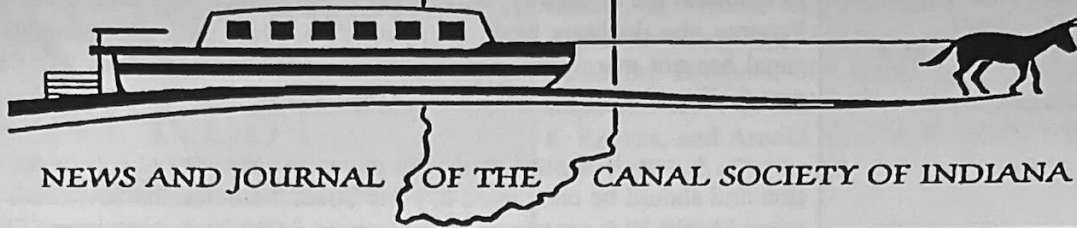


THE  
**HOOSIER PACKET**

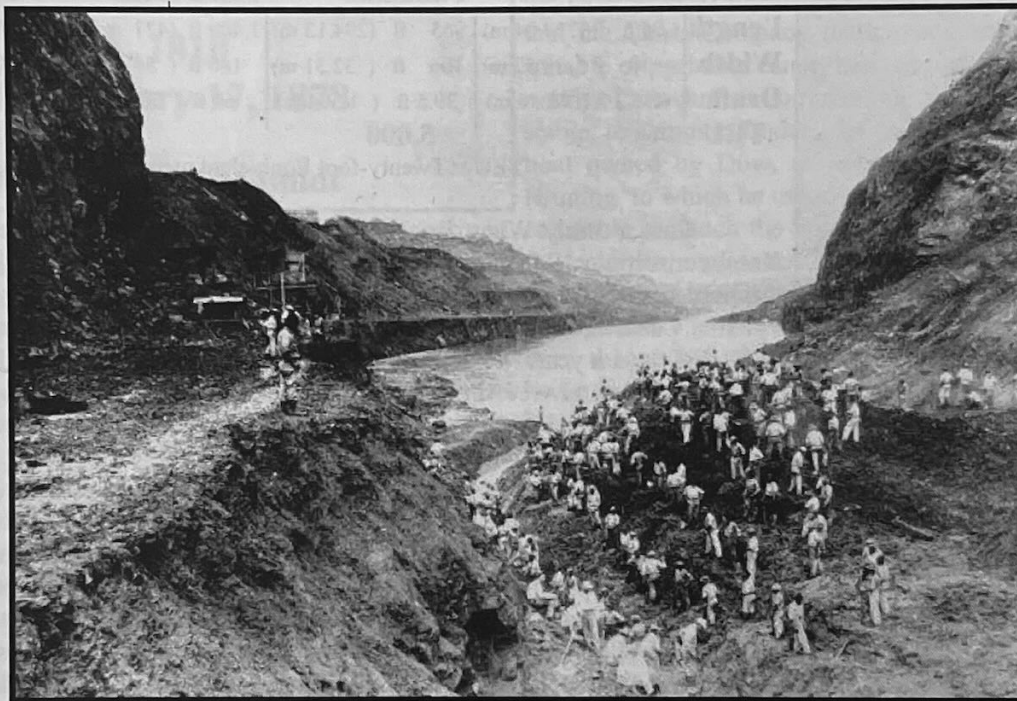


VOL. 13 NO. 10

P.O. BOX 10808 FORT WAYNE, IN 46854

OCTOBER 2014

## PANAMA CELEBRATES



In 1906 workers and a steam shovel worked to build a canal across the isthmus of Panama. Courtesy Library of Congress

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### Panama Celebrates 100 Years

By Robert F. Schmidt

On August 15 more than 2000 people gathered in Panama City for a gala celebration of the 100<sup>th</sup> anniversary of the opening of the Panama Canal. The black tie event featured singers and dancers telling the story of Panama from its geological history through today. Costumed dancers represented the various periods of Panama history: flamenco performers, Chinese dragons and calypso singers.

When President Jimmy Carter signed an agreement to turn canal operations over to Panama in 1977, many assumed that the Panamanians would never be able

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## CANAL SOCIETY OF INDIANA

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to maintain the waterway. Now, fifteen years since the Canal Zone was returned to Panama, the doubters have been proven wrong. Under Panamanian leadership the canal has not merely been maintained but has been transformed to a most modern port facility.

A new Panama Canal with expanded capacity is still under final construction and should be completed in early 2016. Note that the new canal will be able to carry 12,000 20 ft containers vs the current 5,000 20 ft. containers (TEU's). The project has been somewhat delayed by a dispute with the Spanish consortium hired for the construction. Cost overruns are usually associated with projects of this scope and time-lines expand over several years.

	Locks	Panamax	Third locks	New Panamax
<b>Length</b>	1,050 ft (320.04 m)	965 ft (294.13 m)	1,400 ft (427 m)	1,200 ft (366 m)
<b>Width</b>	110 ft ( 33.53 m)	106 ft ( 32.31 m)	180 ft ( 55 m)	161 ft ( 49 m)
<b>Draft</b>	41.2 ft ( 12.56 m)	39.5 ft ( 12.04 m)	60 ft ( 18.3 m)	50 ft ( 15.2 m)
<b>TEU</b>		<b>5,000</b>		<b>12,000</b>

TEU = Twenty-foot Equivalent cargo Units

Just recently Wang Jing, a Chinese businessman, announced that his Hong Kong consortium HKNG plans to construct a canal through Nicaragua, discussed in this issue of "The Hoosier Packet" on page 5. Will this be a major problem for the Panama Canal? Perhaps, but the current Panama Canal is at full capacity operating 24/7, 365 days a year. More canal capacity will allow additional traffic from the Far East to Europe and vice versa, some of which currently flows through the Suez Canal or travels around Cape Horn or the Cape of Good Hope.

The Chinese plan is very ambitious with a start date of this December 2014 and completion by 2019. One measure of the complexity of the plan is a comparison of the dirt that has to be moved. The Nicaraguan Canal, three times as long as the Panama Canal, requires the removal of 5.5 billions cubic meters of earth. The Panama Canal in contrast has moved, for all its construction in the past 133 years, about 545 million cubic meters of earth. Today, of course, there is more powerful earth moving equipment, but still the difference is staggering. Another measurement might be the time-line. The French dug in Panama from 1881-1889 and abandoned the project. The U.S. started digging the canal in 1904 and completed the project on August 15, 1914, 10 years. The Chinese have previously tackled some huge construction projects like the Three Gorges Dam, but in Nicaragua they plan to move 10 times the amount of earth in half the time required for the Panama Canal project.

The proposed Nicaragua Canal is projected to cost \$40-50 billion with even larger locks than the expanded Panama Canal. Studies by NKNG suggests that world trade will grow beyond the capacity of the expanded Panama Canal in just a few years so the Nicaragua Canal will supplement not just compete with Panama. There also has been talk recently in Egypt of expanding their Suez Canal so as not to be left at a disadvantage to the Panama and/or Nicaragua Canals

After 100 years of canal operations, the future of the Panama Canal remains somewhat challenging as the battle of canals continues during the coming years. It will be interesting for canawlers to watch the growth of canals in the 21<sup>st</sup> Century.

See The Hoosier Packet: May 2013 Vol 12 No. 5 and April 2014 vol 13 No. 4

## CANAWLERS AT REST

### AUGUSTUS BODEN

Find-A-Grave #35342081

b. 1810

d. February 17, 1878

By Carolyn I. Schmidt

At one time Augustus Boden, who was born in 1810, operated boats on the Pennsylvania canal near Johnstown. He brought his boat "The Swan" down the Ohio River to the Miami Canal in 1843.

S. B Huddleston of Dublin, who occasionally wrote historical articles, said that Augustus and his sons, George and Augustus J., built part of the Whitewater Canal between Cambridge City and Hagerstown. This was the part of the canal that is often called the Hagerstown Canal and was financed by local business men in Hagerstown. The Bodens also graded some of the sections for the Indiana Central Railway when it was built through Wayne County.

When the Whitewater Canal opened Augustus purchased two other boats, which he operated on that canal between Cambridge City and the Ohio River along with his son, George Boden. According to *Memoirs of Wayne County*, "At first there were twenty or thirty boats in operation on the [Whitewater] canal, and as these were inadequate for the rapidly increasing business many more were built and there were soon quite a fleet of them....the names of some of the boats with some of their owners or builders were as follows: 'Milton Torchlight' and 'George Hopkins,' both built by Nathaniel Tingle, at Milton; 'The Swan,' 'Mayflower,' and 'Fashion,' owned by Augustus Boden, father of George Boden of Cambridge City; 'The Erie,' 'Clara,' and 'Tempest,' operated by Charles Anderson and John Deemster, of Cambridge City; the 'Sevastopol,' 'Rover,' and 'Isaac Myer,' owned by John C. Adams, of the same place; the 'Rochester Gas Light' and the 'Thomas Newley.' Some boat owners were: a Mr. Ste-

venson, of Milton; and Valentine Sell, Samuel Williams, Alexander Crowley, Michael Johnsonborough, and the Densmore Brothers, of Cambridge City. Some prominent shippers were: Alexander Crowley, George Gillespie, Mark E. Reeves, and Arnold, Root & Howe, of Hagerstown, and John Peterson, of Milton."

In 1845 Augustus was asked to testify in a court case, *The White Water Valley Canal Company and Bruning v. Dow*. in which the White Water Valley Canal Company was owed less than 100 dollars. Dow then appealed the findings of the court to the Franklin Circuit Court, and later the case went to the Indiana Supreme Court. Dow alleged that the Canal Company maliciously and without any reasonable or probable cause, had the justice of the peace issue a writ of attachment commanding Bruning, who was a constable, to summon Boden, the captain of an un-named canal boat owned by Dow, to answer the Canal Company and Bruning to which he owed less than 100 dollars, and for the constable to attach the boat that was valued at \$800. Then, through the negligence of the constable, the boat sank. Dow charged the Canal Company and Bruning of trespassing. He also claimed that Boden was examined as a witness even though his testimony was objected to because of his being incompetent. The court affirmed the judgment with 5 per cent damages and costs. They also ruled that since Boden's incompetency was not pointed out to the Circuit Court, the objection could not be assigned for error. Why Boden was supposedly incompetent to testify was not noted.

