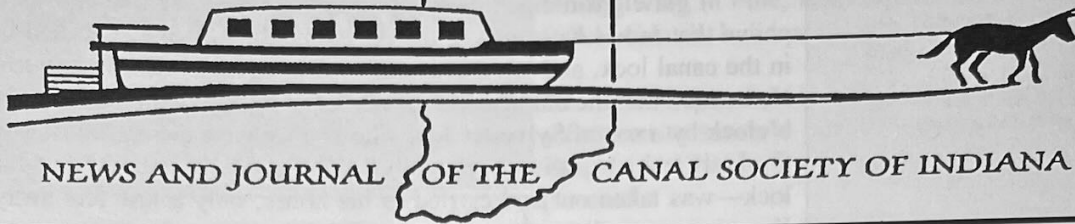


THE HOOSIER-PACKET

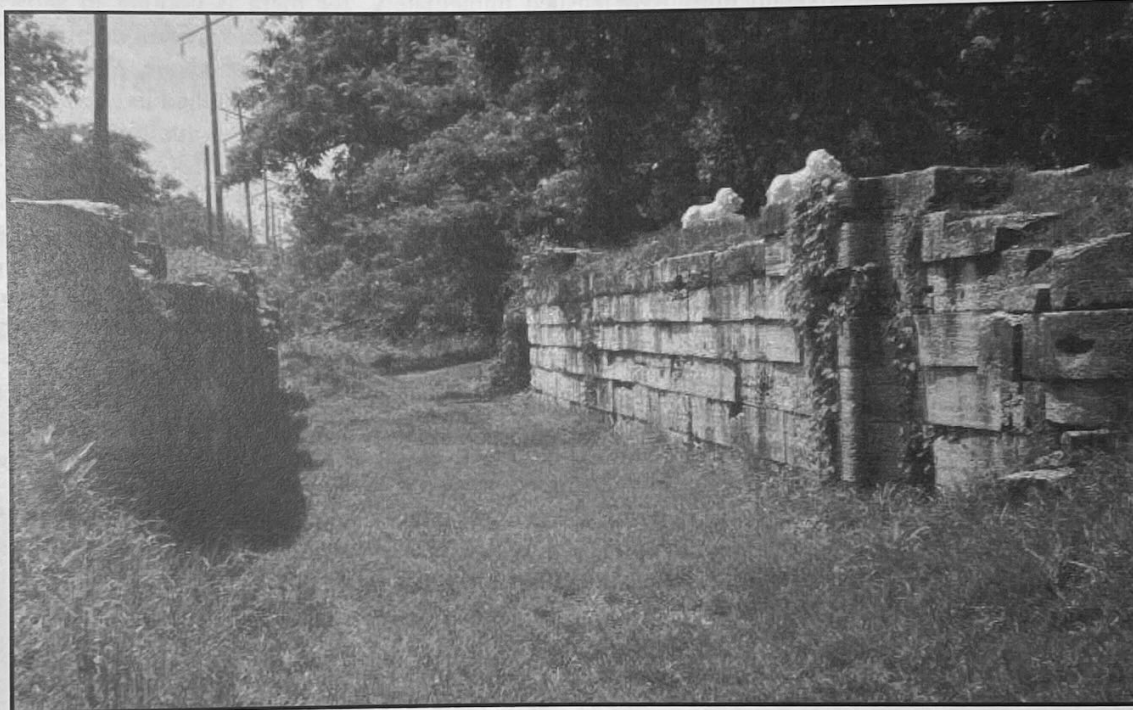


VOL. 14 NO. 11

P.O. BOX 10808 FORT WAYNE, IN 46854

NOVEMBER 2015

MAN-TRAP



Wabash & Erie Canal Lock No. 14 also known as the Kerr Lock can still be seen in a park in Lagro, Indiana. There four people lost their lives. One was James Kerr, who lived on the south side of the lock. Photo by Bob Schmidt July 1992

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THE LAGRO MAN-TRAP

Pete Jones, CSI member from Wabash, Indiana who writes a weekly column for The Wabash Plain Dealer, is searching through old microfilm copies of Wabash newspapers for items to include in his column. He recently found this gem about Lagro, Indiana's Kerr Lock in an October 18, 1885 newspaper.

THE LAGRO MAN-TRAP
Causes the death of Another Victim—
Making Four People in all.
James Kerr Found Dead in the Upper
Lock, Tuesday Morning.

THE HOOSIER PACKET - NOVEMBER 2015

CANAL SOCIETY OF INDIANA

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"At eight o'clock Tuesday morning the Plain Dealer was notified by telephone that James Kerr, one of the oldest inhabitants of LaGro had been found dead in the canal lock, and a representative of this paper was sent there by the first train. He learned that the old gentleman was found sitting in the bottom of the lock about 7 o'clock by a son of Sylvester Joy, who at once gave the alarm. As soon as help came the body, which was only partially submerged—there being but little water in the lock—was taken out and carried to his house, only a few feet away. The last time Kerr was seen alive was on the previous evening when he was taken home, while under the influence of liquor, by Con. O'Brian. Kerr's house stands on the south bank of the Canal, and is approached by a narrow foot-bridge over the lock; and it is supposed that either some time during the night, or else early in the morning, the old man attempted to cross the bridge, and in the darkness lost his footing and fell. Death must have ensued immediately, for there is nothing to show that he ever moved a muscle after falling. Coroner Zimmerman made an investigation, and found the cause of death in accordance with the facts given above. The funeral was held on Wednesday. James Kerr was a native of Scotland, but had lived in LaGro nearly ever since the place was settled. He was a well-informed, intelligent man, and in former years was possessed of considerable wealth; he was engaged in keeping a canal-boat supply house while the canal was in operation, and owned a fine house. In later years he indulged his appetite for liquor until his fortune was gone, and the house a miserable wreck. He lived in one room, in which were stored all his provisions for the winter, while in the cellar underneath was a large flock of chickens. He was a genial old man and in spite of his eccentricities was liked by everybody. He leaves two sons, one living in this city and one in Kansas.

"This foot-bridge is a horrible man-trap, no less than four persons having met their death at the place. It does seem as if some means ought to be employed to improve the condition of things."

On Find-A-Grave the memorial number for James Kerr is #36243320. The following information is included on the site:

Born: 1824 Ohio

Enlisted: Private on 2 December 1861 in Company I, 46th Infantry Regiment Indiana at Lagro, Wabash County, Indiana. Discharged from Company I, 46th Infantry Regiment Indiana on 28 May 1862.

Died: October 12, 1885 Wabash County, Indiana

Buried: Old Lagro Cemetery, Wabash County, Indiana

Children: Ella Marie Kerr Worth (1864-1902) calculated relationship



The James Kerr Lock is No. 14 on the Wabash & Erie Canal. It is one of the best examples of early limestone construction in the state. It is easily accessible and sits in a park at the end of Canal Street in Lagro. Its total length is 110 feet. The wing wall is 12 feet 5 inches in length. The gate recess measures 12 feet 5 inches. The chamber is 90 feet long. It had a six foot lift.

A log cabin that once stood up by U.S. 24 has been moved to the lock site. It is near the double culvert that carried the canal across Lagro Creek.

CANAWLERS AT REST

ITHA MERIL THOMPSON

Find-A-Grave #131431160

b. February 10, 1845

d. March 22, 1932

**By Carolyn I. Schmidt
Research by Madonna Jervis**

Itha "Ike" Meril Thompson was born on February 10, 1845 to George (1812-1892) and Caroline F. (Butts) (1820-1848) Thompson in Springfield township, LaGrange county, Indiana. We don't know much about his early life.

Around 1860 when he was about 15 years of age, he found work on a canal grain boat that traveled between Delphi and Lafayette on the Wabash & Erie Canal. This was after the canal had passed its hey-day. He said that in the spring as the boat moved up and down the canal, the crew would plant gardens at certain places near the canal. They tended them until they bore crops and then stopped the boat to gather the vegetables.

Itha, age 18, was married to Sarah Ellis, age 17, on January 25, 1864 in Carroll county, Indiana and took up residence there. They were the parents of seven children: Charles (1869-1894), Stephen (1871-1922), Nettie (1872-1948), John W. (1877-1915), Joseph R. (1879-1962), Andrew (1881-1929), and Jennie (1885-1947) Thompson.

After being married just a little over a month, Itha rode a horse from Delphi, in Carroll county, Indiana to Indianapolis and enlisted for the Civil War on March 7, 1864. He sold the saddle he had taken with him and then turned his horse loose since there was no sale for it. He served as a private in Union Company 1, 77th Regiment, 4th Indiana Cavalry. He was injured during the war. Itha was discharged on July 22, 1865 at Edgefield, Tennessee.

The United States Federal Census shows Itha and

family living in Pine, Benton, Indiana in 1870, and in Dear Creek, Carroll, Indiana in 1900-1930

In September 16, 1881 Itha Thompson was awarded a contract to saw and put the wood in the basement of the Delphi court house for its use there. He received sixty cents per cord.

Itha was granted a pension on July 1, 1895 for his service in the Union army during the Civil War. *The Indianapolis News* on August 20, 1898 published a list of those receiving pensions. It was reported from Washington, D. C. that pensions had been granted to Indiana people as follows: Original:

William T. Arnold, New Albany

Ezra S. Kelley, Winchester

Anthony Sweigart, Montpelier

Additional

Itha Thompson, Delphi

At one time Itha's pension was \$8. It was later increased to \$10.

On March 6, 1896 Itha and wife Sarah Thompson objected to a report that said they benefited by the construction of the Delphi and Camden Gravel Road. They were being assessed for the construction of it.

In the spring of 1898 Itha and Sarah's son, John, left Delphi to join Company G of the second U. S. Infantry. He took part in the fighting around Santiago. He was discharged on the 26th of July in Cuba due to defective eyesight, caught typhoid fever, and was returned to a hospital in New York.

Sarah Ellis Thompson passed away on September 24, 1903. She was 56 years old.

Itha was hospitalized at the Disabled Soldiers Home in Danville, Illinois from May 11 to July 12 of 1914. This was a result of his Civil War injuries.

The June 27, 1925 issue of *The Delphi Citizen* reported the following: Mr. and Mrs. Joseph Thompson, little Josephine Morrow, Mr. and Mrs. H. H. Eding and Itha Thompson were Sunday guests of Mr. and Mrs. I. P. Scearcy, of Indianapolis. Joseph Thompson was Itha's son.

