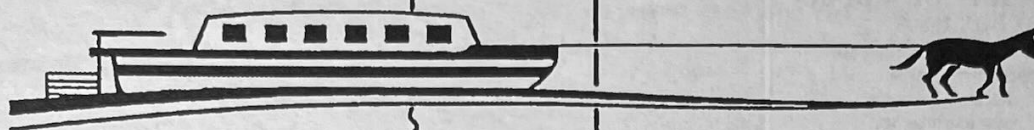


THE  
**HOOSIER-PACKET**

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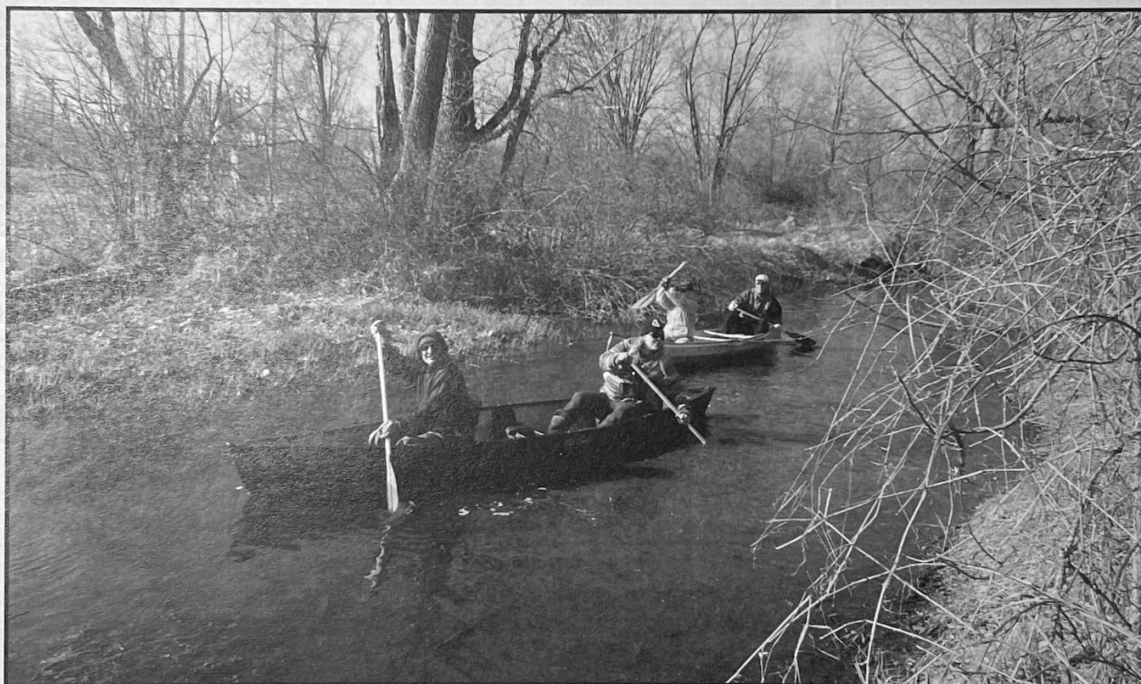
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 13 NO. 6

P.O. BOX 10808 FORT WAYNE, IN 46854

JUNE 2014

# SAVING THE MAUMEE



Save Maumee Grassroots Organization launched their canoes into Junk Ditch on Saturday April 19, 2014 to begin a 141-mile-long trip to document the Maumee River from its summit at Ft. Wayne Indiana to Toledo, Ohio on Lake Erie. Photo by Bob Schmidt

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23. Donated Books From Moffett's Collection
25. Wabash Hydraulic Company, WCT Receives Grant
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## FORT TO PORT CANOE TRIP

Save Maumee Grassroots Organization (SMGO) extended Earth Day to a week long event from April 19 to April 26, 2014. They planned a canoe trip down the Maumee River from its high point in Ft. Wayne, Indiana to its mouth at International Park in the port city of Toledo, Ohio. This is the same route that the Wabash & Erie Canal followed during the canal era. The 141 mile long canoe trip on the Maumee is longer than one on the canal of approximately 108 miles because the canal bypassed meanders in the river. Canoe landings were made at several old canal/river towns along the route where the public not

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# THE HOOSIER PACKET - JUNE 2014

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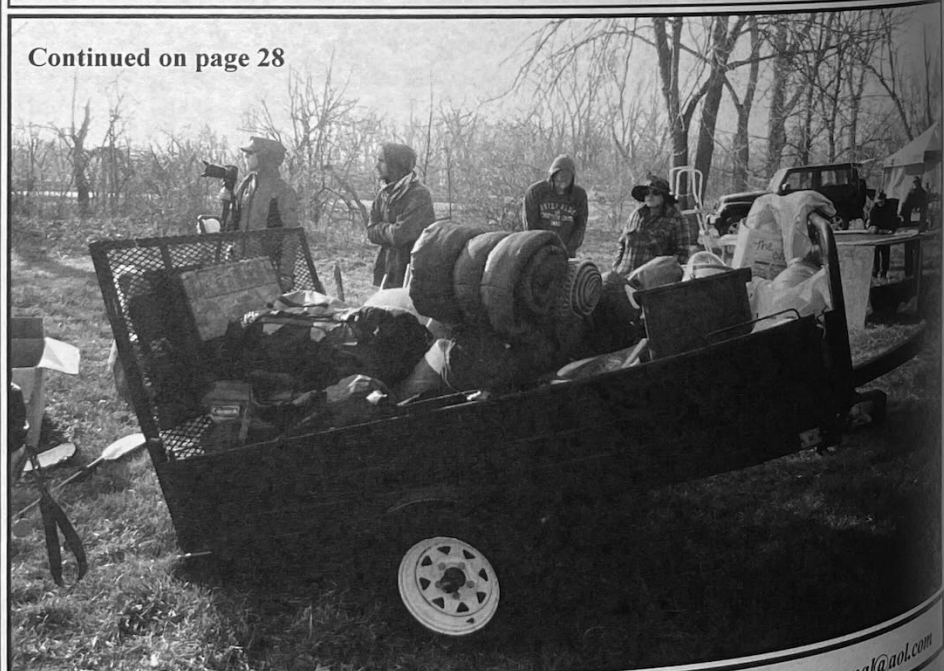
Reporters from various television stations snapped pictures of the canoers before they began their trip to Toledo and Lake Erie. Abigail King, who started the grass roots effort in 2005 and who organized this trip, is second from the right. Photo by Bob Schmidt

participating in the actual journey could join the crew for educational programs.

Besides the Canoe Crew there was a Land Crew, who set the stage for the free programs, and a Documentary Crew, who documented this maiden voyage and will work to paste together two years of SMGO's work into a full length documentary.

The land crew took the canoers' camping supplies loaded onto this trailer to the next camp site. On the right they cleared away the breakfast that was served. Photo by Bob Schmidt

Continued on page 28



## CANAWLERS AT REST

### JOHN L. SHANK

b. August 1, 1821  
d. July 21, 1864

By Carolyn I. Schmidt

John L. Shank was the grandson of John Shank, one of the earlier settlers in Franklin County, Indiana arriving there in 1812. He settled east of the 1793 treaty line. He and his wife, whose name we do not know for sure, had three children, Thomas, James and Susan. All of them were born in Bucks County, PA.

John Shank, the elder, was a grand juror on September 14, 1812 shortly after arriving in Franklin County. He, along with James Case and John Rockefeller, was on the War of 1812 Muster List for the Franklin County Indiana Militia under Captain Frederick Shults. He was called to jury duty again in August 1813 and May 1814. On May 24, 1814 he was appointed the supervisor of a road. Jobez Winship, James Hall, John Clendenning, and Reuben Brackney were also appointed supervisors. Again in August 1814 he is on a list of grand jurors. Then court records show that same August he was given charge of all of the main road from John Case's mill down to the quarter section on which Nathan Porter resided. The Brookville Road ran from the Ohio state line east of Brookville to Indianapolis. The contractors were Elijah Lacy, John Shank, Elisha Long, Sam'l Stinson, William Scott, Elias Willets, James Scott, John Scott, D. J. P. Fleming and William Seward. In May 1819 he was again on the list of grand jurors. After serving his community well, he died on February 25, 1822.

Thomas Shank, like his father, was also on the Muster List of the War of 1812. He served in the Franklin County Indiana Seventh Regiment in Captain John Brison's Company.

Thomas Shank married Sarah (Sary) J. Lefforge

whose parents were John L. Lefforge (b. 4-16-1766 d. 4-11-1834) and Mary I. Smith Lefforge (b. 11-23-1773 d. 7-01-1865) on October 5, 1820. They had ten children.

According to court records, upon the death of his father in 1822, Thomas Shank was appointed administrator of the estate of John Shank. Thomas filed a bond for \$1,000 with John Case and John Titus as his securities. He was slow to settle the estate. Nine years later on May 7, 1831 he received a citation for failing to make the final settlement. On November 22, 1831 Thomas filed an account current for the settlement of John Shank's estate in court. In September of 1832 he petitioned the court to settle the estate as an insolvent one. An ad for this was to be placed in the *Indiana Sentinel*, a Connersville newspaper for 6 weeks. Among the creditors who received 20 cents on each dollar claimed were: A. Jocelyn, John Jacobs, Jacob Harvey, E. McCarty, John Lefforge, David Hanna, and Wm. K. Morris. Finally In 1832 he again filed in court the following additional creditors of the estate: M. M. Ray, E. W. Thurston, Thomas Shank, John Allen. On December 3, 1832 John Allen filed a receipt for his distributive share in John Shank's estate.

Just when he thought he was finished with the court Thomas' father-in-law, John Lefforge died on April 11, 1834. There were problems settling Lefforge's estate and Thomas was back in court. Thomas and Sary Shank, Jacob Lefforge, Reubin and Mary Hawkins, Jesse and Celia Winship, John and William Lefforge heirs of John Lefforge deceased petitioned for partition of real estate VS the two youngest sons Charles & Lewis Lefforge heirs. Then in February 1835 the commissioners appointed to make this partition and set off the dower to the widow (Mary Lefforge) reported their results to the court. That same month Thomas and Sary Shank, Jacob Lefforge, Reuben and Mary Hankins, Jesse and Celia Winship, and John and William Lefforge heirs of John Lefforge deceased VS Charles Lefforge and Lewis Lefforge and the heirs of John Lefforge deceased states that in a petition for partition on November 10, 1834 a commission was appointed to partition John's real estate among his heirs and set off the widow her dower. They report that they have set off the widow her dower but that the rest of the real estate is not subject to an equitable partition and the court ordered this part of it sold. An ad of this sale was placed in the *Indiana American* for four successive weeks. The land was purchased by John Gant. The proceeds of the sale were divided among the heirs less the expenses of the sale. Lewis and Charles were listed as minors. A list of the items to be sold from John Lefforge's estate is on page 5 of this publication.

Sary Shank died on November 11, 1848 and was

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Name	Birth	Place	John Shank's Family		Marriage	Place
			Death	Place		
John Shank			2-25-1822	Franklin Co. IN		
m. (Polly ?)						
Thomas Shank	8-17-1793	Bucks Co. PA	9-17-1867	Brookville Tsp. IN		
m1. Sarah J. Lefforge (Sary)	4-22-1807	Henderson Co. NJ	11-11-1848	Little Cedar Cem. Brookville IN	10-15-1820	
<b>John L. Shank</b>	8-01-1821	Franklin Co. IN	7-21-1864	Franklin Co. IN Quick/Shank Cem.		Brookville, IN Row 2 Stone 3
Mary Shank	9-09-1823	Franklin Co. IN	5-06-1904	Red Oak, Montgomery Co. IA		
m. Eleazer Root					3-21-1823	
Susannah (Susan) Shank	3-05-1826	Franklin Co. IN	3-08-1920	Ceddar Grove Franklin Co. IN		
m. Josiah McCafferty					12-16-1849	
William Shank	3-09-1828	Franklin Co. IN	7-12-1905	Red Oak, Monmtgomery Co. IA		
m. Sarinda Withers					4-06-1851	
Rachel Shank	8-??-1830	Franklin Co. IN	aft. 1904	Red Oak, Montgomery Co. IA		
Emily A. Shank	aft. 1830					
George W. C. Shank	aft. 1830					
Francis Marion Shank	10-26-1832	Franklin Co. IN	8-24-1927	Red Oak, Montgomery Co. IA		
Sarah Jane	1-27-1839	Franklin Co. IN	1929	Montgomery Co. IA		
Charlotte Helen	10-21-1843	Franklin Co. IN	1-10-1933	Red Oak Junction Cem. Red Oak IA		
m. Theodore Reifel		1841 Germany	2-01-1889	Red Oak Junction Cem.	3-21-1867	Franklin Co. IN
m2. Mary Beck	5-09-1811	VA	3-22-1879	Quick/Shank Cem. Brookville Twp., IN	12-20-1849	Dearborn IN
Rosanna (Anna) Shank	@1854					
Henry Shank						
James S. Shank	9-13-1803	Bucks Co. PA	11-02-1862	Red Oak, IA		
m. Amanda Case		1809 OH	1854	Evergreen Cem. Red Oak IA	3-23-1828	
Zebulon M. Pike Shank	1-08-1829	Franklin Co. IN	7-31-1905	Red Oak Montgomery Co., IA		
William A. Shank		1831 Franklin Co. IN				
Henry Charles Shank	5-29-1833	Franklin Co. IN	2-13-1893	Red Oak, Montgomery Co. IA		
Antony Shank	7-27-1832	Shelby6 Co. IN	2-25-1892	Red Oak, Montgomery Co IA		
m. Mary		1848 IL				
Mary Shank		1837 Shelby6 Co. IN				
James Shank		1840 Shelby Co. IN				
Hannah Shank		1847 Howard Co. IN				
John L. Shank	4-??-1850	Harrison Twp. Howard Co. IN				
Susan Shank	10-??-1785	Bucks Co. PA		1815 Franklin Co. IN		

buried in Little Cedar Cemetery on the Ariens Farm in Brookville Township. Thomas then married Mary Beck on December 20, 1849 and had two more children. The 1850 U.S. Federal Census showed that Thomas was a farmer with real estate valued at \$4,260. In 1860 his real estate was valued at \$4,000 with a personal estate of \$1,000. He passed away on September 17, 1867 and was laid to rest in Row 2 Stone 2 of Quick/Shank Cemetery in Brookville, Indiana. Mary Beck Shank died on March 22, 1879 and was also buried in the Quick/Shank Cemetery.

