferry with 41.05 acres from the heirs of Thomas Filson (d. 1836 and buried in the Johnson cemetery near the ferry). D.R. 9/12 This land was located two miles northeast of Newport, Indiana. There he built a ferry house that was used to pack pork for the flat boats headed to New Orleans. Josephus Collett joined him in this business and was very successful. At this time construction began on the Wabash and Eire Canal from Lodi through Parke County. The ferry was dozed sometime in the 1990s. After the ferry was abandoned, the house was used as a family home for some time.

To extend his trade and shipping , Daniel bought lot 6 in block 5 in Howard, Parke County, from businessman John Gaw for $126 on January 21, 1850. This lot was on the canal. The Parke County Tax List of 1851 values it at $1,500. Daniel built a large canal warehouse on this lot. Lettering on it said, "D. A. Jones' Newport Landing." A great deal of wheat and corn was marketed there. Quite a large amount was brought to the warehouse from Vermillion County via the Jones Ferry.

Alfred Hadley, a surveyor for John Gaw, platted the town of Howard in February 1848 as an addition to Westport adjoining the two towns to each other. Today Howard is nothing more than a patch of ground. Samuel Chew Madden said back then, "now its nothing more than a watermelon patch." But Westport took on the name of Howard. "With all the stores and businesses there during the canal days, they felt like they were on the road to Buffalo."

Daniel supported education. He participated in building a 30' X 50', two-story, brick Seminary that had two rooms on each floor. It opened its doors in October 1851. It was constructed by Robert Nixon, Daniel A. Jones and his partner Charles Cuthbertson for $2,757.50.

DANIEL AMASA JONES' FAMILY

Name	Birth/Place	Death	Burial/Place	Marriage/Place
Amasa Jones	1757	1808		
m. Cynthia Jones	1771	1837		
Daniel Amasa Jones	6-29-1807 Hartford, CT	1-11-1886	Graceland Cem. Chicago IL	7-02-1838 Parke Co IN
m1 Mary Gould Harris	11-00-1820 Vincennes, IN	12-11-1855	Old Rockville Cem. Newport, IN	7-02-1838 ParkeCo IN
Robert Harris Jones	4-02-1839	11-05-1862	Old Rockville Cem. S. K L. 28	
Isabella Cynthia Jones	9-08-1841 Zanesville, OH	12-21-1868	Cedar Hill Cem Hartford Ct.	10-07-1862 Chicago IL
m. Francis Olcott Allen				10-07-1862 Chicago IL
Harris Hall Allen	1864	1864		
Clarence Jones Allen	6-07-1865 Titusville, PA	1943	Milwaukee, WI	
m. Elizabeth Seymour Steele				
Bessie Cynthia Allen	1868	1890		
Mary Olivia Jones	1843	1927		
m. Octavius Samuel Newell				
Daniel Alexis Jones	11-12-1845 Newport, IN	8-26-1885	Oxford, NB	3-16-1870 Parke Co IN
m. Mary C. Patterson	1851	5-05-1933	Oakland Cem Montezuma IN	divorced
m. William W. Stout	1837	2-02-1930	Oakland Cem Montezuma IN	
William Jarvis Jones	12-00-1847			
m.				widowed/living in boarding house 1900
Harriet Gould Jones	1849			1878 Chicago IL
m. Nathan Henry Sabin				1878 Chicago IL
Ruth M. Sabin	1878			
Harriet H. Sabin	1885			
George Edwin Jones	2-00-1854	2-19-1951	Williamstown IL	
m. Etta Imogene Price	1-06-1857 Chicago IL	9-04-1924	Graceland Cem Chicago IL	1875
m2 Harriet A. Knapp	1822	9-09-1928	Graceland Cem Chicago IL	1875
		2-10-1905	Graceland Cem Chicago IL	1858

After three years of trade at Howard, Daniel sold the warehouse to Horace B. Smith of Vermillion County on March 28, 1854 for $1,600. D.R. 17/10 I traced the owners of the warehouse to its end as H. B. Smith of Parke County sold it to Asher Norton of Vigo County for $1,400 D.R. 17/10, the same day he bought it. Asher Norton of Cuyahoga, Ohio sold it to E. E. Boudinot of Vigo County for $200.00 on August 27, 1869. D.R. 29/328 By this it seems business declined through here. I found no deed on it after this date until 1977. The Wabash and Erie Canal closed here in 1875.

On December 11, 1855 Daniel's wife, Mary, died in Newport at the age of 35 years. He took her body to Rockville, buried her in the old cemetery and erected a large marble marker in her memory. After her death, he began selling his holdings in Newport. When he sold lots 105-106 in 1856 he had moved to Licking County, Ohio. D. R. 15/304 He moved back to Vermillion County, Indiana and sold lots 115-116 for $1,000 to Wm. Henderson in 1857. D. R. 15/553

In 1858 Daniel married Harriet A. Knapp. At this time your author knows nothing about her.

In 1859 Daniel was again in Licking County, Ohio when he sold lot 59 for $500. On July 23, 1860 he sold the Jones Ferry to John C. Johnson for $4,000. D.R. 19/98 The deed record shows him living in Cook County, Chicago, Illinois at this time.

Though he sold out at Newport, he bought and sold land and lots in and around Montezuma until about 1877. In 1868 he bought an interest in the Obrist and Davies Woolen Mill on lots 1/2/3/4 in Montezuma for $2,000. D.R. 26/366 It was situated on the canal with a side cut for loading/unloading canal boats. It had a large mill stone on lot 4. Daniel and his partners sold the mill to Erastus M. Benson of Benson's Basin on April 20, 1871 for $7,000. D.R. 30/425

1871 was the year the mill burned down along with Benson's canal boat "Indiana." It was this tragedy that hurt Mr. Benson financially. The location of the mill was on Market Street starting on the northwest corner of Market and North Street in the North Addition to Montezuma. In 2013 Leon Hann lives on this property. He mows the canal bed, which looks nice.

From Daniel Jones' business transactions he proved to be a very shrewd man. He knew when to buy and when to sell.

Daniel's son, Robert Harris Jones, died on December 21, 1862. Daniel brought him back to Rockville and buried him next to his mother Mary G. (Harris) Jones. His daughter Isabella Cynthia Jones Allen died at Zanesville, Ohio in 1868. She was buried in Zanesville's Cedar Hill Cemetery.

Daniel was so successful that he became a millionaire. He was also the President of the Chicago Board of Trade.

Before his death, Daniel would see another child die. His son, Daniel Alexis Jones, died in 1885 at the age of 45 in Oxford, Nebraska. Daniel Alexis Jones was married to Mary C. Patterson in 1870. Soon thereafter she divorced him. She was the daughter of James and Sharill (Collins) Patterson, who operated the Armiesburg, Indiana mill during the canal era. After the divorce, young Daniel led a wandering and unsettled life.

Before his death, young Daniel requested that he be taken to Rockville and be buried beside his mother, Mary. Honoring his request his partner on the Nebraska ranch exhausted every device to see that his body was shipped. Although he died at a place far removed from the railroad, the embalming was so perfect that the corpse reached Rockville after nine days with the appearance of one just fallen asleep. He was buried beside his mother. His obituary was in the *Rockville Tribune* on September 3, 1855. It does not say what caused his death.

Daniel Amasa Jones, our subject, passed away at his residence in Chicago, Illinois on January 11, 1886 and was buried in Graceland Cemetery beside his second wife, Harriet.

Graceland Cemetery, Chicago, IL

The people that traded and did business with Daniel thought he was a good and honest man. One of the good things he did was donate funds to build an addition to the Presbyterian Hospital in West Chicago. He was a long standing member of that faith, and when he died, he left $10,000 to the Rockville Presbyterian Church as a memorial to his first wife and mother of his children, Mary Jones.

Sources:

Deeds in Recorder's offices in Rockville, Indiana and Newport, Indiana court houses.

1837 Plat Map, Newport, Indiana Recorder's office
Find-A-Grave #99514704 Daniel Amasa Jones
Find-A-Grave #99514944 Harriet A Knapp Jones
History of Parke and Vermillion Counties, Indiana. Indianapolis, IN:B. F. Bowen & Co., 1913.
Obituary of Daniel Amasa Jones, *Chicago Tribune* 1-13-1886.
O'Donnell, H. L. *Newport & Vermillion Townships.* 1968.
Will & Probate. Chicago History Museum, Chicago, IL

WINTER ON THE OHIO CANAL

By Terry K. Woods

From his "Canal Comments: 15"

Up here in the northern portions of the Ohio Canal, winter can come slowly or suddenly, but it always comes. Long time boatmen knew this and would make plans to 'winter over' at a convenient and familiar spot. The Captain of the KATHRINE always planned to make the lower basin in Akron before the waterway froze over as that basin never froze over (due to the warm water pouring into the basin from the near-by Rubber Plant) and the team had easy access to water during the winter.

The Captain of the BOLIVAR would try to get to his in-laws farm just south of the name-sake of his boat, there on the ten mile level. However, we know from a previous column that the best laid boatman's plans didn't always work out as the BOLIVAR spent at least one Christmas 'froze in' about midway between Canal Dover and Bolivar.

When the winter freeze did come suddenly, and a craft was not very far from their intended winter lay-over point, attempts could always be made to 'break ice' until you got to where you were going. There is no record of formal ice-breakers on the canal, but Ohioans are ingenious people and a number of 'jury rigged' methods were used.

The most common method of ice-breaking was plain 'brute force". Here, two teams or more, would be hitched onto a towline, a good running start in clear water if possible, was made, and the boat would be run at full force into the ice pack. If the hull and the tow line held, some headway could be made and a bit of channel opened up. With the lead craft making a clearance through the ice, the queue of boats behind could make it to the next village.

Another method described to me by both Clyde Gainey of Canal Fulton and the Ludenberger brothers of Bolivar was the mounting of a large log on a crude hinge at the bow of the boat. Then the log would be raised through a series of a rope and pulleys and allowed to crash down onto the ice in front of the boat, hopefully fracturing or weakening it enough to allow passage of a few feet. Then the process would be repeated. Often, if the crews of more than one craft were on hand they would go ahead of the lead craft, weakening the ice with sledge hammer blows.

I've seen a copy of a letter sent to the leaders of the Village of Zoar in the 1840s from the Captain of Zoar's canal boat FRIENDSHIP, stating that they were ice bound in Bolivar. The Captain requested that the "flat boat", the village's other craft, the 'scow-built' INDUSTRY, be sent north the four or so miles to Bolivar and cut a channel through the ice for their speedy return. The flat bottomed, INDUSTRY would have acted on the principal of a modern ice-breaker with the bow being forced up onto the ice, then using the craft's weight to break a channel, a bit at a time. "Or", the letter continued, "we can wait until a warm spell reduces the thickness of the ice and we can make it home on our own. A warm sunny day is certainly the best ice breaker there is.

Once a 'layover' spot was reached, a boatman switched to 'winter mode'. In the case of the KATHRINE, the men of the crew spent the winter months working in the nearby Goodrich Rubber Shops* and the kids could attend near-by Perkins school until the ice broke up in the spring. The KATHRINE, itself, through the use of 'wood lath' and tar-paper, would be converted into a sumptuous, muti-roomed (including the cargo holds) winter palace.

In that farm south of Bolivar, the canal boat's Captain would "winterize' his craft in one of the three wide-waters near the village and work away the winter cutting ice to stock the local ice houses and small trees into cord-wood for an initial cargo to Cleveland the next spring. And the kids would attend the Bolivar school until ice break-up. Theses few months, from late December until early March, were usually the only continuous formal schooling canal children would get each year.

Peninsula, in Summit County, was a favorite 'lay over' point for canal boatmen. So many boats wintered there that some say the population of the village tripled during the winter months. Five boat yards, a grist mill and a lumber yard in or near the village offered employment opportunities, and ice and cord wood cutting also were available.

*B.F. Goodrich was founded in Akron, Ohio in 1870 by Dr. Benjamin Franklin Goodrich.

In the bigger towns that afforded 'layovers', night-life, in the form of stage plays, was often available. The story is often told of the boat Captain's daughter who got a spot in one of these theatrical extravaganzas as an 'extra', but muffed her one opportunity for stardom when one 'wag' in the balcony shouted "BRIDGE", and the young lady proved her heritage by immediately dropping prone on the stage.

Nate Tagmeyer

Of course, the younger people in the villages that attracted canal boatmen to "winter over" hoped that they all made it in before the big freeze hit, as icebreaking ruined the smooth surface that made ice skating such a popular pastime along the canal in those days.

Ice was certainly the culprit in stranding so many people together during the winter months, but ice was also the spark used to provide entertainment for those same people. In addition to ice skating, if the ice grew thick enough, horse races between boatmen's and farmers' teams, on the frozen canal, were popular.

