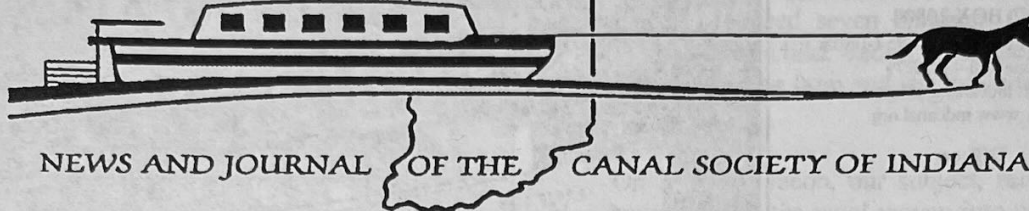


THE
HOOSIER PACKET



VOL. 13 NO. 8

P.O. BOX 10808 FORT WAYNE, IN 46854

AUGUST 2014

CAMARADERIE



Aboard the *Emita II* on the Erie Canal canawlers had to stay seated as they passed beneath many low bridges. Photo by Bob Schmidt

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CAMARADERIE

By Carolyn Schmidt

Forty-one canal enthusiasts came from California, Indiana, Illinois, New Jersey, New York, Ohio and Toronto, Canada for a three-day Erie Canal cruise on "*Emita II*," from Mid-Lakes Navigation planned by Bob Schmidt, CSI president, followed by a two-day tour of Niagara Falls, Niagara Power Vista, Old Fort Niagara, Buffalo Harbor and Silos, Buffalo History Museum and Black Rock Lock planned by Bob Sears, Canadian Canal Society president and editor. The *camaraderie* among the canawlers and new discoveries while plying the waters of the Erie Canal made for a wonderful canal experience.

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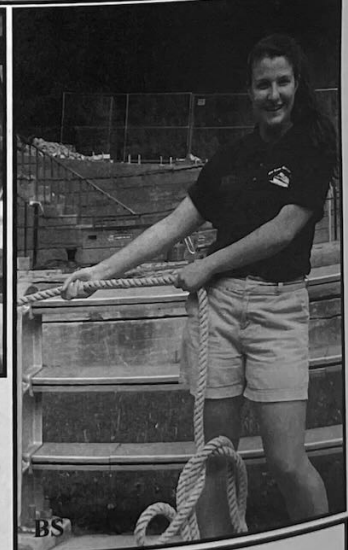
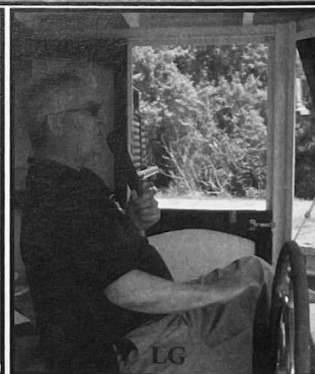
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"EMITA II" CREW



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Continued p. 22

CANAWLERS AT REST

JACOB WILHELM

b. October 1813

d. May 10, 1887

By Carolyn I. Schmidt

C. Jacob Wilhelm, who went by the name of Jacob, was born in Lorraine, France in October 1813 and came to America with his parents in 1829. He was one of five children born to Karl and Madeline Wilhelm. His father settled on a farm, which he probably had to clear, on Tennis Creek in Dearborn county, Indiana. He later moved near St. Joseph in the same county where he died three weeks before his one hundredth birthday.

Following in his father's footsteps, Jacob was a farmer throughout his entire life. He settled on a farm in York township Dearborn county that was about one-half mile south of New Elsworth. In 1831 he was given the opportunity of acquire forty acres of land where later Finley Market in Cincinnati was located. He refused the offer because he was required to labor for one year to receive the land and he thought the land was not worth it.

Jacob worked on the Whitewater Canal that was being built from Brookville to Lawrenceburg, Indiana in 1836-1838. For his labor he received the small wage of thirty-seven and one-half cents per day. Canal workers usually worked six days a week for a total weekly wage of \$2.25 or about \$10.00 per month.

While a young man Jacob spent his winters in the south where he worked at various occupations. One time he helped clean out the bed of the Red River so that it could be navigated. Another time he worked near Shreveport, Louisiana. His boss was Captain Shreve, who was employed by the government. When the captain entered the land at Shreveport, Jacob cut the first rails there.

Jacob married Caroline Frey on August 14, 1836. This marriage produced seven children. On February 3, 1859 their youngest child, Jacob J. Wilhelm, was born. Jacob J. grew up on the farm and was educated in Dearborn county.

On his farm Jacob, our subject, raised sheep. He carded, spun and had the wool woven into cloth, which he then sold in Cincinnati.

While farming, Jacob also bought and sold farms in Dearborn county. He moved to a farm in Kelso township Dearborn county. There Caroline Frey Wilhelm, Jacob's wife, died in 1860. He then was married to Catharine Wisel Young on February 4, 1862. She was 8 years older being 57 years of age at that time. They had no children. Catherine passed away in 1863.

In 1874 Jacob bought a one hundred and fourteen acre farm in Highland township, Franklin county, Indiana and moved there. The 1880 census shows his daughter, Caroline Wilhelm, living with him.

Jacob Wilhelm died on May 10, 1887 in Franklin county. We do not know where he was buried.

His son, Jacob J., owned a one hundred and fourteen acre farm, that was in Highland township. Whether he inherited Jacob's farm or purchased this land is not known. He lived on this farm for twenty-nine years before selling it and moving to a one hundred and seventy acre farm.

On January 27, 1878, Jacob J. was married to Caroline Meissemmer. Caroline was born in Highland township, Franklin county, Indiana to Christian and Elizabeth (Wingerson) Meissemmer on May 9, 1855. They had three children: Caroline Clara Wilhelm born in 1879, who married Herbert Haas in Highland township and were the parents of seven children: Harry, Bertha, William, Raymond, May, Margaret and Francis; William Wilhelm, who married Mary Feeler; and Louise Wilhelm, who married Fred Haas in Highland township and were the parents of two children: Beatrice and Talton.

Jacob J. was a member of the Catholic church. He supported the views of the Democratic party. He was greatly tested, as were others, by the disastrous flood of March 25, 1913 that devastated the middle west. He lost everything except his family. Gone were his house, barns, fences, and grain. He did not give up. Before long he had erected five new buildings and made a success of his

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C. Jacob Wilhelm's Family

Name	Birth	Place	Death	Place	Marriage	Place
Charles Karl Wilhelm	10-30-1771	Bining France	9-13-1871	St Leon IN	4-??-1801	France
m. Madeline Berger	1779	France	1836	St Leon IN	4-??-1801	France
Peter Wilhelm	1802		1871			
C. Jacob Wilhelm	10-??-1813	Lorraine, France	5-10-1887	St Leon IN		
m1. Caroline Frey	1820	Ohio	1860		8-14-1836	St Leon IN
<u>Joseph Wilhelm</u>	6-05-1837		1910		4-23-1861	Kelso, Dearborn Co
m. Mary A. Blattner	6-30-1839	Dearborn Co IN			4-23-1861	Kelso, Dearborn Co
Mary A. Wilhelm						
Anna C. Wilhelm						
Philemena L. Wilhelm						
Edward A. Wilhelm						
Anna E. Wilhelm						
Charles J. Wilhelm						
<u>Charles Wilhelm</u>	3-14-1839		1901		11-13-1860	Kelso, Dearborn Co
m. Magdalena Renner	6-20-1842	Dearborn Co IN			11-13-1860	Kelso, Dearborn Co
Henry V. Wilhelm						
Magdalena Wilhelm						
Charles J. Wilhelm						
Elizabeth Wilhelm						
Albanner H. Wilhelm						
Caroline Wilhelm						
<u>Mary Ann Magdalena Wilhelm</u>	1841		1896			
m. Henry Doerflin	7-15-1835	Lancaster Co PA				
Henry J. Doerflin						
Elizabeth Doerflin						
Jacob Doerflin						
Michael Doerflin						
Alfred Doerflin						
Isabelle Doerflin						
John Doerflin						
George Doerflin						
Caroline Doerflin						
Hugo Doerflin						
<u>Catherine Wilhelm</u>	1843		1905			
<u>John Jacob Wilhelm</u>	1853		1902			
<u>Caroline C. Wilhelm</u>	1859		1911			
<u>Jacob John Wilhelm</u>	2-03-1859	St. Leon Dearborn Co IN	10-31-1923		1-27-1879	Franklin Co IN
m. Caroline Miesemer	5-09-1855	Highland twp Franklin Co IN	1932		1-27-1879	Franklin Co IN
Caroline Clara Wilhelm	1879	St. Leon Dearborn Co IN	Prior 1920		8-18-1898	Franklin Co IN
m. Herbert M. Haas					8-18-1898	Franklin Co IN
Harry Haas						
Bertha Haas	1901					
William Haas	1906					
Raymond Haas	1909					
May Haas	1911					
Margaret Haas						
Francis Haas						
William John Wilhelm	1881		1959			
m. Mary Feeler						
Leonard Wilhelm	1883		1883			
Louisa R. Wilhelm	1885		1927			
m. Fred Haas						
Beatrice						
Talton						
m2. Catharine Wissel Young	1806		1863		2-04-1862	
Mary Wilhelm	1815					
Lizzie Wilhelm	1817					
Madeline Wilhelm	1819					

Dates for this chart were found in several public member trees, U.S. Federal Census, Marriage Records on Ancestry.com and in the histories of Dearborn and Franklin counties, Indiana.

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general farming.

Jacob J. acquired more land over the years. At one time he owned six hundred and forty acres in Washington township, Franklin county, Indiana. It became cumbersome for him, and he sold his extra holdings.

Jacob J. Wilhelm died on October 31, 1923. His wife, Caroline, died in 1932.

Sources:

History of Dearborn and Ohio Counties, Indisana: From Their Earliest Settlement. Chicago, IL: F. E. Weakley & Co., Publishers, 1885.

Indiana marriage records on Ancestry.com
Public member trees on Ancestry.com

Reifel, August J. *History of Franklin County, Indiana.* Indianapolis, IN: B. F. Bowen & Company, Inc., 1915.

U.S. Federal Census 1880

CSI EXHIBIT AT FORT WAYNE LIBRARY

In preparation of a canal exhibit for display at the Allen County Public Library in Fort Wayne, Sue Simerman, CSI secretary, and Cynthia Powers, CSI treasurer, met at the Canal Society of Indiana's headquarters in early May. They used the many resources available to prepare displays for two cases on the library's second floor. Anchoring one display is a canal passenger boat that was carved from a timber from the Hedekin House hotel by Nate Tagmeyer. The other case has a canal freight boat made by Bill Davis. Both Nate and Bill were CSI members at the time of their death. Since the frog is CSI's mascot Sue and Cynthia included many frogs from CSI editor, Carolyn Schmidt's, collection.



On May 30, 2014 Bob and Carolyn Schmidt set up the exhibit in the library. It will be on display through September. Those members attending the CSI fall tour, "Along the Heritage Trail," may see it when touring the library on Friday afternoon September 12. The library's genealogy department is the third best public genealogy collection in the United States and well worth seeing. We will also take a behind the scenes tour of the library as well as seeing the Lincoln collection.



JOHN TENBROOK CAMPBELL
And His Wabash and Erie Canal Connections
By Charles Davis

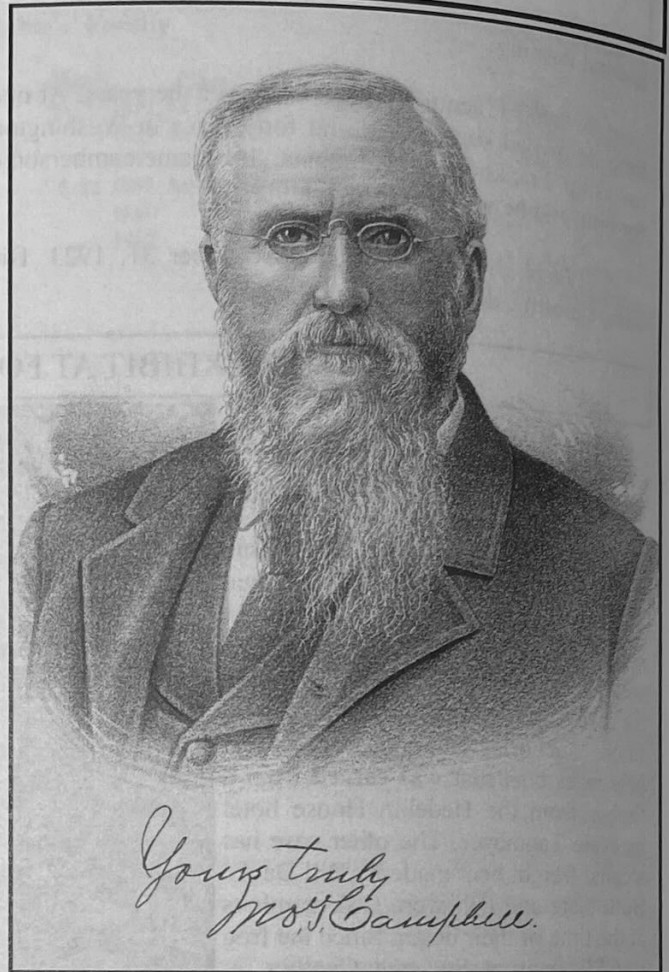
Capt. John T. Campbell was born on a farm about a mile north of Montezuma on May 21, 1833 to Joseph and Rachel (Ten Brook) Campbell. Originally the TenBrooks spelled that name as TinBroech, in Parke county TinBrook and eventually Tenbrook. So the different spellings will appear through out this story.

Rachel Ten Brook, our subject's mother, was a native of Pennsylvania and was born near Williamsport, Lycoming county on June 19, 1814. Her father, Conrad Ten Brook, was born near Trenton, New Jersey and traced his ancestry to Holland. During the Revolutionary War John Ten Brook, father of Conrad and our subject's great grandfather, was Major of a battalion, which he commanded at the battle of Trenton. It was the custom to assign Dutch prisoners to the residences of Hollanders in order that the soldiers in the service of Great Britain might be converted to sympathize with the Colonials and, after the battle of Saratoga, Major Ten Brook entertained at his house the Hessian prisoner and general, Baron Riedesel.