The 1850 United States Federal Census shows Augustus age 40 as a boatman with his residence in Cambridge City, Wayne county, Indiana. Living with him are his wife, Anna, age 43, a merchant, and his children Anna, age 17, a carpenter; George, age 15, a saddler; Josephine, age 14, a cooper; and Augustus, age 12, a tailor. Augustus and Anna eventually are the parents of seven children: Anna, George, Josephine, Augustus, Mary A., Conrodona, and Selisia.

Anna S. Boden, Augustus' wife, passed away in 1857. She was laid to rest in Capitol Hill Cemetery. Cambridge City. Wayne County, Indiana

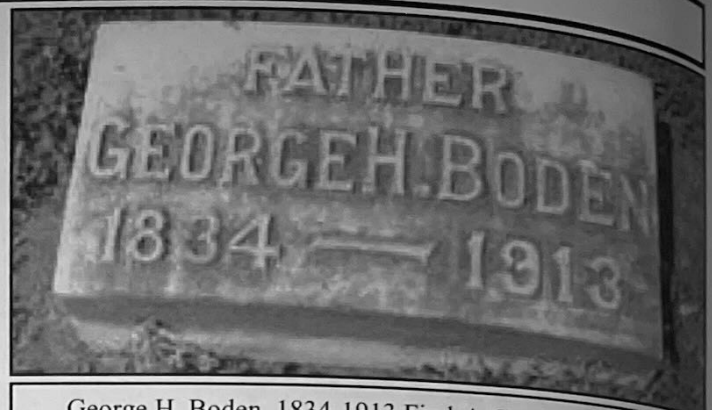
The 1860 Census lists Augustus as a farmer with real estate valued at \$5000 and a personal estate of \$1000. He is living in Wayne County, Indiana with Jane Boden, age 37, and his children. Did he marry Jane after Anna died or is Jane Boden his sister who is helping him with his children?

In 1863 August Boden of Washington county, Indi-

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Anna S. Boden 1807-1857 Find-A-Grave #55333930  
Picture courtesy Irish roots



George H. Boden 1834-1913 Find-A-Grave #89985670  
Photo courtesy Irish roots

ney, Richland County, Illinois.

ana is on an Indiana tax list of contractor bids. He was taxed \$25.00 for his contractor/builder license.

The 1870 Census shows Augustus is the proprietor of a flour mill in Olney, Illinois with real estate valued at \$2000 and a personal estate of \$2000. What year did he move to Olney?

August Boden died in Olney, Illinois on February 17, 1878. He was laid to rest in Haven Hill Cemetery, Ol-

Besides operating a canal boat, George H. Boden, Augustus' son, also traded along the canal and had a partnership in a sawmill near Milton, Wayne county, Indiana with Samuel Stokes. On December 30, 1857 he was married to Sarah Ann \_\_\_\_\_. The 1860 U.S. Federal Census shows him as a sawyer. The 1880 Census lists him as a contractor. He was living in Cambridge City, Wayne county, Indiana in 1900.

George Boden passed away in 1913. He was buried

Name	Birth	Place	Augustus Boden's Family		Marriage	Place
			Death	Place		
<b>Augustus Boden</b>	1810	Germany	2-17-1878	Olney Richland IL		
m1. Sarah Anna	1807	IN		1857 Capitol Hill Cem. Cambridge City		
<u>Anna Boden</u>	1833	PA				
<u>George H. Boden</u>	11-??-1834	PA	1913	Riverside Cem Cambridge City	12-30-1857	Henry Co IN
m. Sarah Ann ?	5-02-1837	IN	8-28-1906	Cambridge City IN	12-20-1857	Henry Co IN
Cora B. Boden	1862		1881			
Edward W. Boden	1868					
<u>Josephine Boden</u>	1836	PA	1921	Wayne Co. IN		
m. McConkey						
<u>Augustus J. Boden</u>	1838	PA	10-07-1926	Montgomery Co. IL		
m1. Caroline ?	1844	IN				
Minnie Boden	1865	IN				11-02-1862
m. Charles T Whistler						11-02-1862
Harry Boden	1868	IN				3-09-1892
m. Rosa E Funk						3-09-1892
m2. Angeline Netherton	12-28-1847	Gillespie IL	8-10-1920	Montgomery Co. IL	1-22-1868	Macoupin IL
Lily R., Boden	1869					
Angeline A. Boden	1874					
Annie J. Boden	1877					
Albert Boden	1884					
Henry William Boden	1889		1970			
Hazel Alma Boden	1892		1961			
<u>Mary A. Boden</u>	1845	PA				
m. Edward March						12-27-1863
<u>Conrodona (Dena) Boden</u>	1849	IN				12-27-1863
<u>Selisia Boden</u>	1852	IN				
m2. Sarah ? Wife or sister	1843	PA	Keeping house in 1860 after death of Sarah Anna.			

in Riverside Cemetery, Cambridge City, Indiana.

Apparently Augustus J. Boden, another of Augustus' sons, was deaf. He is listed on the student roster of the Indiana Institution for Educating the Deaf and Dumb in 1859-1860 and 1863-1864. The school was one half mile east of the corporate limits of Indianapolis at that time. He is shown as being from Cambridge City, Wayne county, Indiana. The Census of 1860 shows him as a teamster, 1870 as a contractor in Cambridge City, 1880 as a lumber dealer in Cambridge City, 1900 living in Litchfield City, Montgomery county, Illinois and 1910 living in South Litchfield, Montgomery county, Illinois.

Sources:

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 Contractor Bids Liabile to Tax by State of Indiana, 1863.  
 Find-A-Grave: Augustus #35342081, Anna S.#55333930, George #89985670  
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 United States Federal Census 1850, 1860, 1870, 1880, 1900, 1910

## NICARAGUA CANAL

Just as the U.S. built, 100-year-old Panama Canal is nearing the completion of its enlargement to accommodate even larger than Panamax ships, a Chinese billionaire, Wang Jing, and the Nicaraguan government have joined forces to construct a transoceanic canal at the cost of \$40-50 billion dollars. Nicaragua hopes to lift its country out of poverty and into prosperity like that of Panama, which now owns its canal.

The Nicaragua canal route was finalized and made public in July 2014. The 173-mile-long canal would extend from Punta Gorda on the Caribbean Sea through Lake Nicaragua to Brito on the Pacific Ocean and include a deep-water port on each coast and an international airport. There would be free-trade and tourist zones.

The project was put on the fast track after Wang Jing's winning of a no-bid, 50-year, renewable concession last year. Some say the project is being rushed and needs further study. They fear the environmental consequences such as losing their beaches, risking their fresh water supply, disturbing the active volcanoes that might lead to an eruption and displacing citizens from their communities that are in the canal's path. The people wonder if they will be compensated for their land.

Opponents fear that the financing will come from the Chinese government giving them a stronghold in the Western Hemisphere. However, 41-year old Wang Jing, a telecommunications billionaire, claims that he can raise the \$40-50 billion dollars needed for construction.

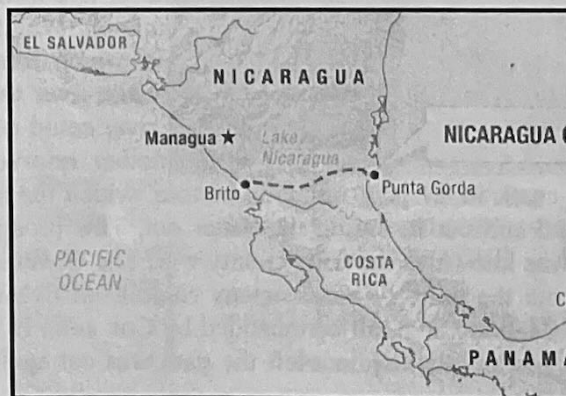
Experts say that although it is technically feasible, it is doubtful that investors will make a profit for a very

long time. It will take lots of traffic to make it pay.

Others have tried over the past 1½ centuries to build a canal through Nicaragua drawing routes and signing contracts, but none of these plans were ever begun. Nicaragua's seismic activity led the United States to select Panama 100 years ago for its canal.

National scientists have written a letter to Daniel Ortega, the president of Nicaragua, demanding to see an environmental study report for the project. So far no studies have been made public by either ERM, the British environmental management firm, or McKinsey and Company, who is conducting the economic feasibility study.

Proponents feel there is a need for the canal since worldwide commercial shipping projections show that even the expanded Panama Canal won't be able to handle all the traffic in the future. They say the estimated 5-year-long project will create 50,000 jobs and an additional 200,000 jobs once it is in operation. They estimate an economic growth rate for Nicaragua up to 14 percent per year. They plan to start the project in December 2014 and be open for business by 2020. They are optimistic that they can make their dream come true. Chuck Huppert, CSI Director, Burtonsville, MD



**WILLIAM LINDER McINTYRE  
AND HIS WABASH & ERIE CANAL CONNECTIONS**

By Charles Davis

William Linder McIntyre was born on January 8, 1830 to Jesse and Ann (McFarlan Christy) McIntyre in Bowling Green, Clay county, Indiana. He was reared on his father's farm until the age of twenty-one. He was the second of four children, two boys and two girls.

At a young age, William signed up to help build the Wabash and Erie Canal in Parke county. Commencing at the Aquilla Justice farm in Wabash township and from there he worked at different places along the line to within eighteen miles of Evansville, where the Central Canal had been completed from Evansville to Pigeon Creek in Warrick county in 1837. The Wabash & Erie Canal took over these last eighteen miles.

Before the canal's completion, William returned to Parke county in 1851. He spent his first year working for Jonathan and Julia Maris near Annapolis and formed a friendship with this family that was continued through their lives.