Many boatmen and their families and crew were accomplished skaters, as were most of the permanent population who lived along the canal. Eddy Richards, who was interviewed in his Bolivar home in the late 60's, told fascinating stories of skating on the frozen canal, "down to Canal Dover and back". The interviewer may have shown some doubt of the veracity of his story as he exclaimed, with maybe a slight tone of incredibility, "It is a good twenty-five miles there and back. That would have really tired you out". "Yes", replied Eddy calmly, "it was tough, as I had to push my younger sister, who couldn't skate, ahead of me all the way"!

FROM TIMES PAST

Fort Wayne Times & People's Press
January 30, 1847

Mr. Cleveland's Report. — The following is the report of Francis Cleveland, Esq., the engineer employed by the State to survey the St. Mary's Feeder.

It will seem that the engineer finds an ample supply of water in the St. Mary's river at the driest time for all the wants of navigation on this summit, leaving also a large supply for water power; and he is of the opinion that this supply will be permanent. In this opinion he is sustained by Mr. Bates the former Commissioner in Ohio whose letter we published a few months since.

THE ST. MARY'S FEEDER.

The St. Mary's river having been considered the most available source from which to introduce a feeder into the summit level, the examination with that view was commenced by carrying a random level of the canal on the summit level, up that stream. In doing this, it was found that the top of the dam at Muldoon's mill was 2½ feet above the bottom of the canal on the summit reach; so that, by raising this dam 2½ feet, a pool might be obtained, the surface of which would be five feet above the bottom of the canal, at the town of Fort Wayne.

By adopting this as the feeder dam, several advantages are secured. In the first place there will be a very considerable saving in the difference between the cost of a new dam, and that of raising this in the requisite height. Secondly, the pool of the dam will be considerably larger than if it were located several miles further up the stream thereby serving the purpose of a reservoir, and tending to maintain a more ___ surface and constant flow of water into the feeder, with deeper cutting than is encountered where it now leaves the river, And fourthly, the additional head afforded by the present plan at the mill, and the exemption from all expense of keeping the dam in repair, would do away all ground of claim for damage, on the part of the proprietor.

The only motive for carrying the dam higher up the stream, is to avoid the inundation of grounds adjacent to the river, between the present dam and one higher up. But from the general character of the bottom lands of the St. Mary's, it is not probable that any serious damage would be done to lands high enough for safe cultivation at present; at all events, the damage could not equal the cost of a new dam and several miles of canal.

Further examinations, however, into the comparative merits of the two plans, may very properly be made, whenever it shall be determined to commence the construction of the work.

Adopting the plan of raising the dam at Muldoon's

mill, as the preferable one, the line of feeder was commenced; about 30 rods above the dam, calculating for a bottom 20 feet wide and one foot above the bottom of the summit reach, with slopes and banks of the ordinary dimensions. This will give a canal sufficiently capacious for navigation and for passing all the water that the St. Mary's will afford during the dry season, while the elevation of the bottom at the head, by being again gradually reduced, will give an average descent of an inch to the mile, which will probably give a sufficient velocity to all the water than can be commanded during a dry time. — If it should be found otherwise, temporary fixture may be added to the dam, in order to raise the surface of the pool.

In passing down the valley of the river, the topographical character of the bottom lands, which for the first 8 miles, is that of an uniform inclined plane, throws the line very near the river, thereby increasing its length.

Two bluffs are also encountered, where the towing path must be thrown into the river. The first of these is 28, and the second 24 chains in length. They are composed of a very compact clay, mixed with gravel and oxide of iron, forming a hard mass, which will not easily be moved; but which at the same time, will not be inclined to slip, nor to be worn away by the action of the river.

The excavation of the upper 5 or 6 miles is chiefly a compact clay, while the lower portion is generally a clayey and sandy loam.

There are no very formidable streams to pass, nor high and long embankments to raise.

It will be a tight line, and will not require much expenditure to keep it in repair.

The line reaches the summit reach of the Wabash and Erie canal at Edsall's mill, near the western boundary of the town of Fort Wayne, in a distance of 12 miles and 48 rods.

The aggregate cost, as estimated, is $72,077 or an average of $5,032.26 per mile. — For particulars I beg leave to refer to the detailed estimate herewith presented, and the accompanying maps.

I have endeavored to estimate both quantities and prices large enough to cover all contingencies.

It having been represented that a line might be about as cheaply constructed, passing through the town of Fort Wayne, and at the same time be of some advantage to the place, two or three lines were run branching from the first at station 145, a mile and a half from its termination, and entering the canal at different points in town. The only one of these which it is necessary to mention, is that which, passing up a small branch running westwardly, intersects another small branch running northwardly through the town. This line may pass through any one of two or three streets with about equal advantage, entering the canal at what is called Ewing's basin.

With the exception of its increased length, this eastern branch is as favorable as the western. It is 91 rods longer, as actually run, and will cost as estimated $1,276.80 more than the west branch.

As the western branch is the cheapest and most natural route, there can of course be no reason why the State should adopt the eastern, unless by desire of the citizens of the town, accompanied by a guarantee of their part, to make up to the State the enhanced cost, in which case, the particular route thro' town might be left to their own decisions.

In running the entire line, some regard was had to shortness and symmetry, and in the lessening of damage to lands through which it passed. An improvement, however, in all these respects may be made by spending more time in running and comparing different lines, than it would have been proper to devote to that purpose in the present preliminary survey.

Whenever the time arrives for a final location of the line, it will probably be found advisable to run an entire new line on the west side of the St. Mary's, inasmuch as it might be found both cheaper in construction and less beset with claims for damage than the line on the eastern side. In all other respects, it would be equally advantageous to the State, except in the single contingency of a failure in the St. Mary's aqueduct, when the line on the western side would fill the canal east of Fort Wayne, enabling boats to reach the town from the east, and to meet those from the west, within a very short distance.

As the chief object of the present feeder is to supply the deficiency during dry seasons the St. Joseph's river, which at present is the only source of supply, at such seasons, for 64 miles of canal, and as it is well known that, until about three years past, the St. Mary's has usually gone dry during the extreme drought of summer, it becomes an object of prime importance, to ascertain accurately, not only the quantity of water which the stream now affords in its lowest stages, but also, from what sources the increased supply, which evidently exists in such stages, is drawn, and whether this increased supply can be relied upon as constant and enduring.

There being a number of mills along the stream and the pool of one dam generally reaching to the foot of the one next above it, and as but little, if any, water is suffered to pass from one pool to another, except what is used to drive the water wheels of each mill, it was a matter of no little difficulty to ascertain what quantity of water constituted the actual flow of the stream.

At the time the location was commenced, namely, on the 7th of August, I measured the St. Mary's just below

Muldoon's dam, while the wheels were in action, and using, according to the opinion of those who had had charge of the mills for some time previous, about the quantity of water that would keep the pool of the dam at a uniform height, and found a little more than 3,000 cubic feet per minute then flowing. I also noticed the surface of the water above the dam, at night, when the mills stopped work, and again in the morning when they were set in motion. _____ in so doing, and the passage through the dam and forebay, I arrived, as near as could be expected from these imperfect data, at about the same result, namely a natural flow of 3,000 cubic feet per minute.

About a week after these measurements were made, Messrs, Williams and Ball made an estimate of the water passing the tail race of Fairfield's dam, two miles above Fort Wayne, when the wheels were using, as was supposed, such quantity of water as would keep the surface of the pool of the dam at the same height. According to their estimate, if I rightly recollect, there was 2,500 cubic feet passing per minute.

About two weeks after the measurements at Muldoon's dam were made, I went to the town of Decatur, about 22 miles above Fort Wayne, and two and three miles above the back water of the dam, where I again measured the flow of the river. I divided the stream into several sections, by two lines of stakes across it, one at the head and another at the foot of the portion to be measured. I took the depth of each section, and noted the velocity of the current in each, at different periods of the day, during more than two days, and the result was, that nearly 2,000 feet per minute was found to be the natural flow of the stream at that time.

I then went to Goddard's mill, five miles above Decatur, and about three miles below Wilshire, in Ohio. At that mill, the dam was very tight, and the wheels being all of the reaction kind, and the head low, it was important not to use so much water as to depress the height of the pool. The machinery at the mill is driven by four separate wheels, giving action to two run of stones, a saw, and a carding machine. Only a part were in operation at the time, and these kept the surface of the water at the constant height, or, in other words were using the natural flow of the stream. I measured the quantity used by these wheels, together with a leak in the forebay, and found it considerably upward of 1,000 feet, being almost precisely the amount found at Decatur. The quantity was about two-thirds of what the stream had afforded at this mill about two weeks previous, until which time, during the whole season, all four of the wheels were used.

It will be seen by the foregoing, that at the time I found 3,000 feet at Muldoon's dam, the mill at Goddard's was using about the same quantity, and had done so during the whole dry season. What caused the diminished flow at the time 2,000 feet were only found, I am unable to say. But it must be remembered that the present season has been throughout the northern part of the State remarkably warm and dry, and that during the season previous there was less than the average quantity of rain.

From the foregoing facts, **I think it may very safely be concluded, that during all ordinary dry seasons, the St. Mary's river will furnish 3,000 cubic feet of water per minute,** this quantity being subject, under extraordinary circumstances, to a reduction of one-third, or to 2,000 feet, during a short period, which will occur only after a protracted drought, at the close of summer and just before the early fall rains.

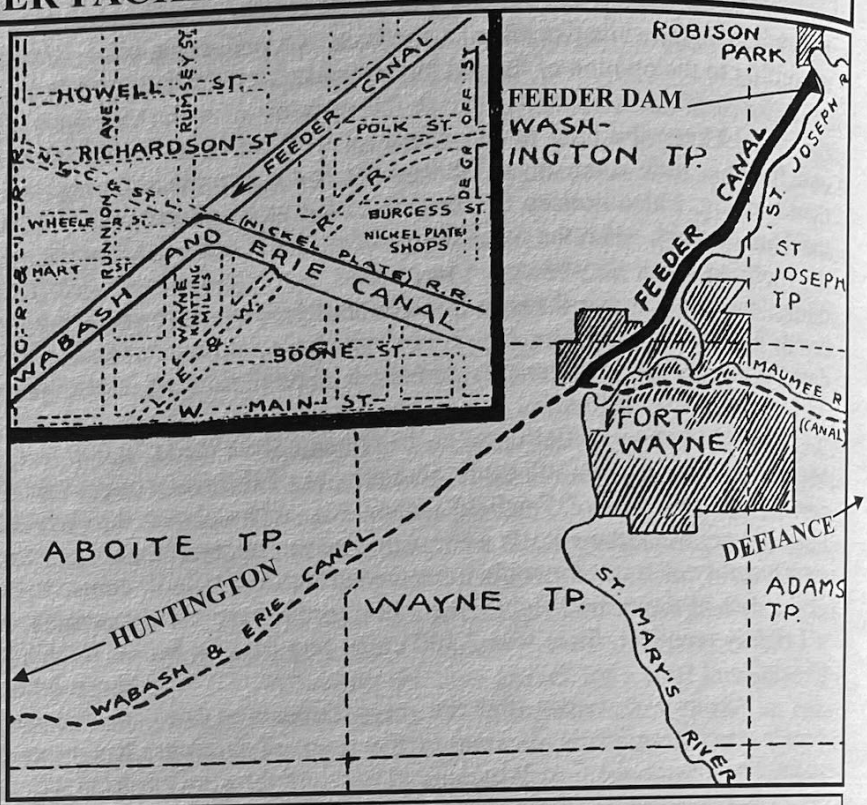
As to the permanency of the supply for years to come, I was unable to obtain the full satisfaction that was desirable, or that will be necessary before the construction of the feeder is finally determined upon. I was informed by those who had watched the stream that, although the two past seasons have unusually dry, the water in the St. Mary's has been continually increasing in quantity. The source from which this increased quantity is derived is by all considered to be the large reservoir in Ohio [Grand Lake St. Marys], and the 20 miles or more of canal along the valley of the St. Mary's in that State. As I could learn of no waste-weirs throwing any quantity of water directly into the stream, the water which finds its way there, would appear to do so by the natural leakage and filtration of the canal and reservoir, the bed of the St. Mary's being the lowest depression in all that region of the country, and of course the natural drain for all the water to a certain depth below, as well as on the surface. When it is considered that this reservoir covers some 12 or 15 thousand acres, and that the leakage and filtration from this will, in all probability, never be materially diminished, and that from the canal may, with about the same probability, be estimated to remain nearly what it now is, there appears to be strong reasons for believing that the present, if not an increased quantity, may be depended upon in the St, Mary's as long as the reservoir and canal along the valley remain filled.

Some further and more ample examination, during a dry time, along the reservoir and canal in Ohio, or information from those perfectly familiar with them, will doubtless be deemed necessary before commencing the construction of the work.