Itha Meril Thompson died at the age of 87 at 3:30 o'clock on Tuesday March 22, 1932 after a 4 month long illness. He was at the home of his daughter, Jennie Tyler, in Mortonville, Indiana.

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Itha's memorial service was at 2 o'clock on Thursday, March 24, 1932. at the Grimm Funeral Home. The Reverend Benjamin Rist of the Delphi Methodist church officiated followed by interment in Morning Heights Cemetery (also known as Milroy Cemetery or Old Delphi Cemetery) in Deer Creek, Carroll county, Indiana. The American Legion furnished pallbearers and a firing squad came from the National Guard.

Itha was preceded in death by his wife Sarah and children Stephen, John, Andrew and Charles. He was survived by daughters Mrs. Russell (Jennie Thompson) Tyler, Mrs. William (Nettie Thompson) Widner, and son Joseph Thompson, all of Delphi.

On Wednesday December 22, 1932 the Governor Morton Circle Ladies of the G.A.R. held memorial services for three Civil War veterans. They were: George Johnson, Jeremiah Thornell, and Itha Thompson.

On August 17, 1950, Itha's granddaughter, Letha Thompson Isaacs was recognized on his behalf at the Delphi Old Settlers Celebration with a Centennial Certificate recognizing his contribution to the economic/political development of the Wabash & Erie Canal.

Sources:

Ancestry.com Public Member Trees

Jervis, Madonna family tree

Civil War Index: http://www.civilwarindex.com/army/soldiers/77th_in_regiment (pages 259-261)

Find-A-Grave #131431160 Itha M. Thompson

Indiana Marriages 1811-1959 Carroll 1859-1867 Vol. 5 Image 142

Mayhill, Dora Thomas. *Old Wabash & Erie Canal in Carroll County*. Knightstown, IN: Banner Publishing Co., 1953.

Newspapers:

The Delphi Citizen

"Ithica Thompson, 97, To Be Buried Thursday," Thursday, March 24, 1932.

"Ladies of the G.A.R.," Thursday, December 22, 1932.

The Delphi Journal

"Itha Thompson, 87, Died Here Tuesday," Thursday, March 24, 1932.

"Judge Smith Tells of Building of Old Canal," Thursday, August 17, 1950.

The Delphi Times

Friday, September 18, 1881.

The Indianapolis News

"Indiana Pensions," August 20, 1895.

"Pensions to Increase," July 1, 1895.



Top: Itha and Sarah Thompson are thought to be buried at the base of this tree in the Morning Heights Cemetery.
Bottom: Morning Heights Cemetery is also known as the Milroy Cemetery and the Old Delphi Cemetery.

Top Photo by Larry Leach Bottom Photo by R. B. S. Fine

The Logansport Pharos - Tribune

Thursday Evening, March 24, 1932.

United States Federal Census Records: 1850, 1900, 1910, 1930

Special thanks to Madonna Jervis for her research on Itha Thompson and his family. Mark Smith, CSI member from Brookston, Indiana sent this research to CSI headquarters.

ITHA MERIL THOMPSON'S FAMILY

Name	Birth	Place	Death	Cemetery	Place	Marriage	Place
Thompson, George	12-24-1812	Vermont	5-18-1892	Bushy Chapel	LaGrange IN		
m1. Butts, Caroline F.	1820	Pennsylvania	1848	Bushy Chapel	LaGrange IN	5-06-1837	
Thompson, Marshall	11-15-1838	LaGrange IN	10/31/1905				
Thompson, George W.	1840	LaGrange IN					
Thompson, Itha Meril	2-10-1845	LaGrange IN	3-22-1932	Morning Heights	Carroll Co. IN	1-25-1864	Carroll Co. IN
m. Ellis, Sarah	2-26-1846	Hancock IN	9-24-1903	Morning Heights	Carroll Co. IN	1-25-1864	Carroll Co. IN
Thompson, Charles A.	8-29-1869	Benton Co. IN	9-25-1894	Lewis Creek	Shelbyville IN		
Thompson, Stephen	1-22-1871	Logansport IN	6-12-1922	Locust Grove	Champaign IL		
m. ?, Jennie L.	1885	Illinois	1962				
Thompson, Nettie	12-22-1872	Battleground IN	3-24-1948	IOOF Memorial	Delphi, IN	11-28-1889	
m. Widner, William	4-16-1865	Battleground IN	11-05-1949	IOOF Memorial	Delphi IN	11-28-1889	
Thompson, John W.,	2-??-1877	Carroll Co IN	2-09-1915	Morning Heights	Carroll Co. IN		
Thompson, Joseph R.	8-01-1879	Battleground IN	4-16-1962	Morning Heights	Danville IL	6-30-1909	
m. Eding, Isadora E.	9-02-1881	Lafayette IN	7-09-1961	IOOF Memorial	Carroll Co. IN	6-30-1909	
Thompson, Andrew	9-26-1881	Carroll Co IN	8-11-1929	Morning Heights	Carroll Co. IN	11-13-1917	
m. Hayden Hester Marie	4-05-1897	Pittsburg IN	2-??-1970	Masonic	Delphi IN	11-13-1917	
Thompson, Jennie	5-31-1885	Monon IN	11-29-1947	IOOF Memorial	Carroll Co. IN	2-17-1911	
m. Tyler, John Russel	12-01-1883	Delphi IN	7-28-1946	IOOF Memorial	Carroll Co. IN	2-17-1911	
Thompson, Mary S.	1849	LaGrange IN					
m2. Searles, Cassandra	8-29-1820	Oswego NY	10-27-1882	Bushy Chapel	LaGrange IN	9-10-1848	
Thompson, Emeline (twin ?)	1850	LaGrange IN					
Thompson, Minnie (twin ?)	1850	LaGrange IN					
Thompson, Lettie	1852	LaGrange IN					
Thompson, Dora	1854	LaGrange IN					
Thompson, Charles	1855	LaGrange IN					

Compiled from Madonna Jervis Public Member Tree on Ancestry.com, Find-A-Grave, and U.S. Census Records by Bob & Carolyn Schmidt

VINTON HOUSE UPDATE

In preparation for the Canal Society of Indiana's spring tour of the Hagerstown Extension of the Whitewater Canal, Jerry Mattheis, CSI director from Cambridge City, and his grandson, Eric, installed two fans and two lights on the third floor of the Vinton House. The Vinton House is an old inn located beside the basin of the Whitewater Canal and fronting on the old National Road in Cambridge City. CSI will visit the building on the tour to see the renovations and exhibits, some of which have been funded by CSI.

The Mattheis' took on the project of saving the Vinton House. They, with the help of a few others, have diligently worked at the project for over 20 years.

The bottom two floors are currently used as an antique shop. The third floor houses a canal museum, other exhibits, an office and storage space.

WELCOME NEW MEMBERS

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

Chris Hankins -
Bonita Springs, Florida

Welcome aboard!

OLIVER FRANKLIN BENNETT

From CANAL COMMENTS #65

By Terry K. Woods

William J. Bennett was a local photographer during the first few decades of the last century. He lived in Navarre, Ohio, and a great many of his photographs were views of the Ohio Canal taken in and around his home town. The Navarre Historical Society and the Massillon Museum both have fine collections of Bennett photos.

In 1934, William wrote a series of four articles for the *Massillon Independent*. The subject was Navarre and the Bennett family. The histories of both, and that of the Ohio Canal, are closely intertwined.

William's Grandfather, Oliver Franklin Bennett, was born on the Isle of Man (England) in 1807. Sometime during Oliver's fourteenth year, he and two of his friends were fishing in a small boat off shore near their home. Anchored in the bay nearby was a British Man-of-War. Two sailors came rowing toward their ship and passed close to the three youngsters. The sailors offered to give the boys a 'sight-see' of their vessel if they wished. At first the three declined, but were soon talked into the adventure. No sooner were the three boys on board, however, when they were overpowered and locked away until the ship got under way. They had been "Impressed - Shanghaied" into the British Navy.

Navy life didn't appeal to Oliver nor his friends, but there had been no chance for them to get away until about a year after they were first "impressed." Then they found themselves off the coast of Canada near a small town not far from Quebec. The three boys arranged to gather up a few bits of their clothing and possessions and steal away in a small boat.

When they reached shore, they hid the boat and managed to get into town. There they found the proprietor of a small wagon shop, who was no friend of the British Navy, and when he heard the tale told by the three boys, agreed to hide them in an upper storage area of his establishment. When three Naval Officers arrived hunting for the boys, the Wagon Shop Master led the officers astray by saying he had noticed them as they had left the town headed west.

With the assistance of their benefactor, the three boys were eventually apprenticed to a local shipyard. Oliver Bennett spent the next three years "learning a trade" and

gathering together a small nest egg. Finally, by the spring of 1830, Oliver had grown to full manhood and decided he had sufficient funds to strike out on his own.

He really didn't believe he had enough money to go back to England, however. Also, he had noticed how many men from his old home country were coming to the New World to "better" themselves. Therefore, he decided to also cast his lot here in this part of the world.

He had heard there were great opportunities in Cleveland, in the United States at the junction of Lake Erie and the Ohio Canal. He bid farewell to his two old friends and set off on his own with just a few clothes and carpenter's tools to call his own.

After a few prosperous years in Cleveland, Oliver decided to see a bit more of this new country. He thought he would travel through the southern states and maybe end up in New Orleans.

He boarded a canal boat at Cleveland in the summer of 1833, bound for a small, relatively new settlement on the banks of the canal - Massillon, Ohio. As soon as he arrived there he headed for the closest hotel to the docks, Nave's Hotel, just west of the canal on the south side of Main Street. Oliver originally planned to look around the town for a few days then catch another boat that was south-bound.

It seems, though, that the hotel's owner had a daughter, Sarah. Oliver's stay in Massillon lengthened. He soon had local employment as a carpenter and began courting Sarah Nave. They were married in the summer of 1834.

The young couple decided they wanted a place of their own. The founder of Massillon, James Duncan, had just initiated another new town and his wife named it Navarre. It was located along the canal, about five miles south of Massillon on a quarter mile strip of land between the villages of Rochester and Bethlehem. A new town meant new buildings would be going up and there would be an urgent need for good builders and carpenters.

Oliver and Sarah rented a small log house on the corner of present Market and 2nd Streets in Bethlehem. It was, reportedly, the first building erected in that village and dated from 1806 or 1807. Oliver found instant employment as Duncan's Mill, a grain warehouse, and many store rooms and private residences were being built during that year (1834) in Navarre and the two surrounding towns.