After the war, Major Ten Brook sold his farm at Trenton, taking his pay in Continental money, which was practically worthless. After settling in Lycoming county, he again began the battle against adverse circumstances in an effort to maintain his family. Later Conrad Ten Brook moved to Butler county, Ohio, and, after a residence of three years, moved to Parke county, Indiana about 1826. Rachel Ten Brook grew to womanhood in Parke county and was married at the age of seventeen to Joseph Campbell.

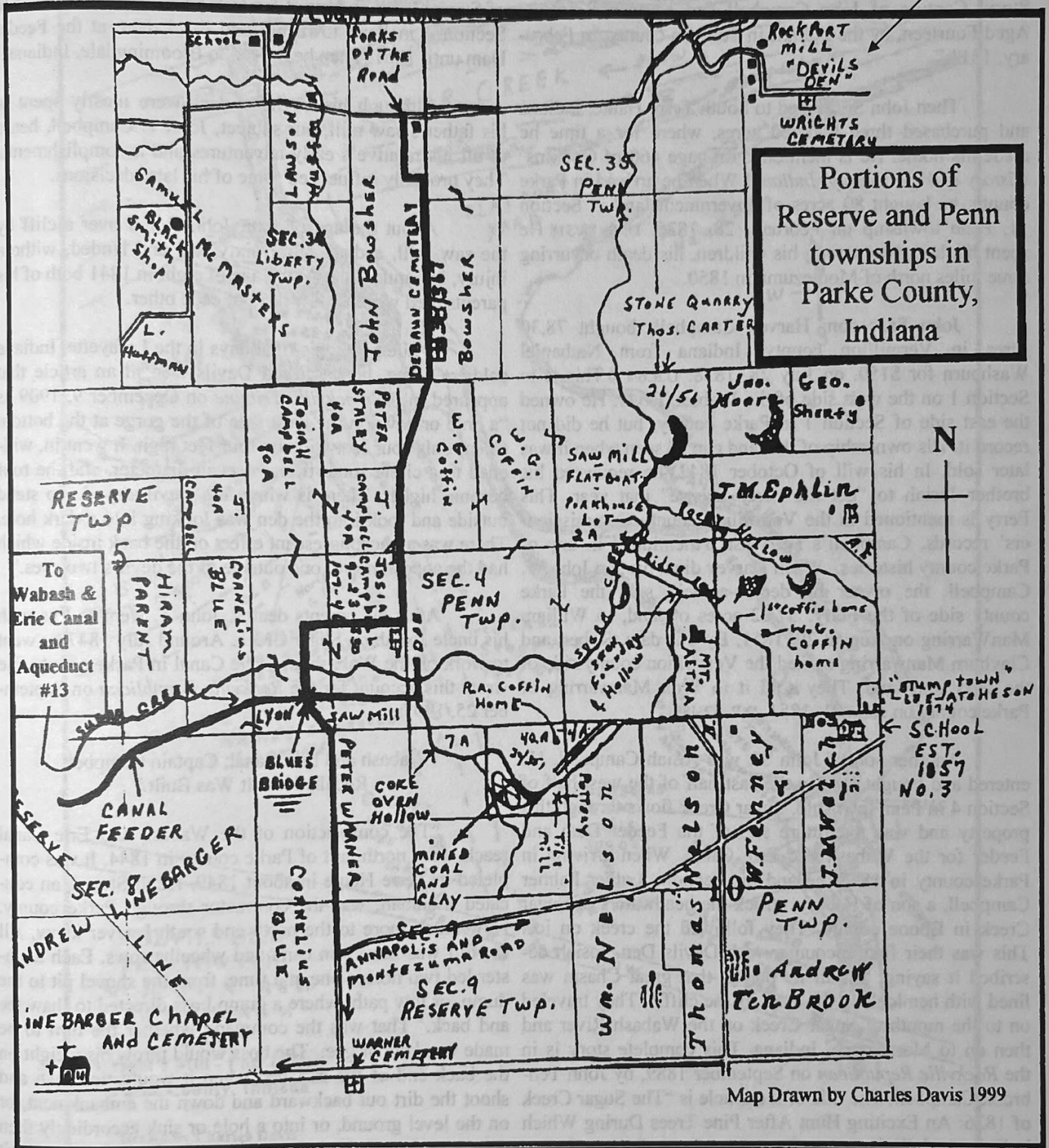
Joseph Campbell, our subject's father, was born in Venice Butler county, Ohio on May 11, 1808. His election as Lieutenant Colonel of the new militia Regiment is recorded in Rockville's *Wabash Herald* on February 11, 1832 page 2. He was familiarly known as Col. Campbell. He, with his brother-in-laws, John R. and Andrew Tenbrook, bought the saw mill at the head of and above the water falls at Devils Den from William Rubottom for \$750. on August 25, 1834. Deed Record 2/106 The mill was run by a "Flutter Wheel" that Mr. Rubottom had built. For some time Joseph engaged in running boats down to New Orleans. He was six feet four inches in height and was a well known wrestler, an unerring rifle shot and a swift runner.

Joseph was the son of John Campbell Sr., a native of Lancaster, Massachusetts, who had moved when young



JOHN TENBROOK CAMPBELL
Born May 21, 1833 ~ Died April 30, 1911
*Portrait and Biographical Record of Parke,
Vermillion and Fountain Counties, 1893.*

to Lake George and later proceeded west into the Empire State. While there he had a terrible encounter with a bear. During this encounter he displayed his coolness and courage in the presence of danger so characteristic of our pioneer forefathers. The bear came running down the slope of a hill and, dashing at its intended victim, threatened to destroy his life in an instant. Seizing the opportune moment, Campbell thrust the muzzle of his gun down the throat of Bruin and the tables were at once turned. In other affairs John Sr. showed himself the possessor of courage, valor and energy. From New York he moved to Butler county, Ohio where he purchased fifty acres of unimproved land from John Cleve Symmes. Later he sold that tract and bought one hundred and sixty acres at Paddles Run, where he resided for several years. After the death of his wife he moved to Sullivan county, Indiana where one of his sons, John Jr., was stolen by the Indians and never heard of again. This story of John



This map shows the location of Sugar Creek, Canal Feeder, Blue's Bridge, Coke Oven Hollow, Foundry, etc.

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Jr. was published in the *Rockville Tribune* on December 26, 1906 and was told by John T. Campbell: "A War of 1812 Story. Capture of John Campbell and Verison Edwards. Aged Fourteen, by the Indians in Sullivan county, in February, 1814."

Then John Sr. moved to South Terre Haute, Indiana and purchased three hundred acres, where for a time he made his home. He is mentioned on page 460 of Gookins' *History of Vigo County, Indiana*. When he arrived in Parke county, he bought 80 acres of government land in Section 11, Penn township on February 28, 1826. D. R. 88/518 He spent his last days among his children, his death occurring three miles north of Montezuma in 1850.

John Sr.'s son, Harvey Campbell, bought 78.30 acres in Vermillion county, Indiana from Nathaniel Washburn for \$150. on July 28, 1838. D.R.6/110 This is in Section 1 on the west side of the Wabash River. He owned the east side of Section 1 in Parke county, but he did not record it. His ownership of the land can be seen when it was later sold. In his will of October 1842, he requested his brother Josiah to "get the Ferry license" that year. This Ferry is mentioned in the Vermillion county Commissioners' records. Campbell's Ferry isn't mentioned in any of Parke county histories. When Harvey died, his son John W. Campbell, the owner by decent-as-heir, sold the Parke county side of the Ferry, 57.22 acres of land, to William Manwarring on August 29, 1851. By this date, Robert and Clayborn Manwarring owned the Vermillion county side of the ferry and land. They sold it to Wm. Manwarring of Parke county on June 21, 1851. D R. 12/489

Another son of John Sr. was Josiah Campbell. He entered and bought land in the east half of the west half of Section 4 in Penn township. Sugar Creek flows through this property and was the future site of the Feeder Dam and Feeder for the Wabash and Erie Canal. When arriving in Parke county in 1826, he and his nephew, Luther Palmer Campbell, a son of Harvey, struck the headwaters of Sugar Creek in Boone county. They followed the creek on ice. This was their first encounter with Devils Den. Josiah described it saying, "in all its purity, that great Chasm was lined with hemlock on the crest by the cliff." They traveled on to the mouth of Sugar Creek on the Wabash River and then on to Montezuma, Indiana. This complete story is in the *Rockville Republican* on September 1889, by John Tenbrook Campbell. The title of the article is "The Sugar Creek of 1826: An Exciting Hunt After Pine Trees During Which Indians And Wolves Are Encountered—A Strange Indian Grave—Attacked At Night."

Josiah Campbell and his brother-in-law, David Merriwether, took over Salmon Lusk Mills at the Narrows of Sugar Creek and ran it for four years. He then moved to Section 4 in Penn township and lived there at the Feeder Dam until 1861. Then he moved to Bloomingdale, Indiana.

Although his boyhood days were mostly spent in his father's saw mill, our subject, John T. Campbell, heard of all his relative's early adventures and accomplishments. They probably influenced some of his later decisions.

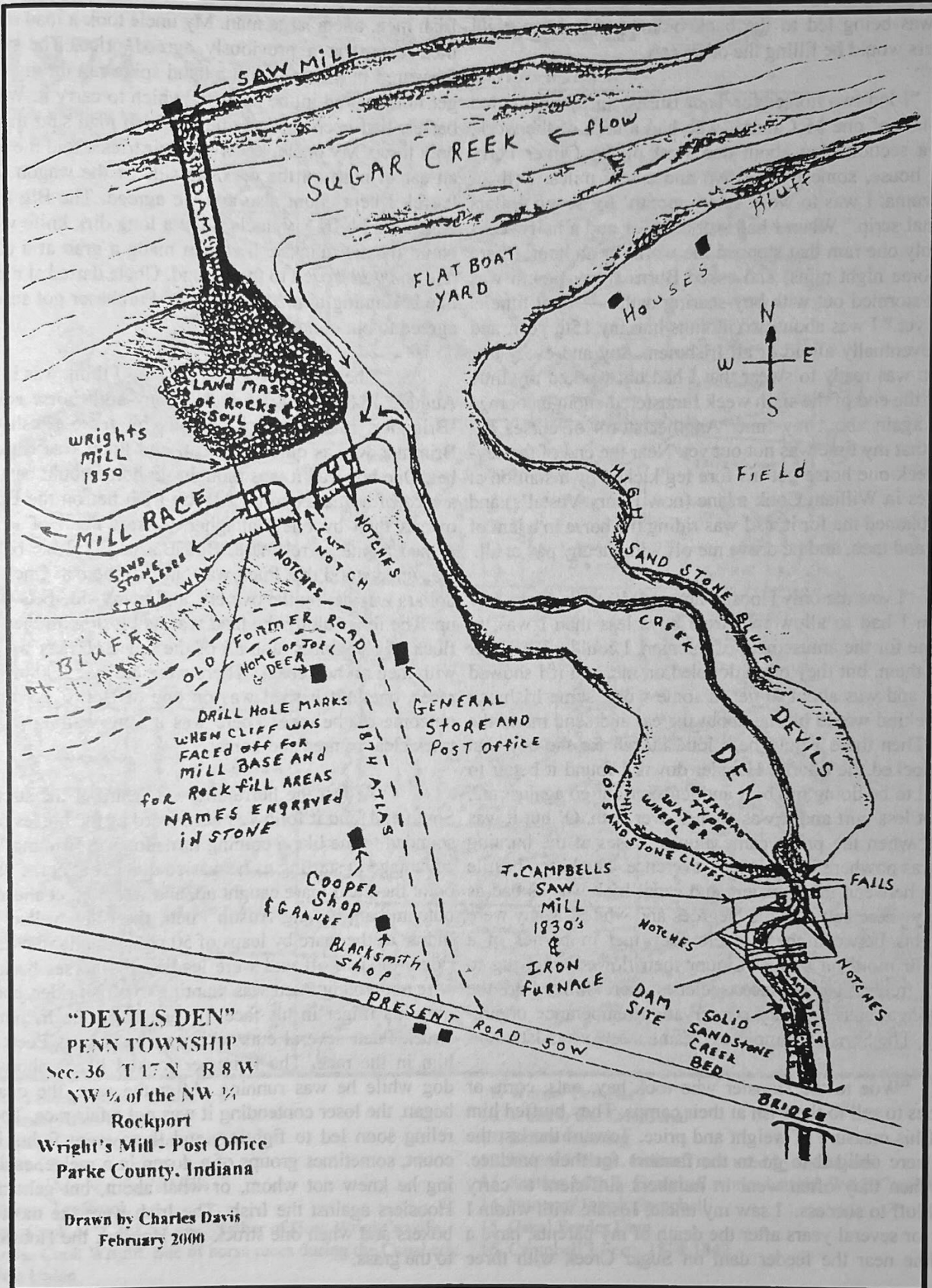
About the age of four, John T. fell over a cliff by the saw mill, a distance of sixty feet and landed, without injury, in a mud hole. At the age of eight in 1841 both of his parents died within a few days of each other.

While living his final days in the Lafayette, Indiana soldiers home, he described Devils Den in an article that appeared in the *Rockville Tribune* on December 9, 1909 as "a hole or cave on the west side of the gorge at the bottom (then) only four feet wide by four feet high. It went in, widened to a circle some fifteen feet in diameter, and the roof became higher. There is where the Devil stayed. To stand outside and look into the den was looking into a dark hole. There was a phosphorescent effect on the back inside which had the appearance to one outside of the devil's two eyes."

After his parents deaths, John T. went to live with his uncle Josiah on Sugar Creek. Around July 1847 he went to work on the Wabash and Erie Canal in Parke county. He wrote this account for the *Rockville Republican* on September 25, 1907:

"Wabash and Erie Canal; Captain Campbell Recalls How It Was Built."

"The construction of the Wabash and Erie Canal reached the north part of Parke county in 1844. It was completed to Terre Haute in about 1849. Hugh Stuard, an educated Irishman, was the contractor through Parke county. How much more to the north and south I never knew. All the dirt was moved in carts and wheelbarrows. Each teamster led two horses one at a time, from the shovel pit to the dump, or tow path, where a dump boss directed to 'haw tee and back.' That was the command whether the turn to be made was haw or gee. The boss would throw his weight on the back end of the cart bed when it would tip down and shoot the dirt out backward and down the embankment, or on the level ground, or into a hole or sink accordingly then they would lead the horse and cart back to the shovel pit and lead the other horse and cart to the bank. While one



"DEVILS DEN"
 PENN TOWNSHIP
 Sec. 36 T 17 N R 8 W
 NW 1/4 of the NW 1/4
 Rockport
 Wright's Mill - Post Office
 Parke County, Indiana

Drawn by Charles Davis
 February 2000

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horse was being led to the bank or towpath, six to eight shovelers would be filling the other cart.

