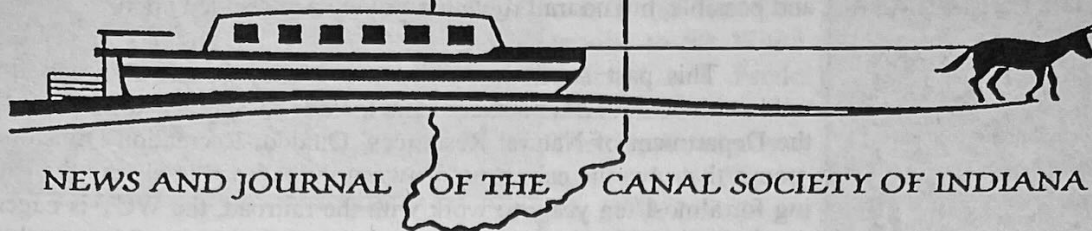


THE
HOOSIER-PACKET



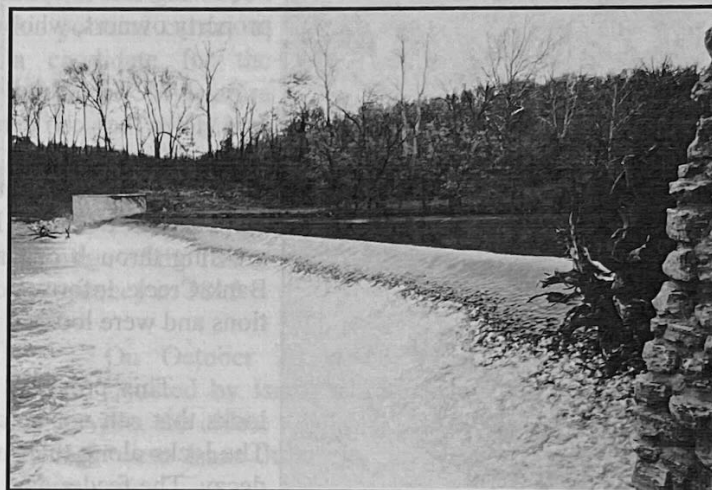
VOL. 13 NO. 9

P.O. BOX 10808 FORT WAYNE, IN 46854

SEPTEMBER 2014

PROPOSED TRAIL

*Metamora
 to the*



*Laurel
 Feeder Dam*

The Whitewater Canal Trail, Inc., which hopes to build a six-mile trail from Metamora to the Whitewater Canal Feeder Dam located about a mile from Laurel, Indiana, is working on plans with the Whitewater Valley Scenic Railroad and others.

FEATURES

1. Proposed Trail
3. Canawlers At Rest: Solomon Holman
9. CSI Fall Tour: Along The Heritage Trail Registration Information
10. Caleb M. Richards And His Wabash & Erie Canal Connections
15. From Times Past: W&E Canal Land Script, Cattle & Hogs At Cincinnati, The Capacity Of The West, Hannegan Indictment, Political Canvass Taken On Boat, Hull's Packet Line, Comparet, Hubbell & Co., Tower Died On Boat, Atlantic & Pacific Canal
18. Celebrating The I&M Canal, Feeder At Buckeye Lake
19. Locks At Tipp City, Ohio, St. Helena II Gets Facelift, CSI Tour After Erie Cruise
26. Songo Lock Revisited
27. News From Delphi: Projects Loom House, Gray Bridge, Baggage Carts
29. Westervelt Hall, Honor Flight, Panama Canal Centennial Celebration
30. Erie Lock 25, Canal Signage Seen By Covington Council
31. Watering Ottawa's Canal, Car Pulled From Central Canal, Welcome New Members
32. CSI Receives Street Atlas USA, Metamora Featured On Television Program, CSI Board Of Directors Meeting, Canal Article Part Of Series

PROPOSED TRAIL

The Whitewater Canal Trail, Inc. (WCT), a group organized to build trails along the Whitewater Canal, is proposing to build a six-mile-long trail from Metamora, Indiana to the Laurel Feeder Dam, which feeds water from the Whitewater River into the Whitewater Canal via a very short feeder canal and is located about a mile down and across the river from Laurel, Indiana. A committee of WCT members and members of the Whitewater Valley Scenic Railroad has been formed and is having discussions about the location of the trail along the canal and railroad corridor. They have agreed that it is desirable

THE HOOSIER PACKET - SEPTEMBER 2014

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and possible, but no trail route has as yet been decided upon.

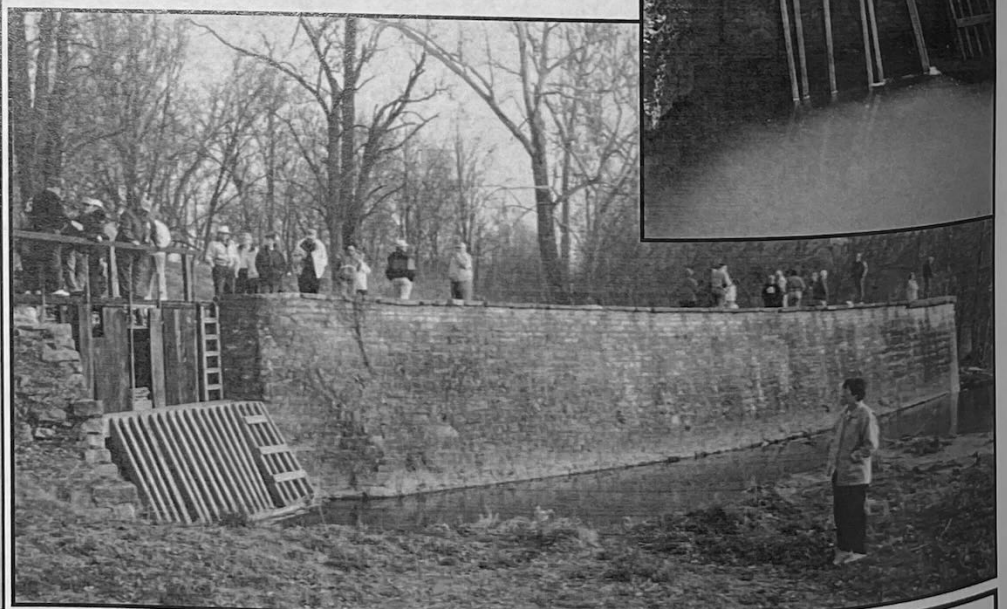
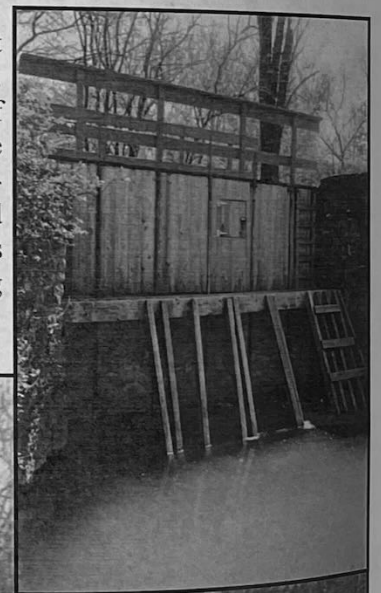
This past April the Whitewater Valley Scenic Railroad finally agreed to work with WCT. Other stakeholders include in State Historic Site at Metamora and the Department of Natural Resources' Outdoor Recreation Division. These are the groups that own the easements between the railroad track and the canal. After waiting for almost ten years to work with the railroad, the WCT is eager to get a route determined and begin work. All agree that there is room between the tracks and the canal for a trail.

Although a trail following the old Whitewater Canal Towpath sounds ideal, there is an old ice pond that separates the canal towpath from the railroad tracks. Following the towpath in this area would require getting permission from private property owners, who were not included in the initial meetings.

WCT plans to start on a "rough" trail this fall that will access the likely trail area. Then they can determine where and how it will be built.

On April 10, 2004 WCT opened the first segment of its trail between Metamora and Brookville, Indiana. Issues with property owners kept them from progressing through one area, so they built another section of that trail near Yellow Bank Creek. Information kiosks were built near trailheads. They maintain these sections and were looking for more opportunities to build more trails.

This proposed trail will lead hikers past locks that can not be accessed from the highway. The locks along this route are in various stages of decay. The feeder dam is quite interesting with the guard gate that keeps debris from the river entering the canal. The trail will pass through wooded areas and beside crop fields where chirping birds and whirring insects can be heard and early spring wildflowers seen.



CANAWLERS AT REST

SOLOMON HOLMAN

b. September 6, 1813
d. August 16, 1852

By Carolyn I. Schmidt

Solomon Holman, was born on September 6, 1813 to Joseph and Lydia (Overman) Holman in Wayne county, Indiana. He was one of twelve children.

Solomon's paternal grandfather was George Holman, who, during the Indian wars of Kentucky's colonial days, was stolen by Indians when very young. George was their prisoner until he was seventeen. He took advantage of his captivity learning the tribe's language, becoming familiar with their habits and customs and developing a great friendship with them. While living in Kentucky George apparently married and had children. His son, Joseph Holman, was born in Woodford county, Kentucky on October 1, 1788. In 1804 George purchased a farm two miles south of where Richmond, Indiana would eventually be located. Sometime thereafter George, Joseph and most likely other family members moved to the farm.

On November 22, 1810 Joseph Holman, age 22, married Lydia Overman, age 18, who was born on June 13, 1792, the daughter of Ephraim Overman. They lived about half a mile from Boston, Wayne county, Indiana for about two years before moving three miles north of Centerville, on Noland's Fork, in March 1812. There, Mary (Polly) Holman, their first of twelve children was born. She later married Chauncey Carter of Logansport.

Noland's Fork was a fine mill stream that ran through Wayne county and emptied into the west fork of the Whitewater River. Year's after Joseph had moved from this home, men living along this stream decided to incorporate the Noland's Fork Canal Company and build a canal, which

was to run from Centerville to the Whitewater Canal Feeder Dam at Connersville. Their application was approved on January 13, 1845, but the canal was never built.

Just after our subject, Solomon Holman, was born, Joseph Holman began his political career as a candidate for the territorial legislature in 1814. Voting was

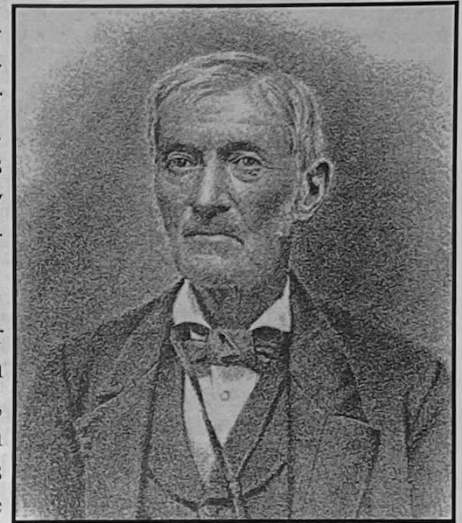
done orally. There was a tie. His opponent Joseph Brown voted for himself, which Holman refused to do, so Holman lost the election. However, Brown died at Corydon before the close of the first session and Holman was chosen to fill the vacancy in 1815.

On October 20, 1814, Henry Bryan surveyed ground donated by Israel Elliott and Ethan A. Stone for Centerville, the oldest town in Wayne county, Indiana. Its trustees were Isaac Julian, Joseph Holman and William Hawy.

At the 1815-16 session Congress authorized a constitutional convention to admit Indiana into the Union. William Henry Harrison, governor of Indiana territory, ordered an election of delegates to the convention. Joseph Holman, Patrick Beard, Jeremiah Cox and Hugh Cull were chosen. Joseph was re-elected in successive elections to serve as a representative in the legislature except for one year and until he moved to Fort Wayne, Indiana in 1823.

Joseph left the Whitewater valley after being appointed by President James Monroe the Receiver of Moneys at the new land office. Joseph and Capt. Samuel C. Vance, Register, opened the office in Fort Wayne that October. He traded extensively in land and all kinds of real estate. Joseph continued as Receiver for about six years through the presidency of John Quincy Adams and was then removed by President Andrew Jackson. Some of these years he was a partner in a tanning, mercantile and pork business. He was elected to the legislature again in 1830 while still at Fort Wayne.

Meanwhile, on October 23, 1826, a treaty between



JOSEPH HOLMAN 1788~1873

THE HOOSIER PACKET - SEPTEMBER 2014



This sketch shows the old stone home built by Joseph Holman and razed for the Holman school. Courtesy Peru Daily Tribune

the United States and the Miami Indians was negotiated at the mouth of the Mississinewa river. John B. Richardville, principal chief of the Miamis, was granted several tracts of land in what would become Miami county, Indiana. About one year later, on August 18, 1827, Joseph Holman purchased 640 acres north of the Wabash River from the chief for \$500 in cash and trade.

Joseph founded the town of Miamisport platting his land in 1829 in the hopes that it would become the county seat when a county was established. The streets of the town ran parallel to the river. Town boundaries were the river, Lafayette, Holman and Main streets. He built the first stone house that was torn down in 1890 to build Holman School.

Joseph's idea might have worked if he had not made a big mistake and sold 210 acres on the east end of his property to his friend, William Hood, for \$500. Hood too wanted to have the county seat in his town and, knowing this was a good location, platted the town of Peru adjacent to Miamisport in 1834. It was located near the confluence of the Wabash and Mississinewa Rivers and was named after Peru in South America. The Peru site was so heavily timbered with beautiful specimens of ash, hickory, maple, oak, poplar, and walnut trees and full of underbrush that the surveyors had to whack their way through it. Soil was more valuable than timber at the time and many trees were cut down and burned. But with perseverance the town of Peru was begun with its boundary actually touching that of Miamisport. As the towns grew, the friendship between Holman and Hood declined.

The two towns were located in what was then Cass county. This huge county included what was later to become Cass, Elkhart, Fulton, Marshall, Kosciusko, St. Jo-

seph, and Wabash and portions of LaPorte, Pulaski, and Starke counties. Miamisport and Peru were in Peru and Jefferson townships. The territory south of the river was still owned by the Indians.

Miami County, named for the Miami nation, was formed in 1832 (the year ground was broken for the Wabash & Erie Canal in Fort Wayne, Indiana) and was organized into law on March 1, 1834. Its boundaries were somewhat different from those of the county today. A section to the north was taken when Fulton county was created. Another section to the south of the Wabash River was attached to the county once the last series of treaties with the Miami tribe was signed in 1840.

While organizing the county in 1834, a delegation of commissioners was sent to choose which of the two towns was best suited for the county seat. Hood was quick to act. He arranged to meet the commissioners at McGregor's cabin. There he told them that he would donate the public square and erect a brick courthouse and a jail if they chose Peru.

After Peru was chosen, Hood kept his promise and began to actively pursue the business owners in Miamisport. He offered them lots at low prices and sometimes even free if they would move their businesses to Peru.

Joseph Holman was defeated and moved from the area. Miamisport residents requested the commissioners vacate the Miamisport plat, which they did on June 9, 1841. The forest was removed. Peru became an important center of trade after the Wabash & Erie Canal came in 1837.

In 1835 while the Wabash & Erie Canal was being constructed, an early traveler to the area wrote, "I looked about and what did I behold but a living forest, with about 15 or 20 log shanties and some eight or 10 respectable houses. The village was filled with people working on the Wabash & Erie Canal, from different states."

From 1814-1833 Joseph and Lydia became the parents of 10 more children. They were: Martha Meek (Patsy), Rachel, Elizabeth Rebecca, William Jennings, Sarah, Rachel Jane, Margaretta Lucinda, Joseph George Ephriam and two who died in infancy.

In 1833 Joseph moved to Peru, Miami county, Indiana, where he farmed for nine years. Then his father, George, whose health was failing, asked Joseph to move back near Richmond in 1843, which he did. Joseph's wife,

Wabash & Erie Canal Personnel

The Wabash & Erie Canal provided jobs at all levels — from Canal trustee to unskilled laborer, from superintendent to skilled stone cutter. Each, in his own way, brought the idea of an interstate transportation system to a reality.

Board of Trustees

- Thomas H. Blake of Indiana (died Nov. 27, 1849)
- Charles Butler of New York
- Thomas Dowling (replaced Blake)
- W. R. Nofsinger (elected in 1851, up again in 1852)
- Austin M. Puett of Parke Co.