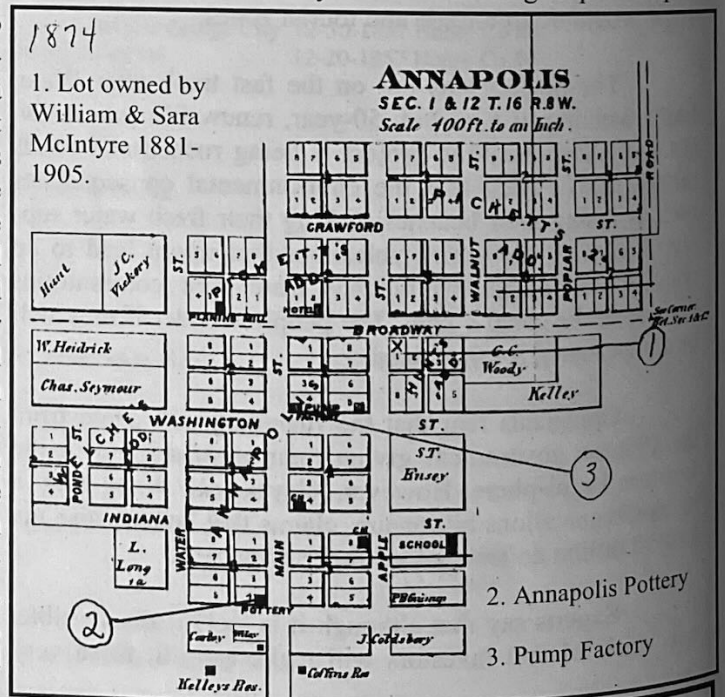
William married Sara Teague, the daughter of Henry and Martha Teague on January 27, 1853 and lived at Annapolis. While there he became a canal man. In 1855 he ran a boat on the canal from Terre Haute south. He was quoted in the *Rockville Tribune* of April 14, 1909 saying, "The State became so involved that she sold the canal to her creditors, the Rothchild's, and they in turn sold the right to build from Terre Haute to Evansville to a Virginia company, which finished it. They paid us off with Virginia money. The name was changed on that part of the cross-cut canal. About fifteen miles southeast from Terre Haute was built a large reservoir and the Eel river feeder came to the canal and could feed both ways, the waste water ran into the reservoir, which fed the canal to White River. We backed out into the river and ran in the river four or five miles and back out into the canal at Newberry [Indiana]. White river furnished water to the Pigeon reservoir, which furnished water to Evansville. We crossed East White river through an aqueduct. It was soon found that Eel river could not furnish sufficient water and they built another reservoir on Birch creek in a heavy timbered bottom, which the people resented and cut it, letting the water out. This brought on what was known as the Clay county war. The Governor ordered out the militia. One company came from Evansville, under Captain Gavit, all commanded by Col. John B. Hess, but as soon as the soldiers left the dam was cut again and

the other reservoir, so that was the ending of that part of the canal. I was on the ground at the time and had been boating on that part of the canal."

Nine children were born to William and Sara, two dying at a young age and one at maturity. During the Civil War, Dr. John S. Dare of Annapolis suggested to Capt. John Tenbrook Campbell, a former canal worker, to put in a word for McIntyre to Col. Richard W. Thompson to appoint him a United States Detective. It was done and William made a good one. His report that John Hunt Morgan was to make a raid into Indiana and Ohio was one of the first that Governor Oliver Morton received.

William, to thwart Copperhead activity, was involved in what was called McClure's War in Parke county. This was brought about because McIntyre was a plain Democrat before the war, but for about four months of that time his neighbors did not credit him with being a good "Union Man" as the loyal men were then called. He began to denounce Lincoln on general principles and find fault with every Federal general who had the impoliteness to whip an army of Confederates. He soon became very popular with those who sympathized with the rebellion and became most bitterly hated by the Union side.

William went to Illinois, where he became acquainted, joined the "Knights of the Golden Circle" [Copperheads], got deeply into their secrets, and kept Capt. Campbell posted about the midnight work of that organization. He came very close to causing Capt. Campbell



to be killed and maybe a good many others on both sides.

William was so close on the track of the Confederate Colonel Johnson that he lacked only a few hours of corraling Johnson in John Given Davis' house in Rockville, where he stayed over night. Johnson was in command of the rebel prisoners at Indianapolis and was to release them as soon as the Golden Circle should make a rush. Col. Johnson slipped away and his tracks got cold.

William and his family suffered so from the hatred of the people of Annapolis that he was compelled to explain to a few friends what he was doing, and they to a few more, until in a week every kid in the town knew all about it, and thereby spoiled his usefulness. He had to be dropped from the rolls for that reason.

He was part of the posse under Constable Nelson McClure, which brought in copperhead Ira Phipps during McClure's War. This is recorded in my, Charles Davis', book *Parke County, The Civil War, During the Canal Era* that was published in 2006 and can be found in the Rockville and Terre Haute libraries.

Nelson McClure, called "Uncle Nelson," sawed the timber on site for the Sugar Creek Feeder Dam for the Wabash and Erie Canal in Parke county in 1844. After that he lived in Annapolis and applied his trade as a painter until he died in 1908. He was buried in the Linebarger Cemetery with his wife and son, Mazarine, who was killed in the Civil War.

During his younger days William took an active part in everything for the betterment of his community. He was a life long Democrat, a strong supporter of the Union, and, in 1864, cast one vote of the only two Democratic votes cast in Penn township. William Craft cast the other one.

William and his partner, Martin Teague, built a shingle factory in Section 15 Washington township that was located about six miles southeast of Annapolis. He also made round pumps from poplar logs that he loaded on wagons and drove them from Joseph A. Gurley's pump shop at Annapolis throughout this area in Indiana.

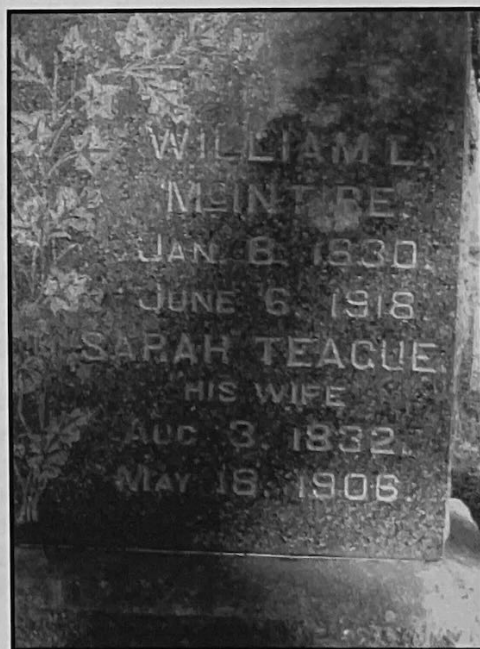
In the 1870 census William was listed as a farmer. His two sons, William Martin age 15 and David Henry age 17, were working in the Annapolis pottery owned by John Welch and Alexander Lee.

The greater part of William and Sara's lives was spent in and around Annapolis where William was the Post Master for several years. He also was the Justice of the Peace for a long number of years and his studious habits and natural liking of the law easily made him one of the best posted men on law in that vicinity. He was consulted on points of law continually and his opinions were rarely wrong.

For many years "Uncle William" was used as an authority on the early history of his locality and Penn township in particular. Looking at old deed records I found that he didn't own property very long. He and Sara owned Lot 1 in Block 1 Hunt's Addition in Annapolis from 1881 to 1905. Deed Record 41/2337 and D.R. 47/338 I assume when he farmed, it was as a tenant farmer.

For several years William was the correspondent for the *Rockville Tribune* from Marshall, Indiana and his name was always to be found upon the subscription list, it first being there in 1870 when the publication was known as *The Indiana Patriot*. He was also a great student of the Bible and could easily give the desired quotations to sustain his stand in any argument. He was a member of the Laboring Man's Institute of Annapolis and was one of its greatest readers.

William Linder McIntyre spent his last days in the home of his daughter, Mrs. "Lizzie" Houghland, where he died in Marshall, Parke County, Indiana on June 6, 1918. He was buried in the Poplar Grove Cemetery just north of Marshall.



Note: There are two spellings for William's last name - McIntyre or McIntire

WILLIAM L. McINTIRE  
 JAN. 8, 1830 ~ JUNE 6, 1918  
 SARAH TEAGUE  
 HIS WIFE  
 AUG. 3, 1832 ~ MAY 18, 1906  
 Photo by Charles Davis

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## McINTYRE GENEALGY by Charles Davis

Name	Birth	Place	Death	Place	Marriage Place
Jesse McIntyre	9-29-1799		11-05-1851	Clay City IN	
m. Ann McFarlan Christy	2-11-1810		6-25-1841	Clay City IN	
<b>Wm Linder McIntyre</b>	1-08-1830		6-18-1918	Poplar Grove Parke IN	1-27-1853 Parke Co IN
m. Sara Teague*	8-03-1832		5-18-1906	Poplar Grove Parke IN	1-27-1853 Parke Co IN
<u>David Henry McIntyre</u>	11-22-1853		1-16-1944	Tampa FL	12-14-1876 Parke Co IN
m1. Mary Z. Ephlin	9-19-1855		8-09-1882	Linebarger Cem Parke	12-14-1876 Parke Co IN
Henry McIntyre	1-26-1880		3-28-1880		
Carrie Ethel McIntyre	5-27-1881		3-15-1961	Rosehill Cem Tampa FL	4-23-1901
m. Ira Morris	6-16-1870		9-20-1954	Rosehill Cem Tampa FL	4-23-1901
m2. Amanda Stockdale	1-05-1850		5-29-1930		5-22-1886
Grace Fern McIntyre	4-03-1888		1965	Asbury Cem Morrystown	8-02-1906 Shelby IN
m. Ralph McBain					
Francis Louis McBain	1907		1966		
Rowena McBain	1908				
<u>Wm Martin McIntyre</u>	4-23-1855		7-16-1923	Bethany Cem Parke IN	9-13-1877 Parke Co IN
m. Rachel A. Ephlin	4-27-1858		7-27-1915	Bethany Cem Parke IN	9-13-1877 Parke Co IN
Luther R. McIntyre	9-05-1878		7-??-1940	Bethany Cem Parke IN	10-24-1907 Parke Co
m. Estella V. Russell	12-10-1880		12-28-1912	Bethany Cem Parke IN	10-24-1907 Parke Co IN
John Wm McIntyre	5-19-1919	Kansas City	8-14-1992		9-05-1958
m. Greta Clara Hemphill					9-05-1958
David A. McIntyre				(living in Excanaba, MI)	
Warren D. McIntyre	8-18-1886		11-18-1895		
Dr. Francis Vernon McIntyre	9-21-1888		7-09-1969	Poplar Grove Parke Co IN	
m1. Diantha L. Newlin	5-02-1890		2-15-1921	Poplar Grove Parke Co IN	
m2. Mary J. Elliott	10-02-1897		2-28-1993	Marshal IN	3-22-1922 Parke Co IN
Marion McIntyre	10-25-1925			(living in Houston TX)	
Phyllis McIntyre	6-21-1930		7-10-1996		9-11-1948 Parke Co IN
m. Jerry Hugh Hodge					9-11-1948
Dr. Francis Elliott "Mac" McIntyre	5-15-1923		4-03-2010	Austin TX	8-27-1955 Indianapolis IN
m. Mary Eleanor Harrell					8-27-1955 Indianapolis IN
Barbara McIntyre				(living in Portland OR)	
Sylvia McIntyre	3-01-1957			(living in Gainesville FL)	
m. Larry Crook					
Carolyn McIntyre					
m. Michael White				(Brooklyn NY)	
Dorah Elizabeth McIntyre	8-14-1894		3-??-1985	Bethany Cem Parke IN	9-09-1917 Parke Co IN
m. Lewis Stark	11-11-1894		3-09-1981	Bethany Cem Parke IN	9-09-1917 Parke Co IN
Dorothy Stark					
m. Wm Dean Hobbs	4-29-1946		12-06-2000	National Cem Bushnell FL	Vietnam Vet.
Homer McIntyre	9-24-1897		7-07-1919	Bethany Cem Parke IN	
<u>John Franklin McIntyre</u>	2-24-1857		3-10-1951	Woodruff SC	10-31-1885 Kansas
m. Nancy Ellen Johnson	8-06-1859		11-04-1910	Woodruff SC	10-31-1885 Kansas
Floyd Linder McIntyre	10-15-1886		1963		8-18-1907 SC
m. Bernice Ivey	12-31-1890				8-18-1907 SC
Claude Earl McIntyre	8-07-1888		1963	Cedar Grove Cem SC	11-02-1916
m. Mable Clara Godfrey	9-30-1889		5-13-1939	CGC Laurens Co SC	11-02-1916
John Osborn McIntyre	1910		11-22-1941	CGC Laurens Co SC	
Florence Ellen McIntyre	10-22-1912		12-30-1969		
Charles Edward McIntyre	9-01-1930		9-01-1930		
5 children (private)					