A son, Henry R. Bennett, was born to the young couple on October 19, 1836. The elder Bennett prospered and began his own business. He also became known locally as something of a mechanical genius. In 1836, when Navarre's St. Clements Catholic Church wished to add a large bell in a new steeple atop the church's structure, it was Bennett who designed and constructed the apparatus and scaffolding that allowed the bell to be raised from the ground and placed securely into its new enclosure.

About the year 1840, Bennett invented and built, for the first time in the area, a mechanical devise for threshing wheat. He called it a "Kracker" and it was considered a very good machine in those days when nothing but manual labor was available to separate the grain from the chaff. Local farmers looked upon it with great favor and as a wonderful devise. This was a full eight years prior to Cornelius Aultman and three partners near Greentown beginning the manufacture of a superior improvement to the Hussey patent. Aultman's company expanded and moved into a new, larger facility in 1853 along the newly opened railroad in Canton between Pittsburgh and Chicago. Russell & Company of Massillon also soon began building threshers and related farm machinery on the banks of the Ohio Canal above Lock No. 5.

In the meantime, Oliver Bennett built a new home and grocery storeroom on the east side of the canal just above the lock between the regulating channel and Navarre's Main Street where he catered to the needs of town's people and boatmen, alike. He built a large grape arbor over a porch connected with his store room that crossed over the regulating channel. He planted and trained what eventually became an immense grape vine growing over the arbor, thus providing shade and ornamentation. He built benches between the large trees lining the hillside along the channel to provide resting places and added other interesting nooks to please the eye.

At that time (the 1840s) boats were quite numerous on the canal, passing through the lock almost continuously day and night. A spring of fresh water flowed from a hillside on the heelpath side of the canal about a hundred yards below the lock. Many boatmen would fill their water barrels here, while their craft was "locking through." It was a bit of a hike with a heavy barrel, though, or many trips with smaller containers, up a bank then across a narrow wooden walkway over the regulating channel.

Bennett soon saw that an improvement could be made. He designed and constructed an iron turbine in a

wooden enclosure and placed it in the tumble at the lower end of the regulating channel. The fall of the water here, turned the turbine which pumped water from the spring through lead piping into a trough at the south end of Bennett's storeroom some ten or twelve feet above the lock where boatmen could easily fill their water barrels.

This spot became sort of a summer resort and daily resting point for this section of the county. Hundreds of people, in addition to boatmen, visited this relaxing bower from time to time over the years.

During the spring of 1854, at the opening of navigation upon the canal, some problem developed with the fitting between the upper gates of the lock and the mud sill there. No boats could pass and they became backed up for nearly a mile in either direction.

Oliver Bennett had been feeling somewhat poorly at the time, but finally agreed to go down into the cold water with his tools and see what he could do to alleviate the problem. After nearly two days of arduous labor he was able to correct the situation, send the canal freighters and line boats on their way and break the traffic jam. Unfortunately, the intense physical effort and cold, wet conditions Oliver had been exposed to resulted in his catching a severe cold. It rapidly developed into pneumonia from which he died April 14, 1854, at the relatively young age of 47.

Oliver's son, Henry, eventually owned a grain warehouse and several canal boats, whose home port was Navarre, during his lifetime, but his son, William died childless.

A large sign in Navarre across from the Nickel's Bakery marks the site of Oliver Bennett's Grocery beside the Ohio Canal. The sign reads:

WILLIAM LOREN BENNETT PHOTOGRAPHER

Site of the Oliver F. Bennett home and grocery. Bennett's grandson, William, an early Navarre photographer, would take many photographs of Navarre and the Ohio & Erie Canal.

Location: South side of East Canal St. at Donut section of Nickles Bakery erected with Lock 6 sign.

OHIO & ERIE CANAL LOCK #6

John Quincy Adams would pass through the lock in November, 1843 on the packet boat Rob Roy.

Location: East Canal St. on South side by donut area of Nickles.

FROM TIMES PAST

Times, Ft. Wayne, IN
April 5, 1859

THE LOWER DIVISION OF THE WABASH CANAL

The Evansville Journal gives the following synopsis of the arrangement made between citizens residing upon the southern division of the canal and the trustees in reference to the future maintenance and management of that portion of the canal:

There was a respectable and deeply interested crowd in attendance last evening to hear the report of the Committee of Managers, in relation to the contract made with the Canal Trustees. The conditions of the contract were as follows:—For the purpose of preserving the canal in navigable condition, the Trustees transfer the management and assign all the net tolls and water rents collected on the canal between Newburgh and Evansville to Z. H. Cook and M. A. Lawrence, of Vanderburgh; G. Morgan of Pike; J. H. Miller, of Warrick, and M. G. Brett, of Daviess, a Board of Men agree, for the term of four years, on condition that said managers and their associates shall put and keep said canal to good repair and navigable condition within the limits of the city of Evansville to the town of Newburgh. The managers are also to fulfill all the obligations of the Canal Company in regard to bridges crossing the canal on county roads.

All the revenues as collected are to be deposited in the nearest branches of the State Bank, to the credit of the Trustees, who are to preserve them as a distinct fund belonging to the Evansville division. The ordinary expenses of managing the canal are to be paid by the resident Trustee on the certificates of the Division Superintendent. All repairs and work affecting the permanent structure of the canal, is to be done under the direction of the President, Engineer, and the Superintendents appointed by the managers; and the cost thereof to be paid on the certificate of the managers' Superintendents, and on the request of this Engineer. The toll collectors are to be selected by the Board of managers and appointed by the Trustee. The Division Superintendents are to be nominated by the managers, subject to the approval of the Trustees.

The only contribution which the Evansville division shall be subject to, for the expenses of the general trust, is \$500 annually for compensation to a clerk, to keep the accounts and records of that division in the office of the Trustees. As the managers will have the control of the expenditures on the Southern part of the canal, they are required to produce duplicate vouchers of their payments and the costs incurred.

The Trustees transfer to the managers for the use of

the canal, the repair boats, mules, horses, and tools now belonging to this division of the canal, with the stipulation that they return articles of like kind and value at the end of four years.

No associate or subscriber is to be held liable for anything beyond his subscription, and the managers are responsible only for the faithful application of the funds that may come into their hands.

The tolls shall be regulated from time to time, so as to bring the largest revenue to the canal.

The through tolls shall be regulated by the Trustees with a due regard to the interests of the Southern Division, but the regulation of the tolls on the local trade from Newberry to Evansville, is left to the managers.

If the Trustees desire to amend the contract before the expiration of four years, they can do so by repaying the amount of advances due the managers.

But the losses or profits of the Canal for the entire four years, if not resumed by the Trustees as above stipulated, shall belong to the managers and their associates. No objections shall be made by the Trustees to any change in the Board of Managers. The materials for repairs, now on hand, may be used by the managers.

The contract was approved by the meeting and the report accepted, and a subscription opened on the spot to raise the means to repair the Canal.

The Board of Managers were constituted a committee to draw up articles of association based upon their contract with the Trustees, and to take the necessary steps to obtain subscriptions to the amount needed.

This *dernier resort* is timely; and had an occasion transpired fifteen years ago, by which the old, weak backed, time serving and mercenary suckers had been choked from this great artery, there would have been a great many thousands of dollars in the hands of the owners of the Canal which would have this day served as a fund to rely on, instead of crying for help from private sources. Greediness, selfishness, and indifference to public interests, while good salaries have been paid, have well nigh ruined the W- & E. Canal; and let the public awake to a true knowledge of their condition even now. Had individual enterprise managed it, it would have been wealthy *this day*.

Dawson's Daily Times, Ft. Wayne, IN
April 7, 1859

The Pennsylvania Canal has had the water let into its whole length. Navigation has been resumed for several days on the Upper Juniata Division, and in a few days boats will be passing along at all points. It is believed that a large business will be done on the canal this season.

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Dawson's Daily Times, Ft. Wayne, IN
April 8, 1859

The parties interested in maintaining the Wabash and Erie Canal for the Eastern Division, met a Lafayette on yesterday and matured a plan of action in which *old suckers* were emphatically impaled. To-morrow we hear that there is to be an adjourned meeting at this city, in which business men are to participate, and where we hope no quarter will be given to *suckerdom*. Choke off the leaches, and the blood will accumulate. A correspondent from Lafayette advises us in extensor of what took place in the *caucus*, which we choose not to disclose for policy sake. We are grateful for the kindness of friends for information at all times. Such has been furnished us from all quarters.

Dawson's Daily Times, Ft. Wayne, IN
April 12, 1859

Stearns Fisher, that earnest, efficient and practical engineer, long having employment on the Wabash and Erie Canal, was in town of Saturday, and is desired by nearly ever businessman between here and Lafayette to take charge of the canal under the new association to keep it up. He should have it, and if he is prevented it will be by that same mercenary feeling that has been a source of great injury to this great work fo so many years. Had Mr. Fisher had this work in charge for the last ten years even, his vigilance, his enterprise and his *good manatireness* would have left their silent yet convincing and beneficial influence on the interests thereof; and we think still that he can give great an invaluable aid should he yet be called. To refuse him will be to jeopardy the work. Give him half of what has *been* paid, and he will do infinitely more than has been done—do all that should be done.

Dawson's Daily Times, Ft. Wayne, IN
April 12, 1859

The Wabash Valley Railroad is doing quite a large freight business, and from this city it so far exceeds to other road (P. Ft. W. & C.) that it confirms our report in regard to the injudicious character of this Thompson dynasty. In another year nine-tenths of the freight from this point, not shipped by canal and bound Eastward will fall to the Valley Road.