John L. Shank, our subject and first child of Thomas and Sary Shank, was born on August 1, 1821 in Franklin County, near Brookville. At this time the settlement of southeastern Indiana was growing rapidly due to the transportation routes provided by the Whitewater, Great Miami and Ohio rivers. Brookville also was growing rapidly due to the remarkable fertility of the soil. Soon farmers saw the need of better transportation for their farm products to market and wanted to build a canal.

A convention of delegates from Dearborn, Fayette,

Franklin, Randolph, Union and Wayne counties in Indiana assembled at Harrison, Ohio in 1822-23 to consider the feasibility of building a canal. August Jocelyn, a minister of the gospel who also edited the *Western Agriculturist* at Brookville, began writing articles and speaking to his congregations about the need for a canal. Following the convention, a United States Army colonel named Shriver began to survey a route for the canal but died when he had gotten as far as Garrison's Creek. After a short period of time Colonel Stansbury, a United States civil engineer, completed the survey.

Nothing was done about the canal until about 10 years later. In February 1834 the Indiana State Legislature directed the canal commissioners to hire competent engineers to start a survey early in the summer to locate a canal from a point at or near the mouth of Nettle creek, in Wayne county, to Lawrenceburg, Indiana. They hired William Goodkins as engineer-in-chief, Jesse L. Williams as assistant engineer. Other assistant engineers were employed during its construction and existence. They included Simpson

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Talbot, Elisha Long, John H. Farquhar, Martin Crowell, Henry C. Moore, Stephen D. Wright, \_\_\_ Dewey, John Minesinger and John (L.) Shank. The canal was built to the west side of the Whitewater River as far as Laurel. There it crossed to the east bank and continued down to Brookville

and thence on to Lawrenceburg, its terminus. *The Connersville Watchman* reported that "a corps of engineers are surveying the route of the contemplated canal down the valley of the White Water" in 1834.

### JOHN LEFFORGE'S ESTATE

James Mackinney and Enoch McCarty appraised the personal property of John Lefforge, Thomas Shank's father-in-law, on April 29, 1834 for purposes of being sold under the provisions of his Will. They determined its total worth to be \$771.27 of which \$424.02 was to be kept for family use and \$347.25 that is listed below was to be sold. This gives us insight as to the value of things in 1834.

Item	Value
1 yoke oxen & yoke	\$40.00
1 heifer	5.00
7 sheep & 3 lambs	7.75
16 head of hogs	22.00
1 sorrel mare	28.00
1 yr. old horse colt	20.00
1 bay mare	37.50
1 2 yr. old horse	20.00
1 grey mare	30.00
1 cow & calf	11.00
1 yr. old bull calf	2.50
1 yr. old bull calf	3.00
1 field (7 acres) wheat & rye	21.00
1 oats stack	7.50
1 wheat stack	10.00
1 peacock plow	36.25
1 peacock plow	25.50
2 bull plows	2.00
1 windmill	16.00
2 old scythe blades	.25
1 foot adze	1.25
1 shovel	.37½
1 hand saw, auger & place	1.00
Hammer & trowel	1.25
2 axes	1.75
1 seine	26.25
1 log chain	2.75
1 frow	.37½
1 clevis, 2 rings, 2 iron wedges	1.62½
1 gun, shotpouch, powder horn	10.00
2 cow bells	.50
1 pr. Stretchers	1.25
1 kettle	1.50
2 kegs	.37½

The 1850 U.S. Federal Census shows John as an engineer living in Connersville, Indiana. The 1860 census shows him living in a Cambridge City Hotel with Nathan Richardson, G. B. Durant, H.M. Schockly, George Rump and John Casper. He was the acting superintendent of the railroad. John L. Shank died on July 21, 1864 and was buried in the Quick/Shank Cemetery.

The Whitewater Canal was completed, opened to Cambridge City in 1846, and extended to Hagerstown in 1847 by local businessmen. When completed it ran from Lawrenceburg to Hagerstown. It was 76 miles long and had 56 locks and 7 feeder dams. The Whitewater Valley Railroad bought the canal in 1866 and laid their tracks upon the old towpath.

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**JANE L. WILSON,  
THE PHOENIX HOUSE  
AND THEIR WABASH AND ERIE CANAL CONNECTIONS**

By Charles Davis

James Wilson Sr. was born in Scotland around 1800 and his wife, Jane L., was born in Ireland in 1803. They were married in Canada in 1824. Their children were all born at Quebec in lower Canada. In September of 1835 the immigrated from Canada to Maine and from there to Armiesburg, Wabash township, Parke county, Indiana in 1839. James Sr. helped rebuild the grist mill in Armiesburg for General Arthur Patterson using his trade as a millwright.

James and Jane owned a small plot of land across the road from the town of Numa in Florida township south of Armiesburg, which they sold of February 23, 1844. After selling this property, James simply disappears. A study of the Circuit Court Book 5 pages 20 through 22 provided the answer as to what happened. Jane filed for divorce on August 2, 1844 with Wm. Perkins Bryant and Addison L. Roache as her attorneys. Joseph A. Wright was appointed the defense lawyer for James. Jane's petition says she was married about 20 years ago to James in the Province of Canada. Some years before their removal from Canada James indulged in drinking ardent spirits in excess and neglected to provide for the family. After their arrival in the U. S. he became a habitual drunkard, abandoned his family for a year, caroused over the country, then returned home promising to quit drinking. Then he continued to neglect his trade and family, threatened Jane's life by drawing a knife on her but was incapable of pursuing her. He allowed her to get away and she couldn't tolerate the abuse anymore. Four of their children are named Luke, James, John W. and Edmund. Jane is granted the divorce, gets everything of value and James is not to have control or supervision of their children. The court dissolves the marriage on September 2, 1845. After this no trace of James can be found.

James and Jane's son, James Wilson Jr., applied for and were granted U.S. citizenship and were duly sworn in, under oath, in open court at Rockville on June 7, 1847. This can be found in the Probate Record Book Vol. 4, pages 102-103, Term 1847 with Hon. John Marshall as Judge.

Lots #1 and #2 Block #1 went up for Sheriff's auction in Montezuma. They were part of an estate of the firm of Stevenson and Haworth, Stevenson dying in October of 1844. They were in the process of selling these lots to John and Ellen Springstead, but the Springsteads couldn't pay the mortgage after John died, thus the auction. Lot #1 was ap-

praised at \$30 and lot #2 at \$350. Lot #2 had a structure on it. James Jr. bid \$305 and got both lots on December 27, 1847. The deed was recorded on July 6, 1848.

The Wabash & Erie Canal was still being dug through Parke county in 1847 and these lots, at the head of Water Street facing the canal, were a smart buy. James and his mother began a hotel there for canal travelers called "Phoenix House." On June 13, 1849 James sold the lots and house to his mother Jane L. for \$305. Deed Record 11/290 No reason for this sale can be found unless James was ill. The 1851 Tax List shows Jane L. Wilson owner of these lots, value of lot #1 at \$300 and #2 at \$1200. James Jr. is listed by himself and was taxed only on his personal property. The 1850 census shows Jane's two sons with James as hotel keeper and John W. as a laborer.

In the Parke county *Whig* of July 7, 1854 it states "Phoenix House. We had the pleasure of giving our friends Mrs. Jane L. Wilson and son, (James) proprietors of this house a call when in Montezuma a day or two since. The house has recently been 'enlarged' and has also been repaired, painted, and refurnished. Indeed we know of no hotel in this part of the country that we would rather stop at the Phoenix; for they keep a good table, good beds, and are very accommodating and attentive to their guests. See advertisement in today's paper. The advertisement states:

"Phoenix House  
(it shows a canal boat at the heading)  
Montezuma, Indiana  
Jane L. and son, Proprietors.

"This house, located at the head of Water Street, has recently been repapered, painted, and furnished anew, and is ready for the accommodation of the traveling public.

"The proprietors having completed every arrangement to insure the proper accommodation and management of the 'Phoenix,'

A First Rate House,  
respectfully solicit the patronage of a discerning public.

"Good and careful people will always be found in charge of the Stables and there persons honoring this establishment with their patronage, may implicitly rely upon ample justice being done to all animals placed in charge.

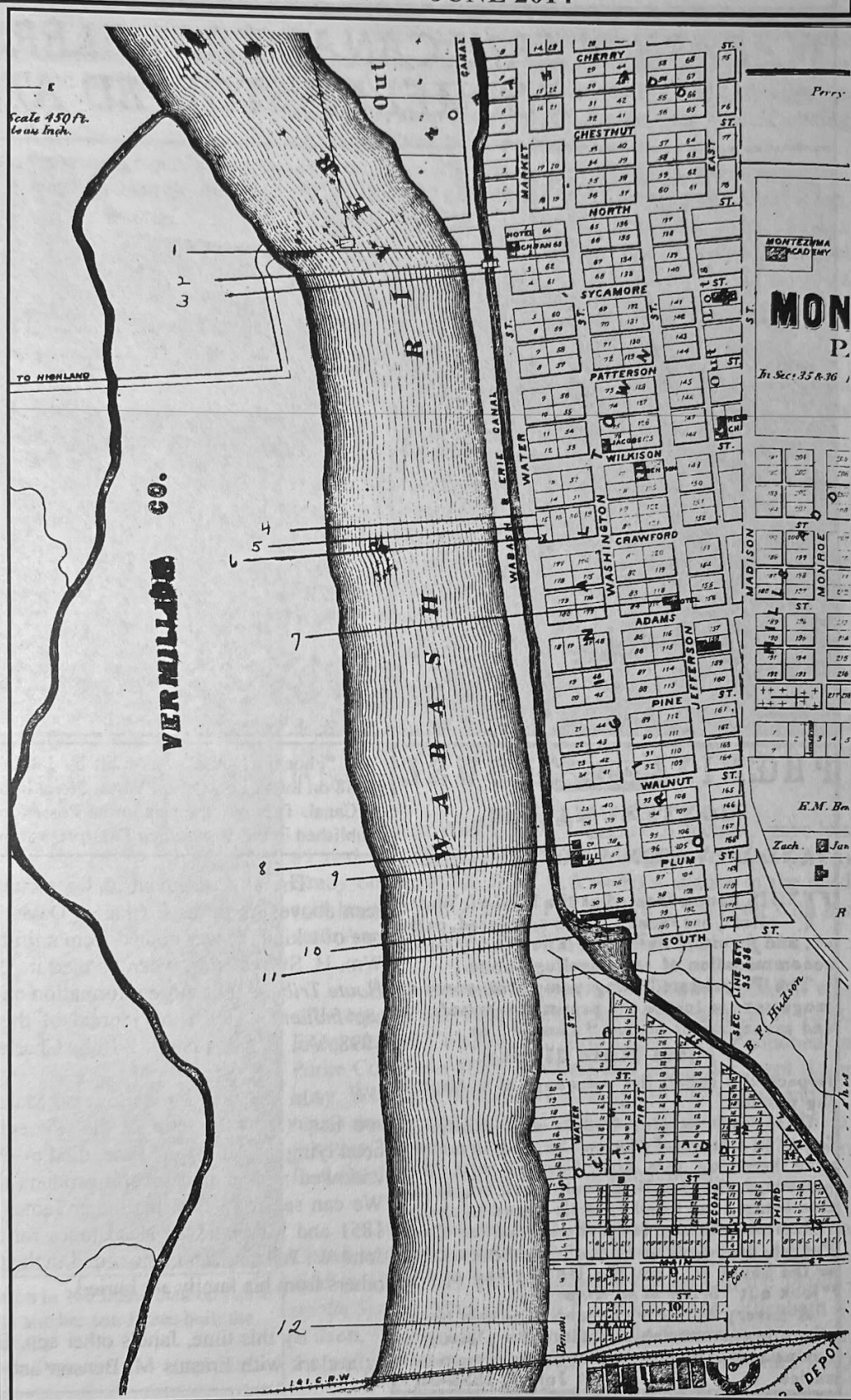
"Persons waiting for a Steamboat of Canal Packet, need have no fears of 'missing a Trip' as the house is near the landing and a strict 'look out' being at all times kept.

"A livery Stable is convenient to this house, where horses and vehicles, either for pleasure or business, may be procured at almost a moments notice. July 7 1854 Stf."