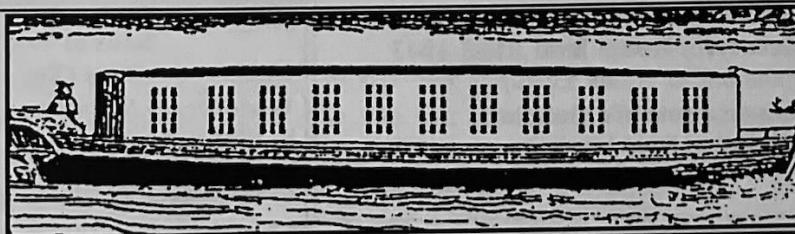
\*Father Henry Teague 8-14-1805 6-20-1889 Rawlings Cem.  
 Mother Martha Frazier 4-30-1808 9-20-1864 Rawlings Cem.

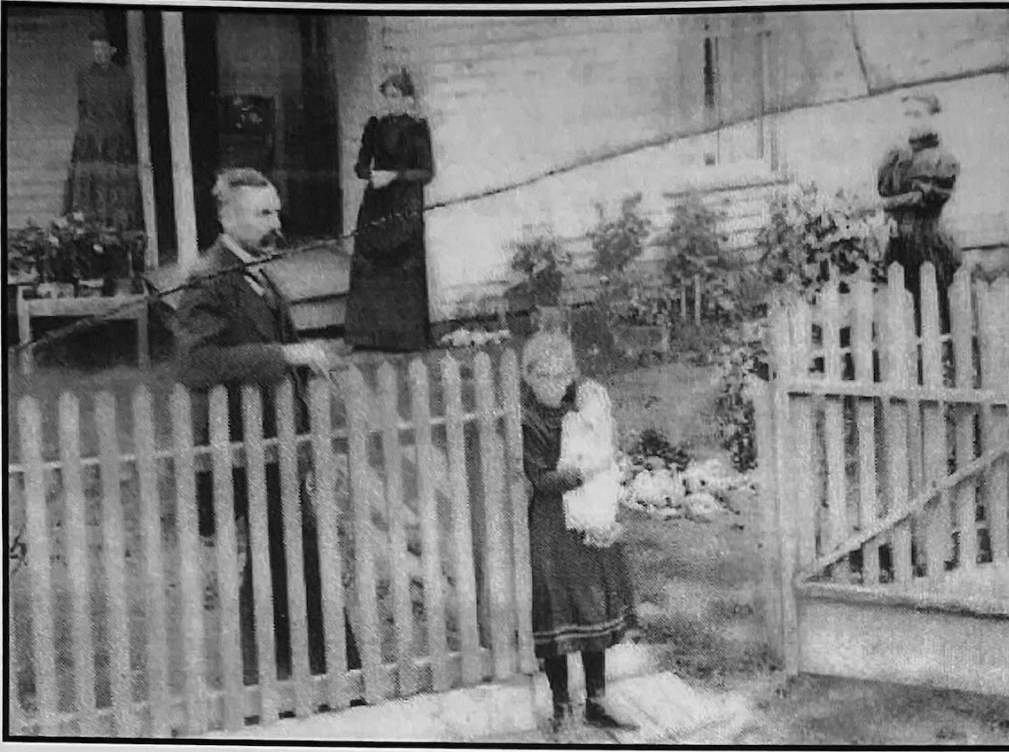


# THE HOOSIER PACKET - OCTOBER 2014

## McINTYRE GENEALGY (continued)

Name	Birth	Place	Death	Place	Marriage	Place
Oscar Wayne McIntyre	3-04-1891		8-06-1965		12-25-1912	SC
m. Eula Clara Fincher	10-12-1893		1922	SC	12-25-1912	SC
Coy Vincent McIntyre	7-23-1914		2-28-1966			
Maxwell Glenn McIntyre	2-04-1893		6-16-1978	Bramlett U.M.	3-27-1920	SC
m. Otha Glenn	5-09-1899		9-16-1991	SC	3-27-1920	
Allen G. "Mac" McIntyre	3-31-1927		2-07-2005	Greenville SC		
m. Hazel Few						
Virginia McIntyre			(Worcester, MA)			
m. ? Jackson						
Harry Squires McIntyre	11-13-1896		4-27-1967	Oakwood Hickory NC	1929 NC	
m. Gladys May Gwynn	5-19-1901		5-01-1993	Oakwood Mecklenburg	1929 NC	
(1 private)						
Cora Madge McIntyre	10-01-1901		1970			
m.						
m.						
<u>Martha Ann McIntyre</u>	3-19-1860		10-03-1861			
<u>Elizabeth Ellen McIntyre</u>	1-05-1863		1943	Poplar Grove Parke IN	12-21-1893	Parke Co IN
m. William Henry Houghland	1-01-1853		4-09-1915	Poplar Grove Parke IN	12-21-1893	Parke Co IN
<u>Mary McFarlan McIntyre</u>	8-11-1864		1950	Poplar Grove Parke IN	11-06-1890	Parke Co IN
m. William Henry Stockdale	3-??-1856		8-31-1909	Poplar Grove Parke IN	11-06-1890	Parke Co IN
Mable Claire Stockdale	10-12-1891		6-26-1912	Poplar Grove Parke IN	(killed in auto accident)	
Hazel Marie Stockdale	3-02-1893		9-02-1970		9-24-1913	
m. Layton Edward Connerley						
Harold Layton Connerley	11-04-1916		6-13-1999	Poplar Grove Parke IN	9-10-1944	Rockville
m. Mary Kathleen Busenbark	6-15-1922		3-24-2001	Eaton OH Poplar Grove	9-10-1944	Rockville
James Joseph Connerley				(living in Marion IA)		
William Edward Connerley				(living in Eaton OH)		
Charlotte Kay Connerley				(living in Lake Havasu AZ)		
m. ? Zulkowski						
<u>Nancy Grace McIntyre</u>	9-28-1866		10-06-1869			
<u>Laura Terrecy McIntyre</u>	3-09-1871		12-07-1895	Poplar Grove Parke IN	2-18-1892	Parke Co IN
m. Solomon F. Robbins	1-28-1862		2-22-1915	Poplar Grove Parke IN	2-18-1892	Parke Co IN
Frank Robbins	4-12-1893		1-13-1928	Poplar Grove Parke IN	9-10-1920	Parke Co IN
m. Audrey Ina Hockett	5-01-1892		2-12-1937		9-10-1920	Parke Co IN
Ruby Helen Robbins	11-21-1920		12-03-2002	(of Veedersburg IN)		
m. Artie Crowder						
Roy Paul Robbins	7-27-1927		2-02-1999	Batesville IN	9-20-1947	Parke Co IN
m. Betty Jean Osborn+						
Fred Robbins	5-03-1895		10-27-1968	Poplar Grove Parke IN	1935	Parke Co IN
<u>Cora Pearl McIntyre</u>	5-08-1874		4-??-1960	Poplar Grove Parke IN	2-04-1911	Parke Co IN
m. Alfonzo Erwin	1876		7-??-1954		2-04-1911	Parke Co IN
Mary E. Erwin	8-21-1911		2-11-1994	(of Cayuga IN)		
m. ? Davis						
Virginia Josephine Erwin	2-23-1913		10-29-1970	Mem. Gardens Rockville	9-05-1941	Parke Co IN
m. Glenn Sutherland	4-28-1908		12-26-1989	Mem. Gardens Rockville	9-05-1941	Parke Co IN
Marjorie Erwin	1916					
m. DeStefano				(of Canajoharie, NY)		





Children of Wm. Linder  
& Sara (Teague) McIntyre

David Henry McIntyre by fence  
B. 1853 Marshall, IN  
D. 1944 Tampa, FL

Mary McFarlan (McIntyre)  
Stockdale at the right of the gate

Grandchildren of Wm. & Sara

Grace Fern McIntyre, David's  
daughter, holding doll

Carrie Ethel (McIntyre) Morris,  
David's daughter, on the porch by  
the door

Photo taken around 1900



Daughters of William Linder & Sara (Teague) McIntyre  
(left to right)

Mary McFarlan (McIntyre) Stockdale 1864-1950

Cora Pearl (McIntyre) Erwin 1874-1960

Elizabeth (Lizzie) Ellen (McIntyre) Houghland 1863-1943

This picture was on a postcard given to  
David Henry McIntyre from his sisters.



Sons of William Linder &  
Sara (Teague) McIntyre

David Henry McIntyre  
B. 1853 Annapolis, IN  
D. 1944 Tampa, Florida

John Franklin McIntyre  
B. 1857 Annapolis, IN  
D. 1950 Woodruff, SC

Photo taken about 1938 in Woodruff, South Carolina

FROM TIMES PAST

*Fort Wayne Times & People's Press*

November 10, 1852

The Packets. We understand, will continue to run until the canal is closed by ice. Heretofore they have been laid up about the 25th of November, whether the canal was closed or not. — By that time travel is about at an end, and the canal can hardly be expected to remain open much beyond that date; so it may be regarded as virtually the termination of Packet navigation.