Dawson's Daily Times, Ft. Wayne, IN
April 15, 1859

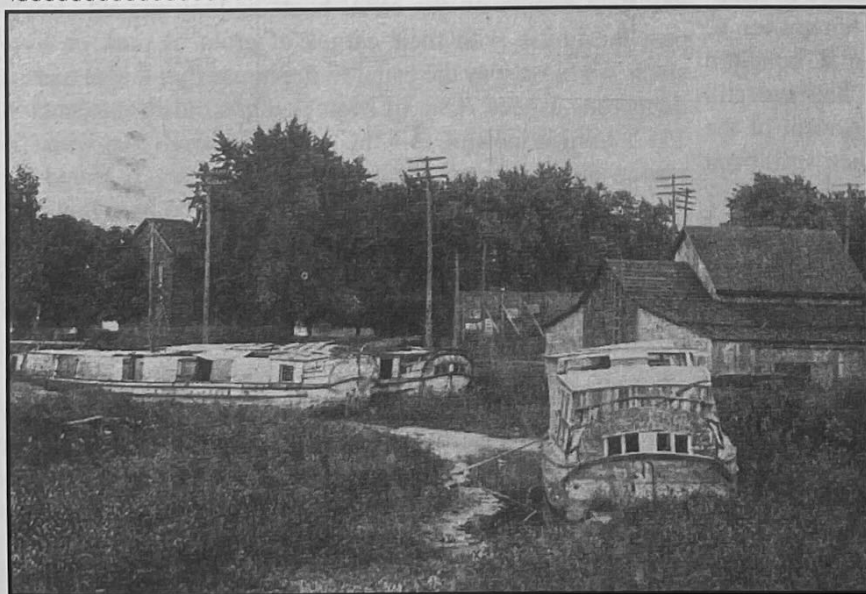
THE OHIO CANALS TO BE LEASED.

One of the last acts of the Ohio Legislature, was to pass a law providing for the leasing of the Canals for five years. The act divides the Public Works into five sections, as follows:

- Section 1—Embracing the Miami and Erie Canal,
- Section 2—The Hocking, the Walhondling and Ohio Canal,
- Section 3—The Muskingum Improvement;
- Section 4—The National Road,
- Section 2—The Maumee and Western Reserve Road.

The act provides that after properly advertising the same, the Board shall lease these sections for five years at public auction on the steps of the State House, on the 15th of August next to the highest bidder. It passed the Senate by a vote of 19 to 14. The House agreed to the Senate amendments by 59 to 40.

We have not room to lumber up our columns with the whole law in detail and we are not *paid* for doing so as our contemporaries down the street are. The above however is the gist of it.—*Toledo Times*.



This unusual old postcard mailed in Ashville, Ohio on July 17, 1909 at 5 p.m. was found on E-bay by Neil Sowards, CSI member from Ft. Wayne, Indiana. Under the picture were the following words:

OFF WITH THE OLD; ON WITH THE NEW

Advance of the Age of Electricity.

Passing of the Ohio Canal

Boats Abandoned at Circleville, Ohio.

Three canal boats remain in the weed-choked basin of the Ohio & Erie Canal at Circleville, Ohio. Five tall electrical poles and three shorter ones can be seen in the picture.

**SAMUEL DENNY HILL
AND HIS WABASH & ERIE CANAL CONNECTIONS**

By Charles Davis

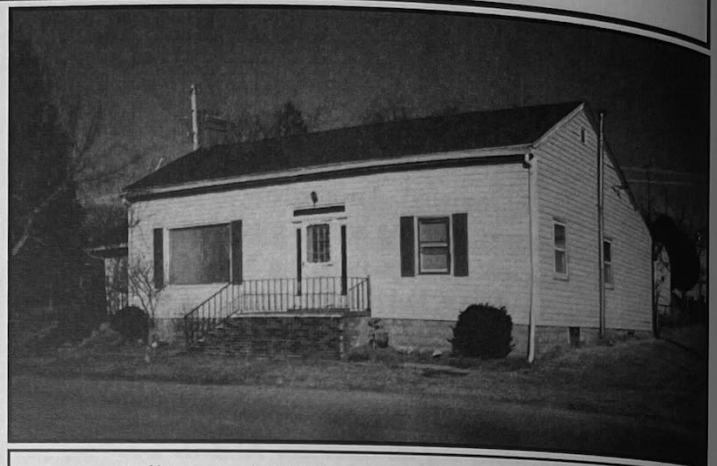
Samuel Denny Hill was born in Circleville, Ohio on May 8, 1829 to Doctor James C. and Margaret Hill. His grandfather Samuel Hill Sr. came to Wabash township, Parke county, Indiana from Pickway, Ohio around 1825 being one of the earliest pioneers of that area.

Sam Sr. bought land from the government, the west half of the south east quarter of section six, abut a mile and a half from where I, Charles Davis, live. Then he bought 320 acres in the north of section 36, Reserve township. This is on the east side of Montezuma, Indiana. He donated a 8 x 20 plot of ground in section 16 to the township trustees, Joseph M. Hayes, and John Holstead, on November 29, 1836 for a public burying ground. Deed Record 4/135 This is now called the Old Montezuma Cemetery. Sam Sr. died October 27, 1838 and was buried in this cemetery in the Hill plot. At his death, he owned land in Edgar county, Illinois; Vermillion county, Illinois; Tippecanoe county, Indiana and lots in the town of Baltimore plus the 160 acres at Montezuma. This property was divided among his heirs. Samuel Denny Hill, our subject, and his brother William Seymour Hill ended up with most of this land and holdings because of the frequent deaths in this family.

Samuel D. Hill's father, Dr. James C. Hill, came to Montezuma in 1830 when Samuel was one year old. That year James bought the homestead, lots 13 and 14 in Montezuma and set up his medical practice. The house was the first frame home built in Montezuma by William Webster. At this time James' brother, Samuel Jr., also came to Montezuma and, with his partner James Nesmith, bought lot 12 just across the street from the homestead. Sam Jr. bought a still from James Chesnut in 1831. Chesnut had the still house at the Armiesburg Mill about 1000 feet north of the mill. Relief Record Vol. 1 He also bought another still from Clemon Gleson in 1832. D. R. 1/372 Sam Jr. died in 1836.

After Dr. Hill died, Samuel D's mother married Pratt Frink, who later died in 1847. Samuel D. and his brother, Wm. S. Frink, grew up in Montezuma and were educated in the common schools there. When the canal opened through Montezuma in 1848, they both clerked for Erastus M. Benson and Hon. John G. Davis in their canal warehouses on Benson's Basin. They were aged 18 and 16 respectively and continued as clerks for eight years.

On April 7, 1857 Samuel D. Hill was married to



Built around 1830 on Lot #14 on Water Street by Wm. Webster, this is one of the oldest homes in Montezuma, Indiana. It was the homestead of Dr. James C. Hill and fronted on the Wabash & Erie Canal. Photo by Charles Davis

Margaret Ensworth, daughter of Mr. and Mrs. David Ensworth in Circleville, Ohio. They returned to Montezuma and settled in the old Hill homestead on Water Street. Their house faced the canal and was "made of poplar floor joists ten or eleven inches in diameter, trimmed on one side with an adze to give a flat surface and provide a firm understructure. The same wood was used throughout the structure. Very few changes appear to have been done to the building with the passing of the years. A large, sturdy built fireplace did at one time occupy about half of the south wall of the living room, but this has been eliminated to provide for more modern heating." *Montezuma Enterprise*, December 11, 1852

"The location of the house is a matter for lovers of history to dream about. Imagine in his mind's eye a tenant sitting on his front stoop and exchanging the news of the day with people on the canal boats as they moved slowly past the house with their cargos of grain or pork or livestock. So close was the canal to the house that it also had its dangerous aspect. One of Montezuma's oldest residents in 1952, John Wineland, told the story on himself that when he was in his own small boyhood he could scarcely round the corner of the house until his mother would be in urgent pursuit of him, fearful lest he should fall into the waters of the canal. John humorously added that, although his mother didn't know it, he must have fallen into the canal a hundred times during the childhood years he lived in this house."

After marriage Samuel commenced farming, which he carried on extensively and successfully. He and Margaret had five children in this old homestead. In 1872 he was elected by the Democrat party to fill the office of trustee for Reserve township. He did so for many years.

THE HOOSIER PACKET - NOVEMBER 2015

His brother, Wm. Seymour Hill, farmed as his partner. Wm. S. married Indiana Delire Hughes. She was the daughter of Canal businessman Morris Hughes. Wm. Seymour Hill passed away in 1904.

Samuel Denny Hill died in 1913. The Hill homestead stayed in the family from 1830 to 1946. D.R. 110/496 This house still stands in 2015, is 185 years old and is still lived in.

SAMUEL DENNY HILL'S FAMILY

Compiled by Charles and Mary J. Davis

<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Cemetery</u>	<u>Place</u>	<u>Marriage</u>
Hill, Samuel Sr.	10-25-1751		1-27-11838	Old Montezuma	Montezuma IN	1777
m. Comstock, Martha	7-28-1758		7-06-1829	Old Montezuma	Montezuma IN	1777
Hill, Sarah..	1794		about 1837			10-10-1816
m. Hayes, Col Joseph M	10-19-1799	Rockbridge VA	5-11-1837	Old Montezuma	Grand Gulf MS	10-10-1816
Hill, Samuel Jr..	1795		4-24-1836	Old Montezuma	Edgar Co IL	10-05-1834
m. Seymous, Minerva			1837			
Hill, William Fulton	1827		4-16-1847	Old Montezuma	Montezuma IN	
Hill, Martha						
Hill, Dr. James C.	1798		7-26-1834	Old Montezuma	Montezuma IN	7-17-1827
m. Seymour, Margarety	1804	Ross Co OH	1-19-1883			7-17-1827
Hill, James C.	1833		1-28-1828	Old Montezuma	Montezuma IN	
Hill, Seymour W.	1-??-1832		11-04-1904	Oakland	Montezuma IN	10-10-1866
m. Hughes, Indiana Delire	8-16-1843		3-15-1924	Oakland	Montezuma IN	10-10-1866
Hill, Margaret Morris	12-??-1869		8-05-1929	Oakland	Montezuma IN	
Hill, Mary Julia	6-??-1877		11-21-1950	Oakland	Montezuma IN	
Hill, Samuel Denny	5-18-1829	Circleville OH	10-01-1913	Oakland	Montezuma IN	4-07-1856
m. Ensworth, Margaret A	9-11-1837	Circleville OH	1--27-1912	Oakland	Montezuma IN	4-07-1850
Hill, Frank Edwin	8-17-1858		8-08-1838	Oakland	Vermillion Co	
Hill, James C.	9-08-1862		3-27-1932	Tacoma	Tacoma WA	
Hill, Edwin Samuel	2-13-1866		3-04-1950	Tacoma	Tacoma WA	1893
m. Hutcheson, Elizabeth M	3-??-1872		1-24-1932	Tacoma	Tacoma WA	1893
Hill, Edna Elizabeth	9-25-1906		9-27-1906	Tacoma	Tacoma WA	
Hill, Samuel Edwin Jr.	10-25-1907		12-25-1989		Yuma, AZ	
Hill, Margaret	9-10-1909		11-15-1999	Tacoma	Tacoma WA	
Hill, William Seymour	9-02-1860		7-01-1929	Oakland	Montezuma IN	
Hill, Emma R	4-24-1858		5-26-1921	Oakland	Montezuma IN	4-11-1878
m. Henry, James Henry	1843		2-07-1923	Oakland	Montezuma IN	4-11-18878
Henry, James Henry Jr.	1889		1889	Oakland	Montezuma IN	
Henry, Thomas	1889				St. Louis?	