"I led two horses for Tom Burns, an Irishman, and son-in-law of one McCandry, who had a mile of the work, called a section, just about due west of the Oliver Perry Brown house, some two or two and a half miles north of Montezuma. I was to work a 'dry month' for seven dollars in 'Canal scrip.' When I had worked four and a half weeks with only one rain that stopped the work for an hour, (there were some night rains) and asked Burns if my month was up. He stormed out with boy-scaring oaths — "that time is not up yet." I was about two months into my 15th year, and I was eventually afraid of all Irishmen. Any and every one of them was ready to swear that I had not worked my time out. At the end of the sixth week I mustered enough courage to ask again about my time. Another storm of curses declared that my time was not out yet. Near the end of the seventh week one horse got his fore leg kicked by a stallion at the races in William Cook's lane (now Henry Vestal's) and Burns blamed me for it, as I was riding the horse in a jam of horses and men, and he drove me off without any pay at all.

"I was the only Hoosier among 150 Irish. Every day at noon I had to allow two Irish boys less than I was, to whip me for the amusement of the men. I could whip either one of them, but they often doubled on me, and if I showed energy and was about to get in some work, some Irishman from behind would hit me about the ear and send me to the grass. Then there would be a loud hurrah for the boy that had knocked the dournd Hoosier down. I found it better to pretend to be doing my best and let the fight go against me, as I got less hurt and it was sooner over with. O' but it was a sight when the priest came along. Moses at the burning bush was nowhere in his abject reverence. The bitter, hostile feeling between the Hoosiers and canal Irish was as bad as it is anywhere between the Negroes and whites. Many were the fights between them where they met in parties of a dozen or more on a side. Liquor then flowed from jug to mouth freely. Temperance societies were limited to the 'Washingtonians,' a very conservative temperance organization. The Sons of Temperance came a few years later.

"Woe to the Hoosier who took hay, oats, corn, or potatoes to sell to the Irish at their camps. They bluffed him out of his measure of weight and price. Toward the last the Irish were obliged to go to the farmers for their produce. Even then they often went in numbers sufficient to carry their bluff to success. I saw my uncle, Josiah, with whom I lived for several years after the death of my parents, have a hot time near the feeder dam on Sugar Creek with three

Irish men, one a large man. My uncle took a load of corn to their camp on a previously agreed price. The corn was measured in a barrel with a hand spike ran through big auger holes bored in the sides by which to carry it. When five barrels had been carried, the big Irish man said there were only three. My uncle, knowing their tricks, told me to throw an ear of corn on the opposite side of the wagon for each barrel. I kept count also and we agreed. The Big Irishman began his bluff. My uncle drew a long dirk knife which he could handle quickly. Irishman made a grab at a club, but one end was frozen to the ground. Uncle darted at him like a hawk, running him several yards. Purchaser got scared and agreed to our count.

"The racing in 'Cook's Lane,' I think was in July or August, 1847. The Irish had a pony-built horse called the 'Brimmer' raised near Annapolis by Jesse Hinshaw. The Brimmer was as quick as a cat, and Puett was back of the bet. One hundred it was thought no horse could beat him in a race of a quarter mile. All the Irish bet on the Brimmer, owned then by one Gallagher. Austin Puett of Rockville owned a fine sorrel mare. Bob Barnaby did the betting. It was understood that Puett was back of the bet. One hundred dollars was bet by the owners, and many side bets were put up. The fence along the land was as black with men as of a flock of blackbirds, and all of the fence corners were filled with men on horseback. There were easily 2,000 men at the races, one-half Irish. I was on one of Burns' horses at the outcome of the race. There was a long waiting to get the track clear of men and horses.

"At last the hurraing was heard at the start at the South end, and it followed northward as the horses ran, and sounded to me like a coming tornado. The Brimmer got the advantage in starting as he was so quick, but at the half way point the Puett mare caught up, and was 50 feet ahead of the outcome and young Austin Puett, the rider, yelled like an Indian as the mare by leaps of 50 passed under the line. The riders jumped off and were leading the horses back to the wire and young Puett was taunting the Irish rider, and snapping his finger in his face. It was stated the Irishman had struck Puett several cuts with his cowhide as Puett passed him in the race. The Brimmer looked like a short-legged dog while he was running. After the race, the quarreling began, the loser contending it was not a fair race. The quarreling soon led to fighting, and there were fights beyond count, sometimes groups of a dozen in a melee, each fighting he knew not whom, or what about, but generally the Hoosiers against the Irish. The Irish were the most expert boxers and when one struck at a Hoosier, the Hoosier went to the grass.

1874

With additions by Charles Davis

MAP OF RESERVE TOWNSHIP



- | | |
|--|--|
| 1. Chief Stone Eater's village | 9. Warner Cemetery |
| 2. Solomon Allen home | 10. Wabash and Erie Canal |
| 3. Oakland Cemetery/Indian Burials | 11. Indian Crossing |
| 4. Yankee Town | 12. Miami Village, Indian Trace used by the Miami |
| 5. Beard's/ Manwaring's Mills | 13. Section John T. Campbell worked on the W&E Canal in 1847 |
| 6. Andrew TenBrook | 14. Home of Josiah Campbell |
| 7. Wm. Cook or "Cook's Lane," father of Gov. Wright's wife,
Louisa Cook Wright. Site of horse races during the Canal era. | 15. Canal Feeder Dam |
| 8. West Union | 16. Campbell's Ferry 1838-1842 |

"While this fighting was going on, other men were running scrub horses on the track. Ere one pair had covered the track another pair would be started, running over and around bunches of men along the tracks. A negro from the Coloma (then Rocky Run) Quaker settlement, had an old blind Kentucky race horse and he had been a rider of races. He put up his little money and joined in the races. His horse easily beat the scrub horses, but who would pay a losing bet to a [black man]? So he was fleeced. O' what a savage animal is man when he allowed himself to become degraded and brutalized!

"Two weeks later there was another race in Cook's Lane, which I did not attend, but I heard enough from those who did to make this article cover 40 pages of the *Republican*. At this race there was more fighting than at the former race. Well, what have these races and fights to do with the building of the canal? Answer: the principle interest in the canal while it was being built, was the actions and customs of the people along the line, and the antagonisms between the Irish and the Hoosiers. The fight continued from the race track to Montezuma where it continued till late at night. I had gone to work for my cousin, attending Arthur "Patterson" Ferry at the mouth of Big Raccoon [creek], two miles south of Montezuma. I could hear the yelling of the men and hear stones and brick bats strike the houses as sound travels easy on water. At last a few shots were heard and the rioting soon ceased. Single barreled pistols were then in use, but few were carried. One shot then had more terror for rioters than a wagon load of revolvers have now.

"Burns, whom I worked for had a double or log cabin with a partition. The horses were stabled in the east part and the family in the west. An Irishman and I slept in the lower bunk next to the horses, and the hired girl and two children in the bunk above us. Burns and his wife slept in a bunk at the south side. He and his wife quarreled all the time and seemed to enjoy it. One night he went to bed first. I was in bed, and Mrs. Burns was doing something and had a lighted candle in her hand. Burns was cussing and damning her. She was his match. After he had been in bed a few minutes, he yelled out, 'Now ye blasted spalpeen, ye have made me forget to say me prayers!' He raised up in bed, crossed his breast with back on the pillow and went on cursing his wife. When she blew out the light and got in bed the quarrel ceased.

"I had bought a second hand accordion and swapped to Eli Hunt for a three-stringed fiddle. This I swapped to Tom Gilkeson for a New Testament. During the seven weeks of a 'dry month' I worked for Burns I read

much of that Testament and nothing I ever read so affected me as did that Testament. I have read it several times since and wished it would again reproduce that feeling, but it did not. Burns often borrowed it from me at noon in the stable and would read it, keeping a sharp watch thru the crack of the stable and if he saw anyone approaching who would likely see what he was doing, he would shut the book with a slap like a fly trap and hand it to me quickly. If the person passed on out of the way Burns would again call for the 'little book.'

"My uncle Josiah boarded 20 to 30 choppers and teamsters. There were all 'Hoosiers' and 'Suckers.' The teams were two to three yoke of oxen. No horses were used in the log and timber hauling. The hauler went up the ridges north of the Creek and came back with long round logs full length of the trees and also hewed timber for the feeder dam across Sugar Creek. They dragged their loads close by our door yard. The cracking of the ox whips and swearing at the oxen sounded like skirmish firing at the opening of a battle.

"Captain John Lindsay, from the Indiana Iron Furnace five miles southwest of Clinton, was boss of the choppers and teamsters. He was the greatest expert with an ox whip I ever saw. I thought then that if I could ever be as great a man as John Lindsay, I would never seek any greater honors. He had a heavy, rich voice and was a great singer. He was a captain in the 14th Indiana Infantry during the Civil War."

After John Tenbrook Campbell's stint on the Wabash and Erie canal, he went to work for Dr. William Kyle, farming, west of Clinton, until he was at the age of seventeen. It was from this man that he learned about Silas Bowers and his hired thugs in Numa on the canal. After leaving that farm, he went to Montezuma for seven months working at the trade of a carpenter with Aaron Wade. From there he went to Annapolis continuing his trade in Gifford and Evans' cabinet shop to make bedsteads. In 1852 he studied for one term at the Western Manual Labor School later known as the Bloomingdale Academy. Prior to the beginning of the Civil War he worked at his trade as a carpenter during the summer and at the profession of a teacher in the winter season.

He spent another term at the Academy. While there, he first got to know Joe Cannon in the fall of 1853. Cannon was a clerk in Samuel T. Ensey's general store at Annapolis. By the next summer John T. and Joe Cannon became intimate. Joe Cannon, (His full name was Joseph John Gurney Cannon, named for an English Quaker preacher.) had

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learned the art of debating in Annapolis. "It was no uncommon occurrence for the debate to prolong itself to 10, 11, and sometimes to 12 o'clock at night in the winter." For a comprehensive study see the *Rockville Republican* article "Old Annapolis" by Capt. John T. Campbell on January 27 and February 3, 1909.

When the Civil War broke out, John T. Campbell offered himself for enlistment to Captain Foot, but he was rejected because of the deficiency of his upper teeth, which seemed to him a poor excuse. He went to work and raised a company of his own in Parke county called Company H, 21st Indiana. On the 5th of August, 1862, Capt. John T. Campbell was severely wounded at the battle of Baton Rouge. He lay in a hospital until October 29, and after not recovering, resigned and went home. He hobbled about on crutches until the 20th of June, 1863, when he was appointed Provost-Marshal of the seventeenth District, the duties of which called him to Rockville, where he was a permanent resident thereafter.

At this time the Copper Head movement was going strong in Howard and Sugar Creek townships with their base near Jackville or Jacksonville (Wallace) in Fountain county on the Cunningham farm called Devil's or "Hell's Half Acre." John T. was involved in quelling the movements of the Copperheads raiding and killing Union Patriots. One such raid by the Copperheads was on George Lay (Lee) and his wife on Monday night April 18, 1864. The whole account of that period can be read in my book, *Parke County, The Civil War During The Canal Era* by Charles Davis, 2006 in the Rockville Library.

In October 1863, John T. was elected Treasurer of Parke county and served two terms. From 1869, until July of 1870 he held the office of Assistant Assessor of Internal Revenue. In 1878 Capt. Campbell was called to be an assistant in the Indiana Bureau of Statistics and Geology under Professor John Collett. For ten years, 1884-1894, he was Surveyor of Parke county. During that time he worked at civil engineering, ditch, levee, gravel road and railroad construction.

John T. was instrumental in surveying, ditching and draining "Niggerleg" Lake in 1886. This is north and east of Rosedale and covered over a thousand acres. It was named such for it was the home of Chief Negroleg and his Miami village. When the Chief's leg suffered a wound and turned purple and black his Miami family gave him this name. The chief took part in the raid on Fort Harrison north of Terre Haute on September 10, 1812. John T. published an article

on Niggerleg lake in the *Rockville Tribune* on August 19, 1886 at the time of his work there. Then he wrote another about it for the *Tribune* of December 16, 1908 entitled "Rosedale Swamp" and "Peculiarities of Parke county." These were but a few of his newspaper articles. He began writing for papers in 1859. All his articles are too numerous to print here.

John T. had many of his inventions patented. Among them was a new style boat propeller called the "Fish Tail." He built a boat called "The Experiment" in which he used an engine built by Montgomery and Ward, which we called "Monkey Ward." Along with several people on board he tested the propeller on William or "Billy" Creek (Billy Creek Village east of Rockville) just above the Craig ford. For this story see the *Rockville Republican* of June 12, 1895.

John Tenbrook Campbell spent some of his remaining years in the Veterans nursing home at Lafayette where he died on April 30, 1911. His body was taken back to Rockville and he was laid to rest in the Rockville Cemetery.



Photo by Charles Davis

OUR CAPTAIN BIG IN BODY BRAIN AND HEART

JOHN T. CAMPBELL

CAPT. Co. H. 21st REG. IND. VOL. INF.

MAY 21, 1833 ~ APR. 30, 1911

ANNA BUTTERFIELD

HIS WIFE

JAN. 23, 1841 ~ NOV. 28, 1917

LILLIAN C. BJORKMAN

OUR DAU.