If, however, the present supply can be relied upon, (as I believe it can be), it is gratifying to think that the construction of this feeder will afford to the region of country 22 miles up the St. Mary's — for the elevation of the dam at Muldoon's mill will make slack water to the town of De-

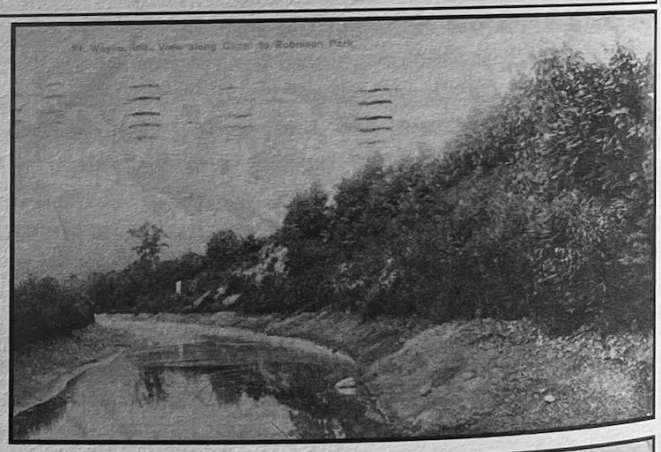
catur — a cheap outlet for their bulky produce, lumber, &c., to the market at Fort Wayne; and what is of still more importance, will insure a sufficient supply of water on the summit reach of the main canal, whenever the feeder from the St. Joseph's shall prove inadequate, as it must do ere long, to maintain the increasing business of the canal.

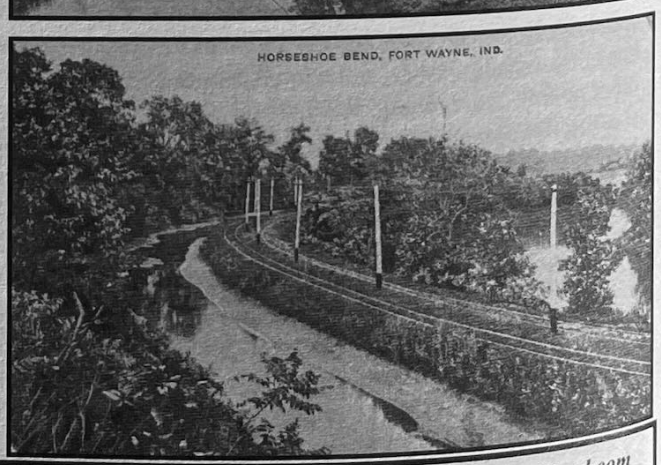
Editor's Note: The original Wabash & Erie Canal Feeder was located on the west side of the St. Joseph River and extended about 6½ miles from the dam to its junction with the mainline canal near Rumsey and Wheeler Streets in Fort Wayne. Due to potential droughts, increasing canal traffic, higher consumption of water by mills and opening access to the canal for Decatur, they studied add-



Map showing Feeder Canal in relation to Wabash & Erie Mainline Canal through Ft. Wayne, Indiana. Bert Griswold's 1917 *The Pictorial History of Fort Wayne, IN.*

Top left: St. Joseph Dam, which backed up water that traveled down the feeder canal and fed the Wabash & Erie Mainline from Defiance, Ohio to Huntington, Indiana. Courtesy the History Center, Ft. Wayne, IN.
Bottom left: Feeder Canal with interurban tracks to Robison Park 1910
Top right: Feeder Canal looking north from Ft Wayne 1912
Bottom right: Feeder Canal, interurban tracks to Robi son Park, and St. Joseph River at horseshoe bend across from North High School, Ft. Wayne 1910





Muldoon's Dam, which was under consideration to be raised for the St. Mary's feeder, "was the first of four mills in the vicinity of Williamsport (Poe). It was erected by John Depler in 1840, on the right (east) bank of the St. Mary's River, about 400 feet north of the present Poe Bridge. This is in the exact center of Section 29, Monroe Township. [Allen County, Indiana]

"This was originally a sawmill and, a short time after its erection, it was purchased by Charles Muldoon, who added some buhrs for grinding grain.

"Charles Muldoon was the son of Patrick Muldoon, an early settler on the site of Williamsport, who came to America from Ireland in 1845, his death occurring in 1858.

"The mill was situated at the east abutment of the dam, which was about 125 feet in length and 8 feet high and of timber construction. A very short race furnished power for an over-shot wheel, which in turn operated an upright saw.

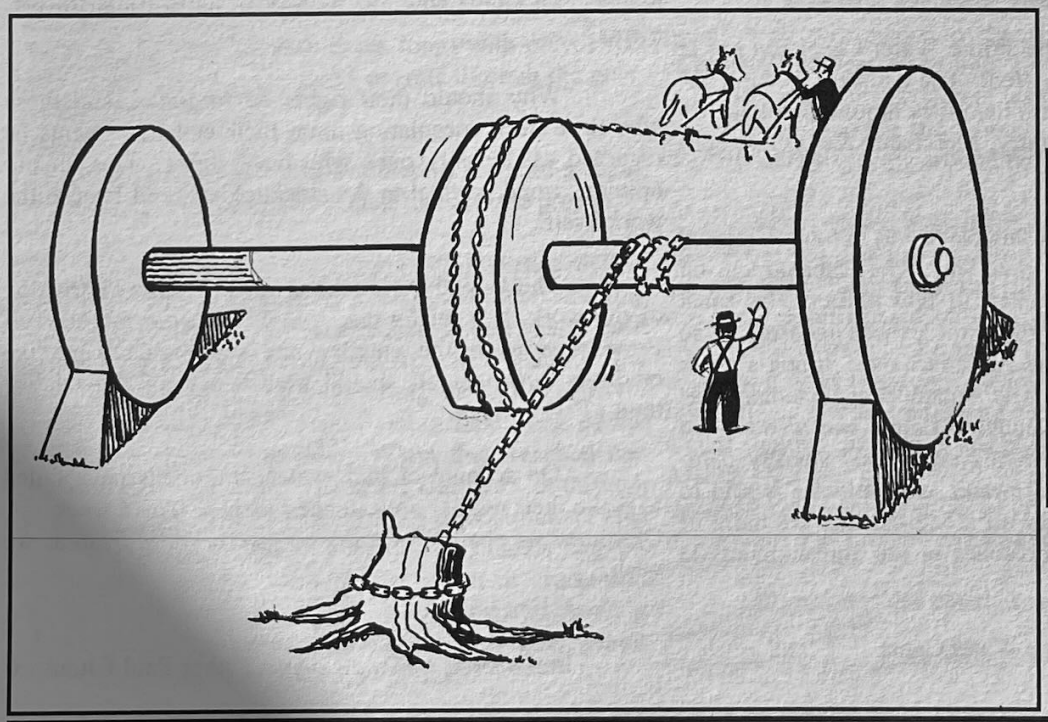
"Charles Muldoon operated the mill until its destruction by fire in 1868 or 1869. Several years later, Maurice Cody erected a new mill on the opposite end of the dam."

STUMP PULLERS

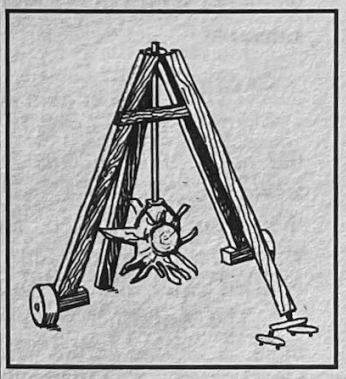
CSI headquarters was contacted by Dr. Joseph West of Indiana State University, who was working on an article for a Physics teaching journal, (*Physics Teacher*), on the topic of "Stump Pullers." He requested information about them, pictures of them, and history of the Wabash & Erie Canal in and around Terre Haute, Indiana. He is hoping to involve a Terre Haute science class/students in getting some data on a model version of such a device.

Dr. West had the following information from Noble E. Whitford's, *History of the Canal System of the State of New York*, vol.1 (Albany, NY, 1906, p. 91). It was, in essence, three large (10 ft diameter?) wheels attached to a common axel, with a rope wrapped around the middle wheel and that pulled by oxen-cows-horses…. Then a second rope wound directly around the axel and then onto the offending stump to be pulled.

Headquarters was able to furnish the following 2 drawings by Nate Tagmeyer. One showed the stump puller Dr. West had described. Can you imagine this huge device being transported to the building site? The other stump puller was the one more commonly used in Indiana.



STUMP PULLERS



Drawings By Nate Tagmeyer

1847 NEW YEAR'S DAY FLOOD IN WHITEWATER VALLEY

By Jill King From *Western Wayne News*

The Cambridge City Library History Room owns a microfilm containing issues of an early Cambridge City newspaper - the *Reveille*. The first edition on the reel — January 13, 1847 — details the New Year's Day "freshet" (flood) that brought much destruction to the Whitewatr Canal and contributed to its eventual abandonment. The following articles mentioning the flood are taken directly from the *Reveille*.

The Freshet

"The Whitewater valley was visited on the 1st inst. by the highest freshet known within memory of the oldest inhabitants. The rain commenced falling on Thursday morning and poured down in torrents, almost incessantly, until the afternoon of Friday. On Thursday night the River overflowed the slaughter pens, south of town, which was filled with Hogs, and the water rose so rapidly that it was with the greatest difficulty that any of the droves could be saved from drowning. The greater portion, however, were saved. The number of Hogs drowned and carried off is not yet fully ascertained. At daylight on Friday morning, a number of families were taken from their houses which seemed in danger of destruction. But one house, however, was seriously injured - the most of it was carried off, and with it the effects of a poor family.

"The damage to the White Water Canal can not at this time be correctly estimated! The damages to the company will perhaps not be less than fifty thousand dollars — while the injury to the country, Merchants &c will be considerable.

"The feeder dam at this place was not much injured — one of the abutments gave way. The embankment on the north of town was broken in two places. The canal Bridge where the National road crosses was undermined so that it can not be used. The Aqueduct over Simon's creek was under mined and fell. The Aqueduct at Metamora was washed away, and the Aqueduct at Laurel was also carried off. The Aqueduct at William's creek was slightly damaged. A Bridge across Whitewater at Brookville is said to be gone. The Canal Bridges all along the line are more or less damaged, and small breaches in the embankments in many places…"

The White Water Canal

"This great work of the White Water Valley is in a state of ruin! The whole country must feel it soon in every branch of its trade and industry. — Its proprietors had exhausted their whole resources in its completion, and were in the threshold of realizing the reward to their enterprise. — The country has already tasted of its blessings in the enhanced price of its products of their labor, — but now, all its blasted! The work is in a state of absolute ruin and uselessness, and without any visable hopes of resuscitation, without an immediate exertion of the whole country in connection with its stockholder and creditors.

"What is to be done, is in the mouth of every one. — Some say, increase the partial stock and make an exertion upon the sale of that to restore it. But is should be remembered that the stock and debts, already chargeable to it, is at least $604,000, with assets not exceeding $709,000 to meet these demands besides its tolls and water rents.

"Its repairs, it is said by the Engineer of the company, will cost $80,000 in cash! We aks then, what hope is there in raising that amount upon the sale of *new stock*? *Two hundred thousand dollars in new stock* would not produce the amount necessary to make the repairs; but would effectualy destroy the value of the present stock in the hands of those who have constructed the work!

"But the inquiry arises, why resort to that desperate and unjust course at the expense of the unfortunate stockholders, who have now lost more than half of their investments?

"Why should their rights be forgotten, and those who have been speculating upon their embarrassments be regarded as the only ones who have rights? This, in our opinion, woud be fatal to the stockholders, and fatal to the work itself.

"The view that we take of it, is, that the destruction of the work, is a misfortune, which fell from the hand of Providence upon the country, the stockholders and the creditors, and that all should bear a part of the misfortune…"

***

"On account of high waters, the mails have failed to make their regular appearance for more than a week. — Of course we shall not be able to give news as *fresh* as we wish."

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In the book *Indiana Canals*, author Paul Fatout ex-

plains that not only was the canal frequently besieged by floods, but it also suffered from dry periods: "...the Whitewater Canal, when not overrun by too much water, sometimes suffered from not enough. Neither extreme was desirable, but low water was the lesser evil, boatmen preferring to scrape through by the aid of brawn and curses rather than to be kept off for months because of floods. The slightest increase in the flow of the rivers or their tributary creeks carried with it a menace that could become catastrophic if the rise went on. High water, rushing down the 491-foot drop between Cambridge City and Lawrenceburg, attacked with a savagery that seemed vindictive. Solidly-built stone locks withstood the shock, but wooden structures were vulnerable. However firmly beams were spiked and bolted, trussed and reinforced, a freshet tossed aside man's handiwork as contemptuously as if it were a vagrant leaf." Fatout states the level of the water of the New Year's flood was "eleven feet higher than the rivers had been for thirty-three years."

The canal was repaired and the Cambridge City section of the canal was back in action by July of 1847, but more flooding later in that year destroyed many of the repairs, and the Wayne County portion of the canal was not navigable until September of 1848. The succeeding years brought more flooding. Repairs were attempted with each flood, allowing intermittent travel on the canal, but ultimately efforts to save the canal were futile.