SAMUEL DENNY HILL
1829-1913

Oakland Cemetery, Montezuma, Indiana
Clerked for Benson and Davis in Wabash & Erie Canal
Warehouses on Benson's Basin

MARGARET E. HILL
1837-1926

Oakland Cemetery, Montezuma, Indiana
Wife of Samuel Denny Hill

Photos by Charles Davis

PLANNING THE WHITEWATER CANAL

The *Journal of The Senate of the State of Indiana, During the Twenty-first Session of the General Assembly, Commenced at Indianapolis on Monday the Fifth Day of December, 1836* that was published in Indianapolis by Douglass & Noel, Printers in 1836 contains a report by Jesse Lynch Williams, principal engineer of Indiana's canals, and a letter from Samuel Forrer concerning the location of the Whitewater Canal. It shows the obstacles the engineers had to consider while planning its route. It is quoted in its entirety.

WHITE-WATER CANAL

Having understood it to be the wish of the Acting commissioner on this line, that a survey and estimate should be made on the east side of the White-water, from Brookville to a point near Harrison, with a view to a comparison with the west side which had been followed by the former survey, measures were taken immediately after the adjournment of the Board, in March last, to accomplish this subject.

The charge of this survey, under the direction of the acting commissioner, was confided to Mr. William J. Ball, with such general instructions as a previous knowledge of the line enabled me to furnish. From the reports and estimates of Mr. Ball, it appeared that there would be a difference in cost of about the sum of \$25,000 in favor of the east side, which difference, by subsequent improvements in the

line has been increased to \$40,000. The east side was also supposed to present the safer route for a canal, inasmuch as the bank will be less frequently exposed to the current of the stream. No hesitation was felt therefore, in recommending the adoption of the east side.

The surveys and examinations necessary to a proper final location of this line, and its preparation for contract were continued under the immediate direction of Mr. [Simpson] Torbert, resident Engineer.

An important question was presented at the commencement, as to the manner of crossing the East Fork, and of passing the town of Brookville, so as to afford to place the proper facilities for business, without detriment to the public interest. Several plans of location were proposed at this point, and surveys and comparative estimates were made. The plan of crossing the East Fork in the pool of a dam, with the towing path bridge, was finally recommended as combining the most advantages. By this arrangement the high and hazardous embankment necessary to an aqueduct crossing is avoided, and the pool formed by the dam in the channel of the stream enables canal boats to approach the eastern side of the town, while the main line passing along the valley of the West Fork, will extend the advantages of the canal also to the west side. This plan will cost less than that of an aqueduct by about the sum of \$10,000. The dam across the East Fork will be 11 feet high from low water, and 230 feet long. The great length of the dam being twice the width of the channel will tend to prevent very great rise, or a strong current in the stream during

freshets.

In the first survey, the line was crossed from the east to the west side on an aqueduct at Mrs. Carr's, four miles below Harrison [Ohio]. In the subsequent survey made by Mr. Torbert, a line was run upon the plan of crossing by means of a dam and towing path bridge, near Harrison. By instituting a comparison between these lines, it was found that the latter plan would be the cheaper one by the sum of \$28,400, and would reduce the length of the line one mile. These advantages were deemed sufficient to give the preference to the upper crossing, notwithstanding the objections which might be urged to the plan of crossing by a dam, and its adoption was therefore recommended. The dam is located about half a mile below Harrison, at the place where the state line crosses the White-water, and will be built 11 feet high from low water, and 375 feet long. The pool of the dam will be occupied as the canal, with a towing path on the west bank for the distance of 20 chains.

The conditions annexed to the assent of Ohio to the construction of this canal through her territory, required such a location in the vicinity of the state line as would furnish a supply of water for a branch canal to the city of Cincinnati, and afford reasonable facilities for the construction. This requirement has been regarded in the location. The dam by which the canal crosses the White-water is so situated that it will furnish an abundant supply of water for both canals. The proposed arrangement will not diminish the amount of water power at Lawrenceburg, inasmuch as the stream is supposed to afford more water than can be passed through the canal after supplying the Cincinnati branch to be located through the territory of this State for the distance of 20 or 30 chains.

The greatest obstructions presented to the construction of a canal along the White-water valley are the bluffs or washed banks formed by the contact of the river with the hills which skirt its valley. The most difficult of these is McCarty's Bluff, about 3 miles below Brookville, where the river washes the base of the high land for nearly the distance of a mile, leaving no other mode of constructing a canal than by forming an embankment in the river and protecting it with stone from the abrasion of a rapid current. The great expense of constructing an independent canal through this narrow pass, induced me to recommend the adoption of slack water, which will be formed by building a dam at the lower end of the bluff and cutting a towing path on the face of the hill. The pool formed by this dam will be occupied as the canal for a distance of one mile and ten chains and will vary in its depth from 12 to 16 feet. The

great depth of the pool will tend to remove the difficulty arising from a deposit of sand which under different circumstances might be apprehended, while the greatly enlarged cross section of the stream will diminish the rapidity of the current in time of freshets. To guard against the difficulties which might arise from too near an approach to the dam, the canal has been so located that boats will pass from the pool into the guard lock about ten chains above the dam. From these favorable circumstances it is believed that the evils some times attendant upon this species of navigation, will be greatly mitigated in respect to this. The slack-water is estimated to cost \$16,500 less than the separate canal. The dam will be 235 feet long and 14 feet high from low water.

It will be perceived that the location and plans of this canal are such as to secure to it an ample supply of water, not only for navigation but also for hydraulic purposes to any extent that the country may require.

From the basin in the East Fork at Brookville to the basin at Lawrenceburgh, there is a descent of 144 feet, which in the final location is overcome by 17 locks, distributed to suit the inclination of the valley.

Before determining the plan of these locks, further examinations were made in the adjoining country, with the hope of finding stone suitable for building cut stone locks, but without success. The composite or combined lock was therefore recommended for this line as being the best substitute for a perfect cut stone lock. The culverts, aqueducts, and dam abutments on this line, may be built of hammer-dressed masonry of a durable character.

In extending the examinations above Brookville, preparatory to future lettings, various plans have been examined and compared by the resident Engineer, and questions of importance have arisen as to the proper location, some of which have been submitted to me. The first of these is at the Franklin Factory ridge, two miles above Brookville.

This ridge is a part of the high land jutting in from the east side and extending nearly across the valley, diminishing both in width and altitude as it approaches the river. In any location which can be adopted at this point the canal must be thrown considerably out of its proper direction. In the survey of 1834, the level was depressed just above the ridge for the purpose of receiving a feeder; which made it necessary to pass entirely around this obstruction; but in the survey of the past season it was found that by dispensing with the feeder at this point and approaching it with a high level the ridge might be crossed further from the river, and a

material saving effected both in distance and cost. Two routes have been surveyed and estimated by the resident Engineer, one crossing the ridge by an open cut at a point where it is 40 feet above the bottom of canal and three and a half chains wide; and the other passing through it at a point still farther from the river, by a tunnel three hundred and thirty feet in length. The latter plan is thirty chains shorter, and is estimated to cost \$6,500 more than the other. The ridge where the tunnel would be formed is composed of clay and loose stone, and is 80 feet above bottom of canal.

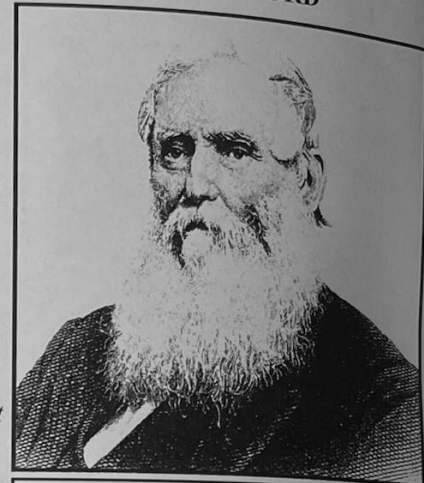
From the facts here presented, I should recommend the open cut, notwithstanding its greater length. The formation of tunnels, unless the material be solid rock, is an operation liable to many contingencies, which cannot be fully estimated at the commencement, and I am of opinion, that they should not be adopted, except in cases of strong necessity.

By adopting the open cut, a saving will have been effected over the former survey of 35 chains in distance, and about \$8,000 in cost.

At the village of Milton, two lines have been examined, one upon the plan of passing the bluff at the point by means of slack-water in the channel of the river for the distance of 32 chains, formed by a dam at the lower end of the bluffs 8½ feet high; and the other upon the plan of sustaining the level and passing through the eastern edge of the town, near the bank of the stream, cutting about 8 feet for the distance of 40 chains through the plain on which the town stands. By the plan first described, a feeder would be received into the canal without any extra cost, while upon the other plan the feeder, if one be required, at this point would be thirty five chains long and would require a dam perhaps 2 feet in height. The upper or village route is three chains shorter, and including the expense of a feeder is estimated to cost \$4,500 more than the slack-water plan. Should a feeder at this point be dispensed with, which is highly probable, the cost of the two routes would be about equal. In this case, as here presented, I should recommend the adoption of the upper or village route, as the advantages of the slack-water do not appear sufficient to justify us in exposing the canal to the hazards of a dam and to the current of a stream. Although the slack-water may frequently be resorted to with advantage as a means of passing difficult points, yet it should not generally be preferred to an independent canal when these difficulties do not occur.

DR. MASON'S LETTER TO DR. FORD

In the following letter Dr. Philip Mason of Connersville, Indiana, who was Canal Commissioner for the Whitewater Canal, replies to a letter from Dr. James Ford of Wabash, Indiana inquiring about the health along the Whitewater Canal:



Dr. Philip Mason

Connersville, Ind., March 11, 1866.

JAMES FORD, M. D.—My dear Sir: Your letter was duly received and read. After some preliminary remarks you ask sundry questions with regard to the health of the Whitewater Valley, etc. I shall answer a few of these questions in a full and direct manner, and a portion will be answered in a more general way.