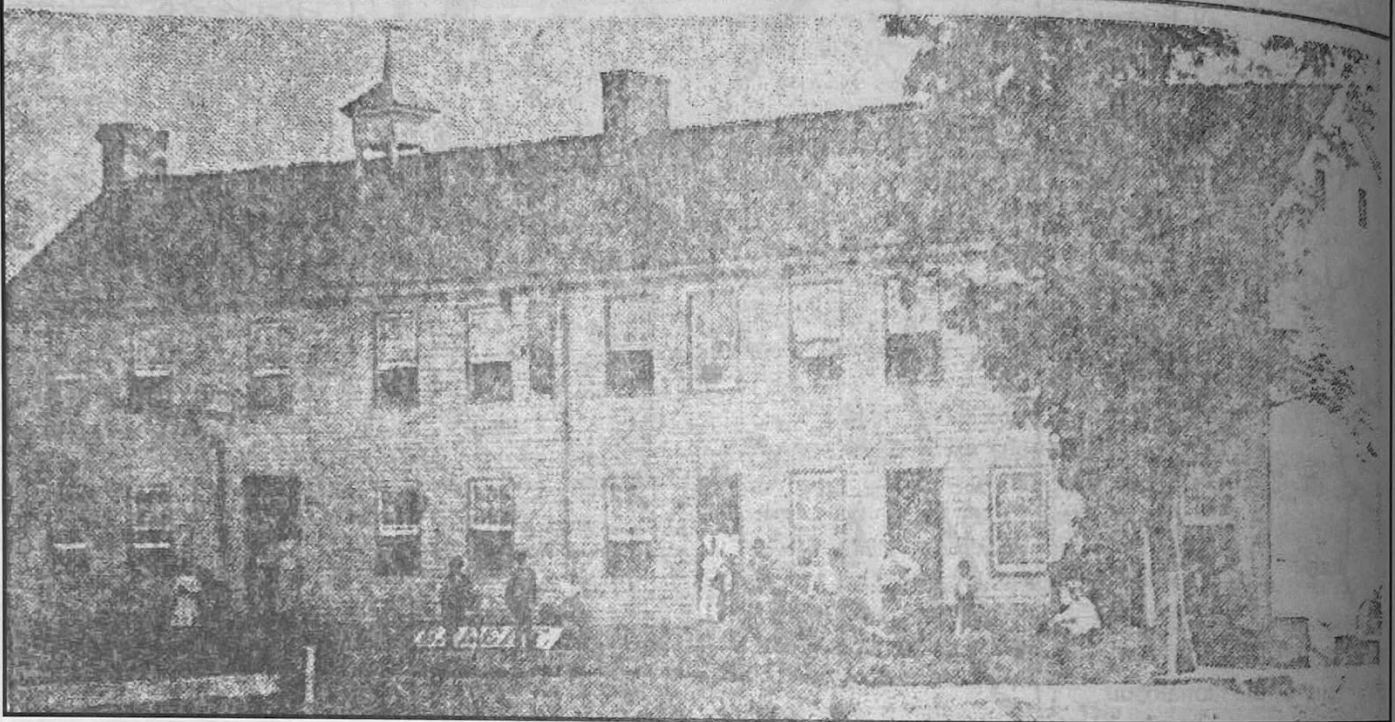
**MONTEZUMA  
PARKE COUNTY  
INDIANA**

1. James Jr. & Jane L. Wilson's "Phoenix House" hotel, 1848 lot 2
2. Upper Wabash & Erie Canal bridge No. 79
3. Lot 3 John S. Walter's canal warehouse
4. Morris Hughes' warehouse
5. Peter Sharp's store
6. Persius C. Harris' warehouse
7. Fred Arn's house built 1858 standing in 2013 later called Donaldson Hotel
8. Cooper shop
9. Joseph Bowsher's grist Mill, later Dr. George McCune's mill
10. Canal road bridge No. 80
11. Benson's Basin and warehouse on canal (Erastus M. Benson)
12. Benson's slaughter pork house

1874 Plat  
Parke Co. Combined Atlas  
1874-1908-1916  
With additions by  
Charles Davis



# WABASH & ERIE CANAL TRAVELERS FORMERLY STOPPED AT THIS HOTEL



## PHOENIX HOUSE MONTEZUMA, Ind.

JANE L. WILSON & SON, Proprietors.

**T**HIS house, located at the head of Water street, has recently been repapered, painted, and furnished anew, and is now ready for the accommodation of the travelling public.

The Proprietors having completed every arrangement to insure the proper accommodation and management of the "Phoenix" as

### A First Rate House,

respectfully solicit the patronage of a discerning public.

Good and careful Ostlers will always be found in charge of the stables, and those persons honoring this establishment with their patronage, may implicitly rely upon ample justice being done to all animals placed in charge.

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A Livery Stable is convenient to this house, where horses and vehicles, either for pleasure or business, may be procured at almost a moment's notice.

July 7; 1854-3tf

The "Phoenix House" was built by James Jr. and mother Jane L. Wilson in 1848 on lot #2 block #1 on Water Street in Montezuma, Indiana facing the W & E Canal. This tin-type was in the Possession of Wm. H. Sylvester Jr. and was published in the *Montezuma Enterprise* at the time of his death in 1950.

The advertisement and a picture of the Phoenix House can be seen above. As far as I, Charles Davis, know the picture of the hotel is one of a kind. It was copied from a tin-type that was in the possession of Wm. H. Sylvester Jr. when he died in 1950 and was printed in the *Terre Haute Tribune*. For more information on the Phoenix House/Brady Hotel, see *Indiana Canals*, the journal of the Canal Society of Indiana, Fall 1998, Vol. 9, No. 4 pages 1-18 by Charles Davis.

In the *True Republican* on March 20, 1855 it says, "James Wilson Esq. (Jr.) proprietor of the 'Phoenix House', Montezuma who has been lying sick for some time, died on Wednesday 21st inst. He left a widowed mother and several brothers to bewail his untimely decease." We can see from this, his father James Sr. had died sometime between 1851 and March 1855. Headstones for James Wilson Jr. or his brother, John W. Wilson, cannot be found in the Old Montezuma Cemetery where others from his family are buried.

By this time, Jane's other son, Edmund G. Wilson, was engaged as a clerk with Erastus M. Benson and John Given Davis, who ran the



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Canal Warehouse on Benson's Basin in Montezuma. Edmund became associated with the mercantile business there for seven years. In 1859 Edmund and his brother John W. embarked in the dry goods business.

Information about Jane's fourth son, Luke, seems to fade away after her divorce from James Wilson Sr. in 1844. He does not show up in any of the census records.

John W. Wilson lost his wife, Serepta Ann, to bilious fever in 1860 leaving him with a two year old son Charles W. Wilson. In 1863 Jane L. Wilson was taken by death at the age of 60 years. She was laid to rest in the Old Montezuma Cemetery.



JANE L. WILSON was born in 1803. She died on April 26, 1863 at the age of 60 years. She and her son James built the Phoenix House in Montezuma, Indiana.

Photo by Charles Davis

Jane's sons Edmund and John inherited her estate. They sold the Phoenix House to Nathan Pineger on August 31, 1863. D. R. 22/124 The same year Edmund G. bought out his brother John and went into business for himself, ending up on lot #49 as his permanent store.

In 1863 John W. Wilson married Leye Annis Rapp. Two girls were born to this marriage, Mary and Elizabeth. In 1864 John's son by his first marriage, Charles W. died at the age of six. On October 11, 1865, John passed away, thus ending the Wilson family's connections with the canal and the hotel.

Nathan Pineger renamed the hotel the "Montezuma House." On July 25, 1866 he sold it to Thomas and Saluda Hayth for \$1000. D. R. 25/252

After running the hotel for several years Thomas Hayth sold it to Alfred McDonald on April 26, 1872. It was called the "Cockran Hotel" after James H. Cockran and his wife, Margaret, who ran the hotel for McDonald during his time of ownership. McDonald sold the hotel to Robert Welch for \$1600 on May 1, 1874. D. R. 31/94

The Cockrans moved to Tacoma Washington. James H. Cockran was a printer and newspaper man. He died in 1888 at Tacoma. Margaret Cockran then moved back to Montezuma and died in her daughter's home there in 1934.

Robert Welch, with "Love and Affection," gave lots #1 and #2 with the hotel to his daughter Johanna (Anna) Brady on April 10, 1875. D. R. 34/525 A clause in the deed said he was to live the rest of his life at the hotel with his care. Anna honored the clause until he died.

Anna renamed the house the "Brady Hotel." It was still very popular through the railroad building era in 1873. Even after the Wabash and Erie Canal was abandoned in Parke County in 1875, travelers and railroaders kept Anna busy. When she died in 1917, her estate was settled and the house was deeded to Jay C. Payton on January 26, 1925. D. R. 93/246 The house was rented a few times until 1972 when Paul Bartlow, who then owned it, tore it down.

Of special note here, Edmund G. Wilson moved to Crawfordsville in 1887 and then to Indianapolis where he died in 1911. His wife Elizabeth's obituary in the *Indianapolis Star* on May 22, 1930 p. 2 states: "Mrs. Elizabeth S. Wilson, 90 years old, descendant of a family prominent in the early American life, died Tuesday at her home, 2310

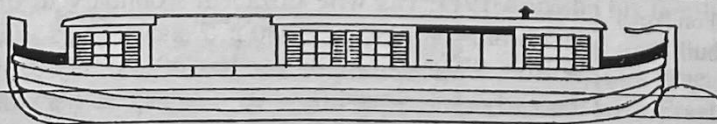
## THE HOOSIER PACKET - JUNE 2014

Broadway. She was a granddaughter of Nathan Cox, who was at Valley Forge with Washington and a niece of Charles Skelton, former Governor of New Jersey. She had been a resident of Indiana eighty-six years. She was born in Morrisville, Pa., and when she was 4 years old the family came through the Wabash-Erie canal and settled at Eugene, later moving to Montezuma. She was married to Edmund G. Wilson at Montezuma almost seventy years ago. She had been a resident of Indianapolis thirty-five years. Mrs. Wilson was a member of the Anti-Liquor Crusaders, a predecessor of what is now called the Woman's Christian Temperance Union. She was the grandmother of Mark E. Nebeker, Fifth district Republican chairman, and was a member of the Memorial Presbyterian Church."

### WILSON GENEALOGY

By Charles Davis

Name	Birth/Place	Death	Burial/Place	Marriage/Place
James Wilson	@1800 Scotland	Before 1855		1824
m. Jane L. (?) Wilson	1803	4-26-1864	Old Montezuma Cem.	1824
A. Luke Wilson	Before 1828 Quebec			
B. James	3-??-1828 Quebec	3-21-1855	Old Montezuma Cem.	
C. John W. Wilson	1830 Quebec	10-11-1865		
m1. Serepta Ann Wade	11-27-1838	8-03-1860	Old Montezuma Cem.	5-06-1857 Parke Co. IN
1. Charles W. Wilson	1858	12-15-1864	Old Montezuma Cem.	(same stone as mother)
m2. Leye Annis Rapp	1838			1864 Parke Co. IN
m.1 Gustav Schmidt	1816			(1910 living in Pickley Clay IL)
1. Elizabeth Wilson	1-30-1866	1905		Ingram Cem. Clay Co. IL
m. Ferdinand E. Webster	2-26-1862	8-28-1909	Clay Co. IL	
2. Mary I. Wilson	1864			
D. Henry Wilson	1832 Quebec	9-18-1840	Old Montezuma Cem.	
E. Edmund G. Wilson	9-??-1835 Quebec	5-17-1911	Crown Hill Cem., Ind. IN	11-26-1856 Parke Co. IN
m. Elizabeth Skelton	9-??-1840	5-20-1930	Crown Hill Cem., Ind. IN	11-26-1856 Parke Co. IN
1. Mary Ida Wilson	12-27-1857	8-29-1939	Riverside Cem. Clinton, IN	9-06-1877 Parke Co.
m. Dr. Henry Nebeker	6-16-1854	5-25-1909		9-06-1877 Parke Co.
a. Ray Bassett Nebeker	6-28-1878	7-01-1890	Riverside Cem. Clinton, IN	
b. (infant daughter)	4-26-1881	4-26-1881	Riverside Cem. Clinton, IN	
c. Mark Edmond Nebeker	1-23-1885	6-17-1963	Riverside Cem. Clinton, IN	
m. Ednal Ellen Newton	4-30-1887	5-03-1974	Riverside Cem. Clinton, IN	
2. Robert H. Wilson	11-??-1859	6-??-1937		12-25-1888 Crawfordsville Mont. Co. IN
m. Gertrude Rosine Williams	4-??-1868	1953		12-25-1888 Crawfordsville Mont. Co. IN
a. Mary C. Wilson	9-??-1889			
b. Clara E. Wilson	3-??-1894			
3. Edmund G. Wilson, Jr.	1861			(1940 widowed, living with brother & sister)
m. ?				
4. James D. Wilson	3-??-1864			1897
m. Elizabeth	1872			(1940 Ward 24 Independent City, St. Louis, MO) 1897
5. Harry H. Wilson	1866			(1940 census, single, living with brother & sister)
6. William W. Wilson	1871			(1940 census, single, living with brother Ed, sister Caroline & husband, and brother Harry)
7. Elizabeth Wilson	3-??-1872	1-08-1912	Crown Hill Cem, Indianapolis IN	
8. Caroline J. (Carrie) Wilson	2-16-1873			5-29-1912 Ind. IN
m. Francis J. Bechman	1871			5-29-1912 Ind. IN
a. Elizabeth A. Bechman	1916			12-18-1938
m. Kenneth Harker				12-18-1938
9. Leroy Wilson	@ 1880			



**BROOKVILLE BELLE**  
Packet Boat Refitted For Light Freight

Drawing by Paul Baudendistel

FROM TIMES PAST

*Fort Wayne Times & People's Press*  
November 18, 1847

Great Freshet.

A Dayton paper of Thursday says:

Break in the Canal. — We understand that the canal is totally broken near Troy. It is said it will take a week to repair the breach.

The Miami continued rising the whole of Tuesday night. At daylight it was at a stand, and slowly receded during yesterday. Persons crossed from the old bridge to the new levee in a skiff, as the water was too deep to ride.

At the Third street bridge, between the embankment and the levee, the water was three feet deep.

This sudden and unexpected swell in the river, was within about four feet of the great rise on the first of January last.

Much damage has been done to the corn in the bottoms, as large quantities remained in the fields.

The Hamilton Telegraph of the 11th says;

On Monday night and Tuesday forenoon, the Miami river at this place rose very high. The damage to farmers on the bottom lands along the river is very great. An immense amount of corn, and a great number of hogs, have been swept off. Many farmers, on Four and Seven Mile Creeks, have sustained very considerable losses. The damage in the immediate vicinity of Hamilton, is very little. The Miami canal has sustained some injury, but not enough to impede navigation.

The White Water canal sustained great injury, and the losses to farmers below have been greater than above this place. The White Water streams rose higher than ever before known, and the damage to millers, farmers, &c. is greater than ever sustained by any previous floods.

We have not heard whether the flood has been so great on the Little Miami, but we presume it has, and the damage very great.

The Hamilton and Rossville News says:

Since Sunday night we have had an unusually heavy rain for the season, and the waters have risen to an uncommon height, with great rapidity. The Miami, at this place, rose within four feet five inches of January last, which stand above all others. It has subsided since, but very slowly. For too great a rise at this season, the damage done seems to be small. The greatest loss we hear of is the new bridge at Enoch's, above Middletown, which was only partly raised, one span being on the trustles, and the other timber within reach of the water. Still there must be great injury done to the corn crops in the low lands. Some hogs have been seen passing.