PANAMA CANAL

An article in *USA Today* entitled "The Panama Canal will float your boat" said that 100 years after it was built the canal is "still a fascinating travel experience." The author, Gene Sloan, took a trip through the 48-mile-long canal aboard the "Celebrity Millennium" and described the lockage through the Miraflores Locks. After leaving behind the Pacific Ocean the ship traversed the canal and passengers filled its deck as it entered Balboa Harbor near Panama City to watch the 91,000 ton ship be lifted up and over the Continental Divide to the Atlantic Ocean. It had to pass through three sets of giant locks that had seven-story-high steel gates and fit its 106-foot-wide body into the 1,050 long lock chamber (about three football fields long) with only 2 feet to spare on either side. The locks operate through the gravity flow of water.

In the 1880s the French attempted to build a canal, but failed. Over 22,000 men lost their lives on the project.

Then one hundred years ago (1904) construction of the Panama canal began with up to 50,000 workers creating its path through the dense Panamanian jungle. They built giant locks near both the Pacific and Atlantic oceans and the world's largest dam at that time along the Charges River that held back water and created Gatun Lake, one of the world's largest man-made lakes. When they reached one mile-long section they had to blast the Galliard Cut through the mountain. The project took 10 years to complete (1914) and 5,000 workers lost their lives from accidents and illness. But their sacrifice changed the routes of cruise and container ships traveling between the Pacific and Atlantic saving them 8,000 miles and about two weeks when previously having to sail around South America.

The "Celebrity Millennium" took nine-hours to pass through the canal. It was lifted 85 feet above sea level by two sets of locks, then passed through the Gaillard Cut and entered the 21-mile-long Gatun Lake. On the opposite side of the lake it locked through the three-step Gatun Locks and entered the Atlantic Ocean.

It would seem that such a canal with locks this size would be big enough for any vessel. Wrong! There are already 8% of the ships of the world which are too large to enter the locks. Canal expansion, started in 2007, is underway and is expected to be completed by 2015.

A side land excursion from the "Celebrity Millennium" took passengers to the worksite where new lock chambers 180 feet wide and 1,400 feet long were being built. The locks have concrete walls and are so huge that the passengers observing the workers said the workers looked like tiny ants scurrying around the project.

Many cruise lines offer cruises on the Panama Canal. Some just make a round-trip voyage from Florida passing only into Gatun Lake and back. Some make a one-way trip from Florida to California or California to Florida. Usually the voyages take about 15-days like this Millenium cruise and offer leisurely cruising. Some lines only offer a few sailings a year and spend the rest of the year in their winter homes on the Caribbean or summer homes in Alaska. Various cruise lines were mentioned in the article. Before taking a Panama Canal cruise check out all the various options and find the one that suits your needs.

Remember the canal is near the equator. The climate is very HOT!

Don Haack, CSI director, Fort Wayne, IN

2013 Year 32

BOARD OF DIRECTORS

Terry Bodine - Covington
Tom Castaldi - Ft. Wayne
Gail Ginther - Metamora
Don Haack - Ft. Wayne
Charles Huppert - Burtonsville, MD
Jerry Lehman - Terre Haute
Jeff Koehler - Center Point
Dan McCain - Delphi
Gerald Mattheis - Cambridge City
Mike Morthorst - Cincinnati, OH
Cynthia Powers - Roanoke, Treasurer
Bob Schmidt - Ft. Wayne, President
Carolyn Schmidt - Ft. Wayne, Editor
Sue Simerman - Ossian, Secretary
Ellsworth Smith - Leo
Brian Stirm - Delphi
Frank Timmers - Carmel, Vice-President
Charles Whiting Jr. - Lawrenceburg

COUNTY HISTORIANS

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

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

IN MEMORIAM

William J. Shive May 11, 2012 age 94 Belleview, Illinois CSI notified 1 yr. later

NEW MEMBERSHIPS 20 (10 individual & 10 family) (14 Indiana & 6 out of state) TOTAL MEMBERSHIP 207

Francis & Paula Bongen - Indianapolis, IN
Janette Burger - Elgin, IL
Vern Cripe - Delphi, IN
Richard Dey - Warsaw, IN
Dick & Joyce Garmon - Danville, IL
Liz Irwin - Flora, IN
Doug & Debbie Johnson - Brownsburg, IN
Marlita Joseph - Delphi, IN
Edward & Lisa Lomont - Ft. Wayne, IN
Don & Jan Mathias - Andrews, IN
Larry & Pat Noon - Costa Mesa, CA
Barry Nichols - Delphi, IN
Rick Ownes/Diane Stiles - McCordsville, IN
James Pierce - Port Charlotte, FL
Richard & Alice Roettger - Indianapolis, IN
Vickie Sickler - Idaville, IN
Norm Skinner - Perrysville, IN
Glen Schulz - Camillus, NY
Anthony & Tracy Stewart - Wabash, IN
Daniel & Judith Warkentien - Lebanon, IN
Jake Yegerlehner - Mooresville, IN

SPEAKERS BUREAU

Date	# People	Event	Presenters
1-08-2013	31	Marquette Retirement Community, Indianapolis	Bob Schmidt
2-06-2013	21	Huntington Genealogy Society	Bob Schmidt
4-07-2013	?	Evansville's Transportation at Evansville's museum	Stan Schmitt
4-23-2013	23	Yorktown/Mt. Pleasant Twp. Historical Alliance	Tom Grimes
5-??-2013	65	Western Wayne Elementary 3rd graders	Jerry/Phyllis Mattheis

BROADCASTS:

Tom Castaldi

WBOI 89.1 FM Northeast Public Radio

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

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

DOCENTS:

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

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

CONTRIBUTIONS TO CSI ARCHIVES

Carl Bauer - information about Gronauer family

Don Haack - *Official Atlas of Allen Co., Indiana,* old maps of Ft. Wayne, Ft. Wayne vicinity and Allen County, Sub urban and Rural Additions to Ft. Wayne, Salamonie Lake, Upper Mississippi River, Indiana Official Lake Guide, Panama Canal Centennial Weekend, Postcard of Westminster Canal in UK

Dick Tagtmeyer - *Hitler and I Didn't Get Along!* typed copy of Nate Tagmeyer's journal

Dr. George Clark - *Hitler and I Didn't Get Along!* hand-written copy of Nate Tagmeyer's journal

Indiana Historical Society video *On The Banks of the Wabash: The History of Peru, Indiana*

Linn Loomis - 11 folios of his photographs with source information: Chicago, IL: Northern Terminus of Illinois & Michigan Canal, Chicago Temple, Louis Sullivan: the Shaping of American Architecture I, II, III, IV, Historic Skyscrapers of Chicago, St. Louis Gateway Arch I, II, III, Jefferson National Expansion Memorial 9 folios/372 photographs of Worship on the Waterways, 1 folio Water-related Risks on Canals, 2 folios/62 photographs of the Sandy & Beaver Canal

Frank Timmers - 8 books: *Wabash & Erie Canal Notebook III: Wabash and Miami Counties, Connections: The Hoosier Genealogist, The story of the New York State Canals, The Canal on the James, North American Water ways Map & Index, Wabash & Erie Canal Cross-cut: Vigo, Clay & Greene Counties, The Hennepin: America's First Concrete Canal, The Portage Canal,* 8 issues of *The Hoosier Packet,* and many visitor's guides to cities, counties and historical sites; state, local road and trail maps; brochures

TOURS

THE OTHER SIDE OF THE FENCE
April 5-7, 2013

Tour planners: Terry Bodine, Bob & Carolyn Schmidt
Motel: Sleep Inn & Suites 361 Lynch Dr. Danville, IL 61834
Bus: Imperial Charter Service, 2150 Sagamore Pkwy North, PO Box 6009, Lafayette, IN 47903
Tour Logo: Carolyn Schmidt, Brian Migliore
Tour Slogan: "The Other Side of the Fence"
Tour Book: Carolyn Schmidt
Maps: Terry Bodine, Bob & Carolyn Schmidt
Budget: Bob Schmidt
Name Tags, Goodie Bags, Car Ribbons, Thank You Notes: Carolyn Schmidt, Carol Freese, Danville Visitors Bureau
Refreshments: Bananas, water Schmidts, Fudge Betty Easton

Friday Tour: Covington Court House Murals & Wallace Clerk's Building Covington, IN docents Carol Hunter, Carol Freese, & Nancy Wagner (Nancy made mule cookies for us)
Canal exhibit in Clerk's office: Carol Freese, Nancy Wagner
Vermilion County War Museum, Danville, IL docents Jim Kouzmanoff & Ron Bolser
Saturday Tour Route & Docents: Bob & Carolyn Schmidt
W&E canal and Side-Cuts (Danville, Williamsport, Attica, Fountain, Covington, Eugene, Montezuma, Lodi, Perrysville)
Williamsport Falls and Side-Cut Canal
Attica/Covington Canal War Site, Wolf's Candies in Attica
Fountain W&E wharf, steps and canawlers names carved in stone with help from Gordon Fleener, Richard Waldron, Emmett Rosh, Carol Freese, Nancy & Paul Wagner
Coal Creek Dam site at Lodi, Perrysville Side-Cut, Eugene Covered Bridge
Vermilion County Museum & Fithian House, Walldog murals, docent Sue Richter

Saturday Lunch: Covered Bridge Restaurant in Eugene, IN
Saturday Banquet: Possum Trot Supper Club in Oakwood, IL Speaker: Jerry Lehman "Pawpaw" & "Trip down Amazon"
CSI Annual Meeting: Relected current CSI directors and elected Terry Bodine and Jerry Lehman to board

Sunday Tour and Docents: Terry Bodine & "Finny" Filchak
Norm Skinner's Farm Museum & Village in Perrysville
Car caravan to Perrysville Side-Cut and W&E Canal Vicksburg to Covington
Lunch: Old Dimestore Café, Portland Arch Natural Preserve led by Ellsworth Smith

Tour Attendees:

Saturday: **47** CA **2**, IN **30**, IL **5**, MA **1**, OH **6**, PA **2**, Canada **1**
Ken Baker; Sally Bancroft; David Barber; Leon & Sandy Billing; Karl & Demi Black; Terry, Don & Clayton Bodine; Janette & Sue Burger; Tom & Linda Castaldi; Allan & Linda Corwin; Guy Filchak; Tom & Diane Fledderjohann; Lowell & Jerry Goar; Roger & Alice Hall; Gerry & Anne Hulslander; Jeffrey Koehler; Jerry & Barbara Lehman; Linn Loomis; Jerry & Phyllis Mattheis; Dan McCain, Mike Morthorst; Bob & Carolyn Schmidt; Dan Schuster; Bob Sears; Ellsworth Smith; Neil & Diana Sowards; Michael Thrall; Frank & Mary Timmers; Larry Turner; Jamie Walter; Daniel Warkentien; and J.R. Winchell

Sunday: **24**
Ken Baker; Sally Bancroft; Leon & Sandy Billing; Terry, Don, Clayton, Anne Bodine & guests; Tom & Linda Castaldi; Guy Filchak; Carol Freese; Jerry & Phyllis Mattheis; Dan McCain; Bob & Carolyn Schmidt; Ellsworth Smith; Neil & Diana Sowards; Frank & Mary Timmers; and Jamie Walter

DELPHI'S CANAL PARK AND TRAILS—Joint tour Canal Societies Indiana & Ohio
September 20-22, 2013

Tour planners: Dan McCain, Mike Morthorst, Bob & Carolyn Schmidt, Brian Stirm
Motel: Comfort Inn, 4701 Meijer Cr., Lafayette, IN
Tour Logo: Carolyn SchmidtTour Slogan: "Delphi's Canal Park and Trails"
Tour Book: Mike Morthorst
Maps: Bob & Carolyn Schmidt
Budget: Bob Schmidt
Name Tags, Goodie Bags, Thank You Notes, Center Pieces: Carolyn Schmidt
Refreshments: Rockets, apples, water Schmidts
Friday Tour:
On own: Lafayette canal exhibit in old depot, Tippecanoe Battlefield and Museum, Prophet's Rock
Wolf Park as a group

Saturday Tour: Three groups rotated through the following venues in Delphi, IN with Canal Park volunteers: Al Auffart, Karen Brad shaw, Mary Crary, Vern Cripe, Deidre Duncan, Francie French, Steve Gray, Jean Howell, Liz Irwin, Marlita Joseph, David Kelly, Terry Lacy, Annadell Lamb, Dan McCain, Carl & Beverly Seese, Mike & Julie Seikel, Vickie Sickler, Brian Stirm, and Tom Trube
Canal boat ride, Case House and tour of Canal Village
Trolley to Carrollton and Pittsburg then short tour of Delphi's pretty homes
Downtown Delphi's Court House Square with "Celebrate the Arts" festival, visit shops, etc.
Walking the towpath to the south, visit Duke Barn, trailside exhibit then the museum
Lunch in Canal Interpretive Center catered by Custom Select Catering
Program: "The Evolution of the Canal Venture in Delphi" by Dan McCain
Banquet in Canal Interpretive Center catered by Custom Select Catering
Program: "The Wabash & Erie Canal" by Bob Schmidt, Short business meeting

Sunday Tour:
On own: Adam's Mill, sites around Lafayette, Purdue University, hike/bike Delphi's trails