Your first question is, "What is the prevailing course of the winds during the summer and fall months?"

They are south, south-west, north-west, and occasionally north-east.

Second question: "Are there more cases of sickness on the east than on the west side of Whitewater River within one mile of it banks?"

It would be difficult to determine the difference, for reasons which will be given in my general remarks. The same may be said of your third and fourth questions. With respect to your fifth question, in regard to fruit as connected with malarious districts, I will make a few general remarks.

In the early settlement of the Whitewater country it was a prolific locality for all kinds of fruit, especially for apples and peaches, though apples never have done well on gravelly land, as in the case with some of our river bottoms. The peach is gone entirely, except in a few high localities, and even there they sometimes fail; their yield being evidently greatly influenced by the severity of winter and the frosts of late spring.

Your sixth question, in regard to the [Whitewater] canal and its effect on the country in its vicinity, is readily answered.

When the water was first let in it took considerable time to puddle so as to hold water, and although it caused some inconvenience yet no sickness seemed to follow in consequence, but on the contrary, for the first year or two the health of the valley was improved. Some stagnant pools of water were drained and a few filled up. For the last eight or ten years, however, the canal has become a dirty, filthy concern. First, its banks were covered with a moss, and then with a tall grass, obstructing the flow of water, and to this there is added an accumulation of mud in the canal and on its banks, which is well calculated to be productive of as well as increase the sickness of the valley along each side.

In your letter, before referred to, you speak of my having practiced medicine in the Valley of the Whitewater. I have lived in [or] near the valley now fifty years, have practiced medicine for more than twenty of it as a regular physician, and have paid more or less attention to it for over forty years. Besides this I spent some time at Colerain, on the Big Miami River, with some relatives we had living there during two sickly seasons. I have also been in almost every county in Indiana south of the Central Railroad, and along the principal streams, as early as the year 1816 and at different periods since. My visits were made mostly during late summer and early fall, and I made such observations and inquiries as time and circumstances would permit. From all that I have seen in this State, as well as in Ohio, Illinois, and Iowa, along the streams that lay the lowest and run the most sluggish, and have the largest amount of stagnant pools, as well as large amounts of alluvial deposits exposed to a hot sun, alternating with foggy nights with gentle breezes, there is the most sickness to be found attributable to malaria; and this malaria seems to be generated from decaying vegetable matter. To favor its most rapid decomposition requires a high temperature with a moderate degree of moisture. This I have fully verified along the Whitewater River. I know of several places on our most elevated uplands where there are springs of water meandering from the fountain head along a low piece of ground to meet some other stream, and during its course would spread out into a kind of marsh, for one or more rods in width on each side of a tortuous stream. In some seasons these rivulets would nearly go dry. Families living near one of these localities would fall sick and have all the symptoms of disease from malarious influences, and on examination of one of those localities the ground would be found made up mostly of vegetable matter.

Village Creek, in this county, a stream of some size, on the east side of the river, runs for several miles, in a slow sluggish manner, through a rich deposit of black mud made up principally of decomposing vegetation. This stream flows down to within about two miles of Whitewater River, when it commences running over a gravelly bottom, and for the last half mile it often becomes dry during the summer season; but, being on open cleared ground and perfectly dry it is not a malarious agent. The upper part predisposes to malarious diseases, which, in the early settlement of the country, subjected the inhabitants every season to much sickness, while the lower portion was comparatively healthy. But of late years it has become more healthy above probably owing to much higher cultivation and drainage. The antipode of this stream is Lick Creek, on the *west* side of the river, *above* Connersville; the other is *below*. The mouths of these two streams are about five miles apart. While Village Creek is sickly *up* the stream, Lick Creek is sickly at its mouth, and for about one or two miles up, but, beyond that, it becomes more healthy. For some distance towards its mouth it passes through a rich alluvial soil, but further up it is a more rapid stream with less stagnant water, and consequently more healthy. In all the places which I have visited where the stream is sluggish and the water low, and the thermometer ranging between seventy and ninety degrees, we see similar results, namely, malaria. This seems to be a gaseous substance, and capable of being condensed, and of uniting with more or less vapor, in a foggy atmosphere, and may be more or less condensed in a fine mist or in dew. These conditions of the atmosphere seem to rob the skin and surface of the body of heat, thus breaking up the equilibrium of healthy trains of motion, and becomes the proximate cause of disease, the remote cause being malaria, it having been introduced into the system by more or less exposure to its influence. As long as an equilibrium can be kept up and seemingly condition is maintained, though there may be experienced a degree of langor or lassitude.

Currents of air play and important part in the transmission of malaria from the point where it is generated to another place. I make a clear distinction between a light and an almost imperceptible breeze, and what is commonly called *wind*. This latter often diffuses and dissipates the poison, while a gentle breeze may waft it along, and accumulate it at some particular point. These gentle and almost imperceptible breezes are constantly in motion along our tortuous streams during the hot season, and it is surprising how easily they are produced, and their courses changed.

In Connersville, where I have resided for over thirty years, the land on which the town is principally located is

comparatively level, though on the west side there is a considerable hill. On any still morning, when the barometer is thirty and three-tenth inches, you may observe that the smoke of the chimneys, when the fire is first built, will rise to a considerable distance; then curl off in some one direction, thus indicating the general direction of the air; yet, at the same time, we find the smoke from several other chimneys curling off in an opposite direction, clearly indicating that there are *side* currents to the main one.

Again, in the town, at different places, the thermometer will indicate a difference from one to three degrees, without any perceptible cause; thus we are taught that, in matters of this kind, great care and close observation is all important to a correct conclusion; and the more subtle and refined is the matter to be investigated, the caution should be used in the investigation in order to arrive at correct results, and none is of more importance than the investigation of cause and effect of diseased action. The cause, if once well understood, could, in the main, be avoided, and thus prevent a large amount of suffering. It is a fact well settled in my mind that, with a correct knowledge of hygiene and a due observance of its laws, medication would seldom become necessary; and, if made necessary by casually occurring the case would be more easily managed.

During the sickly season of which I spoke, on the Big Miami in 1819-20, where my attention was first called to this subject, and where I took my first lessons in the causes of malarious diseases, I not only made myself acquainted with the river for some distance, but the bottom lands, and the back of the bottoms also. There was no stagnant water; the stream, though low, ran smoothly over a gravelly bottom; the bottom-land was wide and dry. Then why this sickness? The river was lower than usual, so much so that portions of the bed of the stream and sandbars were laid bare and exposed to the action of a hot meridian sun, and the water in the stream itself was warmer than usual.

Sickness was requiring my attendance at night, I soon observed that the river was covered with fog between twelve and two o'clock A.M. The fog soon commenced rising over the immediate river bank, and extended over the whole land, to the hill back of the bottom. The fog evidently was produced by the atmosphere immediately over the river becoming colder than the water in the stream; hence the vapor that arose was condensed into fog, and the malaria that was generated along the banks of the stream was condensed with the vapor, and became a part of the fog. The bottom-lands were in cultivation, and the dry ground, which cooled slowly, while the cooler air at the river pressed the

fog toward the hill, and so continued until the whole was dissipated by the sun's rays the next day, or by the wind. Thus the inhabitants along the river, and thence to the hill back of it, were exposed for four hours every day to this fog and malaria. From that period, and until a very short time since, I have closely observed all that could bear upon this subject. Fog plays an important part in developing malarious diseases. Currents of air are also agents. In the midst of an accumulation of alluvial matter, exposed to a hot meridian sun, the vapor arising may be, and is, often wafted to a considerable distance, settling on the brow of some hill, or some spring gushing out at the bottom, or midway up the hill, there to be condensed with the vapor arising from these, and thus forming a fog. Families residing in such localities are always more or less affected with disease from malaria, which continues until the cause is removed. For example, only a short distance below Connersville there were two springs that broke out of a high bluff bank, on a plateau near its brow. In early times a house was built near *one* of the springs, and a *stable* near the other. This place, which was at least seventy-five rods from the river, whose banks in that locality were smooth, was so sickly that the owner moved away from the place, though otherwise comfortably situated. He rented the farm, and it became my lot to be the physician of several families who resided there at different times. Regularly every year these families were sick, and after trying it for two or three years they would leave, and some one else would try it, but with no better result. About these springs, in August and September, the fog would settle, and often envelop the whole hill. Finally the location, as a residence, was abandoned, and a residence was built below, near the river bank, on the same tract of land, and another one above, and near the river, both of which were occupied by different families, and all escaping without sickness, which condition has continued for the last six or eight years.

To contrast this I give you a case on Garrison Creek where I settled in the early history of the country. The creek was densely lined on each side with sycamore timber, and the stream meandered along, and for years it never went dry. But as the country became cleared and free from trees in very dry seasons the creek would become dry, leaving pools of water along in places, consequently the stream became a fruitful source of malaria. The family residence is due north from the creek though the main course of the creek is south-east, the house is situated on the brow of an elevation of about twenty feet on a perfectly dry bank, and a dry bottom to the bed of the creek, a distance of twenty rods or more. The shape of the surrounding hills is such that if the wind were south it would blow across the creek to the

house, and a south-west wind would be followed by a similar result. Since the creek commenced going dry there has been occasional sickness at the place, though occupied by two different families. The place on which my son Stephen now resides—one and a half miles west of Wabash Town, Indiana—presents similar results. At the time he first settled on the place he built a house on an elevation of about twenty feet, and about two hundred feet from a large spring, and a quarter of a mile from a mill-pond which overflowed some two or three acres of land, and which was fast filling up with deposits from a small stream, and the wash from the lands in woods, that discharged its water with leaves, etc., into this pond. The pond lay a little west of a direct south course from his house. While he resided in that locality his family suffered from malarious diseases. He however ultimately removed his residence a quarter of a mile further off, and his family became comparatively free from disease induced from a malarious cause. In this case, the wind or breeze was evidently the cause by which the malaria was carried from the pond to the house, thus inducing the disease at the first location. The second location was directly north of the pond, but a dense woods and hill of some high [height] intervened. Some four years since I wrote a thesis on Hygiene of some fifty pages, in which I embraced the subject of the location of a residence with a view to avoid the influence of bilious diseases. One of its directions was a dry location; and if near a stream producing malaria to place the house in such a locality as to be free from the poisonous influences.