Chief Engineer

Jesse Lynch Williams

Engineer

Alphonso A. Cole

Commissioner

James B. Johnson, Esq. of Tippecanoe County

Superintendent

- Richard Adams - former superintendent
- O. Bird - first district (Aug. 9, 1849)
- C. Carter - third district (Aug. 9, 1849)
- Stearns Fisher - second district (Aug. 8, 1849)
- Mr. Lucas - (1845)
- John McManamy - fifth district (Aug. 9, 1849)
- A. J. Morley - fourth district (Aug. 9, 1849)

Assistant Superintendent

Solomon Holman

Contractor

- John Cooper, Esq. - Peru Dam #3
- George L. Dart - section through Logansport and Eel river aqueduct (died February 1886)
- Hanna - section through Logansport and Eel river aqueduct
- McCleery - section through Logansport and Eel river aqueduct

Lock Tender

James William Stitsworth

Came By Canal Boat

William C.H. Reeder

Through the news articles that were saved at Peru, we have complied the following list of jobs and the names of those who filled the positions. Note that the names of the common laborers who dug the canal or worked on the boats very seldom made the news.

Canal Boat Captain (various boats/times)

- Dana Columbia of the "Indiana"
- Charles Cooper of the "Extenuate"
- Crippen of the "Chesapeake"
- Wm. Dale of "Niagara," "Illinois" & "P.B.Bride"
- William Diggins
- Dittenburr(n)
- Fountain of the "Indiana" & "Empire"
- Glassy (Glassby)
- Hammon of the "Kentucky"
- W. W. Pierce - of Peru
- Tillet
- Williams of the "L.A. Kelsey"
- Phil Williard

Canal Boat Owners

- Alvin Crippen of the "Extenuate"
- Samuel Doyle & Dickey - boat line in Ohio & Indiana
- Patrick and Anna Hassett Martin of "John Jay"
- Hull - Wabash boat line
- Wells & Co. of the "Express"

Canal Boatman

- Jesse Bardough
- Hiram Bates
- Boone
- Robert Bowman
- Nelson Conner
- Curly
- Milo Felt
- Sunsman
- Myron Tinkler
- John Treadwell
- M. Young



Toll Collector

- Calium H. Bailey, Jr. at Terre Haute
- Major Semans at Lafayette

Lydia, passed away in 1854 and he was left to care for his father. George passed away in 1859 at the age of one-hundred and seven years.

In 1860 Joseph moved to Centerville, Wayne county, Indiana. At some time he moved back to Peru where he died in 1872 at the age of eighty-four.

Solomon Holmon, our subject, grew up on the family farm and learned the business of civil engineering. As an adult he was engaged in many of the public works of Indiana. He first was a surveyor for the Whitewater Canal.

In 1833 he, along with Stearns Fisher and Charles Vorhees surveyed the route for the Wabash & Erie Canal through Wabash county, Indiana. By 1834-35 the only public work that was moving ahead was the canal, but it did not move fast enough to suit John Tipton. The Logansport *Canal Telegraph* of April 4, 1835 carried his open letter to the canal commissioners chiding them for their delay in letting contracts and for failure to announce the precise locations of the canal line through Cass county. He said it was foolish to send engineers to survey elsewhere in the state and neglect the Wabash & Erie Canal.

Tipton's letter brought a flurry of letters to the Indianapolis *Journal* and other papers. Before long canal commissioners David Burr and James B. Johnson as well as Jesse Lynch Williams, chief engineer, joined in writing formal, dignified letters to Tipton accusing him of narrow sectionalism because he rejected public works elsewhere in the state, of using questionable tactics to make a fortune from his official position and of referring to the canal commissioners as simpletons who were unable to resist swindling contractors. Tipton accused Burr and Williams of gross neglect of duty and of locating the canal to benefit favored localities and themselves. He also accused Williams of conspiring with others to influence the election of legislators that were opposed to himself.

In *Indiana Canals*, Paul Fatout says: "Joseph Holman of Miami County circulated a petition asking the legislature to remove Burr and Williams for speculation. In the next session a House committee admitted finding some evidence to support Holman's charges, but absolved Burr and Williams of duplicity; Burr was re-elected as canal commissioner, but by only one vote. Tipton sneered that the committee had done a whitewashing job."

In 1836 Solomon, age 23, was married to Mary E. Forgy, age 20, daughter of Stewart and Margaret Forgy of

Ohio. That year Solomon and Mary made their permanent home on a farm just outside of Peru. They were the parents of Sarah Margaret (1838), Louis Phillip (1841), Lydia J. (1843), William W. (1844), Emma Louise (1847), Joseph Solomon (1849), and George Edgar (1851). Also in 1836 Solomon established the first program to grade the streets in Peru.

The Wabash & Erie Canal was being built through Peru in 1837 and Solomon became engaged as an assistant superintendent under Jesse Lynch Williams in its construction as well as cultivating his farm. After its completion the canal seemed to always be in need of repair.

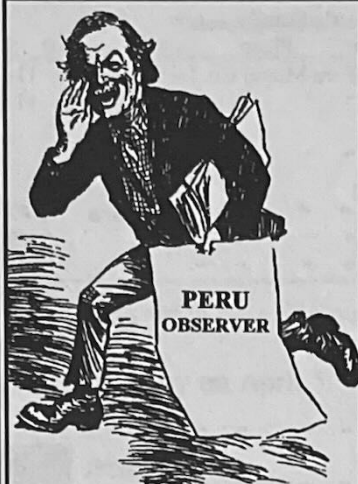
When the time for elections came closer in 1844, the more scathing the newspaper articles against the Wabash & Erie Canal superintendents became. They were accused of delaying the repairs of the breaks in order to keep the laborers in their employ in order to receive their votes at the election. Apparently Solomon, the current Assistant Superintendent, was opposed by the Whig candidate Mr. Stearns Fisher. He was accused of appointing incompetent and corrupt men to do the canal repairs. He was also accused of spending time on his farm instead of going up and down the canal checking for damage. Though areas needing repairs were reported to him, he did nothing and breaches requiring more labor occurred. His state boat workers were said to have been hoeing the boat captain's crops instead of making repairs. The canal was opened to navigation late. Farmers found other means of transporting their crops south and the canal lost tolls.

The editor of the *Observer*, Jim Shields, claimed that the General Superintendent, who was in charge of the land office, had hired John Wilt. Shields said that Wilt controlled the value of White Dog, canal scrip, which needed to be kept at par in order not to rob the laborers of what they had earned. He accused Wilt of depreciating its value so he could buy it up and then turn around and sell it at a profit to those purchasing canal lands when they went up for sale. John Wilt's rebuttal is something to read. He accuses Shields of being an Irish Jackass. Shields writes back claiming that Wilt agrees to all the charges by saying that his earlier conduct was accepted by the Commissioners. Shields is angry with Wilt for questioning his Irish Paternity. Shields then questions Wilt's background of a German father and an Irish mother. Shields says in his article of August 16, 1844, "the issue must strongly resemble a MULE, the most obstinate and despised animal in all creation."

In July 1844 the *Peru Observer* states: "The



You "Irish Jackass!"



You "Stubborn Mule!"

[Wabash & Erie] canal has now been inoperative for nearly a month, and we hesitate not to say, that nine out of ten of the present breakages, were occasioned by the negligence, we might add, willful negligence, of the Superintendents. Many of the worst breaks, which will cost hundreds of dollars to repair, might have been prevented with two hours labor, had they been attended to in season, The water has been eating away the banks for weeks. And the Assistant Superintendent, who has charge of this part of the canal [Solomon Holman], has been informed of the fact; but it would have looked too much like performance of duty had he attended seasonably to it."

The *Peru Observer* of July 20, 1844 says: "We ask Mr. Superintendent Holman, if he would not be performing his duty just as well, to put the canal in operation promptly, and if he must have these men retained to vote against Mr. Fisher, and other Whig candidates along the canal, why, let him hire them, and pay them out of his own pocket, and not tax the people with the expense of the fraud, which he thus seeks to perpetuate upon them. We call upon the honest men of all parties, to look well to this matter, and see that this infamous project of a corrupt public officer be not consummated. Freemen of Indiana! Will you suffer the purity and sacredness of the ballot-boxes to be thus desecrated? Are you prepared to surrender those rights, which God and the laws of your country have guaranteed exclusively to you, into the hands of a body of men, gathered together from the four quarters of the earth, and bribed with your own money, by a faithless and contemptible locofoco stpendiary; to trample upon those rights and paralyze [sic] your political action. Whigs!-Locofocos!-this is a question about party--it strikes at the root of Liberty itself. It is your business -- look to it well!"

Locofoco was a derisive name given to a radical faction of the Democratic Party, which supported Andrew Jackson's war against the national bank and wanted the attack extended to state banks and paper money as anti-democratic and a form of monopoly. By 1840 the term was applied to the entire Democratic Party by its Whig opponents.

Another article accused Solomon of being incompetent because he had never seen a canal boat and as a result had not constructed the canal for navigation. It accused him of not attending to the breaks in the canal saying, "This officer, who receives a yearly salary from the State, and whose duty requires that he should spend his whole time upon the canal, has not probably, visited the entire line which he has under his charge twice this season. He occupies a little farm near this town, and the people are taxed to pay him an enormous salary for superintending that while the public works go unprotected. He has hardly been off from his farm this season, except to do up a little dirty Locofoco electioneering, which no gentleman of this party would stoop to. The workmen upon the State-boats, which he employs, and to whom he pays away the people's money at his discretion, posses much of his own propensity, and they spend most of their time in hunting and fishing. We are credibly informed that since the present breaks upon the canal have occurred, the whole crew upon one of the State-boats near this place, have been taken from the public service, and employed several days in hoeing corn, chopping, and &c. for the captain of the boat, drawing their pay all the time... The canal land office was accused of selling 'White dog' scrip as stock to finance the canal, depreciating the value of the scrip and using it to pay the laborers on the canal. Apparently the Whigs won statewide election and Solomon Holman changed his party."

The *Peru Observer* of October 12, 1844 carried the following article: RATS LEAVING THE SHIP. Solomon Holman, one of the Superintendents upon the canal, heretofore a most uncompromising Locofoco, and who rendered most efficient aid to that party at the August election by way of pipe laying, &c. has repudiated his former principles, renounced his party, and comes out decidedly for the Whig cause. We cannot say how far the prospect of a change in the administration of the canal, may have operated to produce this sudden shift of position; but however little we may respect the motives of the man, we shall be glad at all times to have his vote."

Solomon was a prominent citizen of Miami County and a leading member of the Masons. He died on August 15, 1852. He was only 39 years old. His funeral was one of

THE HOOSIER PACKET - SEPTEMBER 2014

Solomon Holman's Family						
Name	Birth	Place	Death	Place	Marriage	Place
Joseph Holman*	10-01-1788	Woodford Co. KY	1872	Peru Miami Co. IN	11-22-1810	
m. Lydia Overman** (12 children, 2 died in infancy)	6-13-1792		1854	" " " "	11-22-1810	
<u>Mary (Polly) Holman</u>	1812		1880	" " " "		
m. Chauncey Carter						
Solomon Holman	9-06-1813	Wayne Co. IN	8-16-1852	" " " "	Reyburn	2-02-1836 Miami Co. IN
m. Mary E. Forgy ***	1816		1889	" " " "		2-02-1836 Miami Co. IN
Sarah Margaret Holman	1838		1916	" " " "		1-17-1860 Miami Co. IN
m. Ner. Black						1-17-1860 Miami Co. IN
Nellie Alice Black	1861					
Charles Edward Black	1863		1898			
Milton W. Black	1867					
Fred G. Black	1868					
Lewis Phillip Holman	5-24-1841		1902	" " " "		
m. Emily Blake						
Roxalla Holman	1867		1929	" " " "		2-20-1866
Lou Emma Holman				" " " "		
Lydia J. Holman	1843			" " " "		
m. John Melcher						
Solomon A. Melcher						
Arthur E. Melcher						
William Melcher						
Emma Melcher						
Lottie Melcher						
Jessie Melcher						
William W. Holman	1844			" " " "		
m. Lydia McMillen (5 children)						
Ralph W. Holman	1880					
Ethel L. Holman	1886					
Solomon E. Holman	1887					
Margueritte Holman	1890					
Emma Louise Holman	1847		7-19-1873	" " " "		10-28-1869 Peru, Miami Co. IN
m. Samuel Valentine	1846					
Charles Valentine	1871					
Joseph Solomon Holman	1849		1889	" " " "		
m. Melissa Wallick	1849		1899	" " " "		
Jessie Holman	1870					
Omer Holman	1872					
George Edgar Holman	1851		1853			
<u>Martha Meek (Patsy) Holman</u>	1814		1861	" " " "		
m. Isaac Marquiss (8 children)						
Jacob Isaac Marquiss						
<u>Rachel Holman</u>	1816		1827	" " " "		
<u>Elizabeth Rebecca Holman</u>	1818		1865			
m1. Robert James						
m2. ? Fisher						
m3. Isaac Marquiss						
<u>William Jennings Holman</u>	1819		1904	" " " "		
m1. Rebecca Burk (4 children)						
m2. Martha Butler (6 children)						
m3. Kate White (4 children)						
<u>Sarah Holman</u>	1823		1896			
m. Henry James						* son of George Holman
<u>Rachel Jane Holman</u>	1828		1901			** daughter of Ephriam Overman
m. Richard Rue (13 children)						*** daughter of Stewart & Margaret Forgy OH

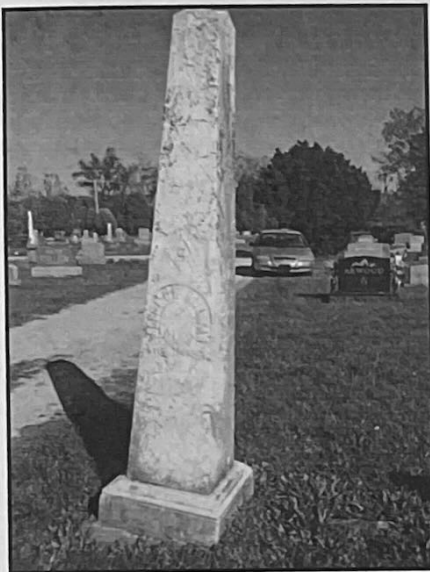
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Solomon Holman's Family (continued)

Name	Birth	Place	Death	Place	Marriage	Place
Margaretta Lucinda Holman	1830		1901	" "	" "	
m. Samuel Conner (5 children) Truman Conner	1822					
Joseph George Ephram Holman	1833		1892	" "	" "	
m. Catharine Morley (6 children)						

the largest Masonic pageants ever witnessed in Peru. He was laid to rest in Reyburn Cemetery, Peru, Miami county, Indiana.

Solomon's wife, Mary, passed away on April 5, 1889. She was seventy-four years old. She also was buried in Reyburn Cemetery in Peru.



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Solomon Holman 1813 1852
Mary Forgy 1816 1889
Reyburn Cemetery
Peru Miami Indiana
Photo Pamela Greenwood

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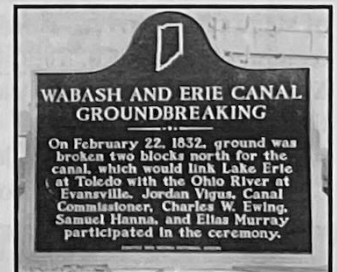
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*Along The
Heritage Trail*

CALEB M. RICHARDS

AND HIS WABASH & ERIE CANAL CONNECTIONS

By Charles Davis

Since the last time I wrote about Mr. Richards, 2003, I have acquired new and additional information pertinent to this character. His story will be retold with additions to get "the rest of the story."

Caleb M. Richards was born November 11, 1819 near Blountsville, Sullivan county in east Tennessee to Richard and Jane (Root) Richards. Richard Richards was a veteran of the War of 1812. He moved with his wife and family of seven children to southern Illinois in 1833. The three week long trip was made overland in a wagon passing through the celebrated "Crabb Orchard" in Kentucky, made dangerous to travelers on account of desperadoes who inhabited the place. Mr. Richards crossed the Ohio River at Louisville; which was then a growing town. He settled on Elson's prairie, near Lawrenceville, Illinois. After his death in 1834, his daughter Sara moved to Rockville, Parke county, Indiana with James King Richards, her brother, and his family in January 1844. Her other brother Caleb, the subject of this sketch, went to Montezuma, Indiana. Caleb by trade was a drayman, a wagon hauler carrying heaving articles.