The line under the management of Mr. Petree, during the past season, has been unusually prompt and regular, and given the highest satisfaction to the traveling community. He has shown himself to be just the man to own it; and, with the assistance of as able and efficient a corps of captains as ever run a canal, every thing has gone on like clock-work. The travel has been immense, and must have paid handsomely. The boats have generally been well filled, and frequently to their utmost capacity. We have been glad to see an enterprise, so useful to the public, so liberally patronized.

With the opening of spring, these fine Packets, refitted and repaired, with probably some new ones, will be again in motion on the line; and we hope to see them under the command of the same captains. Their places could not be so well filled by others. — May they all live a thousand years, and “their shadows never grow less.”

*Fort Wayne Times & People's Press*

November 17, 1852

The important ship canal which is to unite Lake Superior and Michigan will soon be begun. The surveys for its location have been completed, and the ground has been found quite as favorable for the easy and speedy construction of the work as was expected. Several routes have been surveyed, which will enable the Legislature of Michigan and contractors to obtain a perfect understanding of the whole subject. The canal will be a fraction less than a mile in length. The law of Congress provides that the locks shall be at least 350 feet long and 60 feet wide, and the Michigan Legislature has power to enlarge the dimensions.

*Fort Wayne Times & People's Press*

November 17, 1852

Smith, of the *Peru Free Press*, in speaking of a trip from Defiance to Peru, says:

Antwerp, Fairport, New Haven and others, all finished towns, are passed in succession, and Ft. Wayne, the city of spires, of churches, of gentlemen, of blacklegs, of sharpers and loafers, bursts upon the view. Of the city we

need not speak. Our readers know it as well as we. Its denizens claim for it the high sounding appellation of “The Metropolis of Northeastern Indiana,” and as comparisons are odious, and as our neighbors up the “ditch” are a little sensitive on this point, for the sake of peace, we concede it to them — but they ought to remember that Decatur is only twenty-one miles south east from them!”

Our friend Smith never lets Decatur pass within twenty miles without giving it a dig in the short ribs. What is there about Decatur that haunts his fervid imagination so constantly?

*Fort Wayne Times & People's Press*

January 3, 1853

Great Freshet. The southern portions of Ohio and Indiana have been visited by a great freshet. The Scioto, the Miami, and all the streams running south have been very high. The *Cincinnati Gazette* says:

*The White Water Canal.* Calamity to routes of navigation could not well occur without \_\_\_dling this investment of our City Fore-Fathers.

The dams of the Whitewater river that make the slackwater which feeds the canal, are washed away, and the town of Harrison is inundated; the locks below Brookville are washed out; the bridge at Brookville gone, and a sore of minor disasters occurred along the whole Indiana line, so as to make us conclude that this canal, this time, is pretty well used up. The mills at Lawrenceburgh, like those of our city depending upon water power, are not grinding.

*Breach in the Miami Canal.* The stone abutment of the aqueduct over Mill Creek, three miles this side of Lockland, was shattered by the flood on Friday; the wood work let down and the water pouring out furiously, washed away the bottom of the Canal down to the level of the Creek. Every effort will be made to repair the same by this day [in a] week.

We learn from Capt. Wright of the Hoosier State that the freshets in Indiana have been greater and more sudden as they have been more destructive than ever known before.

The Freight train leaving Indianapolis Friday for Madison, in crossing a bridge seven miles out, got a part of the way across when the bridge gave way engulfing the Locomotive, Feeder, and six of the ten cars of Barrel Pork, Flour and Wheat, with three men on the train, in the boisterous waters beneath. The Engineer and Firemen were drowned, and their bodies obtained; the Superintendent of the carpenter shops at Indianapolis was lost, and his body not yet found. We have since learned that the bodies were recovered, some two or three cars having been piled upon them.

Three bridges on this road are destroyed, the bridge where this accident occurred, Bayou Bridge, and the one over Hawe Creek.

The Vice President of the Road, Mr. Craven, in the absence of John Brough, who was in St. Louis, repaired to the scenes of disaster with boats and material for succor and repair. Unparalleled destruction of corn in all the river bottoms has occurred.

The Jeffersonville Rail Road, which connects with the Madison at Columbus, has suffered adversely in the wholesale destruction of track and bridges.

We hear of a similar accident to a freight train going out on Friday from Indianapolis towards Lafayette, the whole train running into Sand Creek, after the bridge had been washed away, all on board, five in number drowned.

The Richmond *Palladium* says that the continued rains for the 24 hours previous to Thursday evening, created quite a freshet in the stream of this vicinity. The bridge over Newman's creek, on the Williamsburg road, is swept away; and the dam of Brightwell's mill is entirely gone. Fences in the bottom lands have been washed away, and the soil more or less injured by being carried off or having deposits of sand and gravel upon them. We have not heard of the loss of any stock, and we trust none has occurred.

The Dayton *Gazette* of Saturday says:

The heavy rains of the last few days started the streams into a flood on Thursday evening, which threatened to equal the great overflow in 1847. The Miami commenced rising rapidly about dark, and before midnight those who watched its "upward tendency" became alarmed, and had the bells rung warning the citizens to get up and assist in strengthening the low places in the levee. Before daylight the town of McPherson, on the north side of the river, was overflowed, and skiffs were necessary to communicate with the houses. The Covington turnpike, for rods north of the Main street bridge was from one to three feet under water, as were the roads, outside of the levee, on Third and Bridge streets. The river continued to rise slowly during most of yesterday, but lacked in the evening, some three feet of coming up to the flood marks of former years.

*Fort Wayne Times & People's Press*  
January 3, 1853

I. D. G. Nelson, Esq., is urged by the *Sentinel*, and several others as a candidate for Canal Commissioner. It would be rather cruel to allure our quondam editorial friend "Ike" from the beautiful retreat at "Elm Park," and send him adrift on the "raging canawl," but we think he can stand it — that is, if he can get elected. The truth is, "Ike" is a self-sacrificing patriot, and he can stand almost anything — especially if it has a good fat salary attached to it.

*Fort Wayne Times & People's Press*  
January 12, 1853

The Flood — Damages. On Friday the Scioto was up within less than two feet of the great flood of 1847. The bottoms west of Columbus, and very generally along the Scioto, were overflowed, and considerable damage was done by carrying off corn, rails, &C.

We have heard rumors of heavy damage to the Ohio Canal between this place and Portsmouth, but are not yet able to specify the places or the extent of injury. The Railroad to Cincinnati was rendered impassable for a day or two, but we learn that the trains run through regularly at this time. We also heard rumors of heavy damage to the Central Road, near Newark, but have no particulars. We presume these reports are exaggerated and that a short time will repair the damage. *O. S. Jour.*

*Fort Wayne Times & People's Press*  
February 9, 1853

Wabash. It has become quite fashionable — perhaps it always was so — for editors when the *air themselves*, to jot down what they see for a spare nook in their next issue. Smith of the *Peru Free Press* has been away up the Wabash, and made the following note of what he saw on that occasion.

A Jolly Town. We last week paid a visit to the town of Wabash, and found the Court of Common Pleas in session, the streets intolerably muddy, the Hotels flourishing, the drinking establishments in full blast, and the ladies looking intensely bewitching, and series of scrub races on the flat, south of the canal, which latter reports wound up with an exceedingly interesting little "knockdown," by war of a finale. The latter took place at the foot of the dilapidated brick tower, probably the chimney of an old distillery, whose "fires" had been "quenched," and whose "worm" has "died," and taken in connection with the "fight," strongly reminding the beholder of Napoleon's great Battle of the Pyramids with the Mamelukes of Egypt. The crowd seemed to enjoy the fun, hugely, while "Hurrah Dick, Hurrah Tom, at "him agin, pitch it into him" &c. &c. went up on all sides, and made the wilkin ring. One fellow, we noticed, too drunk to give "aid and comfort" to the combatants on foot, lay sprawling in the mud, and sundry excessively graceful and mathematical gestures and gyrations of the feet and hands, vainly essayed to inspire the "Bruised and mangled" gladiators with hope and courage. One of the champions was arrested, but not without a severe thrashing for resisting the officers. That fellow did a big day's work. He rode several scrub races, soundly drubbed a very worthy, respectable, and patriotic citizen, got himself very decently and genteelly flogged, went to jail and there took lodgings for the

night, paid a handsome fine, and a pretty bill of costs, in the morning; besides having passed the previous night in the same, calm, cool and philosophical retirement.

We have many brisk, fast, and lively towns on the "Ditch," but Wabash is a "run'an." — They have sent something less than fifty representatives to the State Institution at Jeffersonville, within the past year, and we think the

prospect is fair of maintaining their high reputation.

A few such scenes as this, together with a few such beastly acts as was recently recorded by the *Gazette* of that town will entitle Wabash to the "banner." Have these "Wabash Waders" forgotten that they live in an "enlightened age" and a "civilized country?"

## CANAL GHOSTS (OHIO & ERIE VARIETY)

From CANAL COMMENTS - 48

By Terry K. Woods

I think perhaps all 19<sup>th</sup> Century Americans believed in ghosts, if only to relieve the monotony of rather dull, uneventful lives. Though most "Town Jakes" assumed that a canal boatman's life was more eventful and exciting than theirs and the boatmen agreed, it wasn't all that exciting. Boatmen believed in ghosts, too. Ghosts were just something a boatman might run into anytime. Here is a tale Wick Ludenberger, driver of his Dad's boat, BOLIVAR, in 1904, told us some years ago, . . . .

"There was just the Old Man and me one night. We was runnen light come'n from the paper mill in Akron tryen ta get ta Bolivar before we laid over. So we was runnen after dark. Well, I was out on the towpath. An we had a light on the bow. Just a big Kerosene lantern with a reflector on it. Didn't cast no more of a beam than ya could spit. And all of a sudden I saw this big, white — thing loomin on the towpath as we was come'n round a bend. Well, GHOST I thought. I was sure it was a ghost. The Old Man, he didn't do nuthin. I was driven Big Jack. Ya could pull a light boat with one horse, ya know. Well, he kept plodden along as if there was nuthen there. I don't know if horses can see ghosts or not.

"So I got up on Big Jack and sort of hunkered down behind his head. I figured if horses couldn't see ghosts, maybe ghosts couldn't see horses. I was all shiveren and shaken as we got closer and closer and — this ghost got bigger and bigger, stood up — and mooded! It was a damn, big, white cow. She had been layen on the towpath an we'd disturbed her. I was so relieved. We didn't see another ghost that whole trip."