Tour Attendees: **64 total** AL **2**, CA **4**, IN **33**, IL **4**, KY **2**, MA **2**, OH **14**, PA **1**, Canada **2**
Tour: Dave & Marilyn Badger; Ken Baker; Sally Bancroft; David & Audrey Barber; Larry & Nick Batta; Karl & Demi Black; Terry & Anne Bodine; Tom & Linda Castaldi; Jacqueline Coon; Richard Ensley; Tom & Diane Fledderjohann; , Lowell & Jerry Goar: Tom & Mary Grimes; Nancy Gulick; Don & Betty Haack; John & Susan Hatton; Gerry & Jean Hulslander; Pauline Hurley; Don & Ann Hutzel; Jerry & Barbara Lehman; Dan McCain, Ronald & Pauline Meyer; Mike Morthorst; Larry & Pat Noon; Ron & Pat Reed; John & Judy Robinson; Bob & Carolyn Schmidt; Dan Schuster; Bob Sears & Sherry Spark; Steve & Sue Simerman; Dee Stevenson; Brian Stirm; Michael Thrall; Frank & Mary Timmers; Larry Turner; Charles & Bonnie White; Charles & Anne Whiting; David Wright
Banquet only: Paul Brandenburg, Frances French; Ed & Melverine Gruber; Annadell Lamb; Judy Stirm

TOUR PHOTOS CONTRIBUTED BY

Carol Freese, Lowell Goar, Gerry Hulslander, Brian Migliore. Larry Noon, Sue Richter, Bob Schmidt, Neil Sowards, Nancy Wagner

MAJOR CSI EVENTS/ ACTIONS

Assisted students, authors and genealogists in canal research
Board meeting October 2013 Sweetwater Sound, Ft. Wayne
Host Ellsworth Smith Directors 13 Guests 5
On-line: Canal Society of Indiana website: indcanal.org
Canal Society of Indiana Facebook page
Subscribed to Ancestry.com
Purchased new computer for CSI headquarters
CSI funded: $2,500 Whitewater Valley Scenic Byways to cover canal structure models with Lexmar; $10,000 Carroll County Wabash & Erie Canal, Inc. for exhibit in Canal Interpretive Center ($7,000 in 2014, $3,000 in 2015); $2,000 Covington Lock 36 sign; $2,000 Western Wayne Heritage secure office; $2,000 Whitewater Valley Scenic Byways expansion of Visitors Pavilion museum: $810 Whitewater Valley Railroad signage at locks along railroad and State Road 121

PUBLICATIONS

Tour Guide "The Other Side of the Fence" (77 pages) Carolyn Schmidt
Tour Guide "Delphi's Canal Park and Trails" (8 pages) Mike Morthorst
The Hoosier Packet Vol. 12, No. 1-12 Carolyn I. Schmidt, Editor

ARTICLES

Canawlers At Rest Columns by Carolyn &/or Bob Schmidt

Diedrich Meyer	B. 7-15-1829	D. 1-14-1911	W&E Canal boatman, policeman, City marshal, collector
John Beason Semans	B. 12-16-1804	D. 8-22-1853	W&E Canal toll collector at Lafayette, influential printer
Callum H. Bailey, Jr.	B. 9-20-1813	D. 2-06-1868	W&E Canal toll collector at Terre Haute, Vigo Co. recorder
Augustus Jocelyn	B. @1771-1780	D. Early 1830s	Represented Franklin Co. at canal convention and championed building the Whitewater Canal from his Methodist Episcopal pulpit in Brookville
Joseph Ridgway, Jr.	B. 4-08-1800	D. 8-23-1850	Resident engineer O&E Canal, Came to Indiana as Chief Engineer of W&E Canal to locate and estimate middle section and St. Joe Feeder, Jesse Lynch Williams replaced him in Ohio, when Ridgway resigned to return to Ohio, Williams took his place as Chief Engineer in Indiana
John Roche	B. 10-03-1817	D. 10-15-1894	W&E Canal Superintendent of Repairs west of Huntington, manager of Chief LaFontaine's estate, purchased land at Lagro with McCulloch, Director of the Lake Erie, Wabash & St. Louis R.R., helped incorporate Huntington's banks, character witness for Lambdin P. Milligan, stocker breeder
Michael Shanahan	B. 9-04-1798	D. 1-02-1885	W&E Canal timekeeper and foreman on canal running through Wabash Co.
Ulerick Saylor, Sr.	B. 1788	D. 6-27-1860	W&E Canal locktender and inn keeper, Lock #1 at Indiana/Ohio state line
Jonathan Banes	B. 2-12-1817	D. 4-13-1906	Whitewater Canal superintendent of Brookville dam, several locks, Case dam and several canal bridges, erected cotton factory in Metamora
Samuel Dodson	B. 10-18-1818	D. 5-23-1890	W&E canal contractor built summit level near Lockport (now Riley), IN, held contracts for sections 219 and 220 by himself and 221 along with David Dodson and Hiram Hanchette, railroad builder, produced Terre Haute's first play, was its marshal, tax collector, street commissioner, constable, Express, junk & produce dealer
Daniel Yandes, Sr.	B. 1-28-1793	D. 6-10-1878	Central Canal contractor who proceeded to become acting chair of Central Canal in 1837, member of State Board of Internal Improvements, acting com missioner of Indianapolis Division of Central Canal, and eventually the Ca nal Fund Commissioner, also surveyed town of Indianapolis, had tannery & leather store, opened mercantile in Indianapolis, surveyed and estimated cost of Michigan Road through Logansport, South Bend and Laporte to Michigan City, built gristmill, sawmill and paper-mill in Lafayette, built ten miles of Madison and Indianapolis Railroad, built several buildings in Indianapolis, had mines in the west and a furnace at Brazil
William Monroe Cockrum	B. 12-08-1837	D. 2-24,1924	Platted Oakland City, notable author wrote early article about W&E Canal, First store in town to get goods shipped by canal, grew and shipped 200 hogs heads of tobacco by canal, helped Underground Railroad, injured in Civil War, was a Lt. Colonel, farmer

Wabash & Erie Canal Connections Columns by Charles Davis

Dr. Richard Waterman	11-03-1808	8-23-1864	Zachariah T. Byers	2-24-1816	4-29-1904
Josephus W. "Seph" Lake	8-19-1843	2-14-1900	Riley Swaim	2-18-1823	7-09-1903
Norbourn Thomas	3-0801804	8-31-1881	Joseph Finney Jr.	7-18-1784	3-18-1867
Silas Taylor	11-28-1830	5-02-1922	Robert Finney	8-23-1806	3-09-1861
Andrew Scott Russell	2-28-1853	3-02-1926	David R. Shirk	6-05-1832	8-16-1912
Alexander McCune	1-16-1806	5-29-1882	Thomas Newton Rice	6-07-1829	11-03-1904
"Red Buck" (horse)					

Articles by or from:

Paul Baudendistel: Whitewater Canal Upgrades, Visitors Pavilion Opened in Metamora
Terre Bodine: Perrysburg Side-cut, Vicksburg - Covington
Neal Brady: Dismantling Lock 1 S at Lockington
Tom Castaldi: Steamboat Lock at Delphi, Valarius Armitage, History Goes Digital: QR Codes. Also an article originally written for CSI's *Indiana Canals*, Summer 1998 entitled "Wabash Workers: Graves at Georgetown" appeared in *The Jerolaman Times*, the newsletter of the Cass County Historical Society. He prepared a "Lesson Plan" for a Boy Scout camporee for about 100 scouts from the Bend Catholic Diocese who camped at St. Felix in Hunting- ton and participated in a "Patrol Heritage Trail" event tak ing them thru Victory Noll, past Lambdin P. Milligan's home site, on west to the Forks of the Wabash and on the towpath to examine the marked towpath and into the Huntington Museum.
Dr. George Clark: Nate Tagmeyer's Book
John Geyer: $625 Million to deepen Savannah harbor
Lowell & Jerry Goar: Huntington's Transportation Murals
Chuck Huppert: Expansion Del Canal De Panama, Indianapolis Flood Wall
Pete Jones: That Filthy Canal, Bought the Old Canal Bed
Jerry Knight: New I & M Book
Kathy Lappe: Living in a Canal Era Home
Sam & Jo Liggett: Exhibits Featuring Canals in Terre Haute, Timbers from Erie Canal Lock Studied
Linn Loomis: *Park Levy Passes in Coshocton*
Dan McCain: Boy Scouts Improve Park, Successful Boat Season, Apple Dumpling Making, Celebrating End of Boat Season with Fall Festival, Gray Bridge Gets More TLC, Delphi's Thankful for Gifts, Gronauer Lock Timbers Used in Fouts Cabin, Gray Bridge Project Continues, Interpretive Panels Add Interest Along Trails, Preparing Grant Request, Winter Projects, Historic Trail Work Priorities, Day After Christmas Walk, Park Hosts Events, Gray Bridge Funded, Organization Considers Bridge Purchase, Women's Tea, New Projects Around Canal Park, Another Project, Boat Model Created, Projects in Process, Old Dock Removed, Archive Volunteers Add Value, History comes Alive, Steamboat Lock at Delphi, Projects Blooming in Park, Happenings in Canal Park, Park on Weekends, New at Canal Park, International Students Work On Trails & Visit Park, Gray Bridge Ready to Assemble, Canal Days Festival,
Phyllis Mattheis: Whitewater Canal Mural on Phonebook Cover, Lock Gate Pivot, Historic Landmarks Visits Cambridge City
Mike Morthorst: The National Road. The Jonathan Bane's Court Case
Cynthia Powers: Lost Birds of Canal Days
Bob Rose: D&H Canal Relatives, Roanoke Canal Days
Bob Schmidt: A Spade Full of Dirt, Restoration or Preservation, The Reason for the Irish Canal War at Lagro, The Knaggs: Ohio & Michigan, The Dutch Gap Canal
Carolyn Schmidt: Gronauer Lock Revisited, Lingqu Canal, Flight of Five Project, A Faster Pace, Now You See It: Now You Don't, Whitewater Canal Used During Volksmarch, Building the Canal Prism, The Anderson Hydraulic, The Wabash & Erie Canal in Logansport, Mississippi River Suffers From Drought, Furniture Factory to Haven, Celebrating the Fourth, National Canal Museum and Heritage Corridor Merge, Old Pike and the National Road in Ohio, Metamora's Martindale Hotel, Could the Outcome of Indiana's Internal Improvements Been Different, Lost City with Canals Revealed, Nicaragua May Build a Canal, Remnant of the Past, Along the Central Canal
Gary Schlueter: Whitewater Canal Celebrated Earth Day, Time for Another Survey
Norman Skinner: The Smith & Jones Warehouse
Mark Smith: The Wasson Home: Toledo in Delphi, Delphi Produced Quality Paper
Neil Sowards: Huntington's Last Canal Boat, William Henry Harrison & Cleveland Letter, Surrendering Canal Bonds, John Hoope's Letter to Levis James, Canal post cards, W&E Canal Table of Distances
Tracy Stewart: Wabash Reminiscence
Frank Timmers: Rocky Ripple Relieved
Terry Woods: Guard Locks, Water Level Control on the O & E Canal, Canal Man Recalls Mule's Mutiny, Collections of Tolls on the O & E Canal

CSI MEMBERS ATTENDED

Canal Society of Ohio's tour of the National Road and Muskingum Canal

Indiana County Historian Roundtable meetings
Indiana State Museum Foundation Trustee board meetings
Maumee Valley Heritage Corridor meetings

Wabash & Erie Canal: Toledo to Evansville

Breakfast on the Marsh—Little River Wetlands
Delphi's 4th of July Festival
Canal Days New Haven

Whitewater Canal: Hagerstown to Lawrenceburg

Pet clinics to raise money for Vinton House
Scenic Byways meetings
Dedication of Visitors Pavilion at Metamora
Whitewater Canal Trail Meetings
Whitewater Canal Scenic Byways Meetings
Canal Days at Metamora

ACTIVITIES FOR EACH CANAL BY AREA

INDIANA'S CANALS

Wabash & Erie Canal

New Haven Canal Days,

Fort Wayne Sign for Canal Era Birds erected on W&E Towpath Trail in Eagle Marsh

Logansport Cadstaldi grocery store exhibit in Cass Co. Museum

Delphi Wabash & Erie Canal Park offers canal boat rides, bicycles and paddleboats to rent, a canal museum, canal village with canal contractors home, and 11 miles of trails, rents center for weddings, graduations, etc., Holds transportation festival, 4th of July canal days festival, etc., Makes and sells apple dumplings, Working on gray bridge project over the canal, Volunteers build exhibits, plant flowers, etc., Visited by International Students and people from all over the world, Boy scouts did Eagle Projects for park, Hosted State History Train and hosted CSI-CSO tour,