JAN. 1, 1869 ~ FEB. 25, 1903

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Campbell Family Genealogy ~ by Charles Davis

Name	Birth	Place	Death	Place	Marriage	Place
John Campbell III (Private in Capt. George Kimball's Co. Battle of Lexington)	9-15-1727		11-04-1791	Adamsville Cem. Wash. Co. NY		
m. Hannah Rogers Nickless	1752		1815			
John Campbell IV	10-28-1770		8-31-1850	Warner Cem. Parke Co. IN		
m. Nancy Rugg	1775		1811	Paddles Run Butler Co OH Presby. Ch. Yard Cin. OH		
<u>Nancy Campbell</u>	9-13-1795	Lancaster MA	1834	Bloomington Parke Co. IN		
m1. Tom Coen					@ 1814	
m2. Alanson Church	1794		1834	Iroquois Co. IL	10-26-1818	Vigo Co. IN
Mary Church						
Alanson Church	1820	NC	1884	Solano Co. CA		
m. Louisa Commons	1827		1903		6-07-1846	Parke Co. IN
Joel Church	1822		1852			
Josiah Church	1823		1884			
Elizabeth Church	1827		1872			
Jacob Church						
<u>John Campbell</u>	1798 or 1800	(Stolen by Indians, became Chief, married Indian woman and had children)				
<u>Josiah Campbell</u>	7-03-1803		2-15-1876	Rockville Cem. Parke Co. IN		
m. Nancy M. Parent	11-08-1803		3-02-1881	Rockville Cem. Parke Co. IN	1826	
(children all adopted)						(Lived with niece Mary Lindsey at death)
Joseph Campbell	1836					
Sylvester Campbell	1838					
Anna M. Campbell	1840					
<u>Dr. Harvey Campbell</u>	1791		1842	(Will Oct. 1842 probated Nov. 1843 Parke Co.)		
m. Lucinda Church	1791		1848	(Will probated Sept. 1848 Parke Co.)		
Luther Palmer Campbell	1820		@1851			
Harvey R. Campbell	1826		2-10-1853	Causey Cem. Penn. Twp. Parke Co.		
m. Hannah Shup	1826		1858	Bloomington Cem. Parke Co. 1-17-1850 Parke Co.		
Daniel Campbell	1-09-1850		2-15-1851	Causey Cem. Penn Twp. Parke Co.		
John W. Campbell	1827		@1879	(Will record Parke Co.)		
m. Amanda R. Thomas					1-06-1876	
Andrew Jackson Campbell	1829		@1851			
Alfred Joel Campbell	1831		@1851			
Captain Josiah Campbell	4-01-1837		3-30-1892	Helts Prairie Cem. Verm. Co. IN		
(Capt. Co.C 18th IN infantry Civil War)						
m. Maria Louisa Moore	1846		1925	Helts Prairie Cem. Verm. Co. IN	1872	
Joseph Rex Campbell	1875		1930	" " " " " "		
Ralph Campbell	1861		1956	" " " " " "		
Mary L. Campbell						
Eliza Church Campbell	1862		1956	" " " " " "		
Helen A. Campbell	1885		1939	" " " " " "		
Claude Campbell	1886		1969	" " " " " "		
m. Geneva M.	1891		1970	" " " " " "		
Lucinda (Lucy) Campbell	12-10-1833		1-01-1918	" " " " " "		
m1. John Hoagland			1861			1852
(5 children only one lived to adulthood)						
William H. Hoagland	2-00-1853		4-11-1915	Marshall IL Poplar Grove Cem.		
m. Elizabeth McIntire	1862		1943			12-21-1893 Parke
m2. Dr. Erastus Mack	1827		1912			2-18-1866 div. 4-03-1878
Mary Campbell						
Fidella Maria Campbell						
Elizabeth Campbell						
<u>Elizabeth Campbell</u>	3-23-1806		11-24-1848	Helts Prairie Cem. Verm. Co. IN		
m. David Meriwether*	1779		1855	Forest Park Cem. Georgetown IL		
Nancy R. Meriwether	8-13-1832		1-06-1879			
m. William F. Bales	1828					11-06-1851
Emily Bales	1852					
George Bales	1854					
Julia Bales	1859					
Frank Bales	1866					
Carries Bales	1870					
John Meriwether						

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Name	Birth	Place	Death	Place	Marriage	Place
Josiah Meriwether	1838		1900	Bales Cem. Helt Twp. Verm. Co. IN		
m. Susan	1838		1931			
William W. Meriwether	1842					
Joseph Perry Meriwether	9-13-1844		3-22-1912	Vigo Co. IN		
<u>Joseph Campbell</u>	5-11-1808		1-22-1841	Warner Cem. Parke Co. IN		
m. Rachel Tenbrook **	6-10-1814		1-05-1841	" " " " "		
John T. Campbell	5-21-1833		4-30-1911	Rockville Cem. Parke Co. IN		
m. Ann Bartha Butterfield	1841	Hamilton Co OH	11-27-1917	" " " " "	1864	
Mary Evangeline Campbell	7-12-1866					
m. Gustaf August Peterson	10-03-1867					
Ralph Campbell Peterson (another child)	1-13-1891					
Lillian Beatrice Campbell	1-01-1869		2-25-1903	" " " " "		
m. Ernest J. Bjorkman					3-01-1891	NY City div.
1893						
Donald Bjorkman	12-??-1891		aft. 1903			
<u>Joel Campbell</u>	7-07-1810		6-07-1901	Oakwood Cem. Will Co. IL		
m. Mary (Polly) Ensworth***	8-01-1807		8-26-1889	" " " " "	10-29-1837	
Oliver Campbell	1840		1850			
<u>Jonas Campbell</u>	1811		1870			
m. Ann Tinbrook					10-22-1835	
Olive J. Campbell						
Barbara Campbell	12-23-1847		9-05-1924	Danville, IL		
m. ? Long						
William H. Campbell						
Rachel Campbell						
Robert T. Campbell						
Francis F. Campbell						
Nancy Campbell						
* David Meriwether						
m2. Elmira Harkness	1812		3-25-1883	Bloomngdale Cem. Parke Co.	3-23-1852	Verm. Co IN
Unknown child						
**Rachel's parents						
Conrad TinBrook	1775	NJ	5-30-1839	Warner Cem. Parke Co. IN		
m. Elizabeth Tate	1773		6-15-1866	" " " " "		
*** Polly's m1. Warren Noel					2-03-1833	Parke Co. IN



Home of John Tenbrook Campbell at the southwest corner of Pennsylvania and Michigan Streets in Rockville, Indiana. His wife Anna had her doctor's office in this building.

Photo by Charles Davis 12-4-2004



Harvey R. Campbell B. 1826 ~ D. Feb. 10, 1853
Son of Harvey Campbell ~ Grandson of Joseph Campbell
This grave and that of his other son Daniel Campbell
are not recorded in the cemetery list
Causey Cemetery, Reserve Twp., Parke Co., Indiana.
Photo by Charles Davis 2013

FROM TIMES PAST

Fort Wayne Times & People's Press

September 11, 1847

THE CANAL AND THE LAKES. Oh! What a 'solitude' the canal has been this season! And the lake — what a 'waste of waters!' — All for the want of a United States Bank. — When, O, when, will prosperity return to our dearly beloved but totally ruined country? Immortal EWING — shade of BIDDLE, tell us when. — *Buff. Republic*

These fellows administer their political nostrums to the country, and then, because the energy and enterprise of the people rise above their deleterious influence — because the people prosper in spite of their quack prescriptions, and insane management of the affairs of the country — they cry out, "behold the wisdom of our measures? The prosperous working of our policy!!

The progress of the country may be retarded for a time; but it cannot be turned back, even by locofoco misrule. If in the wisdom of Polkery, they were to abolish all the improvements of the age — arrest the telegraph, annihilate steam, demolish the factories — and in addition to these involve the county in a debt of thousands of millions and leave the bodies of one half our young men withering to mummies under the burning sun of Mexico — the country would rise from the calamity, and go on and prosper. Then, as now, we should hear demagogues exclaiming in irony and ridicule, "When, O, when, will prosperity return to our dearly beloved, but totally ruined country? Immortal EWING — shade of BIDDLE, tell us when."

Fort Wayne Times & People's Press

August 17, 1848

Canal Break. — A serious break occurred in the Feeder, near this city, on Sunday evening last — suspected to have been wantonly made, with a view of keeping the State hands from the polls. — *Fort Wayne Sentinel*

The above is certainly one of the boldest and most reckless charges ever made in any civil community. That citizens, whose interests are identified as ours are in the canal, should be charged with "wantonly" making a breach in that canal for the purpose of securing a triumph at a county election is certainly a specimen on the most unadulterated impudence we ever read of. We know the editor himself must be ashamed of what he has said, and we will not add to his mortification by further alluding to it.

Fort Wayne Times & People's Press

November 30, 1848

The Pork Trade. — A number of our merchants are mak-

ing active preparations for the coming Pork season, any of them, we understand, designing to engage in the business largely. We have not yet ascertained what prices will probably be paid, but we have no hesitancy in assuring the farmers that as much or more will be paid at Fort Wayne, than can be received at any other point on the Canal, or in the State. — To these farmers having hogs to dispose of, we would say if you wish to obtain the highest and best prices, first hear from our dealers.

Fort Wayne Times & People's Press

November 30, 1848

A fellow came running and panting out of breath, after the canal packet, when under weigh. [way]

'Holoa, there! I want to get aboard.'

'Well why don't you get one off the fence!' was the cool, but not very polite reply of the captain, as he ordered the driver to go ahead.

Fort Wayne Times & People's Press

December 7, 1848

Canal Meeting. — During the late term of the Noble Circuit Court, a large meeting of the friends of the completion of the Northern and Michigan Canal was held in the court house at Albion, when Wm. Shears, Esq. was appointed President, N. Ritter and D. Harsh, Esqrs. Vice Presidents, and Wm. M. Clapp and H. S. Towsley, Esqrs. Secretaries.

Addresses were made by E. Q. Webster, Wm. M. Clapp and others, in favor of the completion of the work.

A committee was appointed who retired and reported the following preamble and resolutions:

WHEREAS, It is essential that some means be speedily adopted that will afford the Farmers and Manufacturers of northern Indiana an outlet for their products — some means of communication with the rest of the world other than traversing the execrable "corduroys" which have rendered our State a byword; and

WHEREAS, we believe the unfinished Northern and Michigan Canal would, if completed, afford such dis-sideratum, we therefore, without setting forth the many and cogent reasons existing for this step, as they must be apparent to all, do

Resolve, That we will individually and collectively, use all the means in our power to effect "a consummation so devoutly to be wished;" and that, while it is the duty of our State to assist in the prosecution of this great enterprise, should circumstances be such as to prevent her co-operation, we hereby make manifest a willingness, and a desire, if it be necessary, to be taxed to an extent sufficient to pay the interest on the monies necessary to complete the Canal, and any deficit which may exist thereafter in its reve-

nues, implicitly believing that the almost innumerable benefits which will secure to us from the construction of the Canal, will more than compensate us for all such expenditure.

All of which were unanimously adopted.

A great deal of enthusiasm and determination was manifested throughout the whole proceedings; the meeting after ordering them published in all the papers of the district, adjourned with three cheers for Internal Improvements.

WM. SHEARS, Pres't.

N. RITTER, D. HARSH, Vice Pres'ts

WM. M. CLAPP, H. S. TOWSLEY, Sec'rys.

Fort Wayne Times & People's Press

December 14, 1848

[By Request] From the Peoria (Ill.) Press, Dec. 24

Extra Session — Canal, &c. — It is well known among our friends, that we have always been decidedly and warmly in favor of the earliest practicable completion of the Illinois and Michigan Canal, for we firmly believe that it will not only greatly promote the agricultural and other interests of that region or territory bordering on the line of the canal and the Illinois river, but will most favorably affect the interests of the whole State, aside from the relief of the treasury by the disposition of the canal debt, as arranged by the law for completing the canal. All our acquaintance — everybody, in fact — in this part of the State, is anxious, — we might say of many impatient, to see the canal completed, and they would doubtlessly regard any man as an enemy to their interests who would do naught to militate against an early completion of it. It must therefore be supposed that we are fully aware that it would be perfectly suicidal in us, relying on such a community for patronage, to say or do anything that would in reality in any way endanger the progress of the work upon that improvement, and he who would dare to construe what we may say before we close this article, into anything like hostility to the canal, or suppose that it may have a tendency to prejudice the work, will come wide of the truth and do us a great injustice.

There have been, in time not long past, some harsh replies to those who dared to say any thing relative to the appointments of canal officers and their salaries, which seemed to us neither pertinent nor decorous; and if the answers, or what purported to be such, to inquiries on those subjects, were generally satisfactory, it is more than we are apprised of. Yet there seemed to prevail a disposition among the people to let matters pass, at least for a season, and we had hoped that all was well in the proceedings upon the canal, or at least that all would yet end well. But now, when no one attacks — when no one censures nor complains of the proceeding on the canal, there comes a cry

from the line of that work that appears of dubious import. We are informed on good authority, that most of the managers or "wire-workers on the canal," as they were called, were opposed and were doing all they could to prevent a call of an extra session of the legislature to apportion the representation of the State. Why so? Because, as they allege they fear that the legislature will repeal the canal law, or do something against the work amounting to about the same thing. Why do they fear this? If the proceedings on the canal have been faithful and honest, what are the grounds of such a fear? Do they presume that the legislature — the very legislators who passed the canal law — would be so unjust and unreasonable as to repeal it, without the most unequivocal evidence of some glaring and flagrant violations of the law? — without the most unquestionable proof of defaults, swindlings or other outrages? Have we not been told by the public press on the canal, and do we not all know the truth of it, that the people everywhere in our State are freely and cheerfully paying their taxes, — that the people throughout the whole extent of Illinois are prosperous, and that our increase in products and population is truly surprising? There is, then, nothing in the condition of the people that can lead those fearful spirits on the canal to apprehend that the legislature, if called together, would engage in the enactment of any law that would endanger the completion of that great improvement. And mark it is not the people who are opposed to the call of an extra session, but the "wire workers on the canal." This was distinctly stated here a few days ago, by a highly respectable gentleman, who resides North and has a good opportunity of knowing public sentiment in the most populous part of the quarter. These facts will not remain concealed — any they should not be suppressed. We do not know that there have been any violations of the canal law, or that those under whose charge the work is progressing are wronging the State, but their conduct will certainly subject them to suspicion. People will suspect that there is something rotten in the state of Denmark, and if there be no guilt, we think, the persons alluded to are acting very foolishly, and the quicker they mend their ways the better it will be for them and the work under their superintendence. We know nothing of the Governor's intention in relation to the called session — he has not, we learn, expressed his views to any one on the subject; and if he is at this time undetermined as to the propriety of making the call, and is liable to be influenced by this cry of fear from the canal, he will quite as likely deem it most expedient, as a strong friend to the canal, that the abuse if any exists, should be at once ferreted out, or it there be none, that all unjust suspicions should be at once removed. Those persons of the canal, who express the fear referred to, are, in our estimation, pursuing the very course

that will sooner or later lead to an investigation of their conduct, and if they be innocent, we should think they ought not to shrink from it, nor care how soon it may come on. Let justice be done.