*Fort Wayne Times & People's Press*  
December 16, 1847

Vessel Building in the Maumee Valley. — This enterprise is on the increase here as elsewhere. Mr. B. F. HOLLISTER of Perrysburg, intends building a small Steamboat and another Schooner, to match the Robert Hollister, this winter. Mr. C. C. Roar is also building a large Schooner at the same place. At Maumee City, Messrs. SPENCER & MOORE are building a Steamboat of 800 tons burthen. A great number of canal boats are building at the different boat yards on the river. [Toledo Blade]

*Fort Wayne Times & People's Press*  
December 30, 1847

GREAT FLOOD IN CINCINNATI—Correspondence of the Times & Press  
Cincinnati, Dec. 13th, 1847

Dear Sir —

The Ohio River at this point is within less than two feet of the high water mark of 1832, and it is yet rising. All the lower part of the city is under water, and the factories in that quarter have had to suspend operations, throwing great number of people out of employment. The Gas and Water Works have both been stopped several days, and the city is enveloped in Egyptian darkness.

Hundreds of families have been driven from their habitations, and the Churches, Engine-houses, &c. in the higher parts of the city have been thrown open for their temporary accommodations. Through the exertions of the Mayor and Marshall, a meeting was held at which some measures were adopted for the relief of the sufferers. Committees were appointed for the purpose of raising funds, and providing places for those who have been flooded out. Several houses have been seen floating down the river. The White Water Canal, nearly in its head, is over flown, and makes, with the river, but one sheet of water. I saw a skiff today, in full head-way passing down Columbia street, the most populous part of the city. Wood is \$8 a cord, and coal 25 cents a bushel. Great quantities of coal have been over flown. Distressed families may be seen in all directions, rescuing their furniture, but having no shelter to cover them from the inclemency of the weather. The cold is intense — snow has been falling for two or three days, and continues to fall. When this great calamity will end Heaven only knows. D.W.T.

*Fort Wayne Times & People's Press*  
January 13, 1848

Fire at the Junction. — We understand that a fire occurred at the Junction, on Sunday night last, destroying D. Columbia's Grocery Store, the (canal) Collector's office, Brubaker's Stable &c. Further particulars we have not

learned.

*Fort Wayne Times & People's Press*

March 30, 1848

We invite the attention of the traveling public to the advertisement of MESSRS. DOYLE & DICKEY's Line of Packets in another column. Arrangements have been made by which Boats will arrive here at daylight. The Boats on this line are commodious, fast-running, and commanded by urbane gentlemanly men.

*Fort Wayne Times & People's Press*

March 30, 1848

The Canal. A breach was made in the Feeder near the Aqueduct at this city, a few days ago, which has caused a temporary suspension of navigation on the Canal. But a short time, we understand, will be required to make the necessary repairs.

*Fort Wayne Times & People's Press*

April 20, 1848

The Canal. The Mails. — Our readers will excuse the non-appearance of the latest news in our paper this week, when they learn that we have not had an eastern mail for several days. We regret this much, but console ourself with the hope that things will not remain so long.

We understand there was a break in the Canal a few days ago, near Piqua, Ohio, the extent of which we do not know, as all mail communication in that direction has been cut off for several days.

*Fort Wayne Times & People's Press*

May 11, 1848

From the Indiana Journal

Wabash and Erie Canal — Side Cuts.

It is rumored that some of the citizens of Warren County recently had a meeting and resolved that they would not pay any more taxes for the purpose of paying the State debt, until the side-cuts to the Canal are completed. We do not think there can be any truth in the rumor, as the State debt law provides a mode, by suit in Court, to enforce the contract entered into by the bond-holders.

The state debt law requires the construction of the side-cuts opposite Independence and Williamsport within eighteen months after the acceptance of the conditions of the act by the bond-holders. In their report to the last Legislature, the trustees use the following language:

"To construct these side-cuts will require the construction of either six or eight locks, and the supply of water must be drawn from a division of the canal which is already deficient in water. Entertaining serious apprehensions that the immediate construction of these side-cuts and the locks

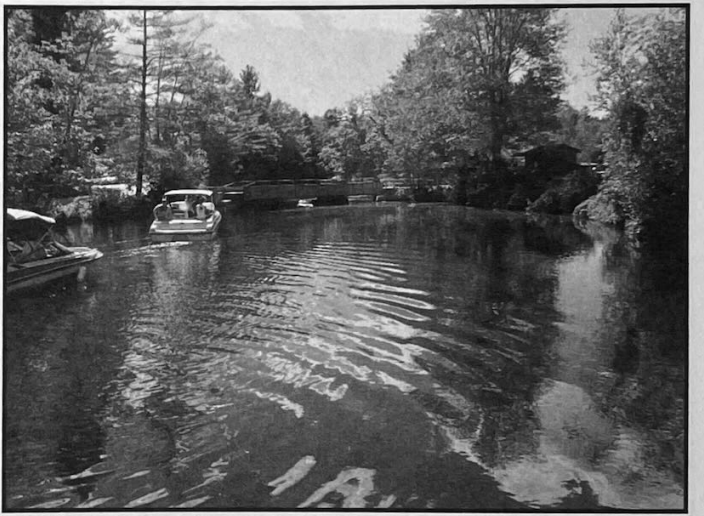
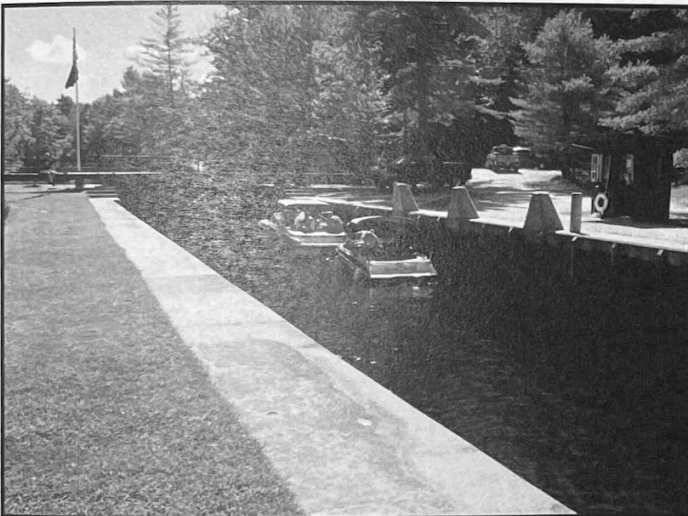
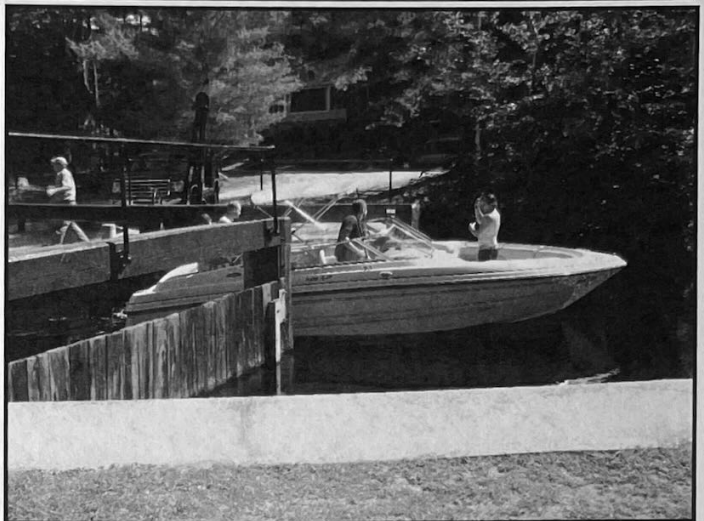
connected therewith, might, on account of the use and unavoidable waster of water, seriously impair and probably destroy the usefulness of the main-line of the canal, and regarding as they do, the obligation resting upon them to carry out in its full intent the law creating the trust, and at the same time considering the paramount importance to the great object of the trust as well as to the people of the State, of securing and maintaining a full and perfect navigation of the main-line of the canal; the trustees are constrained in view of all the facts, and under a deep sense of their duty, to defer the construction of those side-cuts and locks until the measures adopted by them to secure a supply of water for the navigation of the main-line shall have been fully executed, and until it shall appear that the side-cuts and locks may be supplied without detriment to the navigation of the main-line; and in order, "that the chief engineer direct his attention particularly to that question of the supply of water and the probable effect of the side-cuts and the locks connected therewith upon the navigation of the main line; and that he report to the board at their next meeting or read as all the facts having a bearing upon this subject can be ascertained."

It will be for the interest of the bond-holders to carry out, as far as possible, the exact terms of the contract, and this being the case, we have no doubt they will do it. It is thought by the trustees that water sufficient to supply the side-cuts cannot be withdrawn from the main-line of canal without greatly impeding navigation. The reason why it cannot be, seems not to be understood by the people interested in these works. Without reflection, they come to the conclusion that it is a mere excuse on the part of the Trustees. An examination of the report of the Engineer would enable them to understand it. A sufficient supply of water cannot be afforded, because the canal is not wide enough to pass the water. The canal is of the width required by law, and the question is, shall the bond-holders be compelled to enlarge it at their own expense for the purpose of enabling it to pass water to the side-cuts, or, whether, it being impossible to construct them without destroying the canal, it shall be done. We hope some plan may be devised which shall give satisfaction to all, as it is of the utmost importance to the State, that her compromise with her creditors be carried out in good faith.

*Fort Wayne Times & People's Press*

May 11, 1848

Death of Mr. Hannegan. — By this morning's mail we received intelligence of the death of the Hon. E. A. Hannegan, United States Senator from this state. Mr. H. recently left Washington on a visit home, and while out on a hunting excursion, accidentally shot himself. We are in possession



A boat is entering the lock to go upstream. It came up the Songo River, which is on the right and made a left turn into the lock.

The water in the lock is rising. The lock is concrete with verti-

cal strips of wood.

The boat is leaving the lock and continuing upstream to Naples. Only one gate is used at each end of the lock.

The boats are heading for the swing bridge that is moved

from pleasure boaters and that it was well maintained. It is part of the Maine State Park System.

## SONGO LOCK STATE OF MAINE HISTORIC SITE

By Sue Simerman

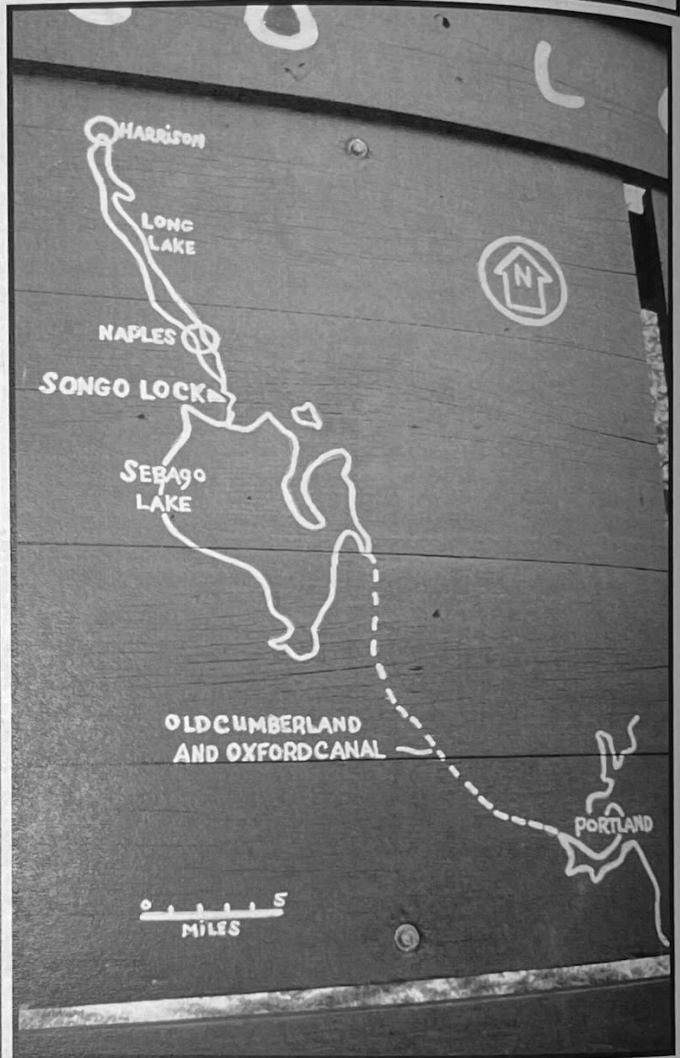
While on vacation last summer in Maine my husband, Steve, and I took a side trip to Sebago Lake in southwestern Maine. I had seen a postcard with a tourist boat on Sebago Lake and it mentioned the Songo Lock.

We knew that the lock was between Sebago Lake and Long Lake but did not find any signs along the highway. We used Songo Lock School Rd. and drove right to it. I was surprised to see that it was getting a lot of business

On the north side of Sebago Lake there is a state park with a beach. The park is on both sides of the Songo River entrance and up to the lock.

We arrived at the lock and dam in mid-afternoon on Friday August 23, 2013 and saw a few men fishing at the dam. This dam has a walkway over it to approach the lock. Since the schools there did not start until the end of August, we saw many families enjoying the beautiful day.

The boats and pontoons were all the width to fit



The bridge tender can talk to the boaters as they go past the bridge.  
The swing bridge is in place for boats to pass.

A wooden sign with the map of the waterway.  
Photos by Sue Simerman

through the opening of one lock gate. The gates were faced with wood. The lock tender said the locks were 26 feet wide.

The tender was very busy opening and closing the gates plus everyone around seemed to have a need to speak to him. He had two boys wearing yellow T-shirts that assisted him. They checked for proper lockage tie ups, invasive aquatic plants and, at times, answered questions.