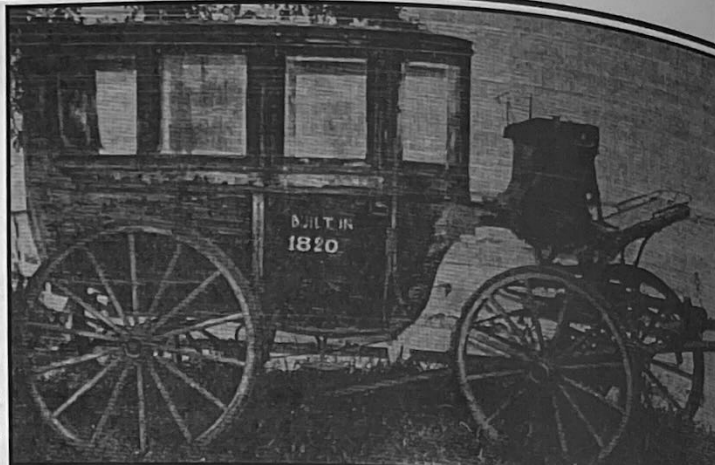
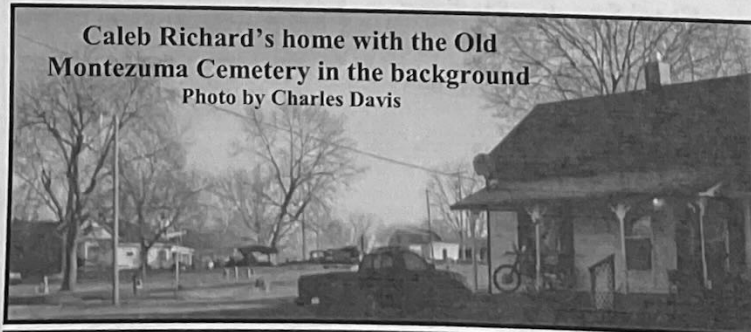
When the Wabash & Erie Canal opened up in Montezuma in 1848, James and Arvilla Jane (Slagle) Mushett were the first to arrive there on the canal boat, "Julia Dean." They first operated a grocery store in Armiesburg near Montezuma for several years and then moved to Montezuma where they lived until they passed away.

The *Montezuma Enterprise* of November 30, 1913 states that Caleb M. Richards was Montezuma's town constable in 1850. Around this time Caleb got into the business of stage coach driver. He eventually bought Lot #1 in Montezuma on August 6, 1856 that was located at the corner of Madison Street and the Strawberry Road. North and across the road from this lot is the Old Montezuma Cemetery where two of his infant children are buried.

In 1850 a stock company was organized in Parke

Caleb Richard's home with the Old Montezuma Cemetery in the background

Photo by Charles Davis

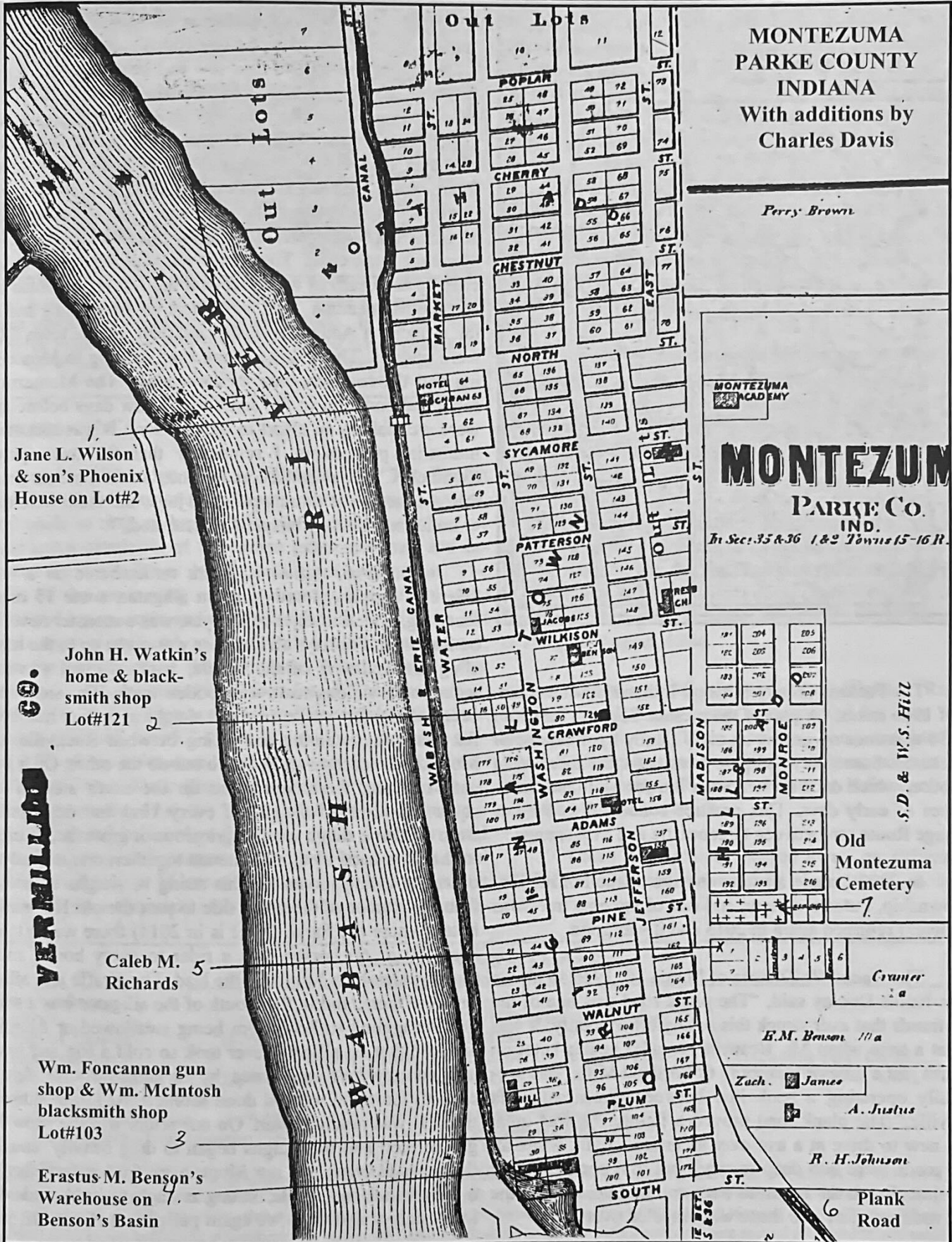


Caleb Richards may have driven this stagecoach or one like it that was found in a Rockville newspaper in the 1950s. It was owned by Bill Vance and purchased by Leroy Crow of Lyford.

county to construct a plank road from the Wabash River at Montezuma to the Putnam county line, 5 miles east of Bellmore, Indiana. Stock was principally taken by citizens of Rockville and Montezuma. The construction of the road required the removal of stumps and roots of trees. A grade was made by plowing the track and removing the ground to the center line of the road with hand shovels. Then a line of sawn streamers were placed on the grade. Oak planks two inches thick and 18 feet long were then placed crosswise and nailed to the streamers.

Several saw mills were set up along the route from Bellmore to Montezuma to supply the lumber. One of these mills was set up in my, Charles Davis', neighborhood at Glendale (Midway) by Rich Davis. It was from this saw mill that Davis cut the timbers for the Raccoon Creek Aqueduct for the Wabash & Erie Canal.

Toll gates were put up at various places along the plank road and all who used it were compelled to pay. The *Rockville Tribune* of January 11, 1916 states, "OLD PLANKED ROAD. Though plenty of jolts and bumps would be encountered, the road certainly was a vast improvement over the old mud road. The old stage driven by Caleb Richards made very much better time between Rockville, Montezuma and Terre Haute. A halfway house was established along the road, the terminus of the plank road, and was kept by a stage contractor named Beauchamp. This halfway house was situated in Putnam county not over a couple hundred yards east of the Portland Mills road on the Parke county line. Halfway houses were peculiar institutions of the old days. Railroads were almost unknown in the middle of the west at that time and most of the traveling was done by stage. While the halfway house on the old plank road is now only an ordinary dwelling."



Jane L. Wilson & son's Phoenix House on Lot#2

John H. Watkin's home & blacksmith shop Lot#121

Caleb M. Richards

Wm. Fancannon gun shop & Wm. McIntosh blacksmith shop Lot#103

Erastus M. Benson's Warehouse on Benson's Basin

MONTEZUMA PARKE COUNTY INDIANA With additions by Charles Davis

Perry Brown

MONTEZUMA ACADEMY

MONTEZUMA
Parke Co. IND.
In Sec. 35 & 36 1 & 2 Towns 15-16 R.

S.D. & W.S. HILL

Old Montezuma Cemetery

Crater

E.M. Benson 11a

Zach. James

A. Justus

R. H. Johnson

Plank Road



The *Rockville Republican* of May 2, 1900 gives one of the many stories of "The Big Sleigh Ride," saying "The biggest team that I ever saw was driven by Maj. Lucian Foote, in January, 1851," said Justice William Hanna. "I was living in Rockville then and Major Foote, recently returned from driving big teams across the plains to California, then clerking in a store at Rockville, drove the team. There was something like 30 teams of horses hitched to a big flat boat and behind that was hooked on something like 50 sleds and sleighs and last of all a big, fat man was riding in a cane back chair. The Major was called back to Rockville by the death of a relative and did not get to finish the drive to Montezuma. That was where we were going and all the farmers of Adams township and many of the town folks were with us. There was a plank road running to Montezuma and the roadway was slicker'n glass. The Montezuma folks had come up in the same way a few days before and were we making an effort to out-do them. It was sort of an industrial procession. I remember that the town potter (Samuel N. Baker) had a force of men on the flatboat going thru the motion of turning pots and jugs, and there were other trades and lines of business represented."

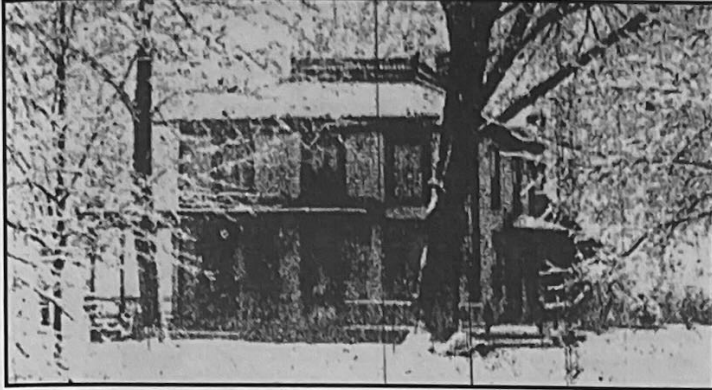
In 1916, Alfred K. Stark remembered as a boy, "Here in January, I saw built an alligator, some 15 or 20 feet long, which to my boyish eyes, was a monster never to be forgotten. For days all business was given up to the modeling and building of the reptile, with its great yawning mouth and vicious rows of wooden teeth. The snow had been falling for weeks, and the sleighing parties had been for some days coming and going between Rockville and Montezuma, each town trying to out-do the other. On a January morning there assembled on the north side of the square, a string of sleighs of every kind and description, from the large sleigh with its gorgeous or grotesque fittings, to the little hand sled, all fastened together, one behind the other, by a large rope. To this string of sleighs extending from the center of the north side to past the old Houghman hotel (where the Parke Hotel is in 2014) there was hitched some 50 or 60 horses with a rider to every horse, and a mule, ridden by a Negro, in the lead. The giraffe and alligator were there, and in the mouth of the alligator was a small boy, struggling to keep from being swallowed or frozen. I am sure that no alligator ever took so cold a trip and lived, and no boy half swallowed by an alligator ever felt so chilled, for when we had done Montezuma to our satisfaction, 'I' was nearly frozen. On our return trip the snow began to melt and the sleighs began to drag heavily, causing the ropes to break, but our Montezuma friends furnished us a long canal boat cable, strong enough to hold, and after many delays and trials we again pulled into Rockville, glad

The Putnam County History, Indiana Sesquicentennial of 1966 states, "A part of the present Glatwyn Farms of U.S. 36 was once owned by an early family by the name of Beauchamp. Some very old pine trees mark the location of the house, which once served as an Inn for Mail and State-Coaches of early days. This practice continued as long as the Stage Route ran between Greencastle and Montezuma."

In 2003 I made a trip to the site of the Inn in Clinton township, Putnam county, and one of the pine trees was still alive. I returned again in 2013 and it was gone.

The *Rockville Tribune* of March 10, 1926 an article by Dr. Rufus Dooley said, "The plank road was one of the great frauds that ever struck this or any other county. It was built at a time when Mr. Beauchamp, who kept a hotel on his farm just a mile or two south of Portland Mills, was successfully operating a hack line between Greencastle via Rockville." The plank road proved a failure. "It was great when new to drive at a trot over its entire length, while all other roads were hub deep in mud: but in a comparatively short time the planks began to warp and curl up, making the plank road a nuisance to those who traveled over it."

THE HOOSIER PACKET - SEPTEMBER 2014



This house was owned by Judge Ared F. White in January 1851 from which he witnessed the Big Sleigh Ride. It was the birthplace of Juliet V. Strauss in 1863. Juliet helped save Turkey Run. Isaac R. Strauss, Editor of the *Rockville Tribune*, ran this picture along with a story about his wife, Juliet, in his paper in 1918.

of our triumph.”

In 1891 Judge Ared F. White stated, “The Baptist church bell solemn-toned as it was taken down, mounted, and made to ring, as happy bells do, “across the snow.” A mile out a cavalcade of ladies and gentlemen met and escorted the Rockvillians into the village of Montezuma. The bells of the town rang out a welcome. The streets were thronged by an eager and excited multitude from town and while upon every hand, mingled with words of good cheer, was the assurance of the undaunted Montezumians that preparations were already on foot for still another return visit at which time they proposed to ‘snow under’ the county seat once and for all.” Judge White closes the story saying, “Tired and belated and somehow very thankful for that “January Thaw” Rockville went to bed. It was too late for Montezuma now. Had the snow lasted ten days longer it was stated and believed at the time, that a fine new canal boat, lying at winter quarters in the upper basin of the canal (Benson’s Basin) at Montezuma would have been taken out of the ice by a thousand enthusiastic men and put on mon-

ster sleds and Rockville given such an exhibition of ship railroading as had never been dreamed of in her philosophy. In that varying contest for victory in the field of winter sport, that January thaw was to Rockville what night [time] and Blucher were to Wellington on the field of Waterloo.” Now folks, doesn’t that sound like the “good ole days?”

From the description of the Plank Road, one can see what it was like for Caleb and his stage coach. His stops in Montezuma would have been at Benson’s Basin landing, the steamboat landing near the ferry of Whitford and Davis, and the “Phoenix House” hotel run by Jane L. Wilson until her death in 1863.

In 1863 Caleb Richards left Montezuma for Tuscola, Illinois. His home lot, the stage stop in Montezuma, was put up for auction by the county court by the Sheriff to pay his debts. At Tuscola Caleb went back to his trade as a drayman. Proof of this can be found in the Tuscola census of 1870.

Caleb M. Richards is listed as one of the charter members of the Independent Order of Odd Fellows, Lodge No. 316, which was put into working order on June 6, 1865. In 1884 he was the only surviving charter member according to the *History and Biographical Record for the County of Douglas* August, 1884.

Caleb and Mary’s son, Wm. Wallace Richards, worked as a harness maker, then owned his own harness shop by the age of 35 in Tuscola. Their daughter Helen Richards never married and became a dressmaker in Tuscola, Decatur county, Illinois and later at Indianapolis, Indiana, the place of her death.

Caleb M. Richards passed away on February 13, 1887. He was buried in the family plot in the Tuscola Cemetery.