So far as we have seen the returns of the State census, the present apportionment is exceedingly unequal, and it is now rapidly becoming more so, for the increase of population is still at its flood. Justice and republican equality alike call for a new apportionment. Moreover, the people

throughout all the counties in this section of the State will oppose and vote against a call for a convention to re-model the constitution of the State if there is not made a new apportionment. — This we hear again and again, every day. — They are opposed to taxation without, or with a widely unequal, representation, and they are favorable to amending our State constitution, but they will not risk going into a convention except a new apportionment be first made.

THE NIMISHILLEN & SANDY CANAL

From CANAL COMMENTS No. 42

By Terry K. Woods

Canton Ohio has been the undisputed industrial, population, and political leader of the area since it was founded in 1805. In January 1826, however, eight miles west of Canton, a new town called Massillon was founded on the banks of the recently approved Ohio Canal and, for a time, threatened to replace Canton as the county's most prosperous and influential community.

Canton's merchants wanted to get in on some of that booming canal trade; so in the early 1830s, after a proposed eight-mile long horse drawn railroad to the canal at Massillon from Canton had been dismissed as an impossible engineering feat, the Nimishillen & Sandy Navigation Company was formed. A charter was issued in 1831 authorizing the Company to build a branch canal or slackwater navigation from Canton to some point on the Ohio Canal at or near Bolivar. A Mr. Fields made the original survey for the N & S.

It was planned to route the canal south from the village of Canton for a mile or so till the "Forks of the Nimishillen" were reached, then down the valley of that creek for 11 miles to the Big Sandy, then down its valley for 7 miles to Bolivar and the Ohio Canal. When the route of the Sandy & Beaver Canal was finalized, the Canton group altered their plans and decided to tap into the S. & B. just above the junction of the Nimishillen and Big Sandy Creeks.

Work was begun on the Sandy & Beaver Canal in November, 1834 and the first meeting of the infant Nimishillen & Sandy Navigation Company was held on December 25, 1834 where directors were appointed. A slate of officers was elected on the 27th and Joshua Malin, a man with canal engineering experience in the east and a resident engineer on the Sandy & Beaver project, was hired as Chief

Engineer. He had the first division of 4 ½ miles located by January 30, 1835. Two reservoir sites were located just north of Canton. Malin was confident that either of these reservoirs would be sufficient to supply the canal with water until it reached the "Forks." Contracts for the first ten sections were let by May 15, 1835 and the southern-most 5 sections by June 20, 1836. Oddly enough, there is no record of the central division of 5 ½ miles (11 sections) ever being let for contract. There is some indication, though, that a "slackwater navigation" had been constructed and was operating between Congress Furnace (North Industry) and a forge in (East) Sparta during the 1820s.

Initially, considerable work was accomplished on all the contracted sections of the Nimishillen and Sandy Canal. A local canal contractor with a gigantic plow and a number of teams of oxen 'on call' managed, at an official 'earth turning' ceremony in Canton, to cut a channel down the east side of Walnut street through town "large enough to float a small boat."

The Navigation Company was quite optimistic about its future. Statements were made early in 1835 pledging that the Company would complete its canal to Bolivar even if the Sandy & Beaver Canal Company did not. In October, 1835, meetings were held in Ravenna about extending the N. & S. Canal north to connect with the P. & O. Canal, thus shortening the distance from Bolivar to the east by 12 to 15 miles.

When the N & S. Canal company was organized late in 1834, its directors fully expected the canal to be finished and operating within two years. By the fall of 1836, however, the outlook was not nearly so bright. The Sandy & Beaver Canal Company was out of money and about to suspend operations. To make matters worse, a combination of Cholera and lack of funds caused the P. O. Canal Company to shut down during the last quarter of 1836. With both the P. & O. and S. & B. Canals maybe gone for good and their own canal not yet finished, Canton lost hope of being on a shortcut to the east. At best, Canton would be 30 water

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miles from Massillon and the Ohio Canal, an almost insurmountable handicap. Even efforts in the early 1840s to find a route for the N & S north to connect with the P & O Canal failed when surveys were unable to provide a potential water route from Canton to the north.

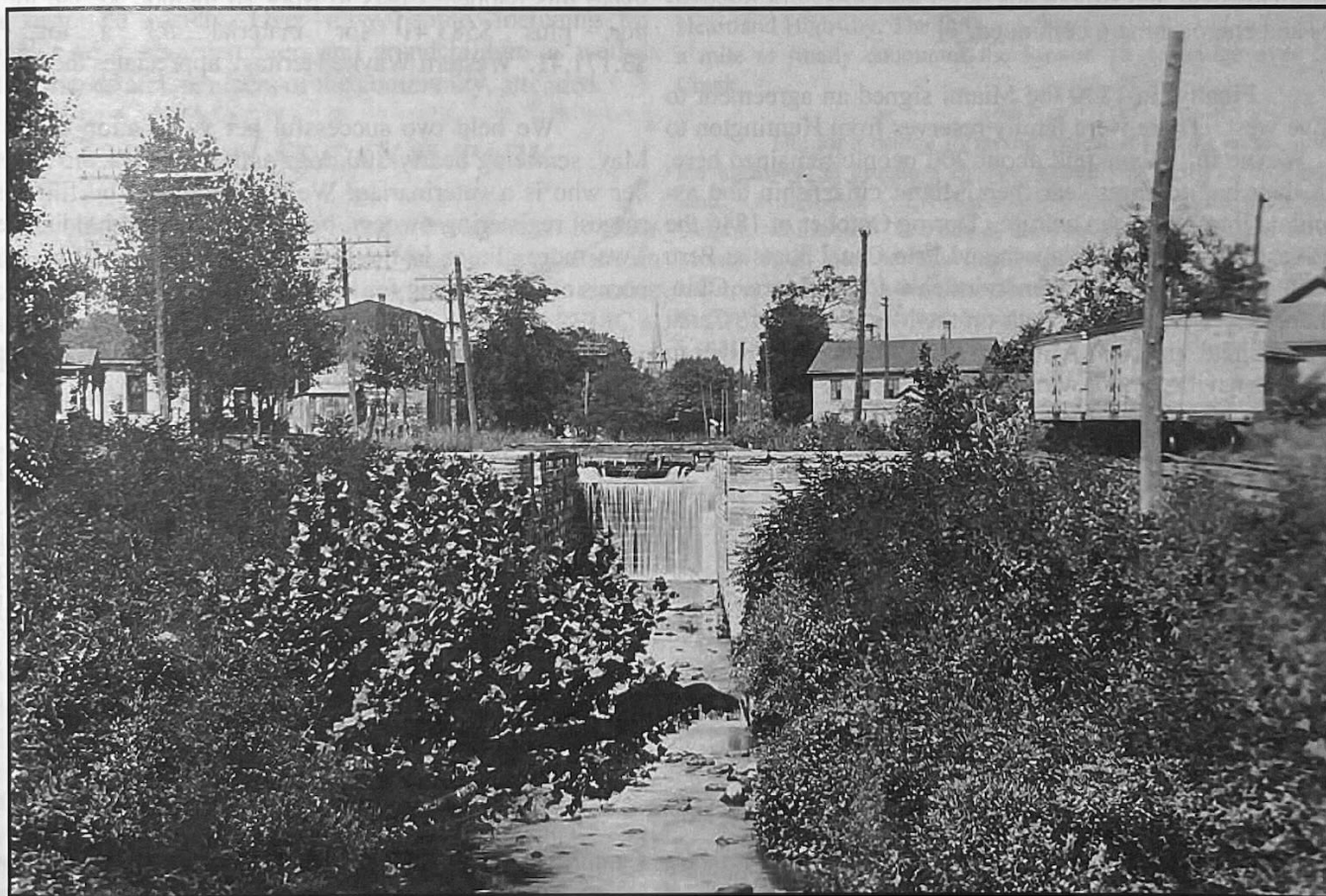
The "Panic of 1837" undoubtedly put a stop to the efforts of the Nimishillen & Sandy Navigation Company, but just how much was accomplished before the shutdown isn't precisely known. It is believed that the canal was finished, or nearly so, from its northern terminus to the "Forks." Neither of the reservoirs appear to have been built, though, as that section was never even filled with water. If an earlier, improved waterway existed between the North Industry works and the Sparta Forge, it would have been abandoned around 1833, when both the iron works were closed. Sections 8, 9 & 10 of the N & S were refurbished and used as the race to the Browning, or Goodwill, Mill in North Industry for some 25 years. And evidence remains of the canal channel being excavated from just below Sparta

south, though any intersection with the Sandy & Beaver was covered by a RR embankment in the mid 1930s.

Some historians believe that the Star Mill (at Raynoldsville), south of Canton, used the old Nimishillen & Sandy Canal channel as a race, but an official map of the county dated, 1837, shows a separate channel for the mill race on the east side of the creek and the canal channel on the west. These same historians also believe that the mill in East Sparta used the bed of the old N & S Canal as a mill race, but that has not yet been confirmed.

In Canton, the ditch down Walnut Street remained open for years and East Tuscarawas Street was still crossing it on a "temporary" type bridge as late as 1884 or 85. Finally, the "canal" in Canton was filled in, the mills in North Industry and East Sparta burned or were torn down and the Nimishillen & Sandy Canal was forgotten.

An earlier version of this article appeared in The Sandy Valley PRESS-NEWS, July 03, 1975, by Terry K. Woods.



This old postcard shows the old Whitewater Canal lock in Connersville, Indiana. Found by Sue Simerman

REVITALIZATION OF MIAMI'S NATIVE LANGUAGE

On Monday, April 28, 2014, at 10 a.m. George Ironstrack (nearing age 40) of the Miami Tribe presented a program entitled "Revitalization of Native Language" in the Shriver Center building on Miami University campus in Oxford, Ohio that was attended by CSI member Phyllis Mattheis. He said that in 1960 the last fluent speaker of his native language died. In an attempt to keep the language alive in the three major pockets of Miami in the U.S., each one of the 4,500 Miami households receive at no charge all of the publications about the tribe that are produced, which includes a dictionary. It soon will be online with voice, so the young people will learn to speak the complex language correctly. One word of Miami might cover a whole sentence of English.

The native Americans were pushed off their lands by settlers moving into the mid-west and eventually signed the Treaty of Greenville in 1795, establishing territory lines. However, the Americans never upheld any of the treaties and encroachment continued.

Finally, in 1840 the Miami signed an agreement to move west. There were family reserves from Huntington to Ft. Wayne in Indiana and about 200 people remained here, but they had to foreswear their Miami citizenship and assimilate into American culture. During October of 1846 the natives were put onto Wabash and Erie Canal boats at Peru and Fort Wayne and taken northeast to Defiance, Ohio, where they were moved south on the Miami and Erie Canal to Cincinnati, then sent by steam ships on the Ohio River to near Evansville, and down to the Mississippi River, where they were moved north to St. Louis, and then west on the Missouri River to Kansas City. After about a 50 mile walk south, they reached Miami Land (Sugar Creek) just inside the Kansas border by November 2-3, 1846 after a month of traveling. In 1867 the Miami were removed south to Oklahoma, where about 4,000 live today.

Fortunately, the Jesuits recorded much about native life, including marriage, foods, games, etc. But to study this older form of language, French, Latin and Miami-Illinois are necessary. The Great Depression forced many of the Miami into cities to find work. Since the 1990s a desire has arisen in the tribes to learn more about their cultures and languages. A camp was held at Peru, Indiana in 1995 and teacher training was begun in Oklahoma in 1996. As there are more speakers of the language (about 150 now), there is an increase in pride and in health, as language is about

power. Federal funding for health programs may contribute to intergenerational recovery of language and revitalization of community.

VINTON HOUSE RENOVATIONS CONTINUE SUPPORTED BY CSI

By Phyllis Mattheis

Work on renovating more rooms on the third floor of the Vinton House in Cambridge City is proceeding. Two men were hired to remove bad ceilings and plastered walls and make two small rooms into one large one. Old bathroom plumbing under a raised floor was removed and a new floor was laid in that area.

More insulation is being placed in the attic space. Dry wall is being hung and trim reinstalled. The painting of the new room, hall and office space will take place in a few weeks.

Thanks to the Canal Society for the \$2,000 grant to make this happen. Costs to May 20 include \$2,588 for labor, plus \$583.41 for material for a total of \$3,171.41. Western Wayne Heritage appreciates the help!

We held two successful pet vaccination clinics in May, servicing nearly 300 dogs and cats, thanks to a member who is a veterinarian. We all participate by filling syringes, registering owners, being cashiers and holding pets. Two more clinics in the fall will complete our four afternoons of fund-raising for the year

ERECTION OF WHITEWATER CANAL LOCK MARKERS ALMOST DONE

The twelve Whitewater Canal lock markers donated by CSI to be placed along the Whitewater Canal that is viewed from the Whitewater Valley Railroad's excursion train and the highway are being put up by CSI member John Hillman and his crew. So far he reports they just put up the markers at Garrison and Limpus locks. They still have four to go and will probably have them finished when this newsletter goes to the publisher. These crisp, clean markers are replacing other old markers donated by CSI years ago.

CSI works with other groups to help promote Indiana's canals. Other projects include the Vinton House in Cambridge City, Delphi's Canal Park and Interpretive Museum, Whitewater Canal Scenic Byways and Fort Wayne's Towpath Trail's "Extinct Birds of the Canal Era" sign.

WCT EARTH DAY REPORT

Whitewater Canal Trails had a very successful Earth Day celebration on June 7, 2014. We got a lot accomplished on various trail maintenance projects and ended up with a gathering of folks at Butler Run culvert.

It was sad to see the continued deterioration of that site, but the visit renewed our desire to come up with some way to preserve it before it is lost forever. If only the land-owners would cooperate.

NEWS FROM DELPHI

SMITH NEW COUNTY HISTORIAN

As of January 5, 2014, Carroll County Wabash-Erie Canal, Inc. board member, festival chair and docent Mark A. Smith was appointed Carroll County Historian by the area historical community and the Indiana State Historical Society. A gala reception was held in the Carroll County Courthouse rotunda on April 25, 2014 sponsored by the local historical society. Over forty people, including Mr. Smith's wife, son, daughter, and grandchildren as well as other friends and members of the community, attended.