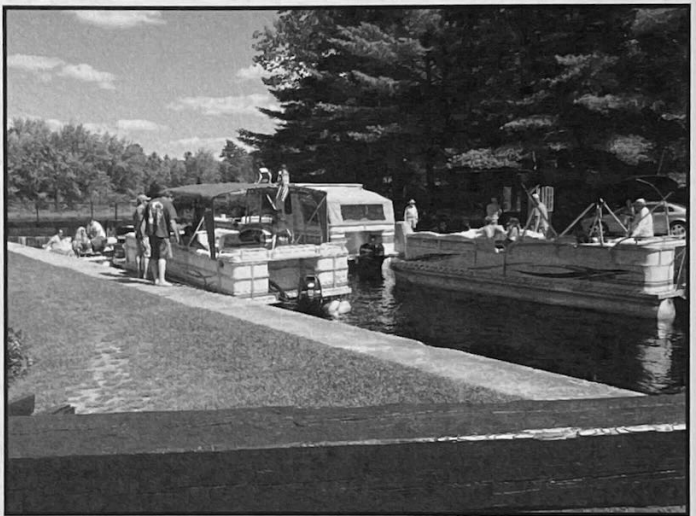
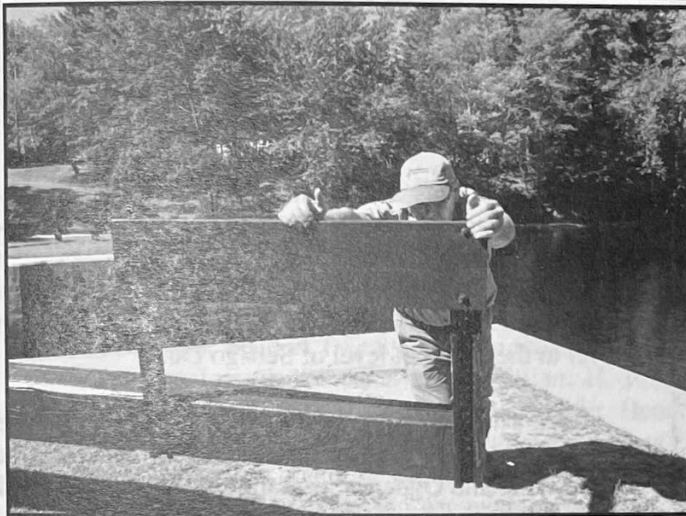
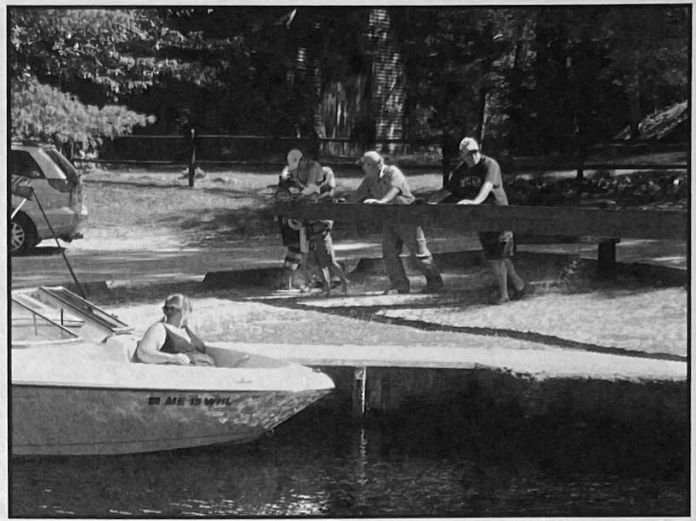
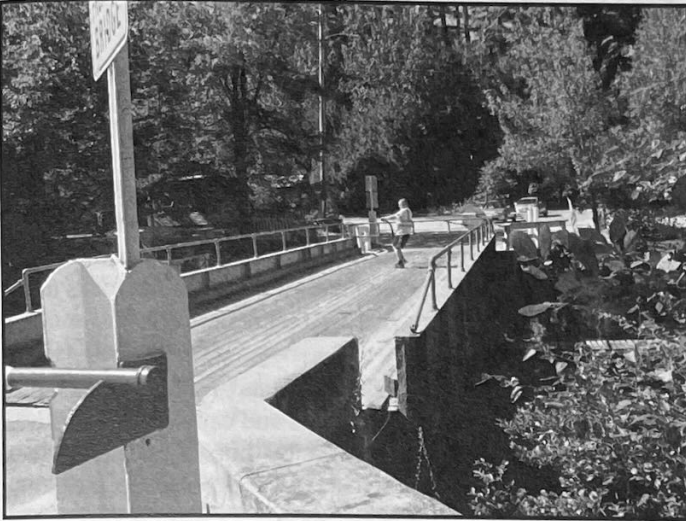
I asked one of the boys about what looked like shiny plastic pieces in the gravel parking lot. He said it was Mica and that it is quite common and the only type of rock he has ever known. He asked what kind of rocks we

have in Indiana. Of course, he was speaking with a typical Maine accent.

The Songo River is a very crooked river that goes north in a snake like fashion and has dead end branches. To enter the lock a boater needs to make a left turn and immediately make another left into the lock. If it is not clear, he has to wait. The lock has a lift of 4 feet for boats to continue north to Long Lake and the town of Naples.

Both Sebago Lake and Long Lake are 12 miles long. Some of the boats that we saw were rentals from different marinas on both lakes.

## THE HOOSIER PACKET - JUNE 2014



The bridge tender almost has the bridge secured for road traffic. He uses an iron crank device.

Here is a close up of the balance beam and the added push bar.

Photos by Sue Simerman

The lock keeper has asked some children and their father to help push the balance beam.

The lock is full with downstream boats and pontoons with the water at the full level.

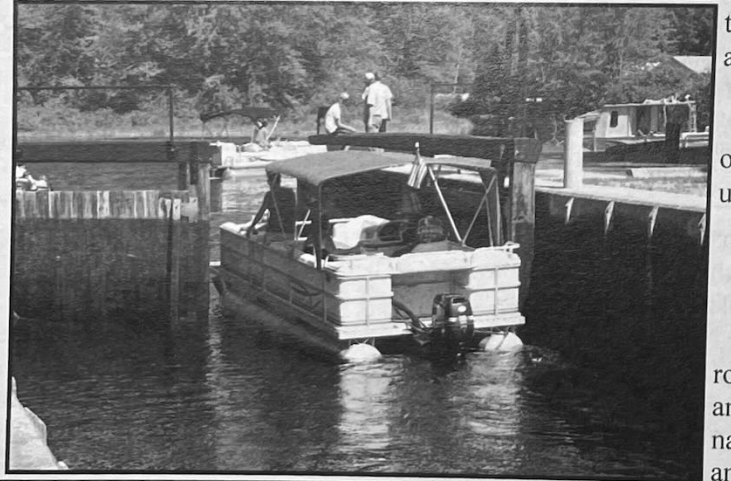
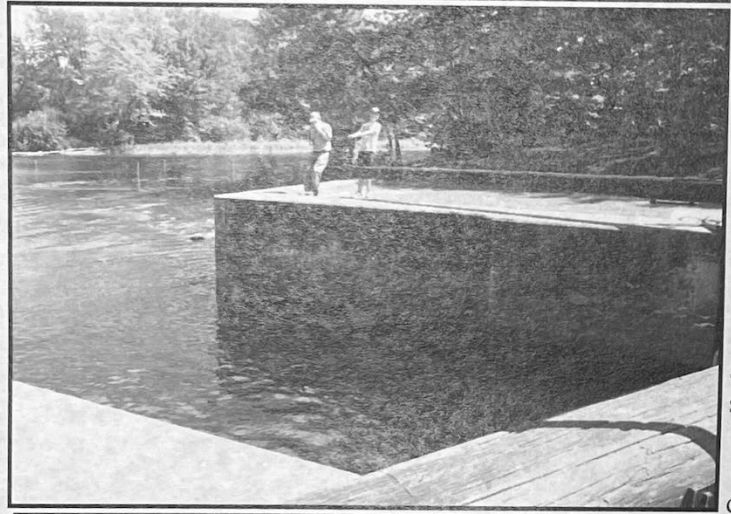
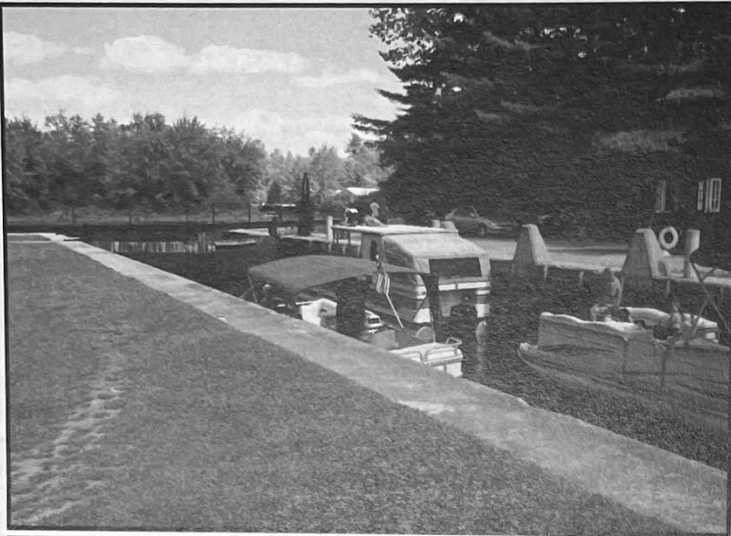
We saw a duckling go into the lock with the boats and then follow the last boat out. We soon learned that some people throw out chips or share their munchies. The tender said that they keep telling everyone not to do this.

Upstream from the lock the boats come to a swing bridge. The bridge tender keeps a watch on the lock traffic and knows when to put up stops for the auto traffic. He uses a steel cranking device that he lays on the floor when not in use. He places the device in an opening and then cranks the bridge into a fully open position. After the boats pass through and he has the bridge back in place, he has to go back to each end to open the bridge for vehicles to cross over. When he was busy he was actually running back and

forth. It was interesting for us to watch this procedure, which we had never seen before.

The lakes were created by glaciers and the area has a hilly terrain. The lock side of the river has a good sized hill and traffic has to make a right turn after crossing the bridge. This hill would make it difficult for other styles of bridges to have been used.

The lower end of Sebago Lake is now used by the Portland Water District. The lake has restrictions, an ecology center and a land reserve all to protect the drinking water for Portland, Maine. The watershed covers 436 square miles and the maximum depth is 305 feet.



The boats are being lowered in the lock.  
The lock tender is pushing with his back. His young assistant is pulling the balance beam.  
The last of four boats is leaving Songo Lock. It will make a right turn and follow the other boats to go to Sebago Lake. The two boys who assist watch for errors and aquatic weeds.  
Photos by Sue Simerman

### SONGO LOCK AND THE CUMBERLAND AND OXFORD CANAL

Songo Lock was originally built of masonry in 1830. It is all that remains of the 28 locks that formed the Cumberland and Oxford Canal, a 50-mile waterway connecting Long and Sebago Lakes with the harbor at Portland, Maine. Cumberland and Oxford are the names of the two counties in which the lakes are found. The locks are 10 feet wide, 80 feet long and 3.5 feet deep.

At one time 100 "canal boats" freighted lumber out and supplies in through the lakes and canal. The boats were 65 feet long and were towed by horses or oxen. These boats sailed across the two lakes and poled up the Songo River. Other than lumber some of the products that they carried were: stoves, cordwood, brick, furniture, farm products, manufactured goods and liquor. At the time of peak traffic, 150 boats were in use. These boats could carry 20 to 30 tons each.

In 1828 trees and brush were cleared for the canal. Irish laborers did most of the excavating of the 30-foot-wide waterway. The digging was completed in 1829. Masons and carpenters constructed dams, bridges and the required locks. These locks lifted the boats from sea level to the 248 foot level of Sebago Lake.

With the coming of the railroad in 1869 canal use declined. For a while the boats continued by taking freight to the Portland and Ogdensburg Railhead. The Cumberland and Oxford Canal was abandoned in 1872.

Almost a century later Songo Lock was rebuilt and operated by the Maine Bureau of Parks and Lands. Pleasure craft began using it in 1961.

### SIGNAGE INSTALLED

John Hillman, CSI and Whitewater Valley Railroad member, reports that the signs for Lock #34 Connell and Lock #37 Updegraff have been installed along the canal and train route from Connersville to Metamora, Indiana. The railroaders will install the other signs donated by CSI this spring.

These signs will be seen by the thousands of people who ride Thomas the Train during its two weekend stay in Connersville. Excursions will be June 20-22 and June 27-29, 2014. The signs will call attention to the canal locks.



### TWENTY FIVE MILES TO NOWHERE:

#### The Story of the Walhonding Canal

Published by The Roscoe Foundation, 1991

CANAL COMMENTS No. 40

By Terry K. Woods

#### Chapter XI: The People And The Canal:

The lasting physical effects of the Walhonding Canal are few – bits of magnificent stone locks, the concrete feeder dam complex across the Walhonding River, and a few miles of rapidly disappearing canal channel. Any real, lasting effects of the Walhonding Canal were, and are, within the people of the valley. People came into the Walhonding Valley because of the construction of the canal – came, stayed, and with the residents who had come before, made the history of the Walhonding Valley. There are many stories of the valley, some factual, some just plain tall tales. All, however are, we think, interesting and worthy of being passed along. Here are just a few of them.

The building of the canal provided jobs, and that important commodity – cash money. J.H. Barclay, Benjamin Miner, and Benjamin Wright obtained a contract with the State on December 1, 1836 to construct Section Seven on the canal, including Lock No. 4. John and David Fresaw won a contract for Section Twenty, which included lock no 8. Other contractors on the canal were William H. Price, Charles J. Ward, John Waddle, Jacob Bleckinsderfer, Henry Field, and Sylvester Medbury. These contractors, and others, brought in workers, many of whom stayed in the valley and became outstanding citizens. An example of this is Robert Simpson, long time Jefferson Township Clerk who started out in the area near Warsaw known as Scott's Hill as a Mason and Draughtsman on the Walhonding Canal.

Another such example is the Fry family, later numerous and prosperous residents of Coshocton, Knox, and Holmes Counties. Elias Fry, his wife Catherine and their children, Frederic, John,, Anna, Jacob, and Catherine, found themselves in Buffalo, New York after a 74 day journey by wagon, sailing vessel, and canal boat from their native Bavaria. Buffalo, the Fry's thought, was to be their new home. Catharine, the mother, began negotiations to purchase a house there. Frederic, then 16, was promised a job loading canal boats with cord wood for \$17.00 a month.

Then Fred happened across a notice put out by one of the contractors on the Walhonding Canal. It called for able-bodied men to work on that canal, out in the wilds of Ohio. The pay offered was 50 cent a day, plus board, when

a day's work started at sunup and ended at sundown. Something, it was hardly the pay, attracted Fred and he went at once to see the contractor's agent. Apparently the agent's pitch was a good one. Fred signed up immediately, and the next day found himself aboard a Lake Steamer with about 40 other youths headed for Ohio.