Lambert Genealogy by Charles Davis

Name	Birth	Place	Death	Place	Marriage	Place
Tobias Lambert						
m. Mary ?	1-4-1765		8-26-1844	Rockville Cemetery, IN		
Mary M. Lambert	10-15-1887		3-15-1854			
Joseph Lambert	1805	Saxony Germany	9-18-2864	Old Rockville Cem. IN	11-29-1854	Parke Co. IN
m. Sarah Ann Richards	2-09-1824	Sullivan Co. TN	3-10-1901		11-29-1854	Parke Co. IN
Wayland Lambert	1856		3-03-1857			
Charles Edwin Lambert	1-28-1858		3-23-1934	Rockville, IN		
Mary Elizabeth (Molly) Lambert	1861		3-27-1929	Rockville, IN		

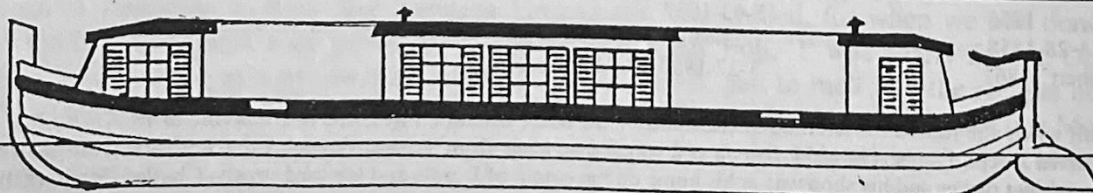
Sarah A. Richards was 12 years old when she joined the Methodist church at Vincennes, Indiana. She came to Rockville in 1844 with her brother Caleb M. Richards, then married Joseph Lambert in 1854. Joseph as a young man came from Saxony, Germany to Rockbridge, Virginia and then to Rockville in 1842. He was a cabinet maker and his shop was at his home on the corner of Beadle and Howard streets. Charles Edwin (Ed) Lambert was the last in this line of Lamberts. He tore down Sarah and Josephs home and built a new one there around 1900 which still stands.

THE HOOSIER PACKET - SEPTEMBER 2014

White Genealogy by Charles Davis

Name	Birth	Place	Death	Place	Marriage	Place
John White				IL		
m. Elizabeth Shedd						
Johnson Shedd White*	5-9-1815	Erie Co. OH	10-06-1878	Rockville IN	2-18-1838	Montezuma IN
m. Hannah Jones	1817		1868	Rockville Cem.	2-18-1838	Montezuma IN
<u>Charles Nathan White</u>	1-11-1839		2-1-7-1919	Rockville	6-08-1869	Montezuma IN
m. Victoria S. Land					6-08-1869	
Hester White						
Dodimead White						
Earl White						
Clara White						
Wm. J. White						
<u>Judge Ared Frasier White</u>	5-27-1843		1-14-1972	Rockville IN	1-29-1869	
m. Sarah C. Strouse	11-29-1852		1915	Rockville IN	1-29-1869	
Fannie White	1871		1961			
Nellie D. White	1872		1959			
Ruth White						
Jacob White	1877		4-14-1972	Rockville IN	10-18-1892	
m. Bertha C. Stark			10-31-1928		10-18-1892	
Helen White	1885					
m. Walter C. Mand						
<u>Martha E. White</u>	1847		1912	Rockville IN		
<u>William Johnson White</u>	7-29-1850		3-27-1925	Rockville IN	11-12-1874	
m. Martha J. Miller	1-31-1854		12-31-1906	Prairieton IN	11-12-1874	
Mable White						
Hubert White						
Robert J. White						
<u>Mary E. White</u>	1852		6-08-1937	Rockville IN	7-28-1875	Rockville IN
m. Clinton Murphy	3-14-1846	Pomery OH	11-10-1919	Rockville IN	7-28-1875	Rockville IN
Olive Murphy	1876		2-05-1877	Rockville IN		
Louise Murphy	1889		7-10-1891	Rockville IN		
Maurice	5-01-1892		9-11-1930	Crown Hill Cem. Indianapolis IN	7-15-1929	
m. Ruby Claypool Bradford	@1899		3-??-1981	no stones	7-15-1929	
Frank Caleb White	3-15-1855		11-23-1930		12-16-1886	Parke Co IN
m. Ella F. Coffin	1855		6-14-1922		12-16-1886	Parke Co IN
Madiline White		of Tomahawk WI				
m. William Mack		of Tomahawk WI				
Andrew White						
Nathan White						
Ared White	1819		1904			
Mary M. White	3-31-1824		7-08-1904	Tuscola IL Richard plot	3-12-1841	Laurence
m. Caleb M. Richards	11-11-1819	TN	2-13-1887	Tuscola IL Richard plot	3-12-1841	Laurence Co. IL

* John Shedd White moved his family to Vincennes, Indiana after his father died and worked there with his two brothers in a large factory. He married Hannah Jones in Montezuma in 1838 and moved to Rockville around 1844. He was a blacksmith and had a sawmill south of town.



BELLE OF THE WEST

Line boats transported both passengers & freight.

Drawing by Paul Baudendistel

THE HOOSIER PACKET - SEPTEMBER 2014

Richards Genealogy by Charles Davis

Name	Birth	Place	Death	Place	Marriage	Place
Richard Richards		Sullivan Co. TN	8-21-1834	Vet. War of 1812		
m. Jane Root		Hartford Co. MD	1840	McMinn TN		
Caleb M. Richards	11-11-1819	TN	2-13-1887	Tuscola IL	3-12-1841	Laurence Co. IL
m. Mary M. White	3-31-1824	Laurence Co. IL	7-08-1904	Tuscola IL	3-12-1841	Laurence Co. IL
Wm. Wallace Richards	10-22-1844		2-01-1918	Tuscola IL	6-27-1876	Tuscola IL
m. Emily Conner	7-??-1848				6-27-1876	Tuscola IL
Fred M. Richards	4-13-1877		4-18-1896	Tuscola IL		
Helen Richards	8-18-1847	Montezuma IN	11-23-1927	Tuscola IL		
Infant		Montezuma IN	1851	Old Montezuma Cem.		
Infant		Montezuma IN	10-23-1852	Old Montezuma Cem.		
Clara Richards	1862	Montezuma IN	8-10-1878	Tuscola IL		
<u>Sarah Ann Richards</u>	2-09-1824	Sullivan Co, TN	3-20-1901	Rockville Cem. IN	11-29-1854	Parke Co
m. Joseph Lambert	1805		9-18-1864	Rockville Cem.	11-29-1854	Parke Co
<u>James King Richards</u>	5-09-1828		1-19-1901	Marseline, Linn MO	7-15-1866	Salem IL
m. Martha Ann Osborn	2-10-1850		7-15-1893		7-15-1866	Salem IL
Ira Marcellus Richards	9-24-1873		9-04-1953	Mexico, Audrain, MO		

Caleb Richards was a constable in Montezuma in 1850. He was in the Draft Registration for the Civil War, Class 2, Congressional

District 7, July 1, 1863, but he didn't serve.

Mary M. White Richards was the sister of Johnson Shedd White.

Wm. Wallace Richards was a harness maker and died at Indianapolis, Indiana where he lived since 1898.

Emily Conner Richards was a school teacher.

Fred Richards died of rheumatic fever.

Helen Richards was a dressmaker and died at Carthage, IL while visiting relatives.

FROM TIMES PAST

Fort Wayne Times & People's Press

December 14, 1848

Wabash & Erie Canal Land Scrip. — Our readers are doubtless aware, that the Trustees of the Wabash & Erie Canal, have, by a recent enactment of the Board, refused to receive White Dog (Canal Scrip) in payment for Lands and Interest, for both of which they are made receivable by law. The reason alleged by the Board for this refusal, is that they have already redeemed the amount which appeared to be outstanding by the books of the proper officers, when the Canal passed into their hands under the Butler Bill.

We regret this decision of the Board, both on account of the inconvenience and loss to which it has already subjected many of our citizens; but more especially, because taken in connection with other acts of the Trustees, it is calculated to provoke a hostility to the Butler Bill which may, ere long, lead to results deeply to be regretted by every one who feels an interest for the preservation of the faith and honor of the State.

We have given to this subject some reflection, and we can see no justification whatever of the course the Trustees have seen fit to adopt in regard to this Scrip. Admitting that they have already redeemed the amount outstanding "according to the books" when the Butler Bill became a

law, it does not follow that they are released from the obligations of redeeming the balance. Whether the officers of State have issued or re-issued this Scrip fraudulently, is a question about which the innocent holder has no concern. — By the law authorizing its issue the Scrip was made receivable for Canal Lands. Every dollar in the hands of innocent holders (and every holder is of this character unless it can be shown that he was a participant in the fraudulent issue) is a lien upon the lands. If the Agents of the bondholders have been deceived in regard to the amount of this lien, they must look to the State that deceived them, for redress. This is a question to be settled by the contracting parties — between the Trustees and the holders of the Scrip it can never be properly raised. The Trustees took the lands subject to all existing liens. They succeeded to all the rights and all the liabilities of the State. The State could not plead in bar of the redemption of any of this Scrip, that her agents had fraudulently issued a certain amount of it and that she had already redeemed the amount outstanding according to the books; neither can her successors, the Trustees.

This is so clear, that we can hardly attribute the action of the Board of Trustees upon this subject to anything else than a disposition, to shrink from their legal responsibilities and trample upon the rights of our citizens. But they greatly err, if they think they can do this with impunity. The conduct of their Clerk (to which it is believed

was prompted and in which he was certainly sustained by the Board) in refusing to allow interest, in certain cases on Scrip, last year, by which many holders were largely defrauded, has not been forgotten; — they need only to continue to refuse Scrip for Lands and Interest, to raise a storm of popular indignation that will not be allayed until the Butler Bill, is ranked among “the things that were.”

A large portion of the people of Indiana were opposed to the arrangement of our State Debt. There are not a few, who believed that this much lauded compromise, was conceived in sin and brought forth in iniquity,. — It is a well known fact, that many persons high in office, and in the confidence of the people, urged this measure upon the Legislature, with all the influence they could bring to bear upon that Hon, body, who but a few months before, while in possession of all the facts in the case, had been the strongest and most noisy opponents, of any arrangement, that should recognize the liability of the State, to redeem those Bonds for which no considerations had been received, and it is difficult to account for their sudden conversion, on any principles consistent with their personal honor. We are, ourself, pretty well satisfied that the passage of the Butler Bill was effected, by an under current of influences, which if brought to light, would cover both the Agents and the tools with eternal infamy. — But the arrangement has been effected and we are not disposed to disturb it, if it can be carried out in good faith on both sides. The Trustees will, however pardon us for suggesting that if there is manifested on their part a disposition to avoid proper responsibility and disregard the rights of the citizens, the new Bonds will soon be of less value than the old ones.

Fort Wayne Times & People's Press
December 14, 1848

Cattle and Hogs. — The Cincinnati Exchange Reporter, of the 1st Nov., has the following under its price current head:

CATTLE — Upon thorough inquiry, we find that here and in Covington, about 1400 head have been packed this fall for market. The supply this week is rather less than last, and prices are maintained. Extremes \$3a4.50. A sale of 19 head div. On 600 lbs at \$3a3.85. On Monday 120 do., embracing good and ord. At \$3.62½.

HOGS. — The great business of the winter has commenced — 850 head having been slaughtered for packing on last Thursday and Friday, and 700 yesterday About 5,000 head are arrived, and other lots are on the road now. We have only heard of a contract within the week, which was at \$3.25 per 100 lbs net. Other lots have been offered since at same rate, without sale operators being disposed to wait for a more full development of the influences which are to affect the market, the extent of the supply —

about which there is doubt — and less probability of scarcity; the condition of the Ohio; the state of money matters, &c. The preparations for slaughtering and packing are more extensive in Cincinnati and immediate vicinity, than ever before; but we do not look for so large a number of hogs here, given if they are in the country, as we had last season, as the facilities for cutting in the country towns are constantly increasing, and the facilities for transportation to our city, are also likely to be greater than last year, when the White Water Canal was not navigable.

A sale transpired yesterday, made on the evening previous, of 1300 Ky. Average wt. \$10 lbs. or over, to arrive Nov. 15th to 25th at \$25. This figure is claimed by both seller and buyer as the rate at which the other would operate.

Fort Wayne Times & People's Press
December 14, 1848

The Capacity of the West. — A writer in North American Review gives quite a glowing account of the capacity of the West. The sketch however, is by no means exaggeration. He says that of all the great products of the world, coffee is the only one which does not or may not grow there. — Take the people of Britain, Ireland, France, Holland, Germany, Italy, and Spain, and place the whole in the valley beyond the Alleghenies and it would continue to ask for “more.” Ohio alone, without staking a pit below the level of her valleys, could supply coal equal to the amount dig from the mines of England and Wales for twenty five hundred years; and Ohio is but a pigmy, in the way of bitumen, compared with western Pennsylvania and Virginia. Iron abounds from Tennessee to Lake Erie, and forms the very mountains of Missouri and Arkansas. Salt wells up from secret storehouses in every north-western State. Lead enough to shoot the human race extinct is raised from the great metallic dikes of Illinois and Wisconsin. Copper and silver beckon all trusting capitalists to the shores of Lake Superior. And mark the water courses, the chain of lakes, the immense plains graded for railroads by nature's own hand, the reservoirs of water waiting for canals to use them. Already the farmer, far in the interior woods of Ohio or Indiana may ship his produce at his own door to reach Boston, New York, Philadelphia, Baltimore or New Orleans, and every mile of its transit shall be by canal, steamboat and railcar.

Fort Wayne Times & People's Press
October 6, 1852

The Fountain (Ind.) circuit failed to find an indictment against Hon. E. A. Hannegan for the murder of Capt. Duncan, so that he is now clear from all legal proceedings.

So say the papers, and it is the result which we pre-

THE HOOSIER PACKET - SEPTEMBER 2014

dicted at the time of the "murder" — if it was murder that was perpetrated. No one ever supposed that Hannegan would suffer any penalty for the act.

We suppose, then, the law is settled in Indiana that, in a drunken carouse, a man may trip over a brother-in-law, with a Bowie knife, to go "clear from all legal proceedings," — provided he is a popular favorite.

Fort Wayne Times & People's Press
October 13, 1852

A vote was taken on the down packet last evening, but as the canvass resulted in a majority for Pierce, it will probably not appear in the *Blade* of this evening. Whigs who make a business of taking and publishing votes should be more careful in selecting their crowds. *Toledo Rep.*

That was probably, the same canvass in which a man voted for Pierce at the bow of the boat, where the count commenced; then slipped stealthily back to the stern and voted again; then stepped below, and voted again, when he was accused of his duplicity, and came near being thrown in to the canal.

Was it not so., Mr. *Republican?*

Fort Wayne Times & People's Press
October 13, 1852

1852 Transportation! 1852

JULIUS HULL,
CINCINNATI AND WABASH LINE,
First Class of Canal Boats

Are now ready to receive and Transport all descriptions of Goods and Merchandise to all points on the Wabash Canal, on the opening of Navigation.

Shippers are respectfully invited to all at our
FORWARDING AND COMMISSION WAREHOUSE,
North side of Canal, between Main and Sycaore Sts.
CINCINNATI Ohio.

Refer to Messrs. Hill & Orbison

" F. W. Taylor

Fort Wayne

" Compant Hubbell & Co.

Fort Wayne Times & People's Press
October 13, 1852

1852 (picture of canal boat) 1852

COMPARET, HUBBELL & CO.

FORWARDING

And

COMMISSION MERCHANTS.

Eastern Basin, Columbia Street, near the

Packet landing

FORT WAYNE, IND.

AGENTS for Western Transportation Co.

Clinton and Eckford Lines,
Franklin Glass Works,
Oswego Cotton Mills,
Fairbank's Scales, &c. &c.

And Dealers in Salt, Fish, Nails, Powder, Pine, Sash, &c.
CASH paid for GRAIN and liberal ADVANCES made
on consignments.

Fort Wayne Times & People's Press
October 13, 1852

DIED. On Sunday last, on the canal between Toledo and Defiance, of Cholera, MR. NEHEMIAH TOWER, aged 60 years.

Mr. Tower was a citizen of Lapeer county, Michigan. He was on his way to this city to visit his son, Mr. B. H. Tower, He was seized with cholera on Sunday morning while on board the Canal boat, and died in a few hours. He was buried in this city yesterday.

Fort Wayne Times & People's Press
October 27, 1852

Atlantic and Pacific Canal. We published a paragraph on Saturday announcing that Mr. Catherwood, the artist, had just left New York For Chagres, in connection with the London project of constructing a ship canal across the Isthmus of Darien. The New York Post furnishes the following particulars.