Ghosts were just part of the natural order of things during canal days. Wick's brother Ben, told me one day that Lock No. 4 below Canal Fulton was haunted. When I asked why, he paused, looked a bit puzzled, then answered — "I

don't know. Maybe somebody saw a ghost there once."

So that lock was haunted — not so much the actual lock as an old frame building, now long gone, that once stood near the lock when the boys boated with their father in the late 1890s. Neither of the boys ever actually saw a ghost there, but they heard enough stories to ensure that they wouldn't be found anywhere near that lock after dark.

Pearl Nye pretty much expressed most boatmen's attitudes toward ghosts while telling us a story about negotiating the Portage Locks (No.s 23 and 22), north of Akron.

"Sand Bar Run is just above Lower Portage Lock and often gives us much trouble, but most important, the upper lock is haunted. A flaming hand of immense size appears stretched high above it on dark nights. I've heard it's dimensions are thirty to forty feet. My younger brother George believed in it firmly. Our oldest Brother Billie once told George he had seen it. The rest of us always gave George a hard time about his belief. When we would reach this lock any time at night, this flaming hand was always mentioned. And of course all those who were still up would give the place a good looking over. As a rule, we were more prepared for spooks of flesh and bone rather than the less substantial kind, but most boatmen had their favorite 'haunted places' that they tried to avoid at night. There was Ghost Orchard Basin, Deer Creek Aqueduct, Money Penney Distillery at Lockbourne, and other places quite numerous. The area below Wolf Creek Aqueduct is one supposed to be haunted, and some are afraid to pass it at night, but our outfit, we run, ghost or no ghost. Consequently, none ever took our scalp. For we believe in seeing if any such ghost is lead-proof, but none ever showed up to free a draw on."

A more conventional ghost story concerns "Amy" and an old white brick tavern along the berm bank of the canal some eight or ten miles south of Roscoe. Shortly after the ending of the Civil War, Amy (ghosts never seem to have last names) left Cleveland aboard a canal boat. She was to meet her fiancée, a Captain in the Union Army, who

had just been released from a Confederate prison, at this tavern. They were to be married, go out west somewhere, and live happily ever after.

Unfortunately for Amy, and fortunately for the story, she was followed by a rejected suitor. He found her at the window of an upper room in the tavern, gazing off down the canal hoping to catch first sight of her lover's craft as it brought him to her. The crazed suitor snuck up behind Amy, and slit her throat with a large knife he carried. She died there, her blood staining the window sill, her eyes still staring down the canal.

It isn't clear what happened when Amy's Fiancée arrived and found her dead. Some accounts have him chasing north after her murderer and killing him on sight. Others have him wandering off in the moonlight, driven mad at the sight of his murdered loved one. What happened to the Fiancée isn't important. What is important is that Amy stayed on at the tavern, as a ghost, until it was torn down some eight or nine years ago to make way for the straightening and widening of Ohio Route 16 through the area.

Amy inhabited that front, second story room. Many people heard her in that room, smashing things. She had quite a temper for a ghost. No one could stay in that room without sensing her presence and having his or her belongings strewn about the room. Much later, during the early 1970s, when that old tavern briefly became a public restaurant, the owner showed me the 'bloodstains' still on the wooden sill. I talked with waitresses who, after a few sessions of smashed dishes and spilled food, refused to serve any more meals in that room.

Amy, it seems was a spiteful ghost. It's hard to say what became of her after the tavern building was torn down. It was vacant for nearly twenty years. Amy, though, seems to have been a hard ghost to live with. I can't help but wonder if she would have been any easier to live with when she was alive, and whether her fiancée might not have had the better of it after all.

We have to assume that Amy disappeared when her 'home' was destroyed. All ghosts, it seems, were stay-at-home types, unable or unwilling to leave their particular 'haunt.' This proved fatal, apparently, to a group of ghosts, no one knows just how many, who haunted a cluster of abandoned canal boats in a basin just south of Barberton after traffic had come almost to a standstill.

Local residents were awakened and annoyed nearly

every night during the late spring of 1911 by the shouting, screaming, and blood-curdling moans coming from these boats. But when the neighbors or police would investigate, no matter how quickly they responded, there was never anyone to be found - nor any evidence that human beings were at all involved! It was obviously prankish ghosts.

And the pranks continued. A group of nearby residents finally had enough. One dark night when the ghosts were particularly noisy and objectionable, these residents stealthily approached the abandoned craft by rowboat, and set fire to the abandoned craft in the basin. Then, from the safety of the far shore, they watched in fascination as the flames spread and leaped higher and higher. They listened in growing horror to the screams, groans, and finally whimpers, as the lashing flames consumed every boat in the basin down to the waterline. Rather drastic measures, perhaps, but the local residents were no longer kept awake at night by rowdy 'ghosts.'

### LOCK TIMBER HIT AT STEAM SHOW

A portion of a gigantic lock timber from the Gronauer, Lock #2, of the Wabash & Erie Canal unearthed near New Haven, Indiana was displayed at the steam show by Terry Bodine, CSI director from Covington, Indiana, who built the stand for the timber and informational sign he funded. The sign was done by Terry Lacy, who has done the murals and signage at Delphi's Canal Park. Bodine said the CSI brochures on the exhibit were readily taken and that the

exhibit created a lot of buzz with steam show attendees. He plans to display it at other venues. Hopefully it will bring in lots of new CSI members.





The James P. Dugan Home:  
It's a Beautiful Day in the Neighborhood  
Article and photos by Mark A. Smith

During nice weather you might want to take a drive over to Delphi, Indiana and take a constitutional jaunt along one of its more historical streets to view a section of our city, which I would compare to Bluff Street in Monticello or South Ninth Street in Lafayette. So—to quote the late Mr. Rogers—“It’s a beautiful day in the neighborhood—lace up your shoes.”

The section of which I speak is Front Street, which I would suspect received its name due to the fact that it was (and still is) on the front of the city prior to traveling down the Deer Creek valley, crossing the South Washington Street Bridge, and entering what, in the not-so-distant past, was entitled South Delphi. Hikers along that street will immediately notice that there is a rather steep precipice on the south side of the street. That is due to the fact that at one time a borrow pit for the brick kiln operated by Aaron Dewey was located there. Some of Delphi’s earliest buildings were constructed from this brick.

In its grander days the home in discussion was that of James Dugan. At present it is an apartment building owned by JW Rentals. The smaller structure on the rear was originally a carriage house to house Dugan’s fine carriages and horses.

James P. Dugan was born June 9, 1812 in Champaign County, Ohio, to an Irish father and a Pennsylvanian mother. Dugan spent a goodly amount of time in the three counties of Champaign, Darke, and Madison and, at the young age of twenty, assumed the position of discount clerk in the Commercial Bank of Cincinnati.

Dugan took on more permanent roots in Delphi in

1845 after tasting of its ambiance in 1833 and 1834. His initial role here was a dry goods clerk. In 1847, during the canal era, he became a junior member of Spears, Case, and Company and conducted a varied enterprise in banking, grain, and pork packing, which was shipped by canal boat. The late Dora Thomas Mayhill states that “James P. Dugan had a general merchandise store, and was conducting a money depository in his store, and since there was no bank here, he built a warehouse on Washington Street.”

In 1873 he became the president of the First National Bank of Delphi, which was organized following the death of Reed Case. The First National Bank was a short-lived item, being closed during the Crash of 1877 due to distress at the parent bank in Chicago, where Dugan, James Case (son of canal contractor Reed Case) and his brother Reed Junior were involved in stock brokering.

Dugan was married on June 13, 1836 to Miss Miranda Crooks, whose sister Julia Ann was married to James Spears on November 1, 1842. Their only offspring, Jennie L, who was born April 16, 1838, succumbed from the effects of the explosion of a lamp, which she had been attempting to extinguish on her bedside table. Following a harrowing month of lingering with her burns she passed away in March of 1860. One can only wonder what would have happened had more contemporary burn treatment been known.

In addition to his business life, Dugan was a member of the Independent Order of Odd Fellows in the Franklin Lodge of Cincinnati in 1833. He was one of the charter members of the Delphi Lodge number twenty-eight.

Spiritually, he was an Episcopalian. However, he was extremely generous to the Methodist Episcopal Church when it was constructing its 1870 sanctuary — he contributed a full one-third of its amount—\$5,000.

Dugan’s death on August 15, 1890 came following an entire lifetime of public service to a city, which he assisted greatly in developing from a primitive settlement to a civilized urban area. His grand obelisk-style stone is available for viewing in the Carrollton Road IOOF Cemetery.



## NEWS FROM DELPHI

### CANAL DAYS FESTIVAL

Don Haack, CSI Director from Fort Wayne, reports that he and his wife, Betty, attended Delphi's Canal Days Festival July 5 and 6 again this year and thought the crowd was bigger than in past years. Many people came at noon for the dedication and ribbon cutting for the Gray Bridge. CSI member Sally Bancroft worked in the Reed Case house. Many other CSI members, who belong to the Carroll County Wabash & Erie Canal Association, spent many hours working at the festival. Some of its highlights are seen below with pictures and text by Dan McCain.



The Gray Bridge was dedicated on the first day of the festival. These clowns, voyagers and hundreds of visitors came into Canal Park following the Lion's Club Canal Days Festival Parade.



Mayor Randy Strasser (left) and Dan McCain, CCW&EC president, shared the announcements at the dedication ceremony. The chalkboard notes that a Cricket Match was available for anyone to enjoy on the turf across the bridge.

Some of the honorees that attended were from miles away. The bridge erection crew from John Camden Construction Company represented by owner John, foreman Bruce and bookkeeper Bernadine enjoyed seeing the completed historic span.



As the boat passed under the bridge the celebration continued above.



### KIDS DAY

On June 21, 2014 Canal Park held "Kids Day," an event which brought many children and their parents to the park. Children could ride the canal boat free of charge and the number who attended exceeded expectations. There





were also crafts and demonstrations in Pioneer Village for all to enjoy.



The Ancient Voyageurs Fife and Drum Corps from Lafayette provided historical interaction with those who attended the festival.

## LOOM HOUSE UPDATE



The month of June had good weather and provided time for the Monday-Wednesday-Friday volunteers to get back to work on the Loom House.



Cedar shingles were applied to the roof for an authentic look. Other Pioneer Village buildings are similarly protected.