Riley Lock park in limbo, funding lost

Evansville Canal house featured in article

Whitewater Canal

Cambridge City Canal Days; Pet clinic held to fund Vinton House canal inn; painted the Vinton House exterior trim white, the wooden west extension with two coats of red, and the balconies cleaned of rust and loose paint and painted with gloss black; renovated 2 of the seven rooms on the east side of the Vinton House 3rd floor

Connersville Whitewater Valley Railroad from Connersville to Metamora passes old canal locks,

Laurel Old canal inn serves chicken dinners for Whitewater Valley Railroad and is also a restaurant

Metamora Martindale Hotel up for sale, State historical site offers canal boat rides and operating grist mill, Train rides to Connersville, Canal village with crafts, etc. for sale, Gateway to Scenic Byways with Visitors Pavilion, Music festival, Canal Days

Brookville Garage sale held to fund Whitewater Canal Trail

Lawrenceburg Whitewater Canal Scenic Byways signs erected through Dearborn and Ripley counties and Loop #3

Whitewater Canal Scenic Byway Constructed and opened Visitors Pavilion with canal structure models

Whitewater Canal Trail Trail development halted by court cases

Central Canal

Indianapolis Canal dyed green for St. Patrick's Day and blue for Colt/Bronco's game, concerts held at Indiana History Center on canal banks

Broad Ripple Plans underway to build flood wall along canal at Broad Ripple, Butler University with construction underway at Riviera Club

Jeffersonville Canal

Jeffersonville Work underway and the drainage ditch no longer referred to as a canal

CANALS ELSEWHERE

Miami & Erie Canal

MECCA Held Canal Diggers Affair, Vial's Lock 21 and Shelby County camping shelter completed, Towpath Trail completed in

Paulding and Henry counties, St. Marys applied for $150,000 grant to improve trail to the north, observed National Trails Day with restoration of Lock 13

Ohio & Erie Canal Lock 1 South dismantled, new concrete pad laid, will be reassembled, found stone wall behind lock walls

Panama Canal Giant canal locks under construction that save water and accommodate larger ships

Santee Canal Moncks Corner, SC has Santee Canal museum has excellent interpretive exhibits

CSI MEMBERS VISITED CANALS OUTSIDE INDIANA

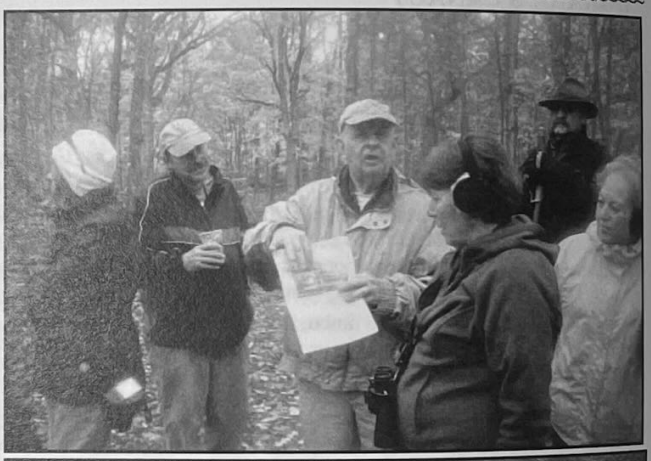
Champlain Canal—New York
Dutch Gap Canal—South of Richmond, Virginia
Erie Canal-Eastern New York
Muskingum Canal—Zanesville, Ohio
Panama Canal—Panama
Songo River Lock—Naples, Maine

BLUE CAST SPRINGS DEDICATED FOR NATURE PARK

ACRES Land Trust held its grand opening and dedication of Blue Cast Springs Nature Preserve near Woodburn, Indiana on October 18, 2013 at 10 a.m. The 88-acre preserve's north side is along 3,000 feet of the Maumee River. At its south east end is a portion of the old Wabash & Erie Canal prism. The property is both historically and naturally significant.

A naturally flowing spring with blue colored water is located on the property. In 1901 this spring attracted Henry Schnelker and he bought the land. The water was found to have a magnetic force not usually found in mineral water. People said that when they drank it they were invigorated. Schnelker took advantage of this and installed a pump into the deep ravine where the spring was located. It produced 100 cases of water per day to which he added carbonation. The labels on the six ounce bottles were blue and yellow and had bold lettering "Blue Cast Mineral Water," "Carbonated and Bottled at the Springs, "Highest Award at St. Louis Expedition," and "Blue Cast Company, Woodburn, Ind." on them. Schnelker built a 5,000 gallon reservoir to hold the steady stream of water before bottling it. There were 35 steps down the ravine to this reservoir. They can still be seen.

Water from the springs became so popular that it was marketed internationally. The *Chicago Clinic Pure Water Journal* carried an article entitled "The Blue Cast Magnetic Springs Of Indiana" in its January 1908 issue as follows:



Above: CSI member Ellsworth Smith points out the location of Blue Cast Springs Sanitarium.
Below: Foundation of Sanitarium
Photos by Bob Schmidt

"THE BLUE CAST MAGNETIC SPRINGS OF INDIANA

"Within recent years, Indiana has become an important state among those claiming mineral waters of therapeutic value. Several of the Indiana springs — French Lick, Mudlavia, West Baden and Martinsville — have already attained a national reputation; but there are others which have been brought to the attention of the public through the active Indiana State Geological Survey, which will sooner or later be recognized as great watering places.

"Of all of the Indiana springs, there are few, if any, more interesting than the group to be found on the banks of the Maumee River, a mile from Woodburn and 15 miles from Fort Wayne — the Blue Cast Magnetic Springs. While the general public have not yet awakened to the importance of the Blue Cast waters, several medical men of the highest reputation, have used the waters of the Blue Cast Magnetic, the White Sulphur and the Club Springs, in the treatment of patients and the clinical data afforded by their observations give a sound basis for a high estimate of the therapeutic worth of the waters. The water of the Blue Cast Spring contains 40 grains of mineral matter to the gallon, of which magnesium carbonate is the principal salt. According to the Peale-Crook classification, now generally adopted throughout the United States, the water is Alkaline-saline Calcic-magnesic-potassic Chalybeate. The Magnesic and calcic salts afford a mild alkalinity to the water which renders it an effective solvent of the by-products of metabolism and makes it of especial value in conditions of faulty elimination; soothing to the kidneys; strongly diuretic and stimulating to the functions of the urinary and digestive tracts. The iron contained in the water is small in amount, but easily assimilable — a distinct advantage over those waters in which the iron is great in amount and difficult of assimilation as well as irritating to delicate digestive organs.

"An interesting feature of this water, the significance of which is not fully appreciated or understood, is the magnetic quality, shown by the fact that metal immersed in water acquires magnetic qualities.

"Dr. W. O. Gross, of Fort Wayne, reports excellent clinical results from the use of Blue Cast water in diseases of the urinary tract and further asserts that the location of the spring is such that contamination of the water is practically impossible. Dr. Albert H. Macbeth, of the same city, testifies to the efficacy of the water in anemia. Other well-known Indiana physicians declare, after ample clinical experience, that the water is effect in gastro-intestinal disorders, while Dr. G. G. Brudi has used it extensively and successfully in chronic constipation.

"The water of White Sulphur Spring is a little stronger, but does not differ materially from the water of the Blue Cast spring.

"The springs are situated in Blue Cast Park. Ideally situated for resort purposes and there is every reason to anticipate that waters so favorably known to many members of the medical profession will not have to wait long to attain the general reputation to which they are plainly entitled. There is already a considerable market for the Blue Cast waters, but not such as they unquestionably merit."

As seen in the article another mineral spring that produced sulfur water and mud was found on Schnelker's property. In 1912 A. C. Hugue of Toledo, Ohio bought the property, sold stock at $1 per share and hired a contractor who used the sand and gravel on the grounds to erect a large sanitarium building made of concrete and steel. The two story building had a large lobby and dining room, two small lounge rooms, on the first floor, sixteen bedrooms on the second floor and a modern kitchen in the basement. Later a bath wing was added for mud baths. One newspaper advertisement for the Sanitarium said: "Blue Cast Magnetic Water, Nature's own remedy for the cure of stomach, liver, kidney and bladder problems. An ideal resort for the treatment of rheumatism, lumbago, neuralgia, neuritis, and allied affections." It opened on July 1, 1913.

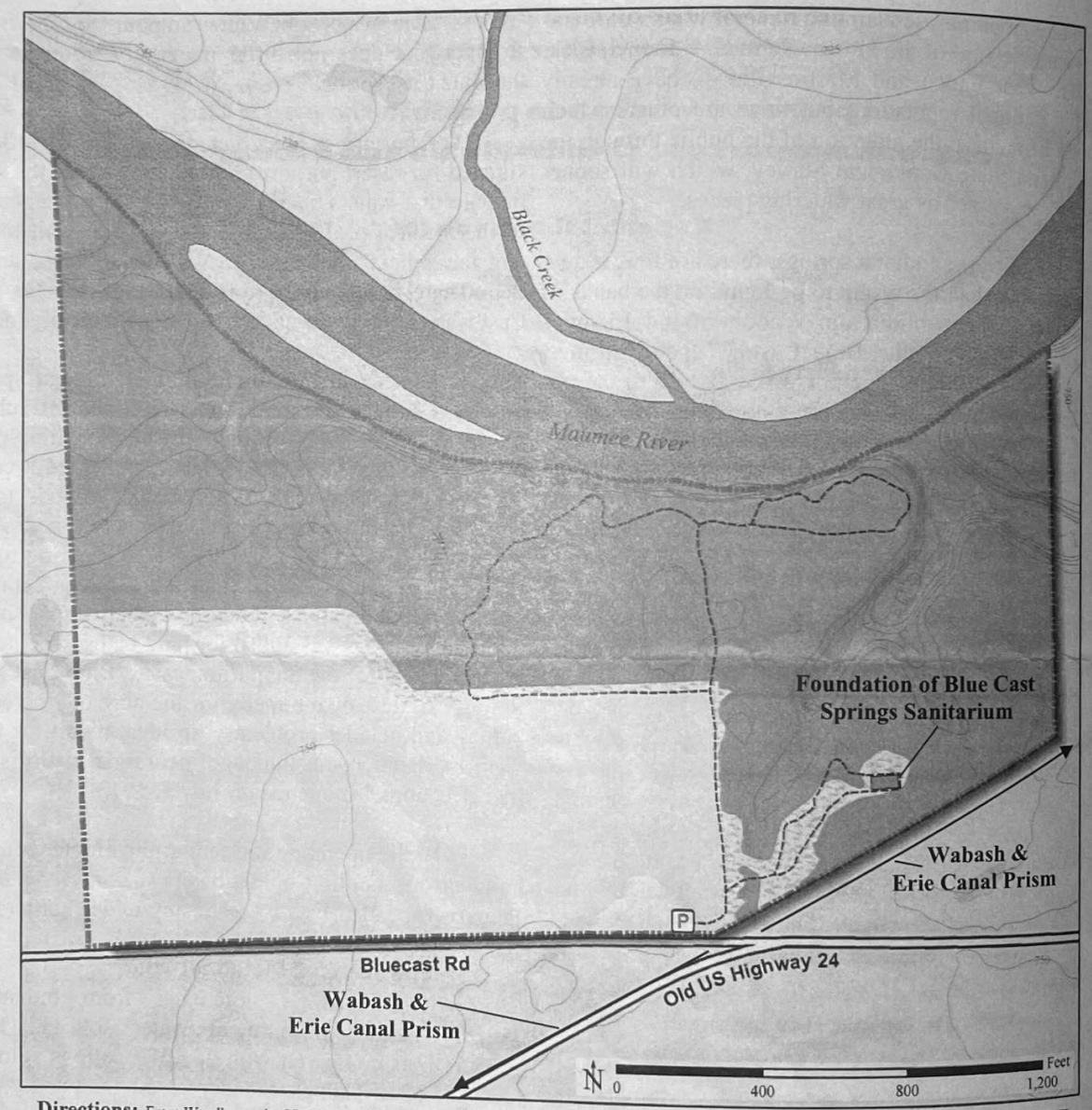
While operating the sanitarium Hugue continued to build up his bottling operations. *The American Bottler* of January 15, 1915 lists his company under bottlers of Indiana as follows:

"INDIANA. — Statistics from Indiana show 382,247 gallons of mineral water sold in 1914 for $138,118, as compared with 383,577 gallons sold in 1913 for $205,621. Though the decreased in quanity was less than 1 per cent, the decrease in value amounted to 33 per cent, and was accompanied by a drop in the average price from 54 to 36 cents. This remarkable change is traceable chiefly to general reduction in price, but partly to decrease in sales of certain mineral waters.