The route has the advantage of any others proposed, that it is shorter and is to be so constructed as the accommodate vessels of every dimension and tonnage. It is designed to communicate between San Miguel on the Pacific, and the nearest point on the opposite shore — a distance of about fifty miles; on which only thirty would require to be cut, the remaining 20 being navigable by a small river which empties into the Gulf of Darien.

It is proposed to make the canal thirty feet deep, and to construct it without locks, which the formation of the country and the peculiar tidal currents of the two opposite waters seem to make not only practicable but preferable.

It has been ascertained that the waters in the Caribbean Sea rise and fall 24 inches, while that of the Pacific rise and fall 24 feet. This curious ordination of nature, would give to the waters of a canal communicating between the two seas, a tide each way once a day, with 12 feet head — a sufficient motive force to deliver vessels from one side to the other in a single tide without any other propulsion, thus rendering the to path and locomotive power of all kinds superfluous whether for sail vessels or steamboats.

The deepest cut to be made in the whole distance is only one hundred and twenty-five feet, and the cost is estimated at £9,000,000. The prominent parties to the project in

THE HOOSIER PACKET - SEPTEMBER 2014

London are Messrs. Fox & Anderson, the Architects of the Crystal Palace. They had procured a survey to be made by Mr. Gisborne, an eminent engineer, from whose report we gather most of the foregoing particulars. Abbot Lawrence, our late Minister to England, also, is understood to have an interest in the enterprise.

From the character of the parties, and the encouraging tenor of Mr. Gisborne's report, there is reason to hope that a ship channel is destined finally to be opened between the Atlantic and Pacific oceans in New Grenada.

CELEBRATING THE I&M CANAL

Sunday August 24, 2014 is the 30th Anniversary of the Act that created the Illinois and Michigan Canal National Heritage Corridor, which President Ronald Reagan signed at the Conrad Hilton Hotel's Grand Ballroom in Chicago. Two celebrations are planned.

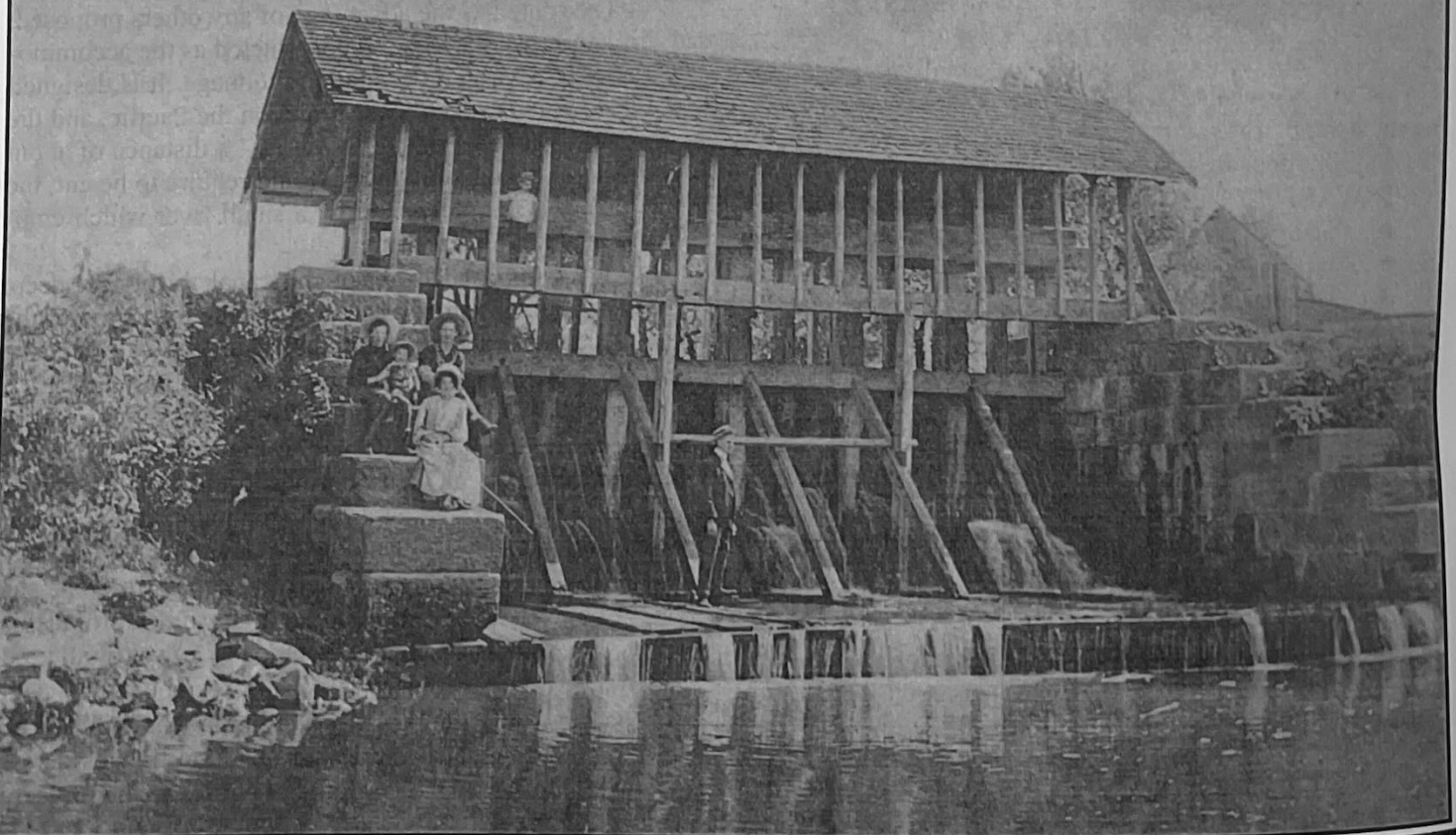
The Canal Corridor Association is holding a road trip through the corridor, discovering history and exploring nature by showing off some of the special places along the canal with mini tours at 15 stops on Saturday and Sunday.. Most of the stops are free with the exceptions of charges for lunch and dinner on Saturday and breakfast and lunch on

Sunday.

The Ottawa Canal Association will open the toll collector's house between Columbia and LaSalle Streets on Sunday between 11 a.m. and 6 p.m. with live music and docents in period dress telling stories about life on the canal, how it was built and its operation. Books will be signed by author/historian Rom Bluemer, who will relate canal stories. Books about the canal and its importance to the development of Chicago, Ottawa, Northern Illinois and the Midwest as a major economic engine will be sold by The Book Mouse. Proceeds from food sold by the Cheese Shop will be donated to the Ottawa Canal Association. The first 50 visitors will receive free ice cream from Triple J.

1908 postcard of Old Feeder at Buckeye Lake, near Newark, Ohio for the Ohio & Erie Canal Found by Neil Sowards

Old Feeder at Buckeye Lake, near Newark, Ohio.





Locks in old discarded Miami & Erie Canal at Tipp City, Ohio
Taken in 1924. Canal abandoned in 1913. From Neil Sowards

ST. HELENA II GETS A FACELIFT

The St. Helena II Canal Boat, a museum exhibit in St. Helena Heritage Park, has been closed since last summer for repairs. It got a facelift on June 13-14, 2014. Millers Pro Painting, located in Canal Fulton, volunteered to paint the exterior of the boat and the City of Canal Fulton provided the paint.

The St. Helena II was constructed from 1967 to 1970 through the hard work and efforts of many Stark County businesses, organizations and volunteers. Local enthusiasts and community volunteers donated hundreds of hours to build this replica of a Three-Cabin Freight boat. She was the first authentically built canal boat of her kind to ply the waters of the Ohio & Erie Canal since the end of the canal era. Operating from 1970 to 1988, thousands upon thousands of visitors enjoyed a leisurely ride along the historic canal. Her legacy has been carried on in the St. Helena III, which continues to provide education, relaxation and tourism to the Canal Fulton community.

After retirement, the St Helena II was saved from languishing in the canal by another group of enthusiasts. She was pulled from the canal, fixed up and currently sits as a museum exhibit. She will once again educate visitors and offer a glimpse into yester-year. Since her inception, she has served as an example of not only the accomplishments of our ancestors but also the resourcefulness, dedicated community spirit and pride of Stark County and Canal Fulton, Ohio.

CSI TOUR AFTER ERIE CRUISE

Following the 3-day cruise aboard the Emita II on the Erie Canal from Lockport to Baldwinsville, New York, many of the canawlers participated in a two-day post tour planned by Bob Sears, president of the Canadian Canal Society, editor of "Canals Canada," and CSI member from Toronto, Canada. On June 5, 2014 they toured Niagara Falls, Niagara Power Vista, and Old Fort Niagara with lunch at Water Street Landing overlooking the Niagara River. On June 6 they took a harbor and silo tour from the entrance of the Erie Canal at Buffalo along the Buffalo River, a docent guided tour of the Buffalo Historical Museum, and a docent led tour of Black Rock Lock with lunch at Pearl Street Grill.

The pictures on the following pages show Niagara Falls from the American side and statues for the underground railroad near Water Street Landing. The docent at the Niagara Power Vista, Cathy Schwandt, had energy and humor that was contagious. She told how energy was generated by harnessing the power of the Niagara River.

The visit to Old Fort Niagara and the impressive knowledge of our docent Toby about the French & Indian War, the War of 1812 and beyond enthralled many of our canawlers most of whom were visiting the fort for the first time. They were interested in the impact that Fort Niagara had on our French and American forts in Fort Wayne, Indiana. The women, in particular, were pleased to see the "castle." The rifle demonstration and men in period dress added to the tour.

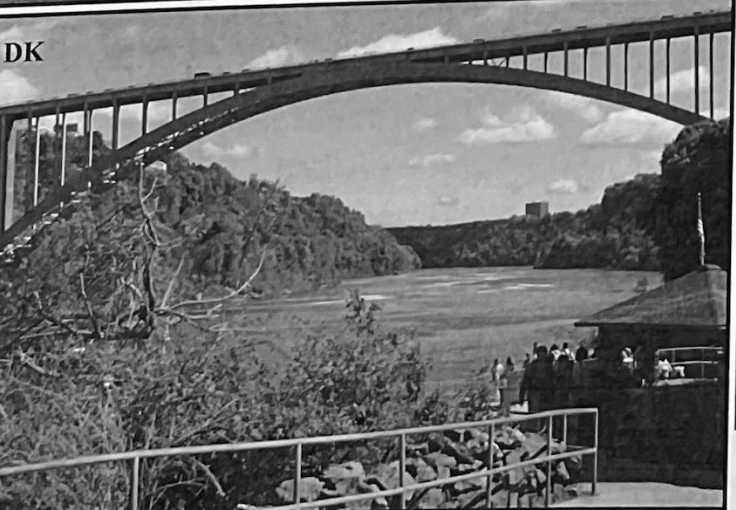
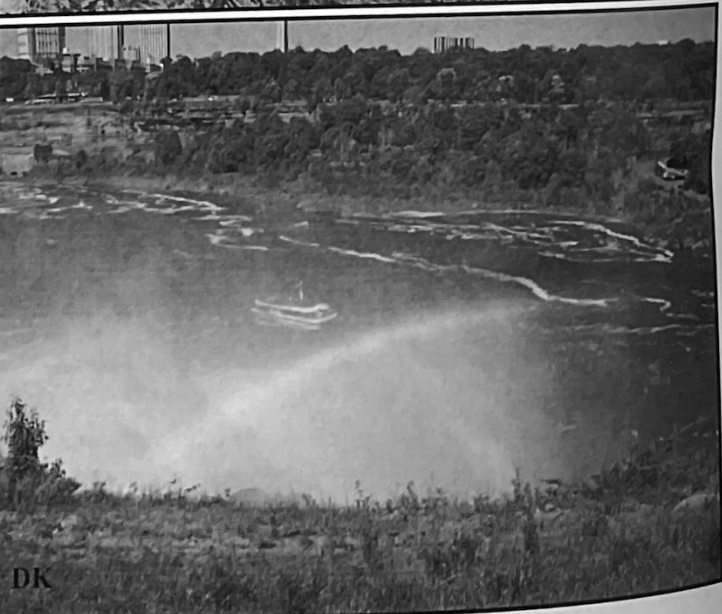
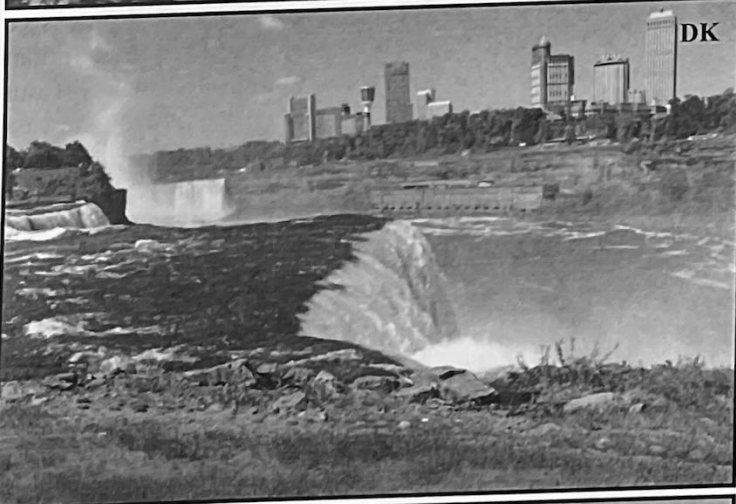
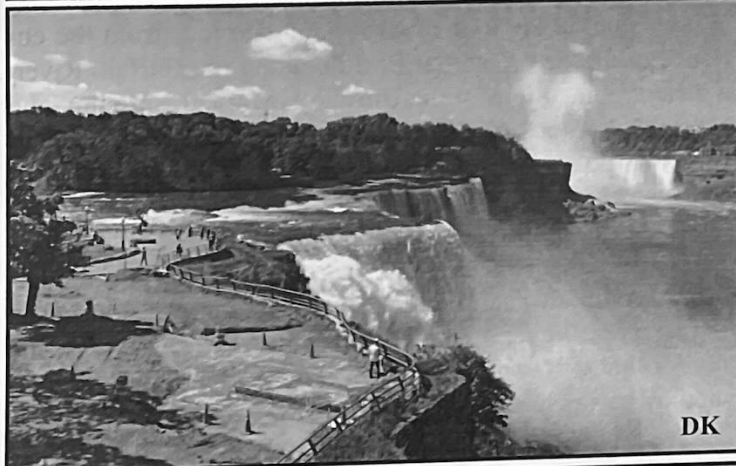
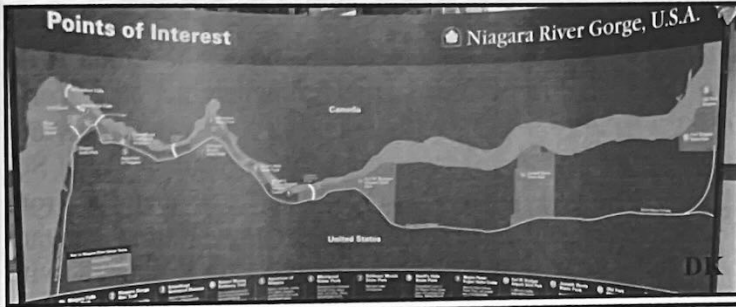
After cruising past a destroyer and submarine in the Buffalo harbor to the historical Perot grain elevators and malting plant, they stopped at the rusting silos for a private, docent-led tour. They were most impressed by the detail on the malting ovens' doors. The history and importance of the Erie Canal in relation to Buffalo was interesting.

At the Buffalo Historical Museum the docent pointed out the portraits of those concerned with the War of 1812 as well as other war exhibits, told about the burning of Buffalo, and showed them what life was like in early Buffalo and what products were manufactured in the area. In the archives they saw the planning maps for the original route of the Erie Canal.

Mike Ferrari explained how Black Rock Lock works as they watched several boats lock through. They walked across the lock gates and saw huge carp.