Placing "gob" (mortar) in the large cracks between logs was one of the jobs for the MWF crew. Here Dave Smith is busy inside covering the blocks of wood stuck between the logs. Then the interior was "whitewashed" to make walls lighter/brighter.



Just before the Canal Days Festival steps, a porch, and an handicapped accessible ramp were installed so visitors might see the structure inside and out.



Original flooring saved from the Burrows House was laid. When completed looms can be brought in for another authentic craft shop in Pioneer Village.



Roy Patrick and Brice Crowel hung a heavy rough cut wooden door on the entrance to the Loom House.



Tom Peters trimmed the recently installed windows.



The crew Dave Smith, Tom Peters, Roy Patrick and Al Auffart gathered outside. Brice Crowel was out back.

## INTERNATIONAL STUDENTS VISIT



This group of Japanese students from Purdue gathered on the dock as they planned what they wanted to do next in Canal Park after their boat ride on "The Delphi."



Another dynamic group composed of 45 students from 35 countries came to experience "community service" and help on the lower trails near Deer Creek. They groomed and trimmed a half mile of the creek side trail.



They cheered their accomplishments while standing on the stairs to the suspension bridge over Deer Creek.

**"THE DELPHI"**



The crew of "The Delphi" took a short rest between boat rides. This summer has been great with less heat and less humidity and more passengers aboard the boat.

Rides on "The Delphi" for the public will cease after Labor Day but charter rides will be given through October. Captain Steve, third from left, is always looking for volunteers to crew the boat. If you are interested E-mail: [steve1948@aol.com](mailto:steve1948@aol.com)

**BLUE FREEDOM BRIDGE**



The 300-foot-long Freedom Bridge will be placed over the Hoosier Heartland Highway the first week of September for the Canal's Monon Trail. Paul Brandenburg, from Indianapolis, visited the bridge and admired its new coat of blue paint.

**MIAMI & ERIE CANAL DIG**

An article in Hamilton, Ohio's *Journal News* of July 29, 2014 reported that a dig alongside the Miami & Erie Canal in West Chester, Ohio uncovered secrets of the town's past. For five days each summer volunteers from the Westchester-Union Township Historical Society probe the ground for artifacts that show the history of Butler county. This year they continued at last year's site to uncover a steam engine, which was used to convey blocks of ice cut from an ice pond alongside the canal to an ice house that was established in 1827. The ice was then shipped by canal boat to Cincinnati and Hamilton and used by the brewing industry for refrigeration.

The foundation of the ice barn still exists at the site. It is the only one remaining in Ohio. It was known as the Cullen Lake Warehouse. It was later owned by the Cincinnati Ice Company.

The society hopes the township will mow the grass so visitors may access the site. They would like to have a marker placed for passersby to read about the site's history. John Geyer, CSI member, Hamilton, Ohio

**CSI BOARD OF DIRECTORS TO MEET**

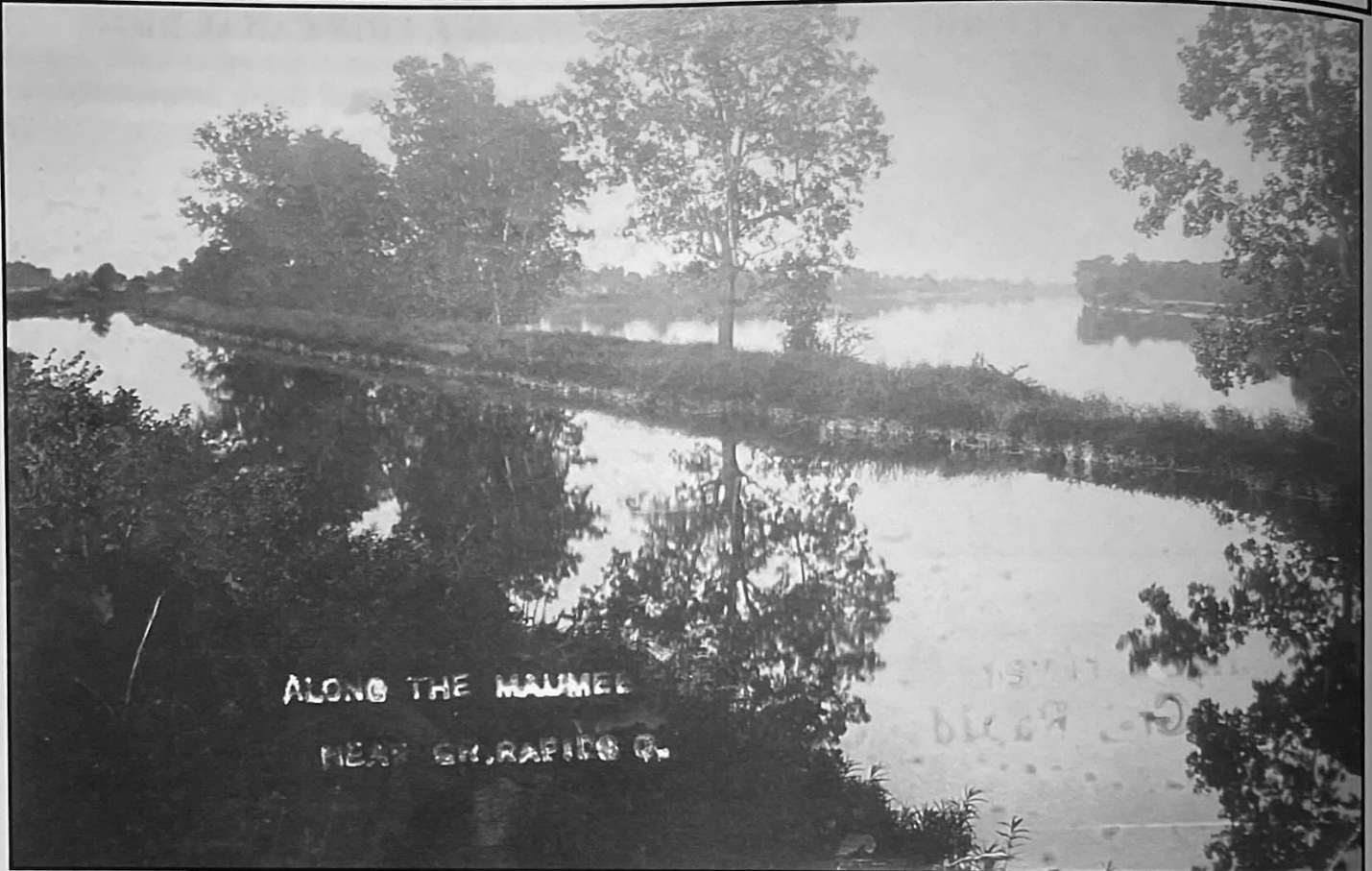
Frank Timmers, CSI Vice-President, is hosting the Canal Society of Indiana's annual board meeting in Carmel, Indiana on Saturday October 25, 2014 from 10 a.m.-3 p.m. The meeting will be held at the Old National Bank, 1430 S. Rangeline Road, with lunch at "Matt the Millers" Tavern. A tour of the new Palladium and the Arts & Design District of Carmel will follow. Please mark your calendars and plan to be there.

We will review the past year's events and publications. Plans for the upcoming year will be made. Funding proposals will be reviewed. Please come with ideas for future tours.

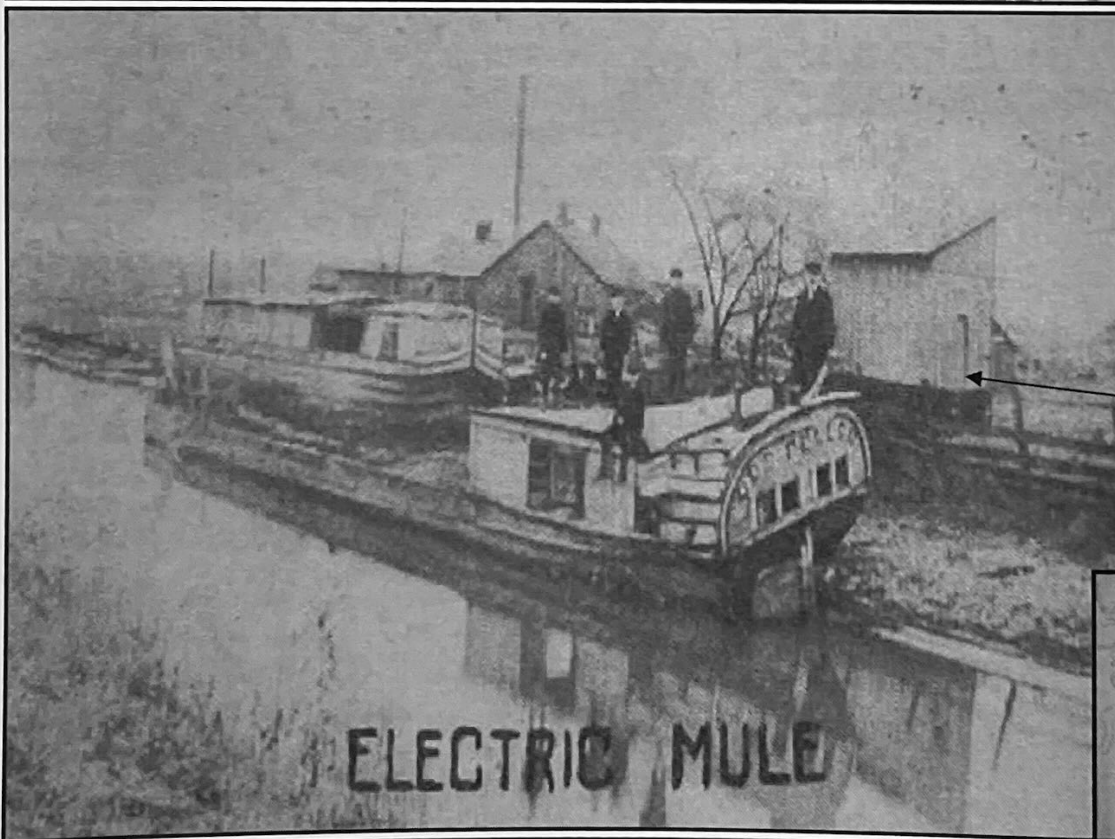
**SONGO LOCK UPDATE**

Karl Black, CSI member from Quincy, Illinois, found a good video showing the operation of the hand-operated Songo Lock and turn-bridge after Sue Simerman's and his articles appeared in *The Hoosier Packet*. Check it out:

<http://bangordailynews.com/slideshow/hand-operated-wooden-doors-cast-iron-sluice-gears-keep-history-alive-at-songo-lock/>



ALONG THE MAUMEE  
NEAR GRAND RAPIDS, OH.