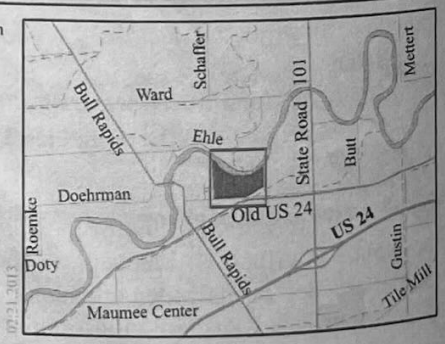
"Holman Mineral Well and Mysenite Well were new producers, and two properties hitherto operated separately are now reported under one management; 1 spring active in 1913 was reported idle in 1914; thus the number

Blue Cast Springs Nature Preserve

21412 Bluecast Road, Woodburn, IN 46797



Directions: From Woodburn take SR 101 (Fahlsing Rd.) north 2.0 miles to old US 24 and turn left (west). Travel 0.7 mile to the curved intersection of old US 24 and Bluecast Rd. Continue west onto Bluecast Rd., leaving old US 24, to the preserve on the right.



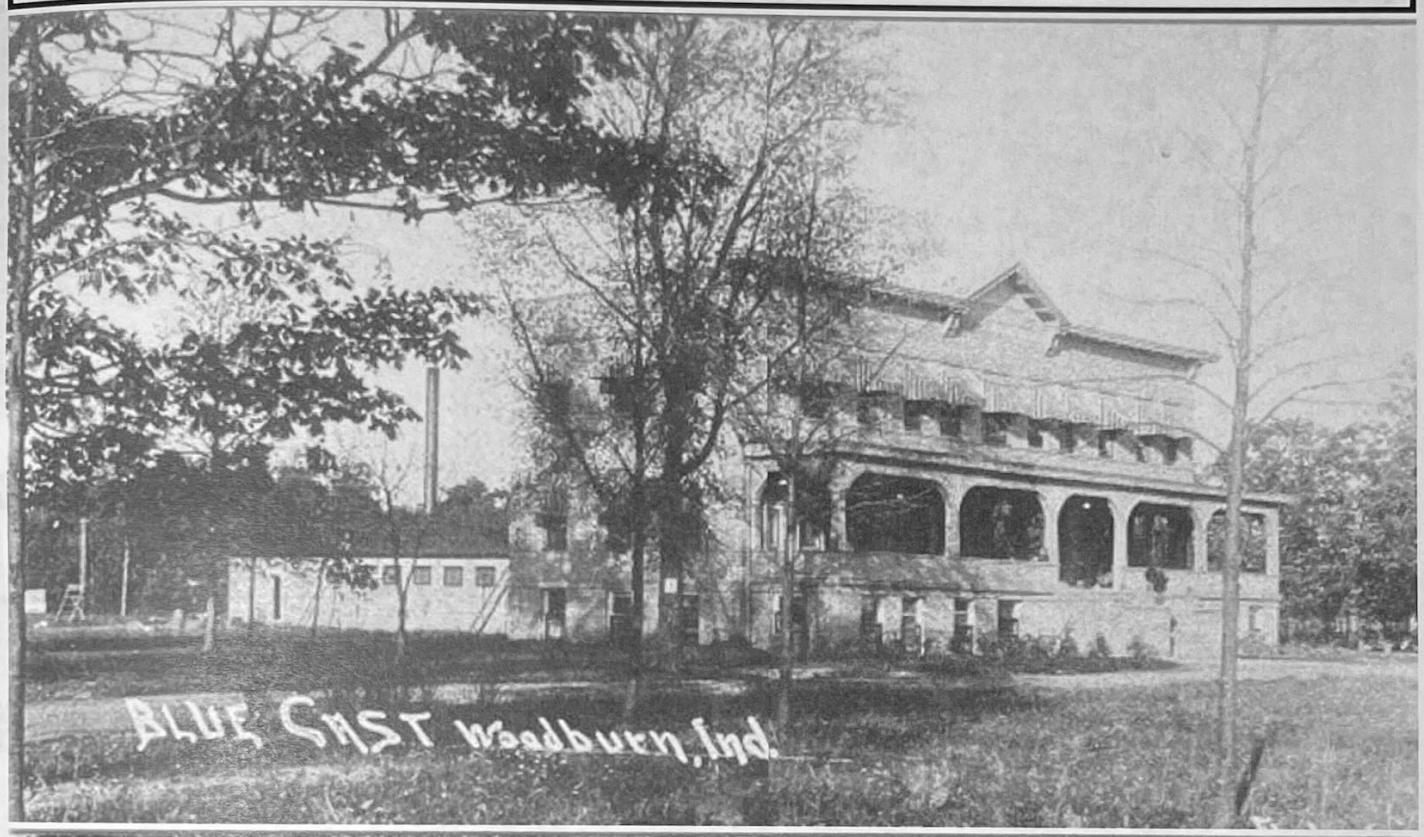
ACRES LANDTRUST

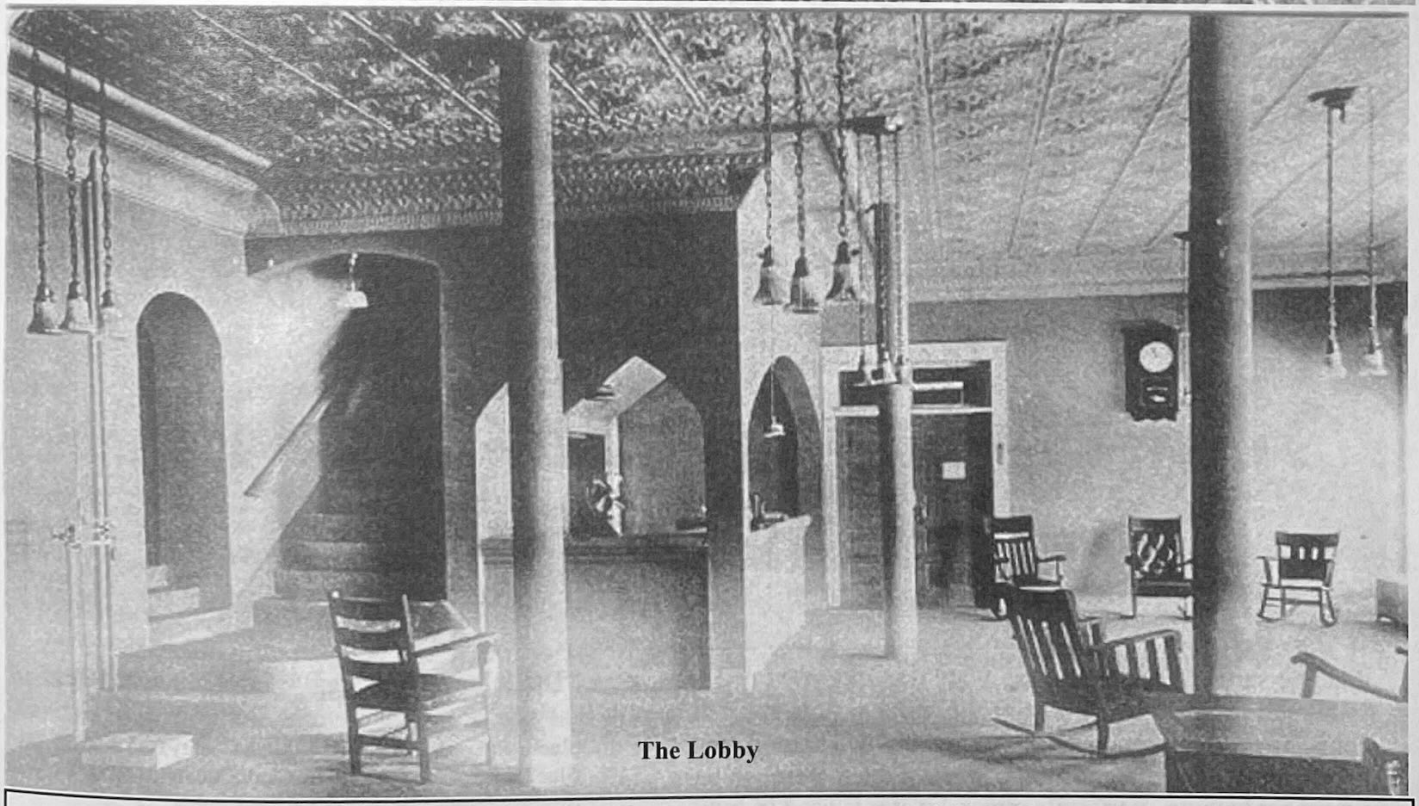
preserving natural areas since 1960

1802 Chapman Road, Huntertown, Indiana 46748
(260) 637-ACRE — acres@acreslandtrust.org

www.acreslandtrust.org

Roads
Trails
Forest
Shrub / Grassland
Wetland
Parking Lot
Property Boundary
Contours - 5' Interval
Waterbody
Waterway





The Lobby

Historical photos of Blue Cast Spring's Sanitarium are from the Woodburn Historical Collection and were digitized by the Fort Wayne/Allen County Public Library.

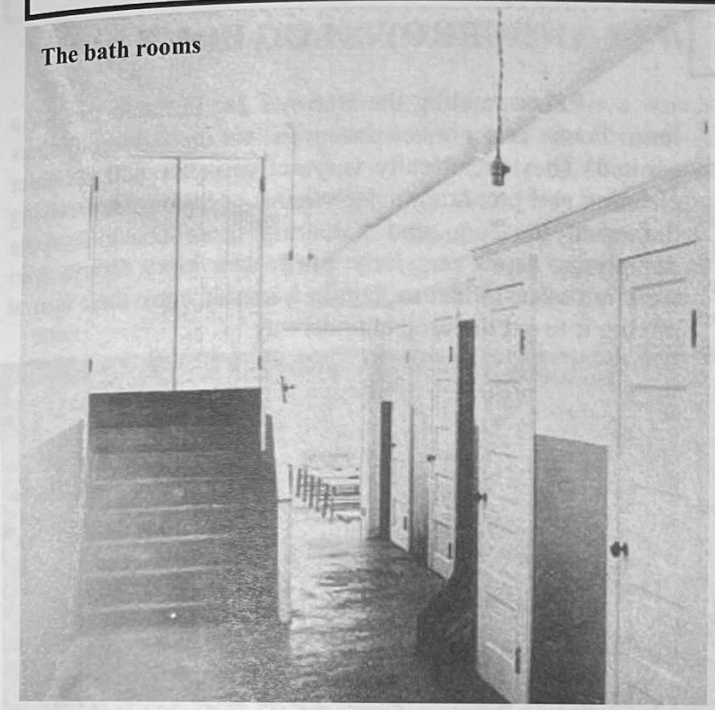
The dining room

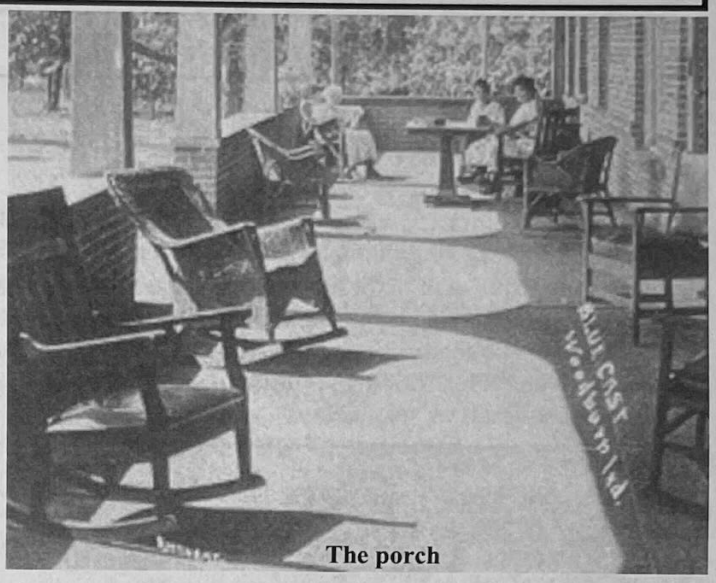
One of the bed rooms

of active spring properties in the State was increased to 17. As heretofore, the greater part of the water is sold for medicinal use. At 7 springs there are resorts accommodating more than 2,000 people, and at 4 springs the mineral water is used for bathing. Very little mineral water is used in Indiana for the manufacture of soft drinks.

"The following 17 springs have reported sales:

"Blue Cast Spring, Woodburn, Allen County,
Blue Lick Spring, Henryville, Clark County,
Bronson Spring, Terre Haute, Vigo County'
Carlson Mineral Springs, Laporte, Laporte County
Cartesburg Mineral Springs, Cartersburg, Hendricks County,


The bath rooms


The porch

Coats Spring, Littles, Pike County,
Colomaga Springs, Columbus, Bartholomew County,
Holman Mineral Well, Crawsfordsville, Montogomery County,
Hunter Mineral and Mudlavia Springs, Kramer, Warren County,
Knotts, Mineral Spring, Porter, Porter County,
McCullough Spring, Oakland City, Gibson County,
Mysenite Well, Silverwood, Fountain County'
Paoli Lithia Spring, Paoli, Orange County,
Pluto, Proserpine, and Bowies Springs, French Lick, Orange County,
Reid Mineral Spa Lithia Spring near Richmond, Wayne County
West Baden Mineral Springs, West Baden, Orange County
White Crane Spring, Dillsboro, Dearborn County"

In 1926 Hugue sold out the bottled water business to a group of businessmen from Cleveland, Ohio. They continued the operation until 1955.