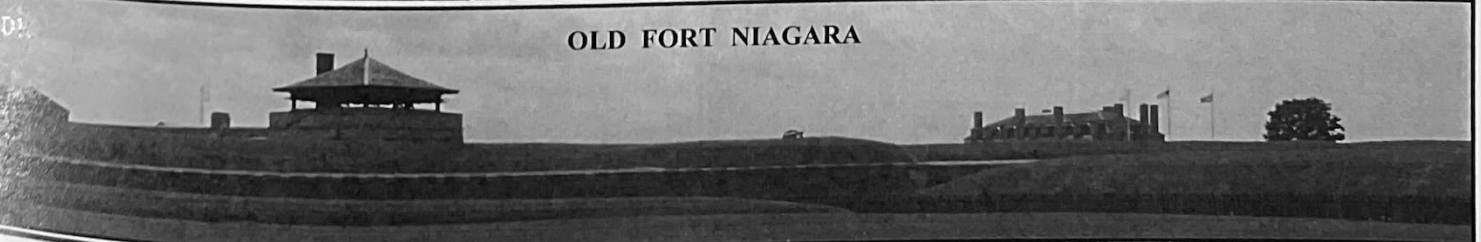
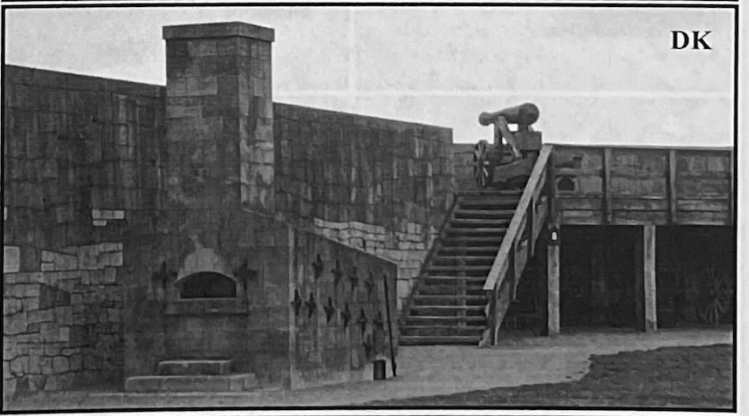
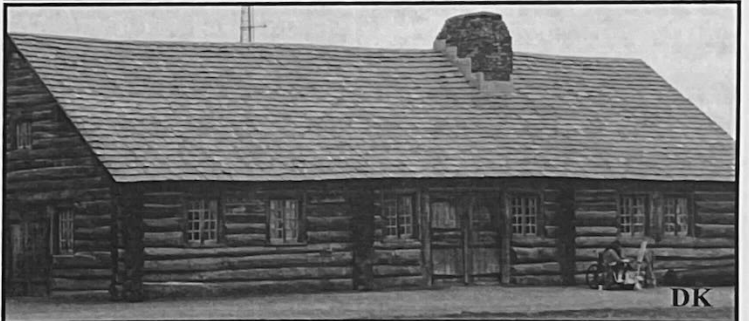
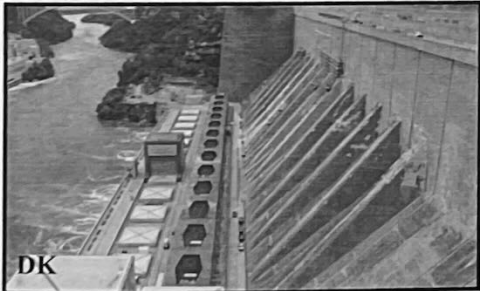
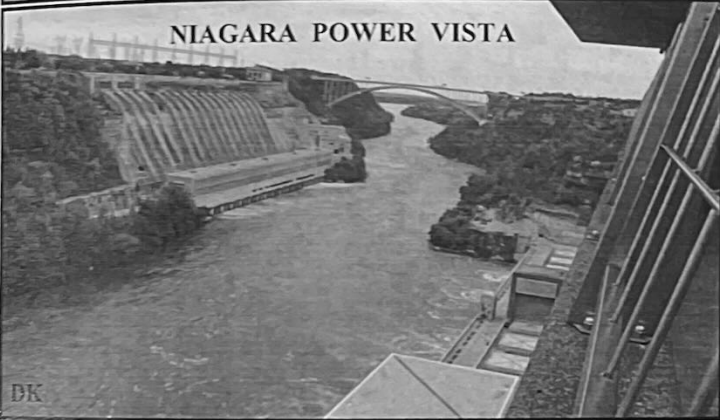
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Photos by: LG-Lowell Goar, DK-Dave Krieg, BS-Bob Schmidt



NIAGARA FALLS

THE HOOSIER PACKET - SEPTEMBER 2014



THE CASTLE AT OLD FORT NIAGARA DK



THE ERIE CANAL
 THIS SITE MARKS THE WEST
 END OF THE CANAL OPENED IN
 1825. IT CARRIED PRODUCTS
 AND PEOPLE BETWEEN LAKE
 ERIE AND THE HUDSON RIVER.

CANAL SOCIETY
 OF N.Y.S.

BS

BUFFALO HARBOR
 THE ERIE CANAL

This site marks the west end of the canal opened in 1825. It carried products and people between Lake Erie and the Hudson River.

TWO WATERFRONTS

The convergence of lake and canal made possible the transfer of goods and thus Buffalo's emergence as Queen City of the Lakes.



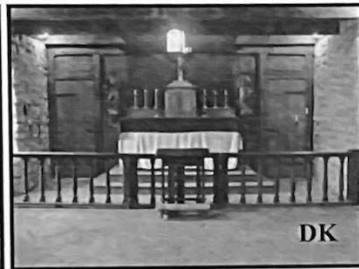
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LG

THE HOOSIER PACKET - SEPTEMBER 2014

On June 6, 2014, the second day of the CSI post tour, canawlers met where the Erie Canal joined the Buffalo Harbor. The site was beautifully redone with very informative signage. Wording from four of the interpretive signs follows:

HARBORING HOPES

There was fierce competition at Black Rock for the Canal's western terminus. Albany, the link to New York City, emerged as the perfect choice for the eastern end of the Canal. The western end was a far less obvious proposition. Three miles of dense forest separated the two leading contenders, Buffalo and Black Rock. With no natural harbor, shallow waters and a sand bar, Buffalo was not a logical choice. Somewhat sheltered from lake winds and benefiting from the natural rock formation after it was named, Black Rock already boasted more commerce than Buffalo. By inexpensively developing a safe and workable harbor, Buffalo could overtake its rival. In 1819, nine villagers formed the first local businessmen's association, the Buffalo Harbor Company. Pledging their personal resources to gain a state loan of \$12,000, they attempted to answer the challenge of the harbor. Under the leadership of Samuel Wilkeson, the village dammed Buffalo Creek to create a channel across a sandbar, opening a new mouth for the creek that connected with the harbor entrance. The Canal Commissioners finally declared Buffalo as the canal's terminus in 1821.

In 1825, Thaddeus Joy, with Charles Townsend and George Colt, created the Commercial Slip, the Canal's original western terminus, by excavating Little Buffalo Creek to connect the mainline canal with the harbor and Lake Erie.

The area was a center of commerce and banking for the 1830s to the 1880s, and remained the home of light manufacturing businesses as well as saloons, boarding houses and brothels for years afterwards.

The canal was rebuilt and rerouted in 1918. In the 1920s and 1930s both the slip and the canal were nearly filled in and the slip became the right-of-way for the Hamberg drain, South Buffalo's major sewer line.

WEDDING OF THE WATERS The Completion of the Erie Canal

It was at this spot on the morning of October 26, 1825, that Governor DeWitt Clinton officially opened the waterway that transformed America. More than eight years had passed since he broke ground on the canal, and after 363 miles, the engineering marvel was finally finished.

Clinton stepped onboard a packet boat, the *Seneca Chief*, which was bound for New York City on the symbolic first voyage along the canal. On board, two wooden kegs filled with Lake Erie water accompanied other symbolic Great Lakes cargo. Behind Clinton, a stately procession of canal boats followed in a celebratory parade.

As the procession passed across New York State, citizens from town to town showed their enthusiasm with parades, music, and cannon blasts. The canal opened trade from the Great Lakes to the Eastern Seaboard and Europe; with it came the promise of commerce and progress.

On November 4, the boats reached the end of the canal at Albany. From there, steamboats escorted the *Seneca Chief* down the Hudson River to the New York City Harbor. In a triumphant ceremony, Governor Clinton poured the Lake Erie water into the Atlantic wedding the Great Lakes to the ocean.

After a series of festivities, the *Seneca Chief* returned home to Buffalo on November 23. On board, an elaborately adorned keg marked "Peopple's Return to Pan" carried water from the Atlantic. In a less elaborate ceremony two days later, Judge Samuel Wilkeson poured the Atlantic ocean water into Buffalo's harbor, completing the Wedding of the Waters.

REBIRTH AND RENEWAL

In 1926, the Hamberg drain, a major sewer line draining South Buffalo was built; as a result, the Commercial Slip, the Erie Canal's original terminus, was filled in.

Today the Commercial Slip has been restored: the redesign incorporates pieces of history giving visitors an idea of its layout and function in the 1900s.

The Slip remained buried until spring 1999, when archeologists working on an Empire State Development (ESD) planned to revitalize the area uncovered a number of stones from the Slip walls. The discovery of the stones from the Slip, and further discoveries including the abutment of a railroad bridge over the Slip at Prime Street, foundations of buildings along Lloyd Street, and additional sections of the Slip wall, sparked a four-year public debate.

Preservationists, archeologists, community groups and environmentalists each had their opinions of what should be done.

After a series of rallies, conferences, studies and law suits, a new master plan, emphasizing Erie Canal history was agreed upon. In October 2000, on the Erie Canal's 175th anniversary, then Governor Pataki announced a plan to excavate and rewater the Commercial Slip. Construction of the new Slip walls on the original site using about 350 of the original stones, finally began in March 2006. The site, where you are now standing, opened to the public in the summer of 2008, memorializing the place where the canal that transformed America was officially opened.

PATH OF FREEDOM

The Underground Railroad was an informal organization of white and black abolitionists, enslaved African Americans, Native Americans, and members of various religious groups including Quakers, Methodists and Baptists. Buffalo, lying on the Canadian border, was a magnet for escaped slaves and free blacks alike. While thousands continued onward, others remained in Buffalo, seeking a living in the city's rough and tumble industries, particularly along the waterways.

Buffalo's black population, although proportionally small, grew into an influential, lively community, many of whom were committed to the abolitionist cause. Michigan Street Baptist Church was not only a legendary station on the Underground Railroad, it was also an important meeting place for 19th century abolitionists and reformers, and remained central to the city's African-American community for more than a century.

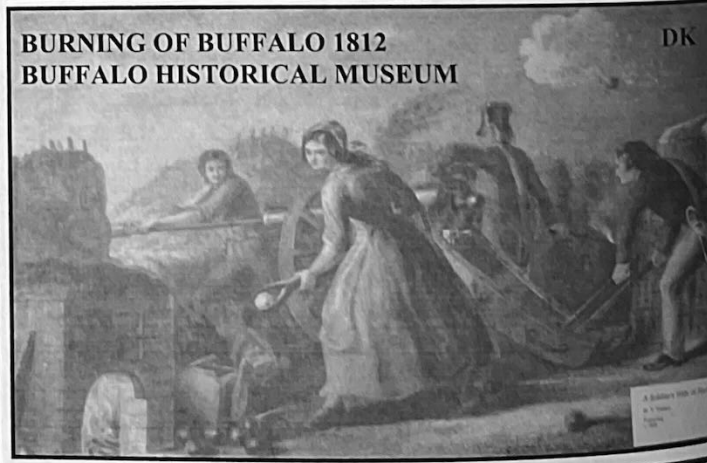
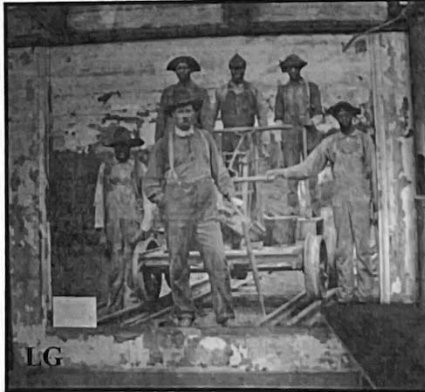
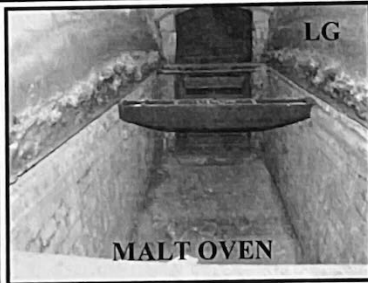
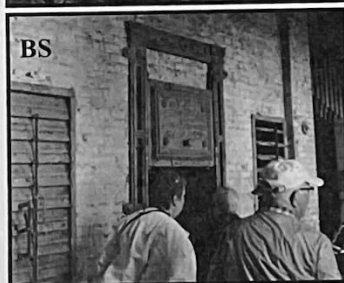
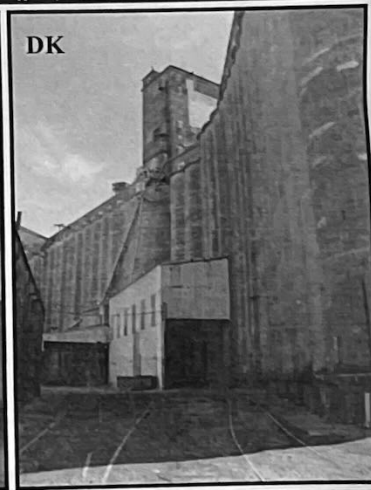
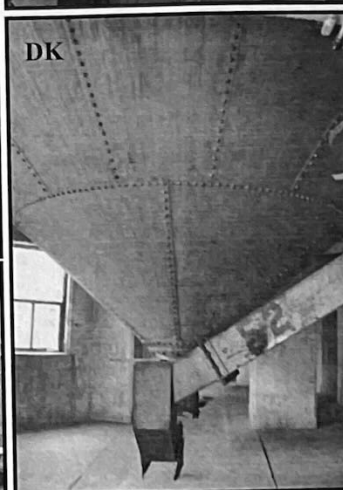
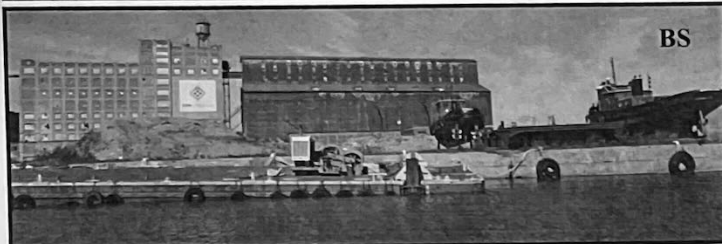
WILLIAM WELLS BROWN ANTI-SLAVERY ACTIVIST AND WRITER

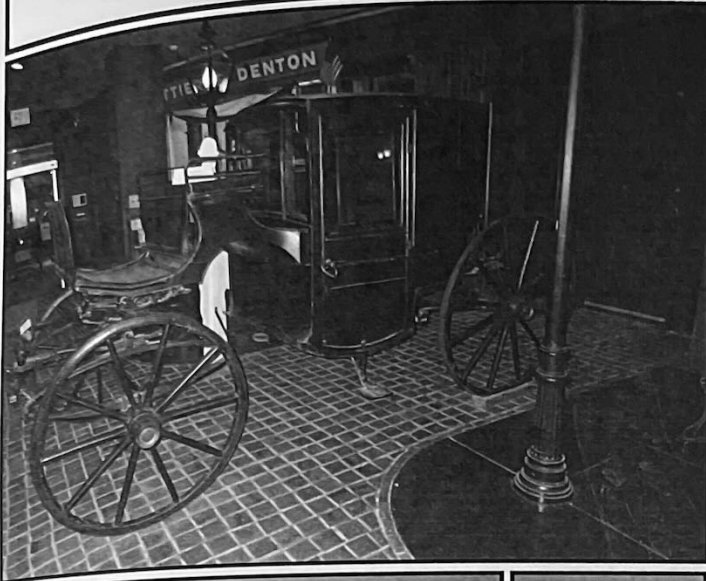
William Wells Brown, an escaped slave from Kentucky, earned his living as a cook on lake freighters in the early days of the Erie Canal. In 1836, he moved his family to Buffalo, and soon became involved with the city's African-American community. Always attentive to the anti-slavery movement, Brown soon discovered his oratory skills and began to lecture frequently. His prominence grew during an 1843 convention of anti-slavery activists that included Frederick Douglass, Charles Redmond, and William Lloyd Garrison. Brown proceeded to travel widely as a popular speaker, and eventually resettled in Boston.