Different localities will require different locations for residences. In many it will require close attention and a proper use of wind vanes; this will, however, only be a portion of the care necessary, as the clearing of a piece of woods even at considerable distance will change the current of air. Persons who have never paid attention to this subject would be surprised at the results in different localities. To locate a building so as to avoid a current of malaria, with or without fog, much care will be necessary.

Thus, in as brief a manner as my abilities will admit, I have given you the result of my observations on malarious diseases. I might have greatly enlarged on the various localities in Whitewater Valley, but it would have been little more than a repetition of what I have said.

The Whitewater River is a very crooked stream, running from a north north-east direction, thence west of south and then turning southwardly at last emptying into the Big Miami near the mouth of the latter stream. Between these bends in its course it is very serpentine; its upper por-

tion is through a comparatively level country, but as the stream descends the hills assume considerable high [height], except at points where side streams empty into the main river—and they are numerous. The low or bottom-land on these side streams continue up from one to two miles with but few exceptions. These frequent bends and openings are constantly changing the local currents of air, though the general current is from south to north and south-west. From this source we have all our heaviest wind storms, and by far the largest portion of rain. A north-west wind is always cool and as long as continued the weather is settled and clear. In a continued clear spell the wind rises with the sun and lulls with its setting.

Your[s] truly,
Philip Mason

Source: Mason, Dr. Philip. *A Legacy to My Children Including Family History, Autobiography, and Original Essays*. Cincinnati, OH: Moore, Wiltstach & Baldwin, Printers, 1868.

These early physicians were attempting to understand the source of malaria. Today we know that malaria is a mosquito borne infectious disease of humans caused by parasitic protozoans. When a mosquito bites a person the parasites travel to the liver where they mature and reproduce. Malaria causes symptoms that typically include fever, fatigue, vomiting and headaches. If not appropriately treated, people have reoccurrences of the disease months later. The first effective treatment for malaria came from the bark of cinchona trees, which contained quinine. This tree grows on the slopes of the Andes, mainly in Peru. It was the primary treatment until the 1920s.

ERIE CANAL FLIGHT-OF-FIVE RECEIVES MORE FUNDING

When CSI visited Lockport, New York on its Erie Canal trip in June 2014, we saw two of the Flight-of-Five locks being reconstructed. This was being done as part of the city's Locks District Redevelopment Plan. Restoration of these two locks was completed in 2014.

Lockport sees this exceptional group of locks built in the 1840s as a great tourism draw and a project that creates opportunities for entrepreneurship and entry level jobs. Thus the Western New York Regional Economic Development Council has awarded the project an additional \$615,000 toward its completion. They project that when operational the Flight-of-Five will attract 230,000 visitors annually, who will spend over \$17 million.

LOGANSPORT MARKS CANAL ROUTE

CSI director and Allen County Historian, Tom Castaldi, has partnered with Cass County Historian, Mike Stajduhar, on a project to post 17 new signs marking the route of the old Wabash & Erie Canal through Logansport, Indiana. They plan to add even more signs next year. The signs will highlight the former waterway's path that operated for about 35 years connecting Logansport to Lake Michigan at Toledo, Ohio and for a shorter period of time to the Ohio River at Evansville, Indiana.



Photo by J. Kyle Keener

Sarah Einselen gives the history of the Wabash & Erie Canal in an article in Logansport's *Pharos Tribune* on August 24, 2015 as follows:

"From about the time of Logansport's founding in 1838 until 1874, the canal served as a thoroughfare for packet boats and freight barges towed along the nearly still waterway by teams of horses or mules, which walked along the "towpath" next to the canal. It got its water from the nearby Wabash River. Through Logansport, the canal route wound along or near present-day Erie Avenue and Fifth, Third and Water streets as well as U.S. 24 west toward Georgetown. Engineered with locks, aqueducts, arches and culverts to ferry boats up and down the changing terrain, the Wabash and Erie Canal was the longest canal in the western hemisphere until courts ordered it closed in 1874. It was quickly superseded by the more reliable rail system."

Tom, a Logansport native, knows it's impossible to stay on the exact route of the canal since some of it has been paved or built over through economic development—developing Indiana's frontier was the intent of the canal in the first place. He and Mike have tried to follow it as closely as today's roads allow. They are pointing out the canal route to remind people of the past. He explains, "What it is, mostly, is a sense of place—a place in history that reminds people of the past. The more you're aware of your past, the more you can take pride in it. And pride is what builds a community."

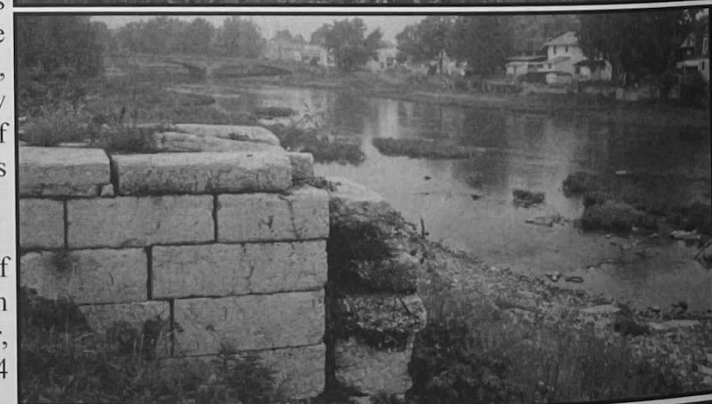
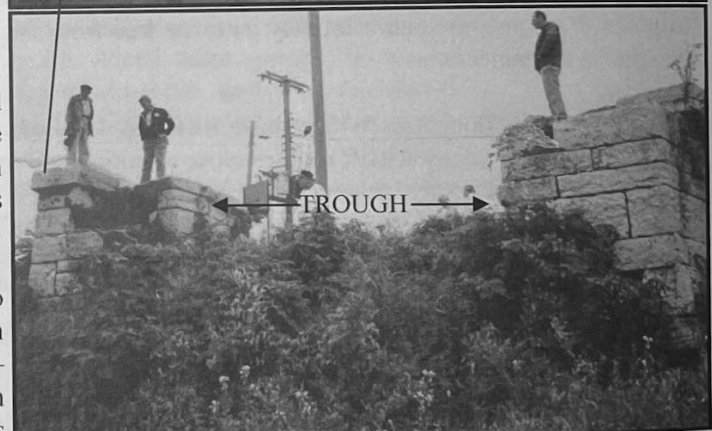
The signs are being placed at the intersection of Erie Avenue and 18th Street, then to Fifth Street, High Street, across the Sixth Street bridge over the Eel River, through the northwest section of town, connect to U.S. 24

and head toward Georgetown. There, the route will eventually connect with Carroll county's section of the canal, which is already marked.

Erie Avenue and Water Street carry names reminiscent of canal days. Other towns often have street names such as Canal Street or Dock Street.

Logansport also had a long open trunk aqueduct, No. 5, that carried canal boats across the Eel River. Its abutments are still visible at the end of 5th Street. The article included a painting of Aqueduct 5 as well as a painting of the canal at Fifth and Market in the mid-1800s.

Photos of aqueduct painting and 5th street abutment - Bob Schmidt



NEWS FROM DELPHI

COMMUNITY AWARENESS DAY AT CANAL PARK

On August 17, 2015 Community Awareness Day was held in Canal Park in Delphi, Indiana. Its purpose was to build a bridge of sorts between the community at large as well as exposing the community to the treasures of Canal Park. This is the second such event in as many years there along the Wabash & Erie Canal.

Visitors turned out to see the cars on display as well as Carroll County's fire truck and EMS vehicle. The buildings in Canal Park, such as the one room school, were open to the public. Docents explained the original use of the buildings.

INTERACTIVE LIME KILN

Canal Park's Monday-Wednesday-Friday volunteer crew have created an interactive lime kiln exhibit for the Canal Interpretive Center. From the 1850s to 1917 lime was made at several of these large ovens in Delphi and shipped by canal boat and later by rail to be used in plaster, mortar and whitewash for construction projects.

The scaled down exhibit lets park visitors learn how a kiln was loaded using a gin pole, an early type of crane, to transfer a load of limestone up and into the kiln. The one used in the model is made of PVC pipe strung with thin rope with a magnet at its end and has a winch and a pulley. Using hand cranks, the operator lowers the rope and the magnet is attracted to an iron-embedded ball representing a load of limestone. He then raises the ball up toward the model kiln and drops it into a circular channel atop a wooden box. The box has two half circle chambers on opposite sides that represent a stone furnace.

The circular channel in a real kiln would have been made of brick and tower about 50 feet high and be about 12 feet in diameter. As load after load of limestone was packed on top of each other, they slowly passed by intense heat created by burning wood. During this slow descent the moisture was driven out of the stone, the chemical properties were altered and the stone crumbled into a fine powder on the bottom of the kiln. This process through the kiln took about a week running day and night. The kiln, which operated 24/7, was shut down about once a year to clean or repair it.

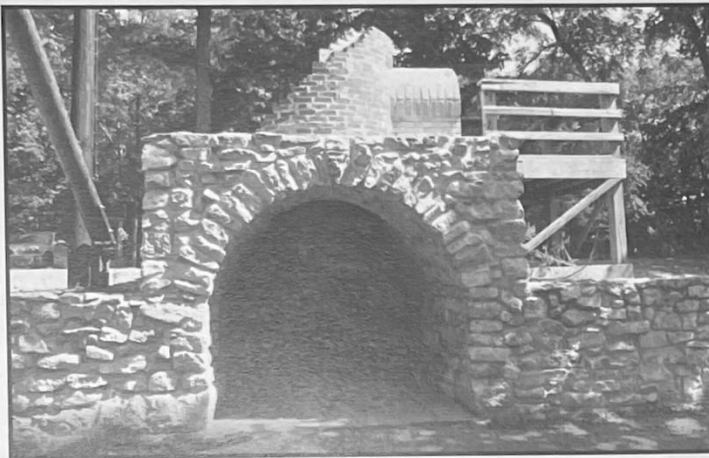


1. A row of beauties at Community Awareness Day
2. Cece Henning—teacher— one room school
3. Carroll County EMS vehicle
4. Fire truck behind canal boat playground viewed from the Buford Hotel façade

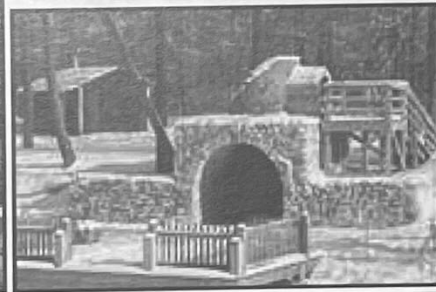
Photos by Mark A. Smith

THE HOOSIER PACKET - NOVEMBER 2015

A replica lime kiln can be seen by visitors to the park in the Red Bridge Settlement. They can reach the top via a wooden stair. The gin pole is to the left of the picture. The wood was placed and burned inside the opening.