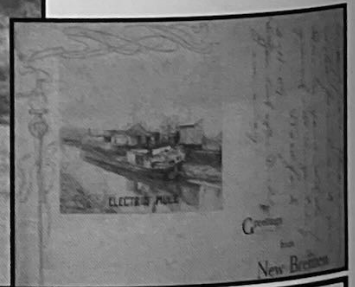


ELECTRIC MULE

ALONG THE MAUMEE  
NEAR GRAND RAPIDS,  
OHIO with the (Miami)  
Wabash & Erie Canal in  
the foreground and the  
Maumee River in the  
background in 1915.

Post cards found by Neil  
Sowards, CSI member, Ft.  
Wayne, Indiana

AN ELECTRIC MULE on  
rails laid on the towpath of  
the Miami & Erie Canal  
and two canal boats in  
New Bremen, Ohio 1907.



LOCK 36 SIGNAGE INSTALLED

Nancy Wagner, Fountain County Arts Council, sent pictures of the August installation of the Wabash & Erie Canal Lock 36 marker in Covington, Indiana, which was funded by CSI and the Covington Business Association. The Covington Park Board will replace its existing sign for Five Crossings County Park with a new one that will hang from the extended beam.

Terry Bodine, CSI director in the polka dot hat, built this attractive structure. Nancy wrote, "Terry did a wonderful job constructing the sign and the City of Covington Electric Department put it in within less than 1½ hours. They removed the old sign, drilled holes, stamped the soil, unloaded the sign, placed it, put in hard pack gravel and then put on the ridge cap. They were all great in getting this job done quickly. A nice addition to our community and historic identification." **HIP HIP HOORAY!**



The marker reads:

Here boats paused to navigate Lock #36 and awaited passage through the lock. Covington was one of Indiana's seven toll locations between Fort Wayne and Evansville where a fee was charged for the passage of boats. Both collecting receipts and locking boats created a natural stopping point on the canal. It allowed boatmen and passengers the time to transact business and stimulated commerce.

Groundbreaking for the Wabash & Erie Canal was on February 22, 1832 in Fort Wayne, Indiana. By 1843 the canal extended between Toledo, Ohio on Lake Eire to Lafayette, Indiana, considered the head of navigation on the Wabash River. By 1847 it had reached Covington after plans had expanded first to Terre Haute and later to Evansville, Indiana on the Ohio River in 1853. When completed, it was 468 miles in length and was the second longest canal in the world. Finally, it was recognized as an important route for the settlers that populated the west and encouraged economic development.

**Lift Lock #36** Originally built as a wooden timber-frame design, Lock #36 raised and lowered boats 10 feet. Because water seeks its own level, canals appear as flat, narrow, quiet streams. When changes in the landscape rose or fell, locks on the canal made it possible for canal boats to navigate from one level to another.

Locks were a part of the canal bed with masonry or wooden walls. Two gates at each end were about 6 feet wide and high enough to handle the lift of the lock. These were large wooden gates at each end of a 90 feet long by 15 feet wide chamber. Because of the immense water pressure against wooden lock gates, 10 feet was the maximum lift of locks found on the Wabash & Erie Canal.

Gates operated by moving long tapered balance beams some 12 inches by 26 feet long fastened to the top of each gate and projected far out on each side. When opened the timbers lay alongside the lock walls. When shut, the gate doors met in the center of the chamber forming a seal that shut off the flow of water.



Above: The front side of the sign faces U.S. 136 and will have the park sign hanging on its left side.

Below: The back side of the sign tells about the lock and how it operated.



## HUGE ENGINE FOR CONTAINER SHIPS

Aioi Works in Japan is building the world's biggest, most efficient, low revolution, turbo charged, two stroke, diesel engine for the new super oil tankers and large container ships that will be used on the Panama Canal. The engine is as big as an office block and weighs about 2,000 ton.

The ship is actually built around the engine. First the engine bed is built with the hull below it. The engine is lifted into place, the remainder of the engine component is constructed around the engine, modules of other sections are welded together as a unit and the units are joined around the engine. The engine is so tall that three flights of stairs with hand rails are needed for mechanics to reach the top of it.

The engine turns a propeller that weighs several tons and may have six blades. The propeller and engine are designed to have a longer life span than double or quad screws. The fewer moving parts, the less there is to wear out.

The new engine may be designed with 6, 8, 10, 12 or 14 cylinders that are straight. The 12 cylinder engine delivers 90,000 horse power at 100 revolutions per minute. 53.244 horse power at 90 rpm provides the best fuel economy. The 14 cylinder engine burns up to 1,600 gallons of crude oil per hour costing \$4261.76 every hour the engine runs. This cost is based on crude at \$107.88 per barrel.

Besides fuel costs the container ships pay between \$50,000 to \$250,000 to pass one way through the Panama or Suez canals. It costs cruise ships between \$80,000 to \$300,000. On May 16, 2008 a Disney World cruise ship paid the all-time, most expensive toll fee of \$331,200 for a one way passage. Although this seems very high, the money is made back along with a profit after one trip. A 20-foot yacht pays about \$2,000.

Frank Timmers, CSI Director, Carmel, IN

### WELCOME NEW MEMBERS

The following have joined the Canal Society of Indiana at the single/family membership of \$25 unless otherwise noted:

John Kummings                      Crawfordsville, IN  
Mark Wayne McKinnis              Boswell, IN

Welcome aboard!

## WCT OPENS PARCOURS FITNESS TRAIL

The Whitewater Canal Trail (WCT), which is celebrating its 10th anniversary held the official grand opening of the Parcours Fitness Trail on Saturday, August 2, 2014. Shirley Lamb, who led the Parcours project for WCT, cut the ceremonial ribbon.

With grant funding from Interact for Health, state-of-the-art outdoor exercise equipment was installed along the trail near Metamora. Also installed were new signs. Several oak trees were planted.

The equipment was placed in five stations along a quarter-mile section of the trail. The five stations have nine pieces of equipment and four of them are accessible for mobility devices such as wheelchairs. Arms, legs, core, strength, endurance – it's all there. You can get a complete workout on the trail and then include a five-mile run or walk.

Go out and enjoy the Whitewater Canal Trail. There is parking at the trailhead parking lot near the Duck Creek covered bridge aqueduct at the east end of Metamora. Then there is just a short walk to the red barn. Handicap parking is available at the red barn. Enjoy the trail and its new equipment.

## WCT PLANS SHORT SECTION OF TRAIL IN BROOKVILLE

Brookville is a town committed to developing a system of safe, healthful walking routes in town by using a combination of trail and street routes. This includes the new paved trail through the town park along the East fork of the Whitewater River.

The Billy Jean Jobe Trail now being planned is a short section of trail running north from the Overlook to Seventh Street that is important. It will be a link in the town's project, and will hopefully provide a future link to the Whitewater Canal Trail's main route and to the Tecumseh Landing location at the south end of Brookville.

WCT board member Mick Wilz is heading up this project and says that work will start as soon as the vegetation dies back in the fall. Currently a project budget and a time-line are being developed.

On July 25, 2014 a ceremony was held to recognize the many contributions Billy Jean and Don Jobe have made to Brookville. The Town of Brookville dedicated the new overlook on the West Fork of the Whitewater River as the "Donald M. Jobe Overlook." The Whitewater Canal Trail dedicated the future site of the new Billy Jean Jobe Foundation Trail.



### RESTORATION OF METAMORA'S MARTINDALE HOTEL

Indiana Landmarks has taken possession of the Martindale Hotel, Metamora's oldest commercial building, and is restoring it. It is located alongside the Whitewater Canal across from the stable that houses the Belgian horses, which pull the "Ben Franklin III," a replica canal boat, through old Metamora. It is one of the four iconic buildings that are usually shown in advertisements for Metamora.

A plaque on the building relates its history as follows:

#### MARTINDALE HOTEL

Built in 1838 by Ezekial Tyner to house his store room and counting room where he acted as agent for canal trade, housing his family in the addition to the rear. He then purchased the land from David Mount in 1841. Thomas Tague acquired the property in 1858 and ran a tavern until 1870 when Ames Martindale extended the building to the west and operated the Martindale Hotel until 1895. Through many owners a public dining room was maintained in this building for guests of the hotel, travelers by canal, stage, or train.

The hotel was eventually inherited by Charles Bublitz from his sister's estate. Although the 2½ story wooden structure was quietly deteriorating, Charles put it on the

market for about \$150,000 knowing it was a very historic property. When it didn't sell, he kept lowering the price. When it still didn't sell he considered donating it.

Charles approached Max Sloan, the president of Historic Metamora at that time, who had proposed an improvement project in old Metamora that would include putting Laurel limestone sidewalks along Main Street and burying power lines to make it look more authentic. The Martindale Hotel never became a part of this \$10 million dollar plan. Prospects for the Martindale looked bleak.

About a year later J. P. Hall, Eastern Regional Director of Indiana Landmarks, contacted Charles, who agreed to place it for sale on their website at \$129,000. It was listed as, "an incredible canal era building with a very intact historic interior. Listed in the National Register of Historic Places." They continued to lower the price until it reached about \$80,000. When it still didn't sell, Charles went back to his donation plan.

Indiana Landmarks has taken possession of the building and is placing covenants on it to insure its historical integrity. Contractors started work on the outside of the building the last week of August. The roof will be redone with box gutters, the structural damage to the walls in the back of the building will be corrected, and they will paint its exterior. Then it will be placed back on the market. They are painting over the black "HOTEL" sign on the front of the building since it is not of historic significance.

Indiana Landmarks met with Metamora citizens interested in the project and related their plans for the hotel. Their budget does not include working on the interior of the building. They hope citizens will provide ideas for restoring the interior as well as volunteers to carry them out.

Twenty spaces for booths in the hotel's back yard were available to art and craft vendors during Canal Days, October 3-5, 2014. A portion of the money raised through booth rental will go toward restoring the Martindale Hotel.

### OHIO CANAL BOOKS PUBLISHED

Two new canal books are available from Arcadia Publishing's **Images of America** series:

*Ohio & Erie Canal* by Boone Triplett

*Miami & Erie Canal* by Bill Oeters & Nancy Gulick

Proceeds will benefit the Canal Society of Ohio as well as other non-profit organizations that support canals in Ohio.