The new recruits had been promised 'passage and provisions' to Roscoe. There was no problem with the 'passage', but by the second day out, the 'provisions' got to be mighty few. Most of the group had brought some food with them, but it had all been eaten during the lake crossing. The boys reached Cleveland, transferred to a canal boat on the Ohio Canal and started into the interior of the state.

That first night on the canal in Ohio was a hungry one; it was even worse the next day when the party reached Akron. There they had to wait half a day while the boat's crew took their turn through the many locks. The third day they reached Massillon where many of the inhabitants spoke German. Here, Fred spent all his remaining money, 18 cents, to buy bread for himself and five of his companions. This was their third day without food so they were still hungry when the bread was consumed. Upon leaving Massillon, the six young men got off the boat and walked on ahead to forage. They found a potato patch and an apple orchard, and soon a large quantity of both were roasting over an open fire. Six stuffed, very contented boys caught up with the boat some time later. All agreed that they had never eaten a better or more sumptuous feast. The new hands reached Roscoe that same evening and their suppers were provided. That night they slept on the ground. The next day, September 23, 1837, they began working on the Walhonding Canal.

After Fred left Buffalo, the rest of the Fry family decided to follow him to Ohio. They didn't close the deal on the house in Buffalo, but left as soon as they could get ready. The whole family arrived in Roscoe just six days after Fred did. They all moved into a house provided by Fred's contractor near Bluff, Ohio. The house was six logs high and contained a single room. Though a single room house might be considered small for a man and wife and their five children, laborers were so plentiful and houses so scarce in that part of the country that, a few days after the Fry's were settled, the contractor moved a French laborer and his wife into the same house! These two families, consisting of nine people, lived in that one room all winter.

Life wasn't easy for anyone living on the Ohio Frontier in the 1830's. It was particularly difficult for immigrant 'canawlers.' The Frenchman's wife sickened and died

in the spring of 1838 and he moved away from the Walhonding Valley. A daughter was born to the Fry's that year, but she didn't survive her first birthday. The younger Catharine later came down with the "flux." As there was no doctor nearby, one was summoned from New Castle. However, he refused to treat 'those Canawlers' and the young girl grew worse, died and was buried by her infant sister's side. Before the Fry family had been in the Walhonding Valley a decade, four of them, including Elias, were in the ground. Canal building, and the life it required, was not always kind to the people it drew, but still they came.

Aside from the canal-related jobs of boating, milling and such, the state supplied employment in the form of administering the Walhonding Canal. Langdon Hogle, John Perry, William E. Mede, Charles H. Johnston, and Charles Geidel were maintenance superintendents of the canal at various times. Charles Senfit was locktender from Warsaw to Rochester, for over 40 years. Conrad Miller and John Announ of Warsaw and E.W. Perry of Walhonding followed in that position. John Patten, Houston Hay and Chauncy Bassett were toll collectors in Roscoe for both the Ohio and Walhonding Canals at various times during the 1830's and 40's. An old State Maintenance boat was brought over to the Walhonding from the main canal in the 1850's and refurbished for \$300.00. Ben Richards was Captain of the maintenance boat that patrolled the Walhonding Canal in later years.

There was no boatyard on the Walhonding Canal, though one was located in Roscoe. The RENFREW, one of the earliest boats in the area, was built here. Few names of Walhonding craft have been preserved, though no doubt many Ohio canal boats made the side trip up the Walhonding upon demand. A faded photograph exists of the MINNIE HA HA loading grain at the McVay Mill in Warsaw in the 1890's. Nathon Roberts first owned the MINNIE. It was later purchased by Michael Schotts. A steam powered craft, whose name hasn't survived, possibly an excursion boat, was on the Walhonding Canal briefly during the 1880's or 90's. Os Richardson, of Warsaw, owned the EAGLE, a combination freight and passenger boat. The Walhonding Canal didn't carry many passengers, but there were a few. In 1850 and 1851, the best business years for the canal, 40 and 30 passengers, respectively traveled the Walhonding by canal boat.

Another Warsaw man, Edmond Hicks, owned the LIZA JANE, named for his wife. On one occasion when the LIZA JANE was being poled across the slackwater pool in the river from Lock No. 5, the boat got out of control and

was swept toward the Six Mile Dam. Ed managed to leap from the deck of the craft and strike out for shore, but his wife was in one of the cabins and was carried over the breast of the dam with her name sake. It is reported that, after safely reaching shore, Edmond gazed upon the frightful scene and muttered, "Goodbye Liza Jane." It isn't reported if he was saying goodbye to his wife or to his boat. Fortunately for all concerned, little damage was done to either and the boat remained afloat. Liza Jane was able to steer LIZA JANE to a convenient river bank where Ed re-boarded and the LIZA JANE was once more returned to the Walhonding Canal.

The Walhonding Canal had its share of characters, though only a few of their stories have survived. William Himebaugh has to be mentioned, if only to reward his sense of humor. Himebaugh always paid his water rental to the state exactly on the day it was due and always paid in cash. Even his \$5,000 payment to the State for improvements to the Six Mail Dam was in cash. But it is the agreement he worked out with the Empire Mills at Roscoe, to satisfy their previous water-power lease with the State, that is worth remembering. Himebaugh made a hand-written agreement that the State would guarantee power to the mill, "as long as the water flows and grass grows." During those long years after the Hydro-electric plant under the Ohio Power Company leased that section of the Walhonding Canal from the State, they were obligated to run a free electrical line to the mill to power their two 75HP motors when water power wasn't available. William Himebaugh was well remembered by the Ohio Power Company.

There were two types of canal boat captains on the Walhonding Canal, and on all the canals in fact – the good, kind, law-abiding type, and the rascalion, the braggart, the character. All too often it is the latter type that is remembered by history. The Walhonding Canal is fortunate in that tales exist about both types on her waters.

Captain Billy Smart was a fine example of the first type of boatman. A family man, he and his wife raised 13 children, four of whom were born on one of Smart's canal boats. Billy Smart began working as a "Tug Stand" (mule driver) on his father's boat when he was 12. That would have been around 1862. He became the owner of his first canal boat, the STRANGER, in 1872. He owned six or seven craft during an active career as a boatman that spanned nearly 45 years.

Though primarily engaged as a skipper on the Ohio Canal, Captain Smart figures prominently in a local legend

## THE HOOSIER PACKET - JUNE 2014

that has him as the last person to boat a paying load on the "Raging Canawl" into the 1950's. Walhonding Canal.

According to the legend, Captain Billy had taken a load of coal from Roscoe to Warsaw sometime in 1907 or 08. During the return trip, he had sensed that the old Walhonding Canal was through, so he pulled his craft into the lower chamber of the Triple Lock above Roscoe, presumably for the last time, and left it there as a final and fitting resting place.

It's a fine legend. There may even be bits of truth in it. Captain Smart may have boated the last paying load to Warsaw, though it probably wasn't as late as the legend says. Most sources agree that the last regular traffic on the Walhonding Canal took place no later than 1893 and that the canal was sold off piecemeal beginning in 1896. We also know that there was sufficient water in the channel through Warsaw as late as the early 1900s for local boys to be dumping unsuspecting pedestrians into it from the old highway swing bridge. It is doubtful, however, that the canal was navigable between there and Roscoe at that late a date.

An old canal boat hulk was abandoned in the lower chamber of the Triple Lock. It was plainly visible until around 1939 or 1940. However contemporary photographs of the hulk indicate that it was actually the old State Maintenance boat that had probably had been dragged into the lock for safekeeping during the 1913 flood and stayed there rotting away when that flood destroyed all hopes of ever rejuvenating the main canal. Still, it's a good story, and a good way to remember Captain Billy Smart who lived to the ripe old age of 102 and was telling tales of his days on the

Captain Brad Voshall was another type of boatman entirely, a true town character of the 1920's. He wandered about the village of Walhonding dressed in a tattered old pair of trousers and a faded red long-sleeved undershirt, mooching meals and board wherever he could. By his own admission, Captain Brad was a "peaceable man." It is true that he once shot a man, but it was only, as he would say, because "I happened to have a gun". Captain Voshall preferred to settle his disputes with his fists.

Like Captain Billy, Captain Brad was a family man, at least he had a woman living with him on his boat. Again, by his own admission, his domestic life was an idyllic one with "never a cross word" passing between them. Eyewitnesses, however, told of numerous occasions when, becoming angry with his woman, he would knock her overboard into the canal. Then, when she surfaced, he would use his booted foot to shove her back under again.

Many times during his reign as the town character, when he was invited in for a meal by a hospitable villager, the good Captain would invariably extend these visits into marathon stays of days, or even weeks. During that time the harassed family would try anything to be rid of him. His often uninvited and unannounced appearances, clad in the inevitable shabby trousers and undershirt, embarrassed many a formal gathering, as did his impromptu tales and rough talk. Still, he certainly added color and zest to many such get-togethers and, perhaps, he paid many times over for his disconcerting, sudden, and sometimes long visits with the stories and insights into a long ago era – that of the Walhonding Canal.

### NEWS FROM DELPHI

#### VOLUNTEERS "SPRING" INTO ACTION

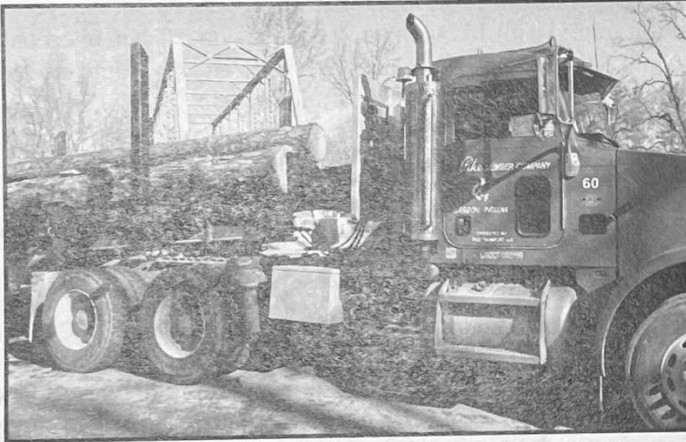
Pictures and information from Dan McCain and Kevin Howell

Volunteers at the Carroll County Wabash & Erie Canal Park in Delphi spent many a dreary winter day inside and were really eager to get started on projects outside once the weather opened up. The historic 1813 Pratt through-truss bridge, which was restored by the volunteers and placed over the Wabash & Erie Canal last year joining Canal Park to the future Carroll County Museum, was ready to be decked. Stahl's Welding and Cranes came back to the site to help the M-W-F volunteers place the stringers on the bridge. This proceeds laying the decking planks.





Progress was made on the Burrows Loom House during favorable weather.



Pike Lumber Company from Carbon, Indiana donated and delivered a whole load of 26 sixteen-foot-long logs to deck the Gray Bridge. These were sawn into planks on "decking day" April 26, 2014 and the planks placed on the bridge by the volunteers and the public. Below Jack unloads the oak logs.

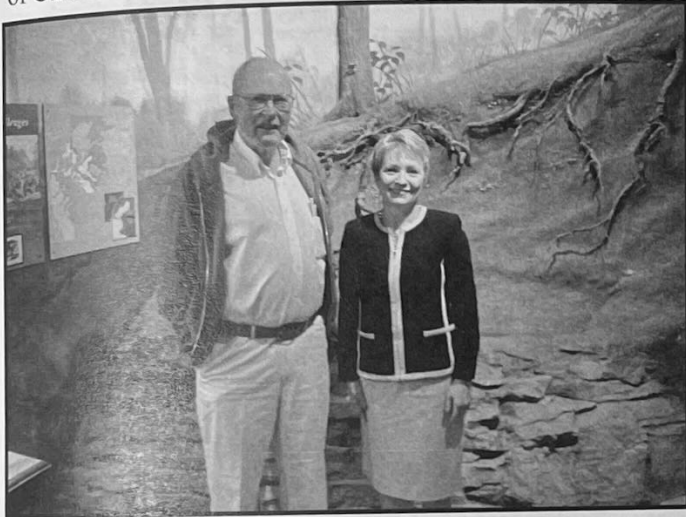
Al, Brice and Dave, M-W-F volunteer construction crew, nail 1 x 4 lumber on the rafters of the loom house before placing the cedar shake roofing on them.



### LT. GOVERNOR VISITS MUSEUM

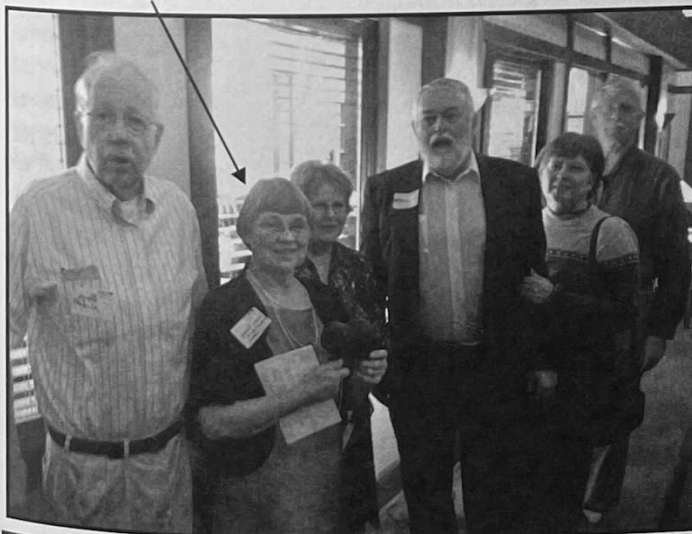


Indiana's Lt. Governor, Susan Ellspermann, visited the Wabash & Erie Canal Museum and toured the galleries. She was impressed by the exhibits and also by learning that in 2006 the Canal Association won an award from the American Association of State and Local History (AASLH) for "the best new volunteer driven museum in the United States." Below she is pictured with Dan McCain, President of Carroll County Wabash & Erie Canal, Inc.



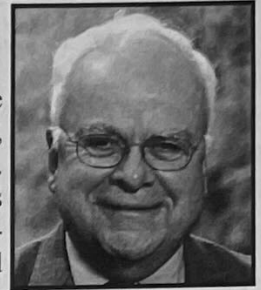
### CRARY RECEIVES BISON AWARD

Bison Financial Company in Lafayette, Indiana has awarded Mary Crary, the Reservations Coordinator for Canal Park and the Canal Interpretive Center, the coveted "Bison Award" for her 8 years of dedicated activity keeping the Canal Center "booked" with hundreds of weddings, meetings, programs and other public events. She joins good company with Ed Gruber, another of the Canal Park volunteers who received the award a few years ago. Congratulations Mary. Thanks for all you do! Hip Hip Hooray!