Brown later penned a popular autobiography, and is widely considered to be the first African-American novelist, though *The Narrative of William W. Brown, a Fugitive Slave* (1842) was first published in Europe. He is also acknowledged as the first African-American playwright, having penned *The Experience* (1856) and *The Escape* (1858).

Attendees took a boat from the site down the Buffalo River to the silos. They passed the plant where they were making Cheerios before reaching the Perot elevators.

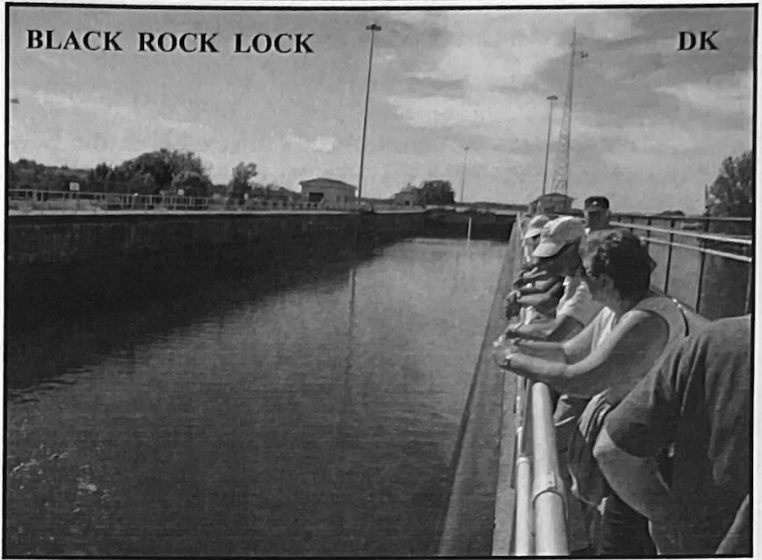
THE HOOSIER PACKET - SEPTEMBER 2014






BLACK ROCK LOCK

DK



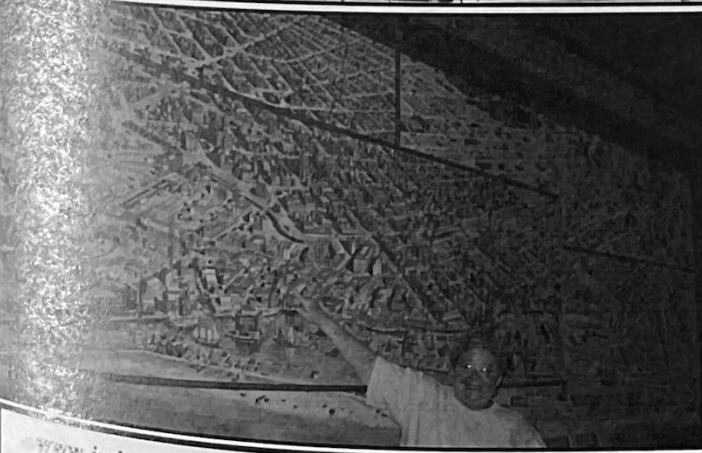
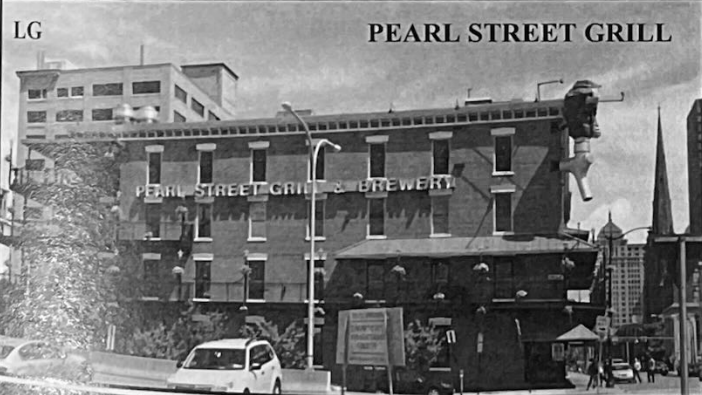
GENERAL JACOB BROWN DK

From Militia General to General-in-Chief



One of the most successful generals in the War of 1812, Brown's early life did not suggest a great military leader. Born to a Quaker family in Pennsylvania, he was a teacher and surveyor. In 1799, he founded Brownville, near Watertown. Brown was first commissioned a captain in the New York militia in 1807 and rose to Brigadier General by 1811.

Brown saw his first action along the St. Lawrence River. On October 4th, British forces and Canadian militia crossed the river to attack Ogdensburg, NY. Brown led the successful



After three days aboard the Emita II and these two days in the Niagara-Buffalo area, canawlers had truly learned the importance of the Erie Canal in the settlement of the United States. Although once a busy waterway, it was surpassed by the St. Lawrence Seaway and is now a quiet, recreational and commercial tourist boating canal. However, its future may see more local barge traffic.

SONGO LOCK REVISITED

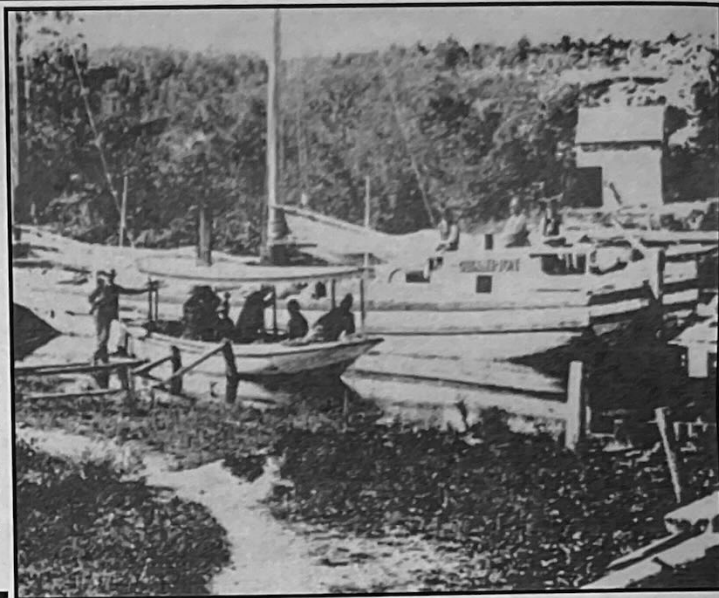
By Karl Black

We enjoyed Sue Simerman's article about the Songo Lock in the June 2014 issue of The Hoosier Packet. We were there a few years ago. The interesting manually operated swing bridge has only been there for about 60 years, before which that bridge was located further north at Naples, and there was a sliding bridge in place at Songo.

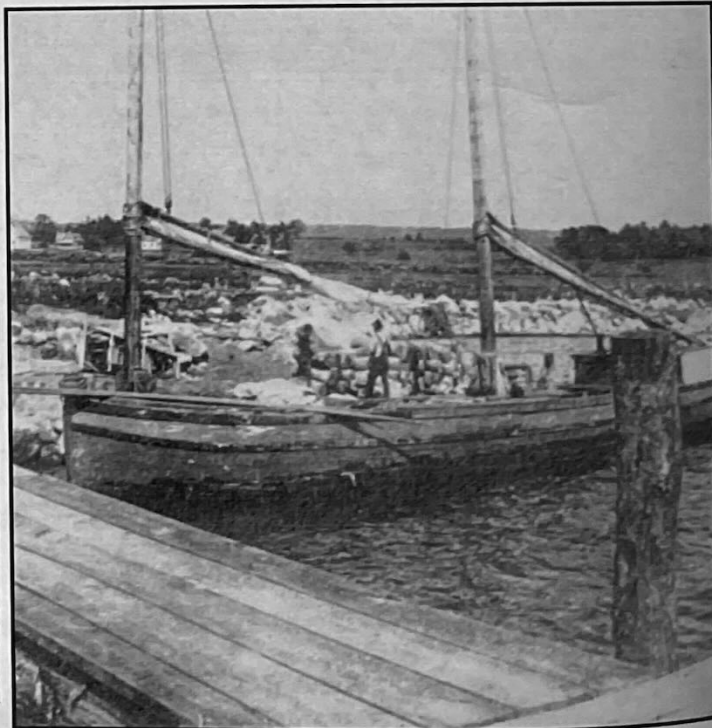
I've been able to find few details about that sliding bridge, but here are two postcard views of it. You can see it is a fairly simple structure. On the second card it is open, and you can see it was probably just pulled back manually to allow boats to pass, then pushed back across to allow wagon traffic to go over.



The Cumberland and Oxford was not a very long canal, but as in other places, very important in early history before trains replaced it. One of the best summaries of how it all worked is in this Portland Trails sign.



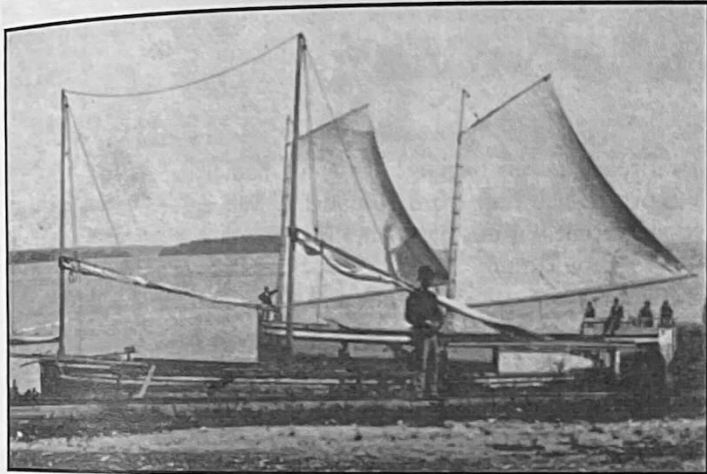
The lower Songo Lock gates have been closed and the canal boat *Champion* raised to the level of Brandy Pond and Long Lake. The upper gates are open; the boat will raise its sails to continue its journey. Details of the *Champion* are clearly visible: the large rudder, rudder post and tiller; the crew's small cabin; and wooden hoops on the masts, which held the sails.



The canal boat tied up to a wharf on the south shore of Sebago Lake shows two masts hinged at the deck so they could be lowered to clear bridges; two poles on the bow for maneuvering in shallow water; and a small cabin for the crew at the stern.

Years ago we did walk along the trail in the Fore River Sanctuary, where for a mile to two you can still see the canal prism. Other evidences are hard to find.

One of the interesting, perhaps unique, feature of the Songo was the boats, which in addition to being pulled by horses or poled by the crew, had masts with sails and centerboards, which could be lowered. When passing through the lakes, and possibly also in Portland harbor, the sails were used. Good pictures of the boats were on the kiosk sign.



When the boats left the canal, crewmen raised two masts and sails. This allowed the narrow boats to move quickly across Sebago and Long Lakes.

Of all the locks, from Portland harbor up through the Songo Lock, the Songo Lock is the only lock now remaining. I understand there may be stonework from some locks visible, but many of the locks and a lot of the canal was submerged when dams were raised later to provide for power.

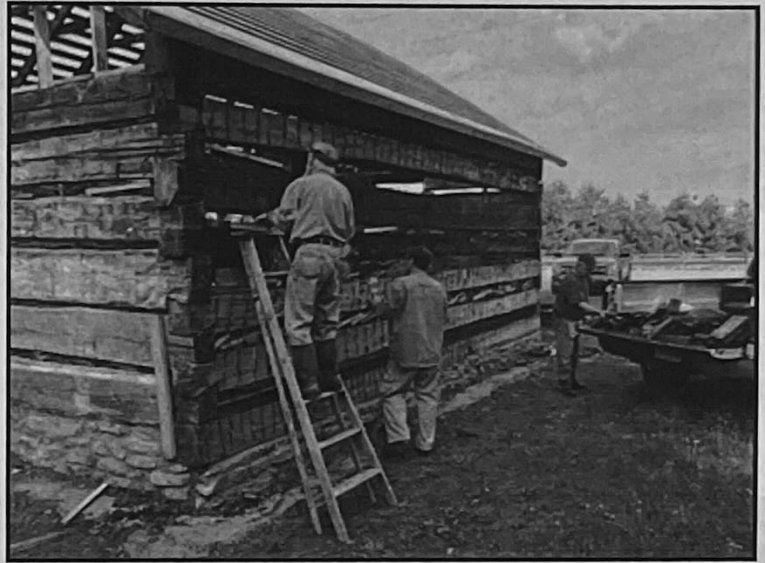
NEWS FROM DELPHI



PROJECT: LOOM HOUSE

By Dan McCain

Our Monday-Wednesday-Friday volunteers tackle projects like this throughout the year. The Loom House project began last year with the discovery of this 1850s log house in the Burrows area in northeast Carroll County. Our volunteer crew disassembled it piece by piece and are now re-erecting it in Canal Park's Pioneer Village.



Busy as bees, the crew places cedar shingles on the roof and chinks the space between logs. Next will be the placing of "gob" (mortar) to complete the weatherizing before it can be used as the Loom House.

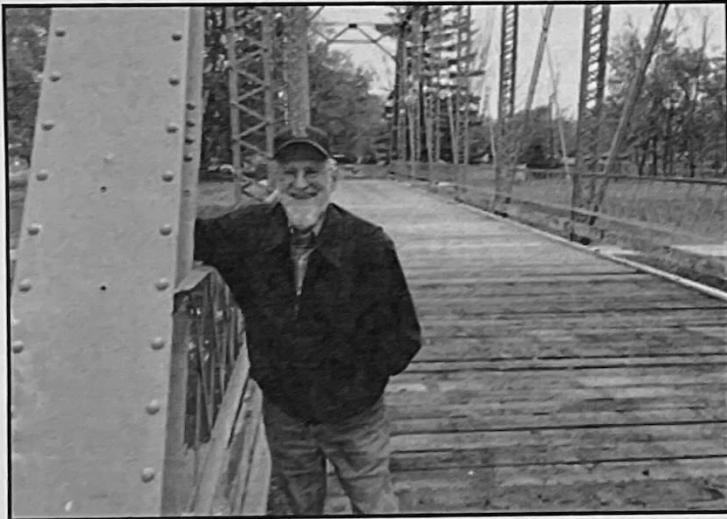


Inside the Gray Barn on a rainy day the crew makes a door for the entry to the Loom House. These planks were "scabs" cut off the tulip poplar Canal Lock timbers from the 1830s. They had been in the ground for over a century and a half east of Fort Wayne. Our volunteer sawyer cut down the massive timbers to fit the spaces where we needed replacement logs.



PROJECT: GRAY BRIDGE

The canal boat now passes under the most recent addition to the waterway – the Gray Bridge. John Polles from Lafayette is at the tiller and operates this beautiful replica. The bridge connects parkland and ultimately joins the new Gateway Trail to downtown (under construction by the City of Delphi).



The bridge historian that brought this span to the attention of the Canal Association for restoration and placement is Jim Cooper. He lives in Greencastle (Putnam County) near where the span had set over Big Walnut Creek for almost a century. Jim has a knowledge of historic bridges all over Indiana and has been a tremendous asset to our flair for iron bridges.

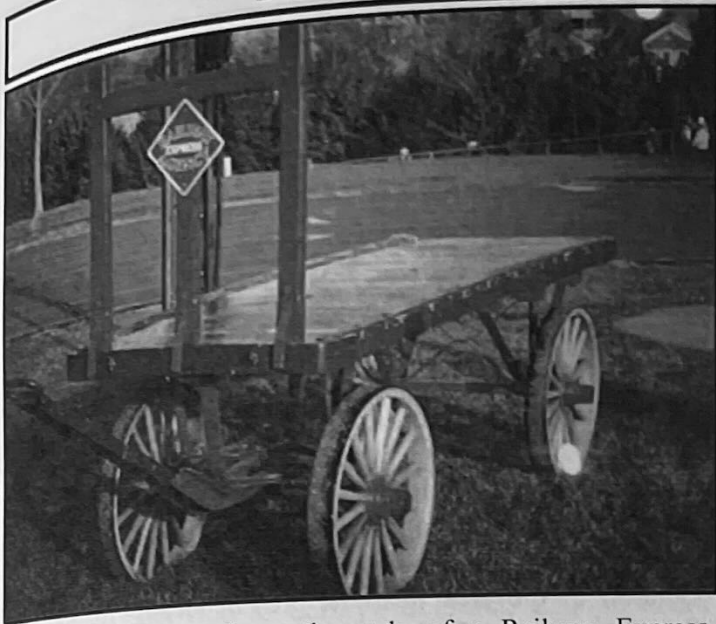
Another great friend and dedicated former M-W-F volunteer, until he moved to Chicago to be with his extended family, is Ron Dust. His specialty was mechanical engineering and his career involved paint applications. We put him to good use with his skills for two historic bridges. He and his wife Maxine were recently in town.