The sanitarium did not fare so well. It soon ran out of funds because the broker who sold the original $1 shares of stock kept 60% for himself and only gave 40% to the company. The stockholders would not reinvest. It was closed. When reopened The Great Depression hit and it was closed again. It had several owners and stood vacant several times. It was said to be haunted and was rumored to have been frequented by Al Capone when it was a speakeasy. Vandals took their toll on the building. It was torn down in the 1970s.

Today pictures found in the Woodburn Historical Collection and the foundation of the sanitarium and steps to the reservoir are all that remain at the site. The abandoned Wabash & Erie Canal prism at the front of the property is also void of activity.

ACRES Land Trust purchased the property in 2012. Funding partners for the acquisition included the Bicentennial Nature Trust, Indiana Department of Nature Preserves, Indiana Heritage Trust, Mary C. and Perry F. Spencer Foundation, Seudhoff Memorial Trust and numerous private individuals. They are proud to note that with this acreage they have now preserved 5,000 acres..

This land features mature trees, a nesting area for Great Blue Herons, natural springs, beautiful ravines and wildflowers. Trails take visitors to the spring and to the remaining sanitarium foundation.

John Bacone, director of the Department of Natural Resources Division of Nature Preserves spoke at the dedication. After refreshments those attending the ceremony were led by docents to the various sites.

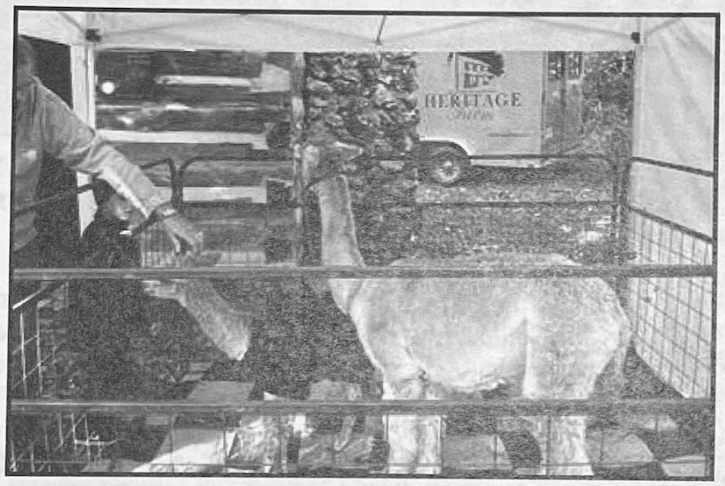
Founded in 1960, ACRES Land Trust is dedicated to preserving significant natural areas in northeast Indiana, northwest Ohio and southern Michigan. ACRES offers these natural areas for free public uses such as hiking, environmental education, scientific and cultural study, events, and general enjoyment. ACRES is a membership-based organization supported by people who value nature and like to see it protected. They are happy that the 5,000th acre is in Allen county, Indiana where the organization began. They now own and manage 86 nature preserves.

NEWS FROM DELPHI

BIGGEST CROWD EVER

Photos from Dan McCain

On Saturday, October 19th, the last day for the Bicentennial History Train to be in Delphi, Canal Park held its Harvest Festival and experienced its largest single day crowd ever. Organized by Liz Irwin and Marlita Joseph, the festival was a huge success and closed the season for canal boat rides on "The Delphi." Children especially enjoyed petting the animals as seen below.



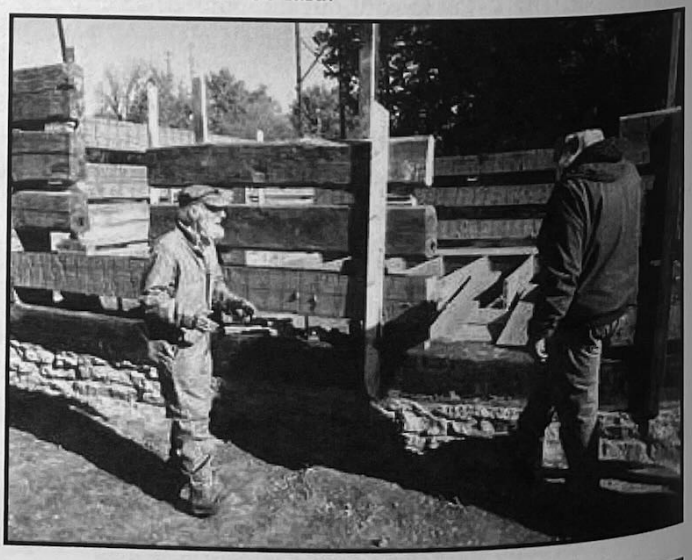
Beneath trees covered with colorful autumn leaves the buildings in Pioneer Village were all open for visitors to experience life during the canal era. Inside the 1838 Fouts House Beverly Seese portrayed the homemaker.

A festive air filled the park as the children played on the stationary canal boat and toured the buildings. Crafts and apple dumplings were sold.

BURROWS LOG HOME

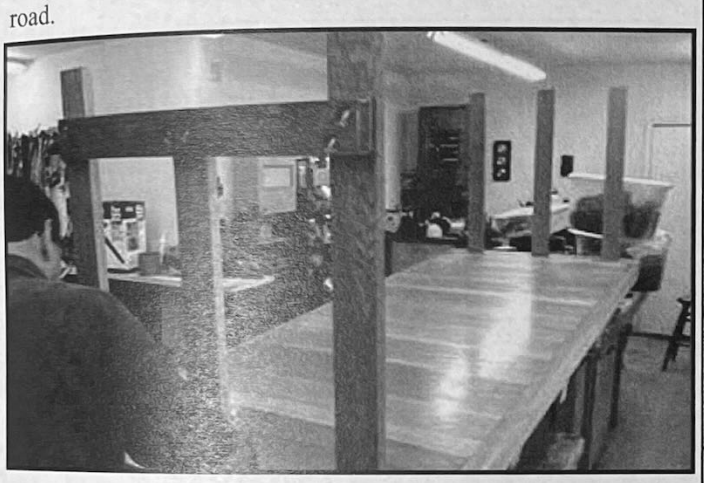
Re-assembling the Burrows log home to use for a loom house is a project that even has the lady volunteers excited. They are usually very active in the Canal Center cleaning and preparing it for various occasions, supervising the canal museum, and preparing those delicious apple dumplings. However, Judy Stirm and Mary Crary, who were not accustomed to handling mortar, took their turn at mixing it to get the project underway.

Jim Mullen, the owner of the old farmhouse at Burrows, gave it to Carroll County Wabash & Erie Canal, Inc. The M-W-F volunteers took it apart log by log and shipped it to Delphi. This was much less expensive than if they would have used a crane and loaded in on a lowboy trailer to move it to the park. Roy Patrick and Al Auffart are seen below with the house walls partially up. They had to decide how the floor would be laid.



RAILROAD CART LOOKS LIKE NEW

Clay Sledd, one of our volunteers who is a woods craftsman, has built and varnished the platform for one of the railroad baggage carts. Cole Hardware of Logansport donated the quality dried white oak. Roy Patrick and Vern Cripe painted the underside of the cart. The wheels and gears had to be cleaned, repaired and painted before the cart could be assembled and placed in Canal Park near the railroad.



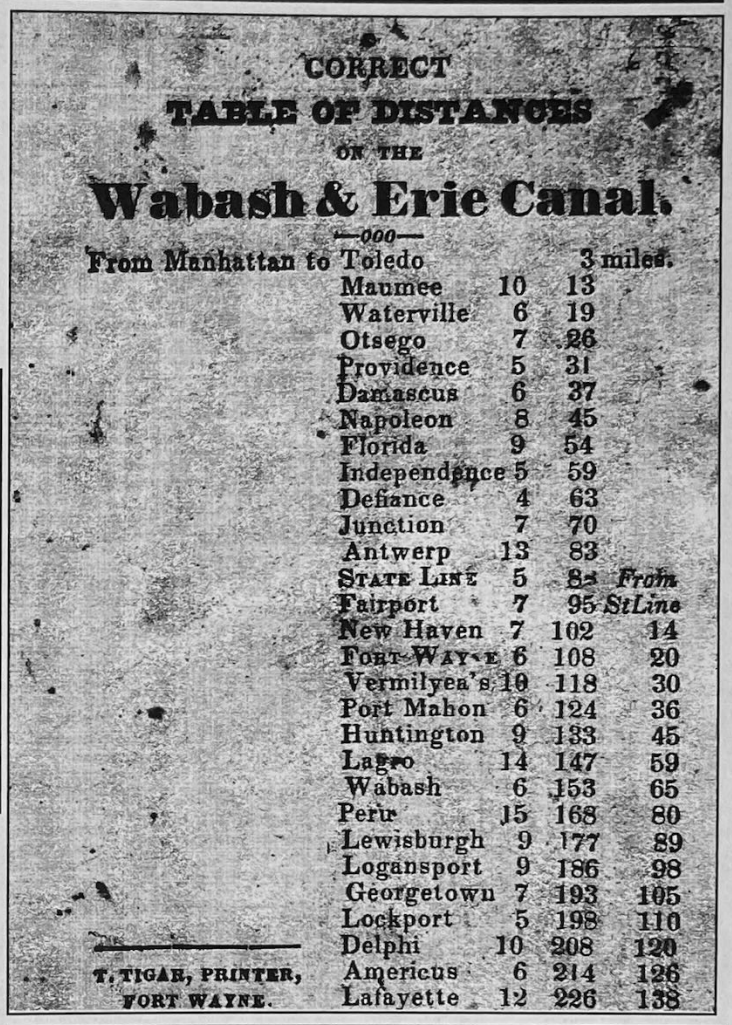
WABASH & ERIE CANAL TABLE OF DISTANCES

Recently Neil Sowards, CSI member from Fort Wayne, Indiana, found the table of distances for the Wabash & Erie Canal from Manhattan, Ohio to Lafayette, Indiana as seen on the right. It was printed in Fort Wayne by Thomas Tigar probably in or after 1843 since the canal was opened between these points in 1843. The portion of the Wabash & Erie Canal from Junction, Ohio to Manhattan had its name changed to the Miami & Erie Canal on March 14, 1849 and quit operations after being damaged by the flood of 1913.

In 1864 the 3-mile-long Manhattan to Toledo portion was abandoned. The port at Manhattan was too shallow at Lake Erie. Toledo became the lake port.

The entire Miami & Erie Canal, with its Junction to Toledo portion, was officially closed with a ceremony and huge parade called "Towpath Jubilee" at Middletown, Ohio on November 2, 1929. A monument was dedicated at the site of the ground-breaking for the canal. The marker text reads: "The Canal was officially closed November 2, 1929, at the very same site where construction had begun on that long ago, July 21, 1825. It all ended with a great parade."

Canal Society of Indiana members visited the marker during the "Pigs, Paper & Pilsner tour led by Mike Morthorst in 2000. Photo by Lynette Kross



CORRECT

TABLE OF DISTANCES

ON THE

Wabash & Erie Canal.

—000—

From Manhattan to Toledo		3 miles.	
Maumee	10	13	
Waterville	6	19	
Otsego	7	26	
Providence	5	31	
Damascus	6	37	
Napoleon	8	45	
Florida	9	54	
Independence	5	59	
Defiance	4	63	
Junction	7	70	
Antwerp	13	83	
State Line	5	88	From
Fairport	7	95	St Line
New Haven	7	102	14
Fort Wayne	6	108	20
Vermilyea's	10	118	30
Port Mahon	6	124	36
Huntington	9	133	45
Lagro	14	147	59
Wabash	6	153	65
Peru	15	168	80
Lewisburgh	9	177	89
Logansport	9	186	98
Georgetown	7	193	105
Lockport	5	198	110
Delphi	10	208	120
Americus	6	214	126
Lafayette	12	226	138

T. TIGAR, PRINTER, FORT WAYNE.

DUES DUE

CANAL SOCIETY OF INDIANA MEMBERSHIP FORM FOR 2014

Names: _____ _____

Street: _____

City: _____ St: ____ Zip Code: _____ - _____

Phone #: (____) _____-_____ E-mail: _____

Membership Level:

_____ $25 Basic Single/Family Membership

_____ $15 Libraries - Not Individuals (we subsidize)

_____ $50 Contributor

_____ $75 Patron

_____ $100 Frog Prince

_____ $200 Stump Puller

_____ $500 Canal Commissioner

Contributions above $25 basic are tax deductible

Remit to:
CANAL SOCIETY OF INDIANA
P.O. BOX 10808
FT. WAYNE, IN 46854-0808

I would like to help:

_____ Plan a tour

_____ Work on the Website

_____ Be a CSI Board Member

_____ Contribute articles for the Hoosier Packet

_____ Be on the Speakers Bureau List

_____ Help with mailings

_____ Other assistance _____

Names & addresses of potential new members or for new member gift subscriptions:

_____

_____

_____

Comments & Suggestions for tours, Hoosier Packet articles, CSI sponsored projects, etc. :

_____

_____

_____

_____

_____