KIDS' DAY AT CANAL PARK

Lots of activities and entertainment meant for kids but not like a typical festival took place in Canal Park on June 21 from 11 am. – 3 p.m. "Uncle Fred" gave electric safety demonstrations sponsored by Carroll/White REMC at 11:45 a.m. and 1:30 p.m. The Delphi Fire Department brought fire trucks and their Fire Safety Smoke House. A K9 officer from the Carroll County Sheriffs Department demonstrated canine law enforcement skills at 2 p.m. Child ID kits were made available by the Delphi Police Department. There was a tractor, semi-truck, ambulance, police car, and big equipment from the US Aggregates stone quarry for kids to climb in, crawl over and even honk the horns. They climbed on the replica stationary canal boat and had a free ride down the Wabash & Erie Canal aboard "The Delphi." The Canal Interpretive Museum was open where the kids interacted with the exhibits. Crafters in the pioneer village demonstrated their skills. At 11 a.m. they were entertained by Banjo Nuts; at 12:30 p.m. by the Center Stage Dance Company; in the afternoon by Tom, the organ grinder; and throughout the day by the Tippecanoe County Children's Fife and Drum Corps.

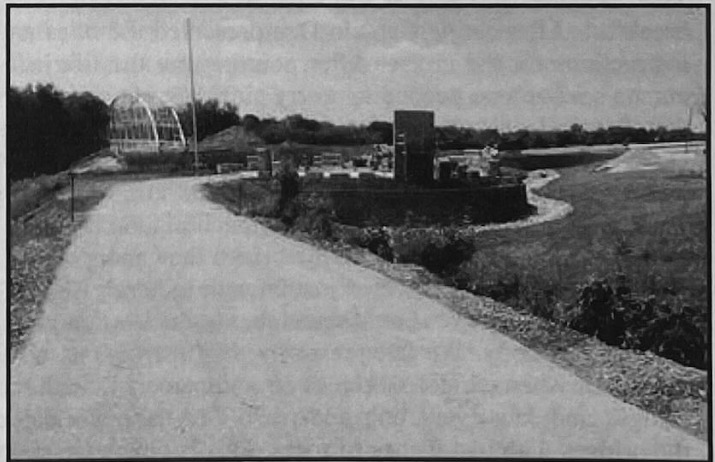
FREEDOM BRIDGE

By Dan McCain



This 300-foot-long bridge from Freedom, Indiana is being reassembled by contractors for the City of Delphi and INDOT to become the pedestrian crossing over the new four lane Hoosier Heartland Highway. The trail and span follow the old rail bed east a mile to finally encounter the Monon High Bridge over Deer Creek.

The long bridge in the background (on the other side of the highway) is Freedom Bridge, which was fully assembled on land. On this side is the plaza being constructed for the City of Delphi, which will become a starting point for hikers on the Monon Trail. Another new local organization, Heartland Heritage Incorporated (HHI), and Deer Creek Township are in agreement to continue to develop and enhance the trail portion owned by the Canal Association. Ultimately the trail will include a Deer Creek overlook utilizing the 1880s Monon trestle.



Placement of the span over the four lane highway by huge cranes was planned for July 8th (weather permitting).

CAMARADERIE

Continued from page 2

Although the weather was hot and muggy on Monday, the boat created a breeze. At 8 m.p.h. it was easy to enjoy the passing scenery of small towns, apple orchards, vineyards, bike trails and wildlife areas. We did have to duck when we came to a "low bridge" just as in the song.

Dan Wiles, our captain, said that the third version of the Erie Canal (often called the Erie Barge Canal) was completed just before World War I. It was made wide and deeper than the 1825 canal. It never had a towpath because it was used by motorized barges, which carried cargo from the Great Lakes to New York City. It follows part of the old canal route and the Mohawk River Valley to the Hudson River. Many of the old locks are preserved.

After the St. Lawrence Seaway opened in 1959, the commercial use of the Erie Canal dropped to near zero. Lake steamers could go directly out the Seaway without having to unload onto canal boats. But today the Erie Canal has dropped the "barge" designation and is being kept open for recreational boats. A bike path follows along a great deal of the route.

CSI canawlers arrived at the Best Western Plus in Lockport on Sunday evening where we received name tags and an informational packet. After dinner on our own, most retired early in anticipation of the upcoming trip.

The cruise began at the dock in Lockport, New York early on Monday morning. The Emita II crew collected our luggage to be transported by van to the hotel. Then we boarded the boat and were treated to a continental breakfast. After eating Captain Dan presented the rules and instructions for the cruise. After pointing out the life jackets, he said no one needed to worry since the canal was not that deep. He also pointed out the heads (restrooms) and explained how to use them. He cautioned us to duck at all low bridges and not touch them so our clothing or jewelry wouldn't get caught or we wouldn't touch pigeon dung. He said that when approaching a low bridge the canopy on top of the boat would be lowered just enough to barely slip under the bridge and we should remember to duck when going under the canopy. We later saw why his instructions were important when we got so "close up and personal" with the bridges and saw every bolt and rivet. The canopy cleared the bridges with just inches to spare. This is where we short people had the advantage over the taller ones.

After hearing the captain's instructions, we headed for the double lock at Lockport that replaced one of Lockport's staircase of five locks. Each of these new locks had a lift of 25 feet. The total of 50 feet was necessary to get the canal over the Niagara Escarpment, the massive rock ledge over which Niagara Falls rushes a few miles farther west. We rode through the locks, turned around and came back down while watching the crew handle the ropes and viewing the old flight-of-five, which was undergoing reconstruction. The stonework on these locks was magnificent.

We passed through several old canal towns, ate lunch and crossed the Medina Aqueduct where Oak Orchard Creek passes beneath the canal as it continues on its way to empty into Lake Ontario. We had a spectacular view down into a deep canyon with a waterfall. This area also had a lot of lift bridges. Cars stopped as the bridges raised for the Emita II to pass beneath.

We saw buildings constructed with sandstone from Medina when we passed Albion. A little further on we crossed over a road and saw cars passing through a culvert way beneath the canal.

From the flight-of-five locks at Lockport there was about a 65-mile-long level before we reached the next lock near Pittsford. There were guillotine-style guard gates about every five miles on this level. On one side was the old Lake Ontario shoreline and on the other a built-up embankment. Around Rochester, the canal had been blasted out of solid rock in order to keep it level and avoid having to build more locks.

We crossed over the Genesee River, which was very muddy and silts up constantly. We saw a dredging boat tied up with other New York State canal equipment. The canal is supposed to be 12 feet deep, but now they can't maintain that depth except in the channel, which is marked by a green marker on the left and a red marker on the right.

While crossing the "Grand Embankment, a long earthen levee with the canal running along the top, we learned that it would have been impractical to build a long wooden aqueduct across the wide Irondequoit valley, so the embankment was constructed. It was hard to imagine how the canawlers had transported the huge amount of dirt from both ends to build this embankment using only shovels and wagons pulled by horses and mules. It was startling to see the farm fields much lower than the canal. Since a major flood would result if the canal bank were ever to rupture, we realized why so many flood gates were necessary to shut

off sections of the canal to minimize the damage.

At Lock # 29 we were able to get off the boat and look closely at the equipment that the locktender had opened up for us. The cabinets were all painted the deep royal blue and chrome yellow of the Canal Commission. We saw the building that once housed a power plant that generated DC current using the energy from the water flowing through the old lock. Since Lock #30 was so close by, one power plant was able to serve both locks, even though it is difficult to send DC current over long distances. The concrete utility poles were still there between Lock #29 and #30. The DC current was used to operate the motorized lock gates. The lock itself was filled by gravity flow, using an underground tunnel instead of the wicket gates that most canawlers are familiar with from the Wabash & Erie Canal. The motors from 1917, built by General Electric, are still operating, but now they use power from the grid instead of from the hydroelectric plant. Captain Wiles credited the skill and dedication of the locktenders for keeping the huge GE motors going for these 97 years. Everything had just been painted, polished and shone in the sunlight.

Old Erie Canal Lock #60 and the old Palmyra-Macedon Aqueduct of the earlier Erie is located near today's Lock #29. The stone arches that carried the towpath are beautiful. We could see the abutments upon which the wooden trough once rested. However, today the water tumbles into the creek below.



A short walk took us to a canal change bridge that the mules crossed to get to the towpath on the opposite side of the canal. This special bridge kept the mules from being

caught up in the ropes. A large sign nearby said:

“The Aldrich Change Bridge located here in the Wayne County Aqueduct Park, first crossed the Erie Canal in Rochester. The bridge’s low railings and cloverleaf tow-path allowed teams pulling canal boats to change from one side to the other .

“In 1880, workers relocated this bridge to the canal near here. A Local farmer bought and moved this bridge again in 1915. After an ice storm collapsed the bridge in 1996, volunteers saved and restored it as a lasting monument to the ingenuity that made the canal a success.

“Squire Whipple, the man who designed the Aldrich Change Bridge in 1858, was correct. Writing about the benefits of using iron rather than wood in bridge construction, Whipple said that, “the iron bridge gives fair promise of enduring for years.”

“By applying his mathematical training, Whipple added science to the art of bridge building. The formulas that he developed and published, carefully calculated the stress that iron could endure. The bow-string trusses that he patented and used in his bridges proved their strength as well as their beauty.

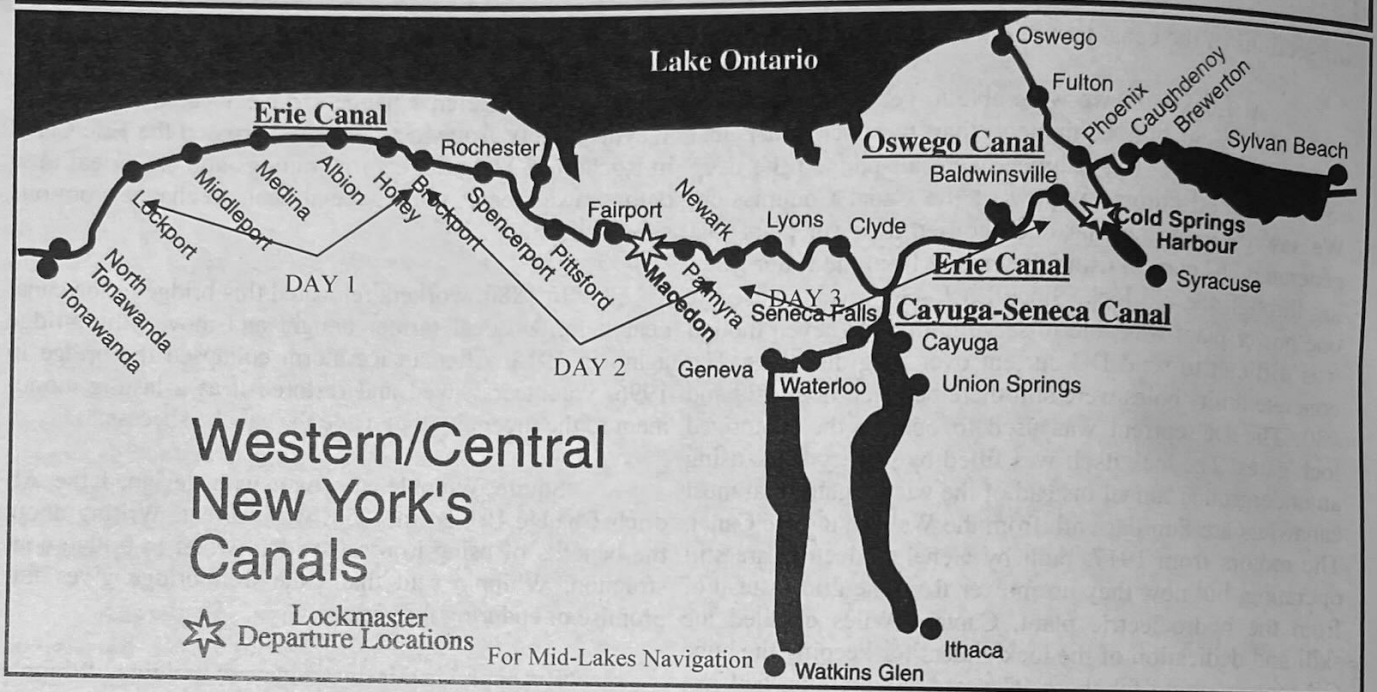
“Dozens, if not hundreds, of these bow-string truss bridges once crossed the Erie Canal. The 74-foot by 14-foot cast and wrought iron bridge here in Aqueduct Park is Whipple’s oldest known structure and one of the oldest iron truss bridges in the country.”

On the third day we were in the river section of the canal that took us through the Montezuma National Wildlife Refuge. Everyone loved seeing deer, bald eagles, heron, ducks, and geese in the refuge. We also watched for water fowl inhabiting a tiny island just south of the channel as we passed through Cross Lake.

Another aqueduct that remains from the earlier Erie Canal was seen that crossed the Seneca River. Again the arches that supported the mule bridge and the abutments that supported the trough remained. However some of the mule bridge arches had either been removed or had fallen into the river. Cameras clicked as canawlers took advantage of getting good pictures of the aqueduct stones from the boat.

We passed through Lock #25. The young crew did an excellent job handling the ropes. They were new to the

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job having only worked on a two-day cruise before our cruise. They also helped prepare and serve the meals, which included prime rib, salmon, chicken Kiev, different pastas, hot dogs, hamburgers, cold cuts and cheese, various soups, fresh fruit, vegetables, breads, cookies, hors d'oeuvres and beverages. They even helped us celebrate Bruce Sheldon's 89th birthday with birthday cake and champagne.

We finally arrived at Baldwinsville on Wednesday night and boarded a coach that took us back to Lockport where we had left our cars. Our cruise had covered that portion of the Erie Canal from Lockport, through Middle Port, Medina, Albion, Holly, Spencerport, went below Rochester, then through Pittsford, Fairport, Palmyra, Newark, Clyde, the Montezuma National Wildlife Refuge near New York's finger Lakes, Cross Lake and ended in Baldwinsville.

During the cruise we had spent the first night in Brockport at Dollinger's Hotel. Before arriving at Dollinger's Bob Schmidt read the poem by Mark Twain entitled "The Aged Pilot Man," which, with tongue in cheek, likens a storm on the Erie Canal to one at sea and relates how scared the passengers were. This poem is on the next page.

We spent our second night in Newark, New York where Captain Dan Wiles met with us in a conference room at the Quality Inn. He spoke about the three phases of the Erie Canal and the politics of the canal, which receives funds from the New York State Thruway's tolls. He hopes the Canal Commission will more aggressively promote the

canal. It is partially drained during the winter months. He is hoping that the canal will once again be a transportation canal for local companies. He answered many questions.