### IN MEMORIAM

#### RICHARD EDWIN FORD



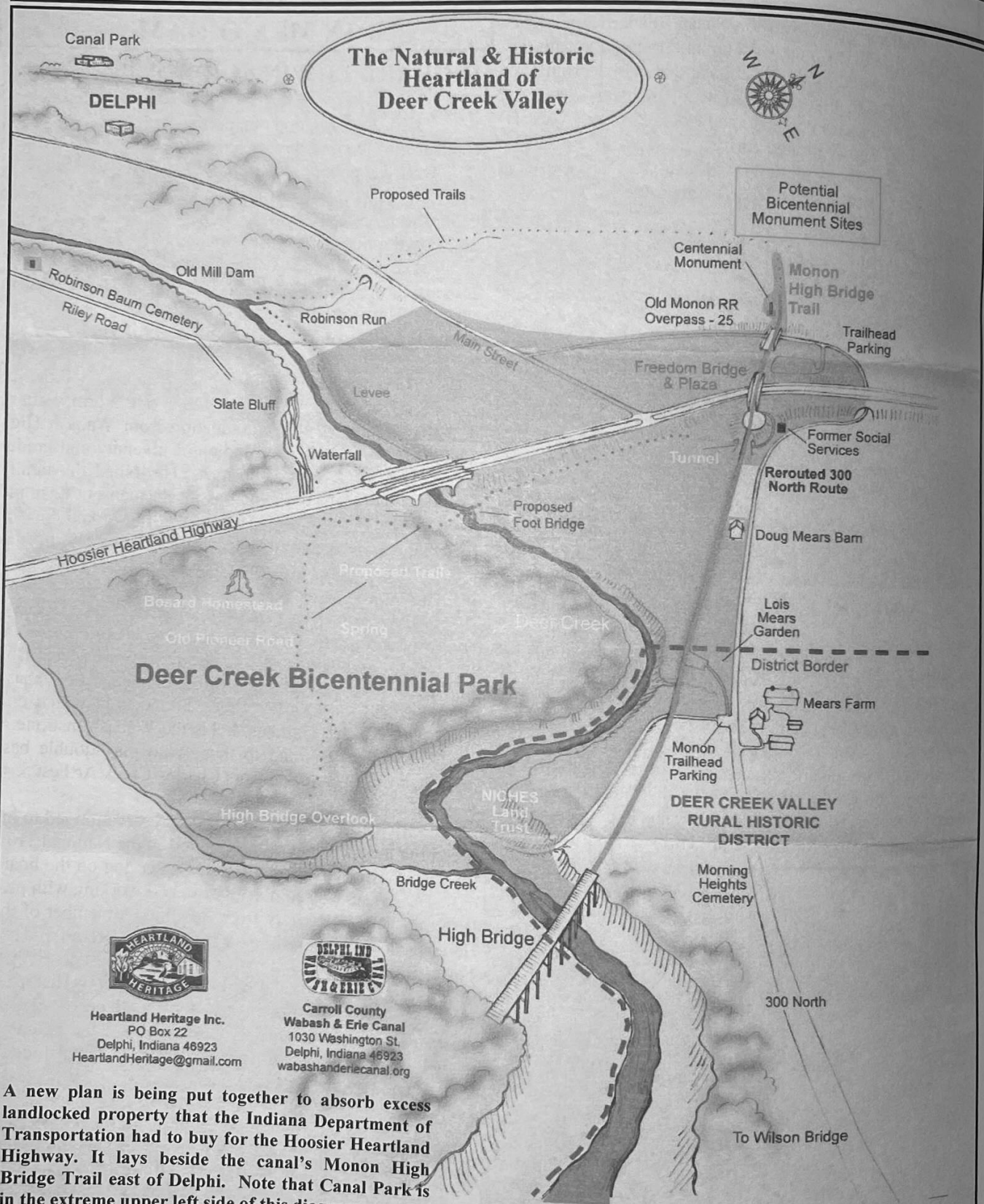
CSI lost a good supportive member on Wednesday April 16, 2014 with the passing of Richard E. Ford, age 75, who was visiting friends in Naples, Florida. Besides his generous contributions he also treated members to a dinner at Charlie Creek Gardens during the "Wait Til You Get To Wabash" tour in April 2009. He told headquarters he someday wanted to dig out the W&E Canal lock behind the *Wabash Plain Dealer*.

Born February 27, 1939 to Wilbur and Florence (Jean) Ford, he lived most of his life at 540 North Wabash in Wabash, Indiana. After graduation from Wabash High School in 1956 he attended Indiana University and graduated with a BS degree in business. He joined the family firm, the Ford Meter Box Inc., as a salesman out East and lived in Washington D.C. He eventually worked for the Environmental Protection Agency and also for a non-profit organization before he returned to Wabash in 1980.

Back home, Richard took on civic causes locally, nationally and internationally in the arts, historic preservation and the humanities. He chaired the Ford Meter Box Foundation and was a director of the company. In Wabash he established the Charley Creek Foundation, which created Charley Creek Gardens, holds the Wabash Institute, a yearly workshop devoted to those who play double bass string instruments and sponsors Charley Creek ArtFest.

Richard's interest in historic preservation led to his becoming the president of the Council of the National Trust for Historic Conservation in the U.S., serving on the board of the American Museum in Britain, and working with projects to save Venice, Italy from flooding. A member of the Honeywell Foundation he had the Olivette Room and the Tower Room constructed in the Honeywell Center. He was a major proponent of the new Wabash County Historical Museum and the development of the Dr. James Ford Historic Home where his great-grandfather lived and practiced medicine. In the last few years he restored Hotel Indiana and renamed it Charley Creek Inn.

Richard was on the board of many musical organizations and was fond of Cole Porter and Hoagy Carmichael. He received many awards for all his work. Two governors named him Sagamore of the Wabash.



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 1030 Washington St.  
 Delphi, Indiana 46923  
 wabashanderiecanal.org

A new plan is being put together to absorb excess landlocked property that the Indiana Department of Transportation had to buy for the Hoosier Heartland Highway. It lays beside the canal's Monon High Bridge Trail east of Delphi. Note that Canal Park is in the extreme upper left side of this diagram.

## THE HOOSIER PACKET - JUNE 2014

### BOOKS AND PAMPHLETS DONATED FROM PAUL MOFFETT'S COLLECTION

Author	Title
Abbott, Jacob	Marco Paul's Travels on the Erie Canal
Adams, Samuel Hopkins	Canal Town
Anness, Milford	Metamora Canal Town
Atterbury, Paul	English Rivers & Canals
Baker, Jim	The Big Ditch
Bearshaw, Brian	Towpaths of England
Boy Scouts America	184 Miles of Adventure: Hiker's Guide to C&O Canal
Bristown, Philip	Through the French Canals
British Waterways Board	Canal Walks in London
Canal Museum Staff	A Canalboat Primer of the Canals of New York State
Clague, William	Collection of Maps of the Chesapeake & Ohio Canal
Clark, Ella/Hahn, Thomas	Life on the Chesapeake & Ohio Canal 1859
Colden, Cadwallader D.	The Ditch That Helped Build America
Drago, Harry Sinclair	Canal Days in America
Edmonds, Walter D.	Mostly Canallers
Edmonds, Walter D.	Rome Haul
	Straight From the Horse's Mouth: Firsthand Accounts of Erie Canal
Erie Canal Museum	Weighlock Building Model Kit
Erie Canal Museum	Three Days on the Erie Canal : Education Packet
Erie Canal Museum	Homefront: The Erie Canal in the Civil War
Fatout, Paul	Indiana Canals
Finch, Roy G.	The Story of the New York State Canals
Fradin, Morris	Hey-ey-ey, Lock!
Franchere, Ruth	Westward By Canal
Garrity, Richard	Canal Boatman
Gieck, Jack	A Photo Album of Ohio's Canal Era, 1825-1913
Hadfield, Charles	World Canals: Inland Navigation Past and Present
Hager, Robert E.	Mohawk River Boats and Navigation Before 1820
Hahn, Thomas F.	Chesapeake and Ohio Canal: Old Picture Album
Hahn, Thomas F.	The C. & O. Canal Boatmen 1892-1924
Hahn, Thomas F.	The C&O Canal: an Illustrated History
Hahn, Thomas F.	George Washington's Canal At Great Falls Virginia
Hahn, Thomas F.	Towpath Guide to the C&O Canal Sec. 1
Hahn, Thomas F.	Towpath Guide to the C&O Canal Sec. 2
Hahn, Thomas F.	Towpath Guide to the C&O Canal Sec 3
Hahn, Thomas F.	Towpath Guide to the C&O Canal Sec 4
Harlow, Alvin F.	When Horses Pulled Boats
Harper, Mike	Through France to the Med
Hoffmann, Philip J.	A Picture-Journey Along The Pennsylvania Main Line Canal
Hullfish, William	A Canaller's Songbook
Hutchings, Carolyn	The Story of Our Canals
Hutchings, David & Higgins	The Upper Avon Navigation
Imray	Map of the Inland Waterways of England and Wales
Jackson, James S/Margot	The Colorful Era of the Ohio Canal
Keller	The Building of the Panama Canal in Historic Photographs
Kimbrough	Better than Oceans
Kroll, Jarrett/Stansley	Cruising the Inland Waterways of Europe
Lawson, Lyle	Insight Guides Waterways of Europe Special

**In 2011, Suzanne Moffett donated 151 canal books, pamphlets and videos from Paul's, her husband, collection. In March 2014 she donated an additional 102 canal books and maps to the Canal Society of Indiana library. If we have duplicate copies, we will keep the best copy for our library and offer the additional copies for sale to society members to help fund our projects. We thank Suzanne for her most generous contributions.**

## THE HOOSIER PACKET - JUNE 2014

Author	Title
MacDougall, Lesley	The Crinan Canal
Marquisee, Ronald S.	New York's Canals postcards
Marsh, Bryan	The Inland Navigator
McKnight, Hugh	Cruising French Canals and Rivers
McKnight, Hugh	Cruising French Waterways
Morgan-Grenville, Gerard	Barging into Southern France
Morgan-Grenville, Gerard	Barging into France
New York NY	Recreational Map NY State Canals
New York NY	New Yor's Canals & Connecting Waterways
Nicholson	The Ordnance Survey Inland Watrways Map of Great Britain
Oda, James C.	Piqua and the Miami & Erie Canal
Ohio Hist. Society	Scenes & Songs of the Ohio-Erie Canal
Ohio Hist. Society	Canals of Ohio: 1825-1913
Owen David	Exploring England by Canal
Pearson, Michael	Canal Companion: Four Counties Ring
Pearson, Michael	Canal Companion: Cheshire Ring
Pearson, Michael	Canal Companion: Shropshire Union & Llangollen Canals
Pearson, Michael	Canal Companion: South Midlands & Warwickshire Ring
Pearson, Michael	Canal Companion: Midland Rings
Pearson, Michael	Canal Companion: Birmingham Canal Navigations
Perrett, David	Ordnance Survey Guide to the Waterways 1 South
Perrett, David	Ordnance Survey Guide to the Waterways 2 Central
Perrett, David	Ordnance Survey Guide to the Waterways 3 North
Rapp, Marvin A.	Canal Water and Whiskey
Rinker, Harry L.	"The Old Raging Erie,...There Have Been Several Changes"
Roquette-Buisson, Odile de	The Canal du Midi
Roscoe Village	Plan and Profile of the Ohio-Erie Canal
Russell Ronald	Discovering Lost Canals
Russell, Ronald	Walking Canals
Shank, William H.	Towpaths to Tugboats
Shank, William H.	The Best From American Canals Vol 1
Shank, William H.	The Best From American Canals Vol 11
Shank, William H.	The Best From American Canals Vol 1111
Shank, William H.	The Best From American Canals Vol 111
Shank, William H.	The Best From American Canals
Smith, Peter L.	Canal Barges & Narrow Boats
Spencer, Herbert	London's Canal
Spier, Peter	The Erie Canal
Springer-Hahn	Canal Boat Children
Stein, R. Conrad	The Story of the Erie Canal
United Airlines	Canal Cruising in England, Holland and France
Viner, D. J.	The Thames & Severn Canal
Wilson, George R.	Early Indiana Trails and "Surveys"
Wyld, Lionel D.	Low Bridge! Folklore and the Erie Canal
	New York State Barge Canal System
	Principal Inland Navigations
	Gateway to the Avon



## THE WABASH HYDRAULIC COMPANY

The following newspaper article was sent in by Pete Jones, CSI member from Wabash, Indiana.

*Wabash Plain Dealer*  
March 24, 1894

In the early history of Wabash (Indiana) the Wabash & Erie canal was a thing of vast importance, but the more rapid transportation, passenger and freight, of the railroads, soon rendered the canal useless. In a few short years after the Wabash railroad was constructed the canal between Fort Wayne and Lafayette, at least was of little consequence, except for hydraulic purposes. In late years it has either been filled up or become a fostering cesspool, between the cities named.

The right of way of the old canal from Fort Wayne to Lafayette in the year 1876, was sold at United States marshal's sale. The portion between Lagro and Fort Wayne was purchased by the late William Fleming, of Fort Wayne, and the late E. H. Shirk, of Peru, purchased that portion between Lagro and Lafayette.

The Wabash Hydraulic company, of which O.H. Bogue was secretary and treasurer, was formed in 1885, and got possession of the canal right of way from Lagro to Charlie creek, one mile west of the city. Their possession, they claimed, included the dock spaces. In the year 1888, the hydraulic company sold the canal bed to the Evansville, Fort Wayne & Chicago (paper) railroad for \$6,000, but no money changed hands.

Now come the Hanna heirs who lay claims to the dock spaces. Two years ago suit was brought in Kosciusko circuit court at Warsaw, against the Wabash Hydraulic company, et. al., and a verdict was rendered in favor of the Hanna heirs. A motion for a new trial was granted. Since that time no action has been taken in the matter.

During all this time no taxes have been paid on the property in dispute. In case the hydraulic company wins the suit the property will be sold, the taxes paid and the company will dissolve.