PROJECT: BAGGAGE CARTS

One rainy spring day the crew dug out the gear for several railroad station baggage carts we had been given by Shirley Willard, a historian from Rochester. We agreed to restore two carts from the various parts and then give one completed cart back to the Fulton County Historical Society and keep one here for our next big project – the restoration of the Leiters Ford RR depot.





This picture shows the style of a Railway Express Cart. It has a green bed, red uprights and undercarriage, and yellow spokes. We had parts enough to restore two carts. Does anyone remember seeing one of these sitting at the railroad depot in your hometown?

WESTERVELT HALL

Following the article entitled "E-bay Letter Mentions Canal Travel" in the March 2014 issue of *The Hoosier Packet*, Cynthia Powers, CSI treasurer, sent the following picture of her standing before Oberlin College's New Union Center for the Arts that was originally Westervelt Hall named for Rev. William A. Westervelt, who had described his canal travel in the letter. When she attended the college in the 50s the hall was used for English, language, etc. classes and then was supposedly condemned. Now it's all spruced up and they even added a new steeple. Cynthia says, "You can Google 'Westervelt Hall at Oberlin' and read all about its checkered history."



HONOR FLIGHT

To the editor:

Thank you for the story about Jerry's [Mattheis] Veterans Honor Flight in the July *Hoosier Packet*. We should add Steve and Sue Simerman to the list of those who sent mail for the return flight mail call, making a total of seven from canal folks. Jerry received over 30 notes in his packet, most from family and friends. But five of those were in pencil on ruled paper from students who are home schooled. The most meaningful note was from a parent of an 8th grade student.

Kyong writes: "I was born and raised in S. Korea. We, in high school, used to learn marching and first aid to prepare us in case of N. Korean attack. I was often scared of the thought of war.

"But you actually fought in the war! That was very brave. I appreciate your willingness to risk your life and to spend precious few years of your youth in the war.

"I will remember your heroic deed and sacrifice. I will teach my children not to forget what you did for us and your family's support. Thank You! Gratefully, Kyong"

Jerry served in the US Naval Air Force during the Korean War, but he was not in Korea. His first two years were at the naval flight test center at Patuxent River, MD. His second two years were served with 3,000 other sailors aboard the aircraft carrier, USS Randolph, CVA-15, which was assigned to the Mediterranean. His duty on the flight deck was most hazardous, and we are so thankful he returned home in one piece in 1954!

Jerry's brother Bill was seriously wounded by flack in his tail gunner's position on a B-24 over Italy in 1944 on his 9th mission. Bill recovered, but he did not have the opportunity to participate in an Honor Flight. However, he and his wife did visit the World War II memorial in Washington, DC. Bill's story is one of those in a new book of Wayne County Veterans of WW II. The Wayne County Museum in Richmond opens an exhibit on June 21 to be there during the coming year.

Honor Flights were begun for World War II veterans and are now accepting Korean and Vietnam vets with health problems. A reception for all who have ever gone on the Dayton flights will be held in November.

Phyllis Mattheis, Cambridge City

PANAMA CANAL CENTENNIAL CELEBRATION

Don Haack, CSI director from Fort Wayne, Indiana sent information about the Panama Canal Centennial Celebration to be held August 15-17, 2014 on the University of

Florida's campus in Gainesville. Scheduled highlights were the Chamber Orchestra Performance at Summerfest 2014, Panama Canal Zone Day at the Florida Museum of Natural History, a Centennial Celebration Banquet, multiple exhibits across the campus displaying select items from the Smathers Libraries including the Panama Canal Museum Collection and an exhibit at the Harn Museum of Art with a gallery presentation on molasses by author Edith Crouch. A special commemorative book, *100 Years of the Panama Canal*, can be viewed at: <http://bit.ly/PanCanalCentennial>.

ERIE LOCK 25

In June 2014 Ed and Cynthia Powers took a trip to Vermont, New Hampshire and Ontario, Canada with a stop in New York at the Montezuma National Wildlife Reserve that they had passed through years ago, on an earlier "Emita II" cruise on the Erie Canal. While exploring they came upon Lock 25, with a boat called the "Canandaigua," from Midwest Navigation Co., just going into it. Although they didn't see anybody from Indiana, the bright blue and yellow paint brought back memories of their 8 m.p.h. trip with CSI. Photos by Ed and Cynthia Powers taken June 12, 2014



Being "birders" the Powers were thrilled to see a Bicknell's Thrush on Mt. Washington. Other wildlife was seen along the way.

CANAL SIGNAGE SEEN BY COVINGTON COUNCIL

News articles in the Danville, Illinois and Fountain County, Indiana newspapers sent to CSI headquarters by Ann Bodine of Covington, Indiana said that the Covington City Council viewed a pair of signs about Lock No. 36 of the Wabash & Erie Canal that aimed at preserving a piece of the city's early history for present and future generations. One sign is a name marker, "Wabash & Erie Canal Lock No.36 Covington," and the other is an interpretive plaque featuring diagrams and descriptive text about the lock and the canal. Carol Freese and Terry Bodine, representing the Canal Society of Indiana, presented the signs, and asked for and received permission from the city to install them at the location of the lock near the present location of the Five Crossings County Park.

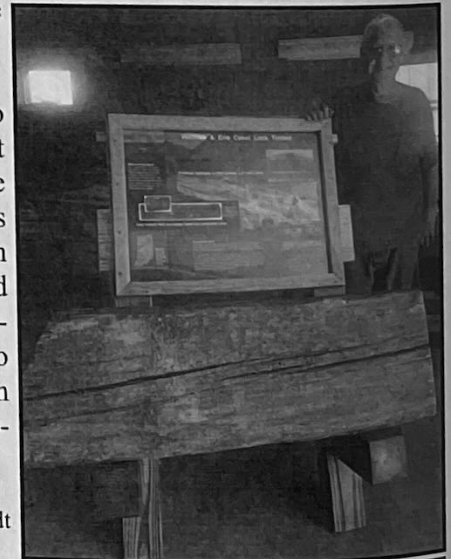
The Covington Lock was unique in that it had a 10-foot lift to overcome the change in elevation. The Wabash & Erie Canal began in 1827 and was abandoned in 1874. It was very important to the development of Covington.

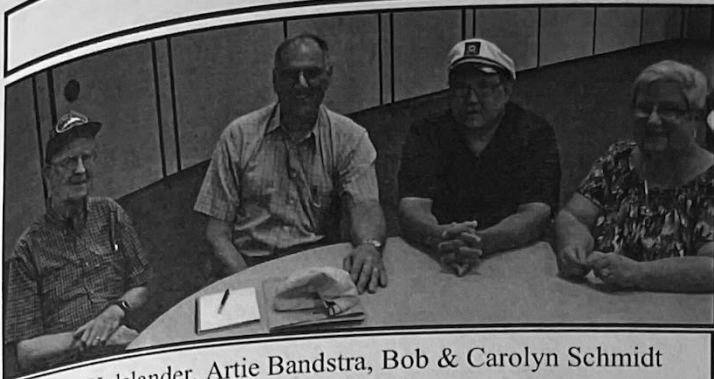
The Canal Society of Indiana paid for two-thirds of the signs and the Covington Business Association is paying for the balance. The city agreed to help install the support posts. They signs should be up by the end of summer.

Terry Bodine, CSI director from Covington, had a similar plaque created at his own expense by Terry Lacy, who designed the other plaque. He has built a frame for the plaque and a stand that holds it and a portion of a timber from the Gronauer Lock unearthed in New Haven, Indiana. The plaque explains that the timber was from the foundation of the Gronauer Lock, gives its size and original dimensions, and tells of the lock's role in the canal.

Terry plans to display this exhibit at the Illiana Antique Power Association's Power Exhibition on July 18-20, 2014 and elsewhere. CSI is furnishing brochures to give to attendees in hopes of gaining memberships.

Photo by Bob Schmidt





Gerald Hulslander, Arnie Bandstra, Bob & Carolyn Schmidt
Photo by Dan McCain

WATERING OTTAWA'S CANAL

On June 20, 2014 Gerald Hulslander, CSI member from Marseilles, IL; Arnie Bandstra, Ottawa Canal Association (OCA); and Bob & Carolyn Schmidt, CSI president and editor were hosted by Dan McCain, president of Carroll County Wabash & Erie Canal, Inc. at the Canal Interpretive Center in Delphi, Indiana. Ottawa has formed their Canal Association as a 501-(c)-(3) organization and hopes to re-water a section of the Illinois & Michigan Canal in Ottawa, Illinois.

Arnie was seeking information about how to get water into the canal, how to keep the water free from duck weed, how bridges at Delphi were restored and placed over the canal, and how to publicize their project.

Following the meeting inside, Dan showed Arnie and Gerry the canal and bridges in Canal Park. He explained what Delphi's Canal Association has done over the years to re-water the canal and keep it weed free.

This was not the first time the Ottawa Canal Association has been to Delphi. In June 2012 members of the group took a field trip to Wabash & Erie Canal Park to see how the park could become a blue-print for Ottawa. At that time Dan McCain showed them around and related the steps by which Canal Park had been created. An article about the trip appeared in the *The Times*, Ottawa's newspaper.

In December 2013 the long-range development plan for downtown Ottawa was unveiled and incorporated the OCA's goal to re-water a section of the I&M Canal between Guton Street on the east and about Walnut Street on the west making it a welcoming gateway to the city.

Arnie Bandstra is Ottawa's assistant engineer as well as being the president of OCA. He has been trying to get the reserve Army engineer unit to clean out the canal

bed for free as a part of its summer training exercise. It was scheduled for 2013, but all the paperwork could not be completed on time. The reserve group couldn't clear the bed in 2014 because it was already scheduled for another project. It is now planned for 2015. In the meantime OCA is working on acquiring pipe and permission to lay it to re-water the canal from a nearby quarry.

CSI has agreed to publish articles about their project as it progresses. The Ottawa Canal Association has become a member of CSI.

For further information or to join OCA call 815-481-1422.

CAR PULLED FROM CENTRAL CANAL

The *Indianapolis Star* ran an article entitled "Car is Pulled from Canal in Broad Ripple; Man Hurt" that said an intoxicated man was traveling near College Avenue and Westfield Boulevard, lost control of his blue Toyota, and drove it into the water of the Central Canal in Broad Ripple at 3:23 a.m. on a Sunday in May. The Indianapolis Metropolitan Police Department arrived and found, in the 23 degree temperature, the shivering, soaked man standing on the bank. He told them he'd had too much to drink.

The man was taken to Eskenazi Hospital with non-life-threatening injuries. He was then arrested on a preliminary charge of operating a vehicle while intoxicated.

The Indianapolis Fire Department, dressed in wet suits, climbed into the canal, attached their rope to the car and pulled the vehicle from the water. The police then impounded the car. Two pictures accompanied the article showing the firemen at work removing the car from the Central Canal.

Frank Timmers, CSI Vice-President, Carmel, IN

WELCOME NEW MEMBERS

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

Ottawa Canal Association Ottawa, IL \$15

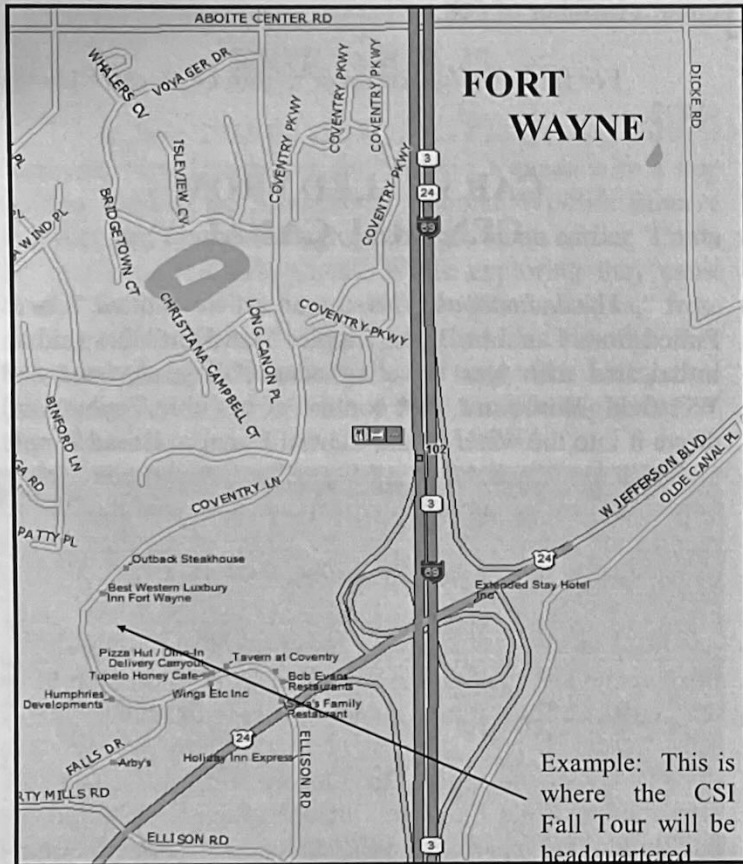
Welcome aboard!

CSI RECEIVES STREET ATLAS USA

Lowell & Jerry Goar, CSI members from Costa Mesa, California have given the Canal Society of Indiana **DeLorme's Street Atlas USA 2014 Plus**, a computer program that lets one find points of interest, create a route, map a vacation, etc.. This mapping tool will be helpful for CSI tours to show routes to hotels, venues, etc. We really appreciate the Goar's donation of this program. Hip Hip Hooray!

these steep little grades.

Joanne Williams, CSI member from Metamora, was shown grinding meal in the mill at the State Historic Site beside Lock # 25 of the Whitewater Canal in Metamora. Besides explaining the history of Metamora, she said that when the railroad bought the canal property in the 1860s, they laid their rails on the towpath, which was fairly level between the locks.



CSI BOARD OF DIRECTORS TO MEET

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

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

CANAL ARTICLE PART OF SERIES

A very well written and historically correct article by Andrea Neal has appeared in newspapers over the state of Indiana. It is one of a series of essays leading up to the Indiana Bicentennial Celebration in December 2016. The essays will be about the top 100 events that have occurred in Indiana from the Ice-age to the Bicentennial.

METAMORA FEATURED ON TELEVISION PROGRAM

On Monday July 7, 2014 Metamora, Indiana was featured in a half-hour segment of "Have Steam Engine Will Travel" that aired on WCET. The Gramlings, a father and son team who own Flagg Coal Company transported one of their four steam engines to the Whitewater Valley Railroad to run on its tracks between Connersville and Metamora, Indiana. Spokesperson for the Whitewater Valley Scenic Railroad that runs adjacent to the old Whitewater Canal was Engineer Francis Parker. Parker pointed out that wherever there was a change in elevation a lock was built to raise or lower the canal boats to the next level of the canal. He said the engineers and people riding the train can feel

Dan McCain, president of the Carroll County Wash & Erie Canal, Inc. and a CSI director, is quoted in the article that mentions Delphi's canal interpretive museum and has a picture of "The Delphi," a canal boat, which offers a ride on a section of rewatered canal. At Metamora the "Ben Franklin III," a horse-pulled canal boat, offers rides through Duck Creek aqueduct on the Whitewater Canal. It says hikers can follow the crushed stone towpath along the Central Canal at Broad Ripple/Indianapolis.

Besides being an important stage in Indiana's agricultural development and economic diversification in manufacturing and commerce, it also led to rewriting Indiana's constitution in 1851. A provision was added stating that Indiana is prohibited from going into debt.

Tom Castaldi, CSI Director, Ft. Wayne, IN, Janic Farmer, Evansville