One of the stops on the cruise was at Mid-Lakes marina (Mid-lakes Erie Macedon Landing) for refueling. They have built many canal boats in the past, sold some and have several for rent. While there we toured the Lockmaster rental boats, which feature a diesel engine with single-lever control; an electric bow thruster to help in maneuvering; 12V DC for refrigerator, lights, and pumps; A HOV AC inverter that supplies outlets for shaver or radio; 110V AC power outlets from shoreside; an enclosed bow with cushioned benches, screens and vinyl louvered windows; a galley with central heat, stainless steel gas range and oven, sink, electric refrigerator, cooking utensils, and table service; and a 100-gallon fresh water tank with a pressurized hot-water system. We saw one of their boats that had been sold and refitted to be solar powered.

The scenery was beautiful along the entire route except for a few deteriorating warehouses. It was interesting to see how the small towns had showcased the Erie Canal by lining its banks with restaurants, parks and pavilions. Yachts and larger boats were seen along the docks at Pittsford and Fairport. People waved to us from the restaurants, passing boats, and the towpath where they were bicycling, jogging or walking with strollers.

The days in the Niagara Falls and Buffalo area will be covered in the September 2014 issue of *The Hoosier Packet*.

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The Aged Pilot Man

By Mark Twain

On the Erie Canal, it was,
All on a summer's day,
I sailed forth with my parents
Far away to Albany.

From out the clouds at noon that day
There came a dreadful storm,
That piled the billows high about,
And filled us with alarm.

A man came rushing from a house,
Saying, 'Snub up your boat I pray,
Snub up your boat, snub up, alas,
Snub up while yet you may.'

Our captain cast one glance astern,
Then forward glanced he,
And said, 'My wife and little ones
I never more shall see.'

Said Dollinger the pilot man,
In noble words, but few,-
'Fear not, but lean on Dollinger,
And he will fetch you through.'

The boat drove on, the frightened mules
Tore through the rain and wind,
And bravely still, in danger's post,
The whip-boy strode behind.

'Come 'board, come 'board,' the captain
cried,
'Nor tempt so wild a storm!'
But still the raging mules advanced,
And still the boy strode on.

Then said the captain to us all,
'Alas, 'tis plain to me,
The greater danger is not there,
But here upon the sea.

So let us strive, while life remains,
To save all souls on board,
And then if die at last we must,
Let . . . I cannot speak the word!

Said Dollinger the pilot man,
Tow'ring above the crew,
'Fear not, but trust in Dollinger,
And he will fetch you through.'

'Low bridge! low bridge!' all heads went
down,

The laboring bark sped on;
A mill we passed, we passed church,
Hamlets, and fields of corn;
And all the world came out to see,
And chased along the shore
Crying, 'Alas, alas, the sheeted rain,
The wind, the tempest's roar!
Alas, the gallant ship and crew,
Can nothing help them more?'

And from our deck sad eyes looked out
Across the stormy scene:
The tossing wake of billows aft,
The bending forests green,
The chickens sheltered under carts
In lee of barn the cows,
The skurrying swine with straw in mouth,
The wild spray from our bows!

'She balances!
She wavers!
Now let her go about!
If she misses stays and broaches to,
We're all'-then with a shout,]
'Huray! huray!
Avast! belay!
Take in more sail!
Lord, what a gale!
Ho, boy, haul taut on the hind mule's tail!
'Ho! lighten ship! ho! man the pump!
Ho, hostler, heave the lead!

'A quarter-three!-'tis shoaling fast!
Three feet large!-t-h-r-e-e feet!-
Three feet scant!' I cried in fright
'Oh, is there no retreat?'

Said Dollinger, the pilot man,
As on the vessel flew,
'Fear not, but trust in Dollinger,
And he will fetch you through.'

A panic struck the bravest hearts,
The boldest cheek turned pale;
For plain to all, this shoaling said
A leak had burst the ditch's bed!
And, straight as bolt from crossbow sped,
Our ship swept on, with shoaling lead,
Before the fearful gale!

'Sever the tow-line! Cripple the mules!'
Too late! There comes a shock!
Another length, and the fated craft
Would have swum in the saving lock!

Then gathered together the shipwrecked

crew
And took one last embrace,
While sorrowful tears from despairing eyes
Ran down each hopeless face;
And some did think of their little ones
Whom they never more might see,
And others of waiting wives at home,
And mothers that grieved would be.

But of all the children of misery there
On that poor sinking frame,
But one spake words of hope and faith,
And I worshipped as they came:
Said Dollinger the pilot man,-
(O brave heart, strong and true!)-
'Fear not, but trust in Dollinger,
For he will fetch you through.'

Lo! scarce the words have passed his lips
The dauntless prophet say'th,
When every soul about him seeth
A wonder crown his faith!

And count ye all, both great and small,
As numbered with the dead:
For mariner for forty year,
On Erie, boy and man,
I never yet saw such a storm,
Or one't with it began!'

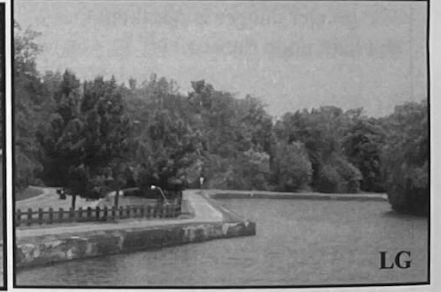
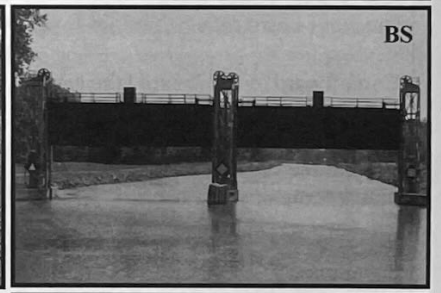
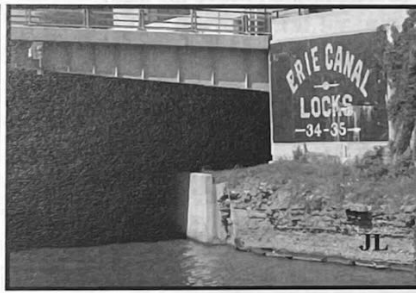
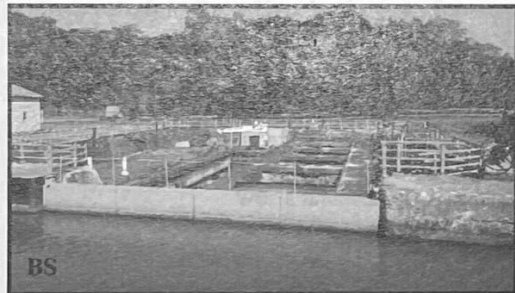
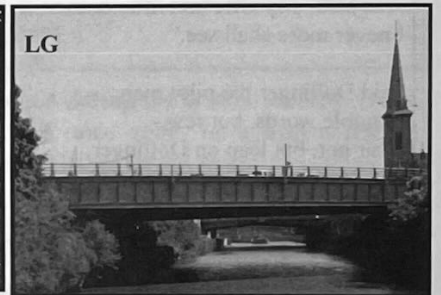
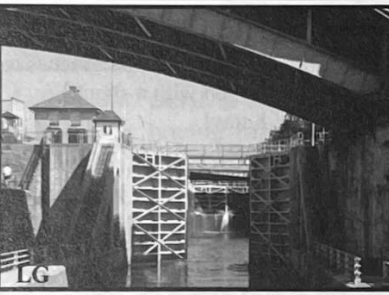
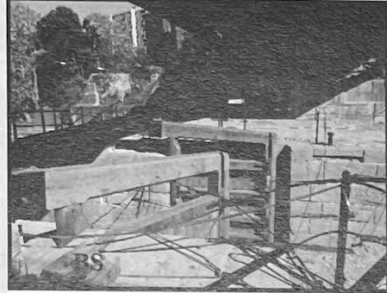
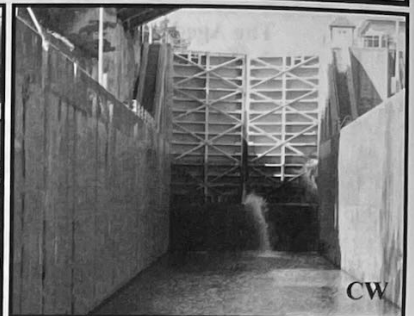
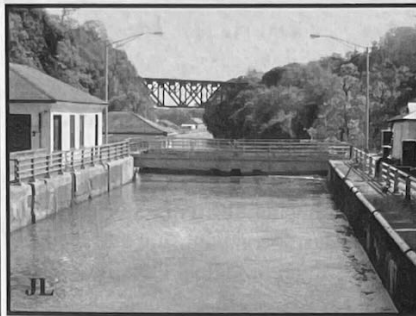
So overboard a keg of nails
And anvils three we threw,
Likewise four bales of gunny-sacks,
Two hundred pounds of glue,
Two sacks of corn, four ditto wheat,
A box of books, a cow,
A violin, Lord Byron's works,
A rip-saw and a saw.

A curve! a curve! the dangers grow!
'Labbord!-stabbord!-s-t-e-a-d-y!-so!-
Hard-a-port, Dol!-hellum-a-lee!
Haw the head mule!-the aft one gee!
Luff!-bring her to the wind!'

For straight a farmer brought a plank,-
(Mysteriously inspired)-
And laying it unto the ship,
In silent awe retired.

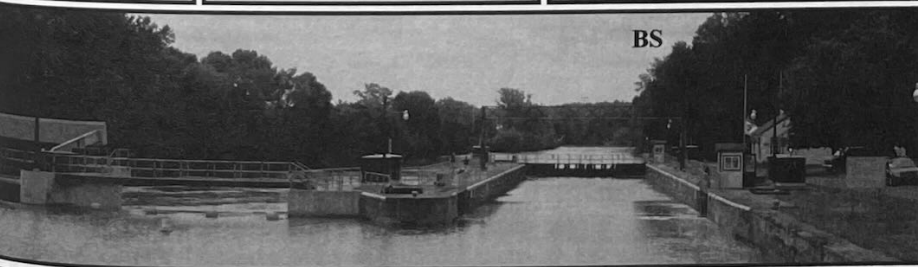
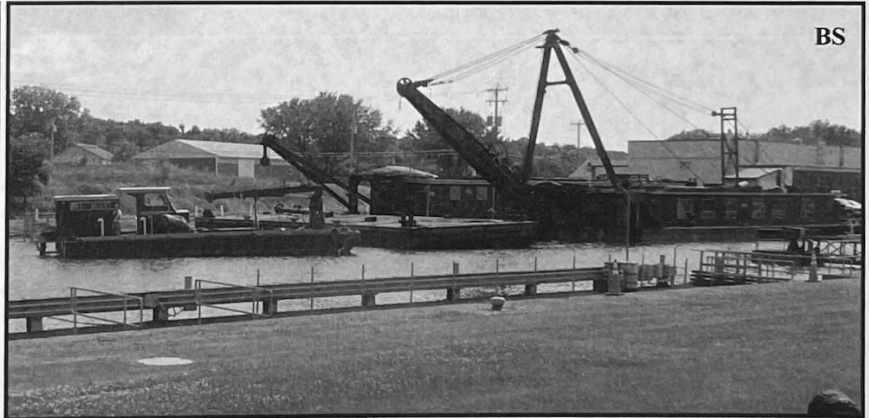
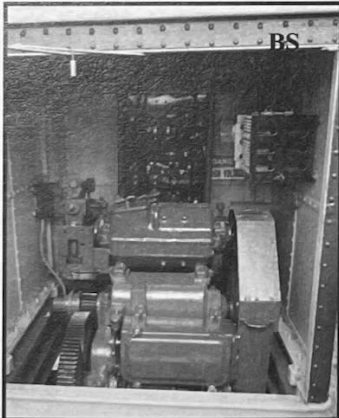
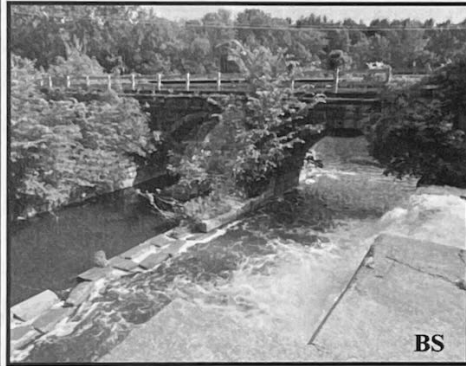
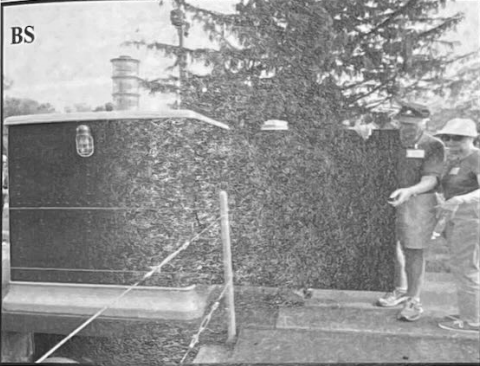
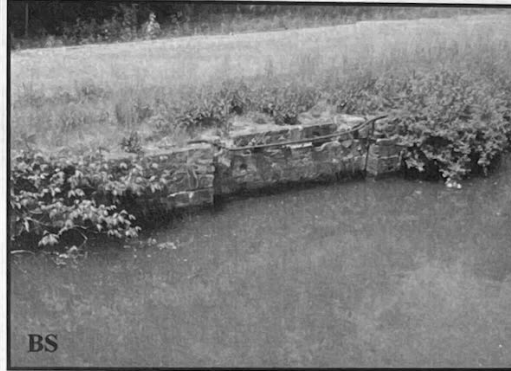
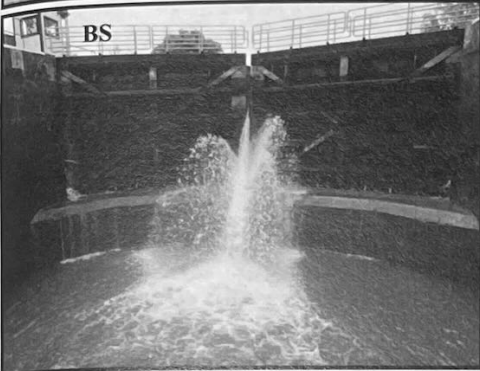
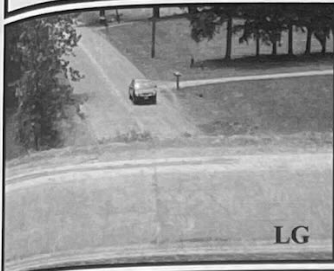
Then every sufferer stood amazed
That pilot man before;
A moment stood. Then wondering turned,
And speechless walked ashore.