After receiving the above article, your editor searched for information about the Wabash Hydraulic Company on Google. An article compiled by Ron Woodward appeared in which information originally printed in the *Lagro Express* on Tuesday July 4, 1876 by Dr. Elias B. Thomas was reprinted later in the *Huntington Press*. It follows:

"A feeder dam (for mills, not the canal) was built across the (Wabash) river and this made a very convenient

ford. On the abandonment of the Wabash & Erie canal as a canal, there were factories and grist mills at Wabash that needed water power and the Wabash Hydraulic Co., was organized and it maintained the dam for years. This backwater covered a vast area of land and for a number of years Capt. Hunt ran a small steamer up as far as the Hanging Rock which attracted a large number of excursionists and picnic parties. During and after the great flood of 1883, the holders of farmland above the dam thought they were being damaged by the backwater and they employed John Campbell to undertake the work of destroying the dam. He did not succeed, though he used dynamite and blew two holes in it. The two holes proved serious, as they tore apart the foundation and though, repaired at the time, the dam became a constant care until a few years later the abutment on one side washed on and the dam gradually disappeared. Campbell who had tried to wreck it, purchased the remaining timbers. Some pieces sixty feet in length were taken out. How they were placed there by primitive means employed at that time is a marvel."

## WCT RECEIVES GRANT

Whitewater Canal Trail announced in their April 5, 2014 issue of "Mile Marker" that they have received a \$27,000 grant to install fitness equipment along a portion of the trail near Metamora from Interact for Health. Formerly the Health Foundation of Greater Cincinnati, Interact for Health, a not for profit organization, tries to improve the health in 20 communities in the Cincinnati area in Ohio, Indiana and Kentucky through grants, education and policy.

With the grant funds WCT will install a parcourse trail with a series of stops along the trail, each with state of the art outdoor exercise equipment. Parcourse is a great way to stay in shape and enjoy the outdoors at the same time. The equipment has been ordered and they expect construction to be completed this summer.

The Centers for Disease Control and Prevention recommend that adults have 20 minutes of vigorous exercise three times a week, or 30 minutes of moderate exercise five times a week. This course will provide an opportunity for people in the area to meet these recommendations.

WCT is building a hike/bike trail along the Whitewater Canal. It hopes to foster activities that focus on historical preservation and interpretation, outdoor recreation, and natural resource conservation along the Whitewater Canal corridor while promoting sustainable development and improved quality of life in connected communities.

## WCT SPONSORS EVENTS

Whitewater Canal Trail celebrated Earth Day on Saturday April 26, 2014 at the Yellowbank Trailhead outside Metamora. Starting at 8:30 a.m., the volunteers did a variety of jobs, ranging from trail work, planting trees, blue-bird nest box maintenance, etc.

As part of their mission to promote outdoor recreation, the Whitewater Canal Trail sponsored "Stroll Along the Canal" with the Whitewater Valley Walkers on May 10, 2014. Walkers strolled freely along the canal from the grist mill at Metamora to Twin Locks.

Those interested in joining this social group can do so through becoming a member of Whitewater Canal Trail or the specific Whitewater Valley Walkers fee of \$10 per person. WCT members beginner's passport is \$8.00. Recorded in it are the events in which the member has participated and the mileage he has logged.

WCT also sponsored the Whitewater Canal 10k "Towpath Dash and Fun Run" on Saturday May 17, 2014. Runners and walkers started at the Whitewater Canal State Historic Site at 8 a.m. and ran along the flat course along the Whitewater Canal. Awards were presented to the winners and all received a T-shirt. The participation cost—\$25.

## WESTERN WAYNE HERITAGE

Western Wayne Heritage met on Tuesday April 15 at 7:15 p.m.. The following items were brought up at the meeting:

The spring pet clinics, by which WWH funds itself by immunizing pets in two communities, will be:

May 10, 2014 10 a.m.—6:00 p.m. Cambridge City  
May 17, 2014 2 p.m.—5:30 p.m. Greenfield

There will be an open house at the Vinton House, an old National Road and Whitewater Canal Inn that now houses an antique shop and a canal museum, on May 10, 2014 from 10 a.m. to 6 p.m. The Hall's, who operate the antique shop, printed an attractive post card with the Vinton House on it to announce the event.

Phyllis Mattheis, CSI member from Cambridge City, printed a list of projects that the Canal Society has funded at the Vinton House and placed it in a 8x12 frame.

It is standing in a third floor hall window in the museum. Jerry Mattheis, CSI director, installed the second fan/light in the third floor far east room of the Vinton House and repaired the cold water faucet that was streaming in the half bath. Phyllis and Jerry sorted through the material in all the unfinished third floor rooms, organized it and moved it to the two south rooms so what's needed can be found. They swept as they went in preparation for the office and storage space improvement project being funded by CSI. They have spent over 20 hours each on the project so far.

First the soft tile ceiling in the office needs removal. Then they will use dry wall left from an earlier project for the ceiling and patch the existing plaster. They also need to remove the tacks and nails that once held the carpeting to the floor. They have found the old door to the room and need to repair it. A ceiling needs to be built over an exterior exit to keep out the cold air. They hope to have enough funds from CSI to build it. With the Mattheis' behind the project, it won't be long and it will be finished.

Western Wayne Heritage has received issues of *The Hoosier Packet*, CSI's news and journal. They have been given to Whitewater Canal Byways and the WWH in hopes of attracting more members to CSI.

## PACKET LANDING

In an article by Earl Heydinger entitled "Huntingdon to Philadelphia" in *Canal Currents*, the Pennsylvania Canal Society newsletter in the winter of 1984 sent to CSI headquarters by John Geyer, CSI member from Hamilton, Ohio, there is a description of a packet boat docking on the Miami and Erie Canal at Hamilton, Ohio where William Howell's father was a canal official for two decades. He says:

"The packet came in grandly, the deck thronged with people, the three horses at a trot, the driver sitting on the rear most horse and doing expert things with his whip. The captain stood on the deck, and as the horses were changed at Hamilton, he had his foot on the spring catch, which held the tow rope—a recent and much admired invention. Just before reaching the landing he touched the catch and the rope was released. The driver kept on to the stable with unslackened speed and the line followed him, swishing and skating over the water, while the steersman put his helm hard apart and the packet rounded to and swam softly and slowly up to her mooring. No steamboat arrives from Europe now with such majesty."

## PANAMA CANAL DEAL

A dispute, which arose late in 2013 when Grupo Unido por el Canal (GUPC) claimed it was owed \$1.6 billion dollars by the Panama Canal Authority (ACP) for cost overruns due to delays when widening the Panama Canal, has been ended by a deal. Both will invest an extra \$100 million in the project. GUPC may claim \$400 million from the insurers of the project, but it must repay \$780 million worth of cash advances by 2018. The deal was reached in mid-March.

Construction was halted for two weeks in February 2015 on the canal and new lock, which were designed to allow passage of cargo ships almost double the size of current Panamax ships, but was resumed following a temporary agreement. Work stoppage would have risked 10,000 jobs.

Work on the overall expansion began in 2007. It is nine months behind schedule. This deal should hasten the completion of the third lock, which was originally scheduled to be completed in June 2015. Hopefully it will be done by December 2015. The overall cost for the expansion of the Panama Canal, which celebrates its 100th year in August, is estimated to be \$5.2 billion. When it is completed it should earn Panama's government a couple of billion dollars more a year. It could lead to the U.S. becoming a net-exporter of liquefied natural gas by 2020.

Over 13,000 ships use this shortcut between the Atlantic and Pacific oceans each year. It is one of the world's busiest maritime routes.

This spring fourteen of the old Panamax ships are being scrapped with 40 of them turned into scrap metal by year end. They could only hold 5,000 containers. Orders have been placed for 214 neo-Panamax ships, which are more than 160 feet high and as long as four football fields. They will be capable of carrying 13,000 containers that are each 20 feet in length.

Ten ports on the U.S. East Coast and Gulf Coast are planning dredging projects to deepen the canal as well as upgrading their terminals and adding supersize cranes in preparation for the neo-Panamax ships. Miami is even adding an underwater tunnel for trucks carrying goods to the bigger ships dredging from 42 feet to 50 feet. Its entire project will cost \$2 billion dollars. Savannah plans to dredge to 47 feet by late 2017 and Charleston to 50 feet by late 2018 in time for the opening of the new Panama Canal.

## WABASH RIVER THREATENED

The Wabash River flows freely for 400 miles draining more than 33,000 square miles in 73 of Indiana's counties. Over 400 locations having rare species living in natural communities have been found including 151 species of fish and 75 species of mussels. Lake sturgeon and paddle fish, both bottom feeders, are two examples of these rare species. Also tens of thousands of ducks and other migrating birds use its corridor. It is really biologically rich in comparison with other large river systems in the Mississippi basin.

Recently the Nature Conservancy has identified six stresses threatening the river:

1. Change in natural water flow
2. High nutrient herbicide and insecticide levels
3. Problems with pollution from cities
4. Alteration of land adjoining the river
5. Elimination of tree cover along the river
6. Non-native species

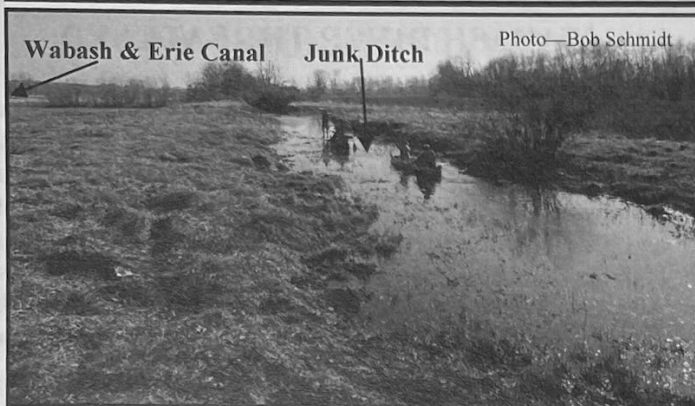
Working to protect the fish, mussels and migratory birds along the river are The Nature Conservancy, USDA's Natural Resources Conservation Service and the Indiana Department of Natural Resources. So far 45,000 acres have been preserved and restored, which involves not only what is in the water, but the areas around it — the flood plain. They hope to improve the health of the river. Frank Timmers, CSI Vice-President from Carmel, Indiana

## MELDAHL HYDROELECTRIC PLANT

One of the current largest alternative energy projects in the Midwest is the Meldahl hydroelectric plant being built by Hamilton, Ohio about 60 miles south just outside Foster, Kentucky on the south bank of the Ohio River. When finished it is projected to generate approximately 558,000 megawatt hours of green electricity per year with enough energy to supply 55,000 homes, nearly enough to power the entire city of Hamilton. However, the city's electric utility will still keep its diversified portfolio.

The 10-story building is part of the 10-year, \$500 million project on the Ohio River and should start operating in early 2015. All but the top 5 feet of the 100-foot-tall, massive concrete power station with its three water turbines will be submerged underwater. It is built beside the existing Captain Anthony B. Meldahl Dam and Locks. The pool of water above the dam is 30 feet higher than the lower pool. John Geyer, CSI member from Hamilton, Ohio

## THE HOOSIER PACKET - JUNE 2014



They launched their canoes from the glorious (or not so glorious) Junk Ditch in Fort Wayne, Indiana. The launch area was chosen because of its significant location at the Continental Divide between the Mississippi and the Great Lakes. At this location they were near the area where Asian Carp and other invasive species have the ability to move from the Mississippi watershed to the Great Lakes.

In Indiana they stopped in New Haven at the New Haven North River Nature Preserve on April 19 and at Blue Cast Springs in Woodburn on April 20. The rest of the stops were in Ohio at Riverside Park in Antwerp on April 21, in Defiance on Earth Day, at Mary Jane Thurston State Park, and other locations before reaching their final destination at International Park in Toledo.

Activities and programs included GIS mapping of field tiles that are not mapped on any State or County systems, water testing, garbage removal, plantings, bird and plant identification, understanding your water footprint, the benefits of rain gardens, native vegetation, CAFO's and animal contribution to water quality, the Clean Water Act and water policy issues. They investigated the many problems facing surface water. They were also asked to help identify potential areas for boat ramps, which also do not appear on current maps.

Save Maumee hoped the journey will lead to a higher awareness of the issues that plague our beautiful river systems and help to catalyze action to protect the Maumee. Some other goals were to highlight Earth Week, draw attention to the successes and issues that contribute to water quality and work to change the 2009 Army Corps of Engineers (ACE) ruling on native vegetation removal along rivers and streams. They will report their findings and hope to change the Corps' public policy.

The Corps currently follow "Guidelines for landscape planting and vegetation management at levees, floodwalls, embankment dams and appurtenant structures" (ETL 1110-2-571). Numerous government agencies and studies cite the importance of vegetation. The Army Corps of Engineers appear to be the only agency who does not recognize or make use of these studies. ACE requires municipalities to follow their guidelines, but Fort Wayne alone has 10.5 miles of levees next to our rivers.

SMGO's director and founder, Abigail King, explains, "We want to make sure the public is aware of the damage of natural areas due to the requirement of removing all vegetation 15 feet on either side of all levees, for inspection purposes alone. The Maumee is the largest contributing watershed to the Great Lakes and remains on the EPA's 303 (d) list of impaired streams. This is an ecologically sensitive area and should not have native plants indiscriminately removed. Numerous government agencies and studies cite vegetation buffer areas as beneficial and necessary."



Programs, presentations and expertise were from:

- ACRES Land Trust
- Allen County and Defiance Soil and Water Conservation District
- Citizens Action Coalition & Toledo Planning Commission
- City of Defiance
- Little River Wetlands Project
- Maumee Valley Heritage Corridor
- Ohio Department of Natural Resources Partnership for Water Quality River Network
- Sustainable Indiana 2016
- Toledo's Maumee River Coordinator
- Tri-State Watershed Alliance
- Upper Maumee Watershed Partnership
- U.S. Coast Guard Auxiliary

The Upper Maumee Watershed Management Plan was released to the public in April 2014. Save Maumee would like to highlight the plans and how you can help improve our waters all the way to Lake Erie. Environmental degradation is not inevitable, even in Indiana and Ohio, with all groups working together.