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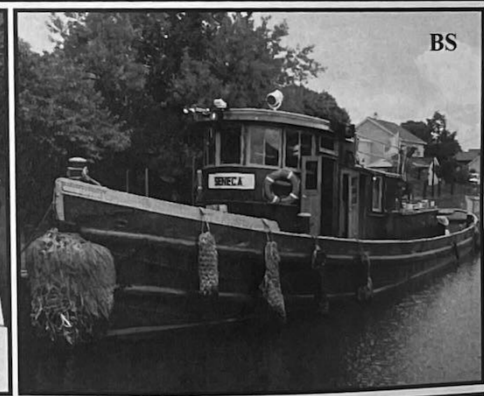
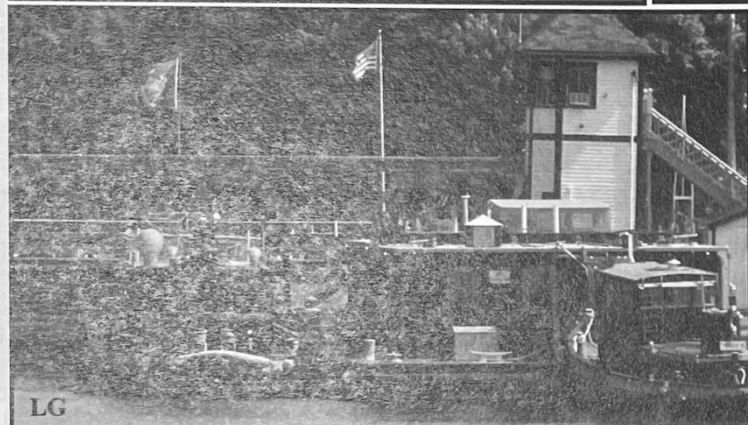
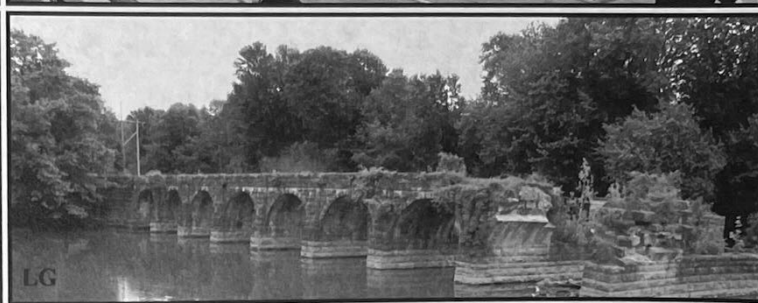
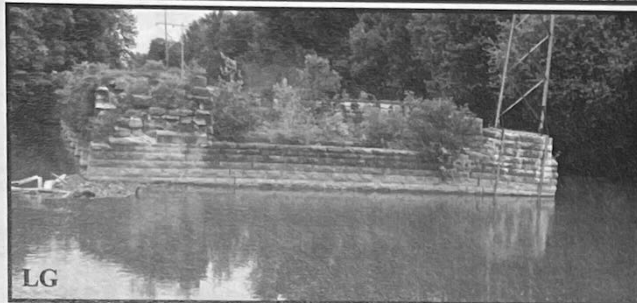
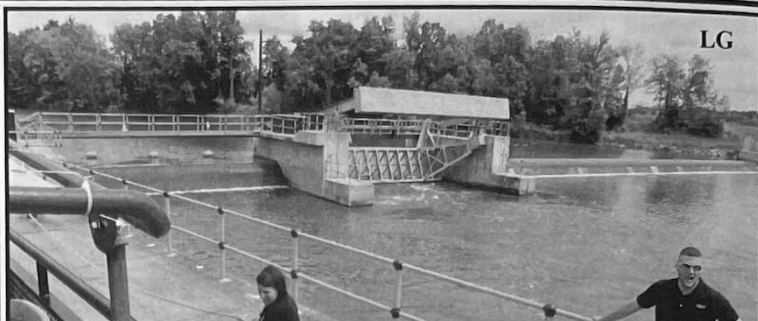
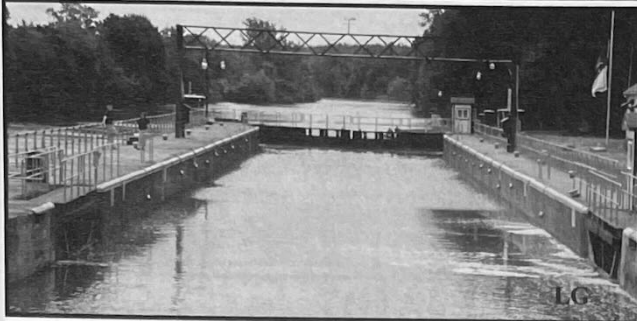


At Lockport the original flight-of-five locks was under reconstruction and one had new lock gates. We navigated the two large locks that replaced the other flight-of-five going upstream, turned around, and came back through them going downstream with another boat in the lock with us. We saw a dry dock, a guard gate, many bridges, a very long high-above-the-surrounding-ground aqueduct and falls along the way. At one point a road passed beneath the canal through a culvert and we watched cars go through from our vantage point high above it. Photos by LG -Lowell Goar, JL- Jerry Lehman, BS- Bob Schmidt, SS-Sue Simerman and CW- Chuck Whiting

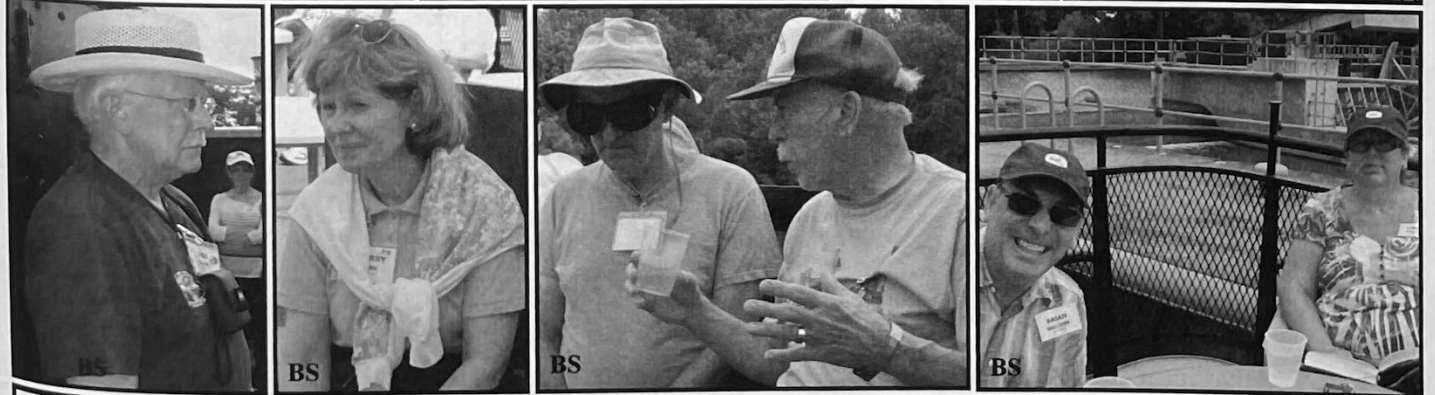
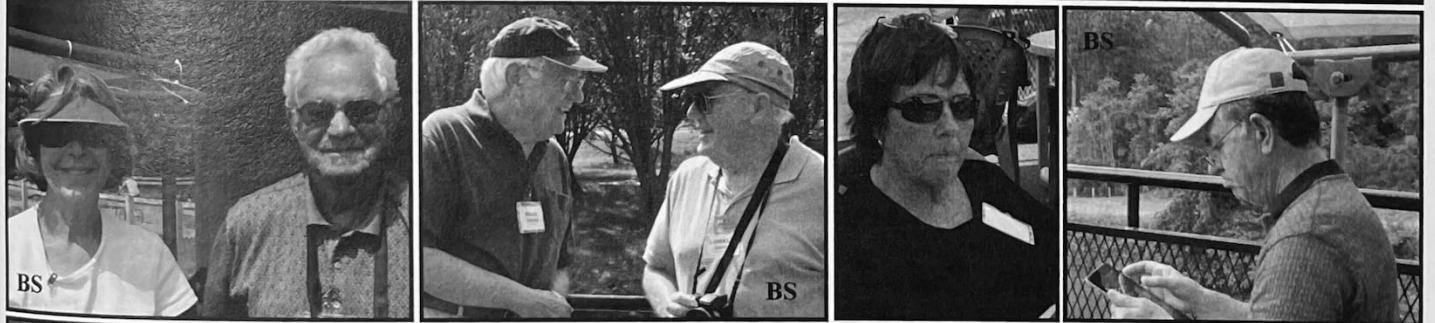
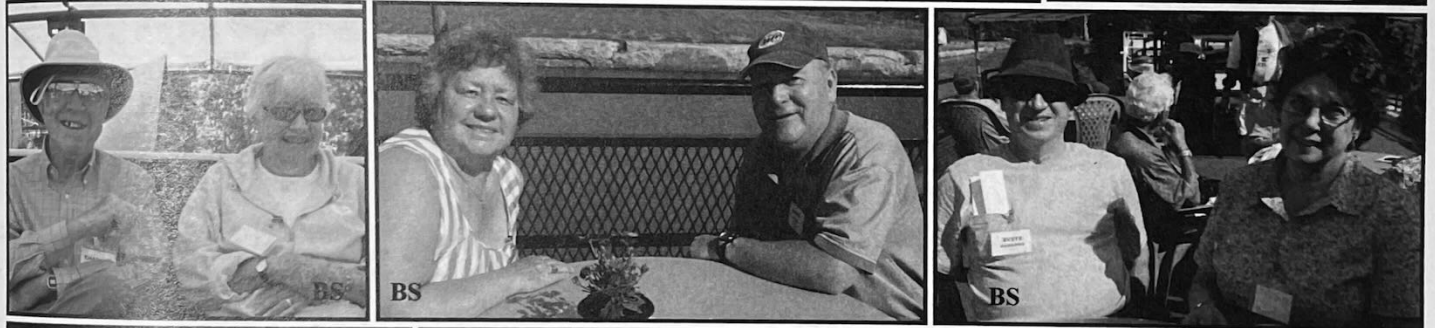
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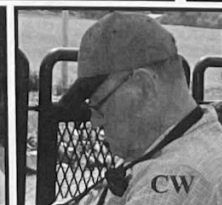
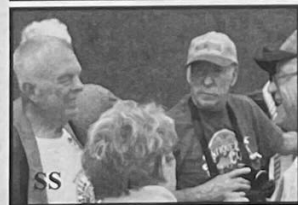
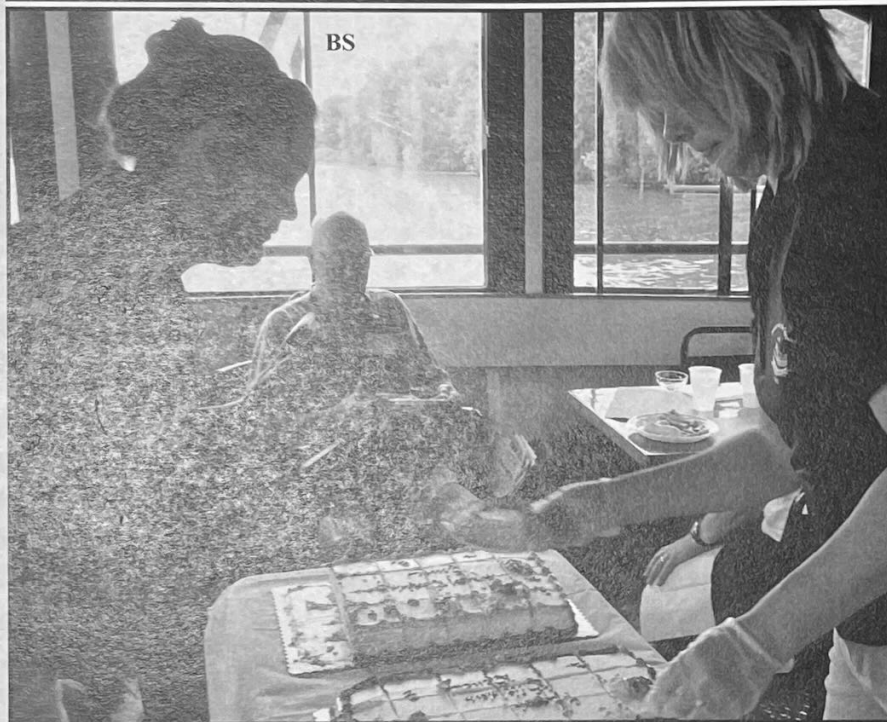
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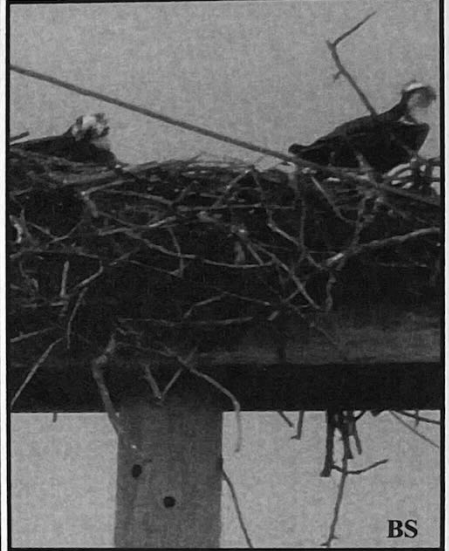
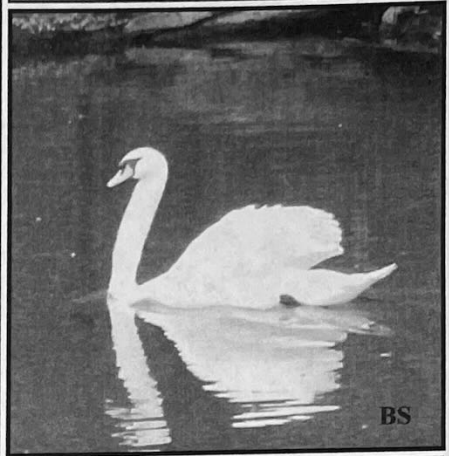
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