The gin pole on the left could pick up limestone from the canal boats and raise it up into the kiln. Once burned the lime product could then be placed aboard canal boats and shipped to distance places.



Lime kiln photos courtesy Carroll County W & E Canal, Inc.

The Delphi Lime Company and the firm of Charles

E. and William H. McGown were the two principal lime manufactures in Carroll county. Their kilns were at or near Delphi and they turned out the very best articles of lime.

The Delphi Lime Company, Delphi, Indiana

Amount of capital.....	\$20,000
Number of employees.....	25
Average daily wages.....	\$1.25
One engine, 12 horse power	
Number of steam drills	1
Number of bushels of lime per annum.....	110,000
Value per bushel.....	\$.12
Niagara limestone; color gray	
Number of acres controlled by firm.....	20
Number of acres undeveloped stone land owned	
By L. B. Sims.....	40
Number of acres owned by McKain (McCain) heirs	50
Number of acres owned by Sarah Mitchel.....	40
Number of acres owned by William Bradshaw..	20

Report of the State Geologist, 1892

At Huntington and Delphi the manufacture of lime is carried on an extensive scale, the value of the yearly output at the two points approximating \$250,000. The product is noted through the eastern United States for the excellence of its quality and is much sought by builders and contractors.

Report of the State Geologist, 1900.

At one time a Mr. Hubbard is said to have operated 22 lime kilns. The last stone kilns were torn down in Delphi in 1963. They were almost forgotten, but this kiln replica and the interactive exhibit in the Canal Interpretive Center keeps alive their memory and use.

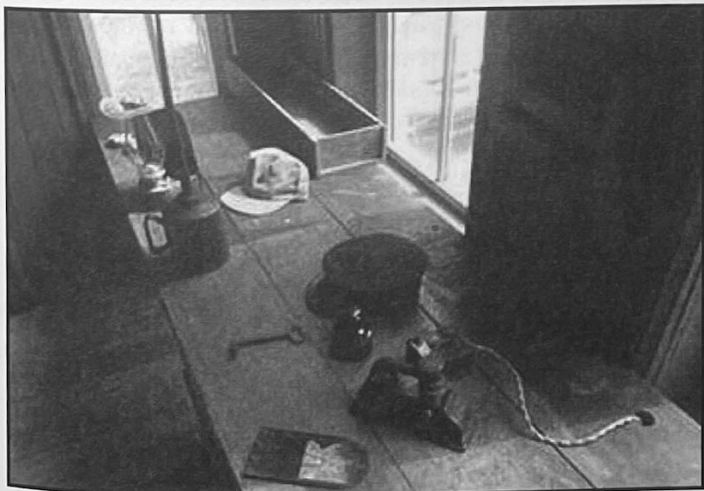
CANAL MURAL IN SANDWICH SHOP



DEPOT DONE—LOOKING FOR ANTIQUES



Tom Peters, Al Auffart and Brice Crowell of the 8-member M-W-F crew of volunteers stand before the completed Depot. The building was built at Leiters Ford in Fulton county, Indiana in 1884. It was owned by Rich and Sheila Ruhnow, who donated it to Canal Park. An Amish crew took it apart in panels. It was hauled to Canal Park where volunteers reassembled and completed it with new windows, roof and paint. Even the foundation stone was of the same period and was donated by the Germond family. A grant to complete the building was received from North Central Health Services through a Tippecanoe Arts Federation project.



Brice and Judy Crowel (both volunteers) go on antique shopping sprees and come back with railroad memorabilia to display inside the depot. Donations of true railroad equipment, posters, tickets, benches, etc. to help illustrate that era would be greatly appreciated.

LOOM HOUSE

Photos from Dan McCain



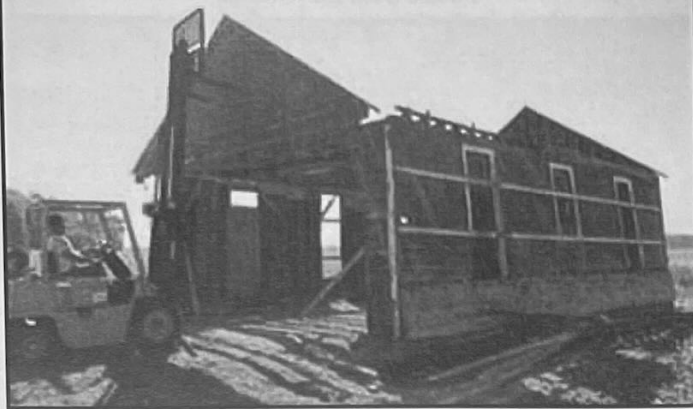
Dorothy Baker, her husband and daughter are studying the layout of the large three heddle loom in Canal Park's new loom house. The loom was received as a gift from Conner Prairie. The loom was recently moved from inside the museum area of the Canal Interpretive Center. It will be used by Dorothy and other members of the Weaver's Guild to demonstrate how cloth is woven. She will direct the warping (stringing) operation to get the loom ready for use.

MOVING ANOTHER BUILDING

This old school house was converted to farm use with a huge door that allowed the access for storing of agricultural equipment inside it. The M-W-F crew members, Roy Patrick, Brice Crowell and Dave Smith, took a break from removing the tin roof on one hot morning.



Photo Dan McCain



With metal roofing and rafters removed the building is being disassembled in panels for transport to Canal Park. Once there it will be reassembled and used as a storage building until grant money can be obtained to restore it to a schoolhouse once again.

Besides taking apart the schoolhouse, the volunteers have been placing a stone façade on the abutments of the Gray bridge. The Carroll County Wabash & Erie Canal Association hopes to place a little church on land at the end of the bridge where it connects to the Gateway Trail.

Canal Society of Indiana
BOARD OF DIRECTORS MEETING

OCTOBER 24, 2015
10 a.m.—3 p.m.

The Old Railroad Depot
U.S. 52
Metamora, Indiana

Catered Lunch
(reservations required)

Tour of Whitewater Scenic Byways
Pavilion following meeting

The meeting has been moved up one week from its originally scheduled time in consideration of those who work at the polls and are training that weekend.

PATENTS PENDING

The Wabash & Erie Canal was officially abandoned in 1874. However, many people still held land patents on Wabash & Erie Canal lands. These lands were alternate sections of 640 acres, which were set aside by the Federal Government to be sold by the state and the funds used to build the canal with the idea that once the canal went through the state the sections retained by the Federal Government would command higher prices when they were sold. Many of the owners holding these land patents as late as 1901 still had not had them recorded so that their title was perfect.

The *Annual Report of the Auditor of State of the State of Indiana Year Ending October 11, 1901* includes the following from the Land Department:

“Herewith is submitted a report of the transactions of the Land Department, so far as they relate to matters of record. The principal work of this department is confined to answering letters of inquiry relating to land entries and original surveys. Hundreds of such letters are received annually, and the investigations required consume much time and labor.

“There still remains in this office a large number of patents, conveying Wabash & Erie Canal lands. The law directs that these be recorded in the county where the land is situate, and until this is done there will be a defect in the title to these lands. Patents, some issued by the State as early as 1832, and others by the trustees of the canal as late as 1876, are here for lands in Allen, Benton, Carroll, Cass, Clay, Crawford, Daviess, Dubois, Fulton, Gibson, Greene, Huntington, Jasper, Knox, Kosciusko, Lake, Lawrence, Marshall, Martin, Miami, Monroe, Pulaski, Putnam, Spencer, Sullivan, Vanderburgh, Vermillion, Wabash, Warrick, White and Whitley counties. It is hoped that the owners of canal lands in the counties named, who have not yet obtained their patents and had them recorded will do so at once in order that their title may be made perfect.

“The records in this office show that no patents have been issued for several tracts of Swamp and University lands. Most of these tracts have undoubtedly been sold, but purchasers have neglected to obtain patents for same. This failure leads to trouble when the present owners desire to sell or mortgage their lands. Such owners should send to this office their certificates of purchase and obtain patents.”

THE JIGGER BOSS

By Carolyn I. Schmidt

New York, Pennsylvania, Ohio, and some other states began building canals before Indiana. Indiana copied, in many instances, what was done on these canals, such as their dimensions, types of structures, materials used, etc. However, they saw one practice that the more religious people thought was improper. That was having a "Jigger Boss" disperse whiskey or brandy to the workmen. There spirits were thought to protect the workers from malaria, cholera, and even snake bite. In an earlier article in *The Hoosier Packet* of February 2005 it was stated that "Life was made more tolerable by the jigger boss, who distributed three jiggers of whiskey or brandy per day and, in wet weather, six jiggers a day to each worker.

With the beginning of the Wabash & Erie Canal at its summit in Fort Wayne, Indiana, the Presbyterian minister was adamant that dispensing spirits should not be allowed. Charles F. Poinsett in his book *Fort Wayne During the Canal Era 1826-1855* published by the Indiana Historical Bureau in 1963 writes:

"As competition for the labor supply grew more intense prior to 1837 the rate advanced to \$13 a month and at times even higher. In addition to their wages the workers were supplied with food and drink. The demand for provisions, of course, benefited the merchants of Ft. Wayne. Soon whiskey, which had been a principal item in the Indian trade, took on a renewed value. James Chute, the Presbyterian minister, used all of his influence to prevent "a use of ardent spirits on the canal line." He secured the complete cooperation of Jesse L. Williams and the canal commissioners in drawing up early canal contracts which stated "the party of the first part [William Rockhill contractor] shall not permit any workman in his employ while they are engaged in constructing this Section [at Ft. Wayne] to drink distilled spirits of any kind under the liability of forfeiting this contract at the option of the party of the Second part [Samuel Lewis Canal Commissioner]." For a time, according to Chute, the commissioners did enforce this provision. Perhaps this helps to explain the early shortage of canal workers at Ft. Wayne for by 1834 Chute admitted that "in some instances [the contractors] have broken over, being too much influenced by the character of their workmen." Considering the conditions under which the laborers worked it was almost impossible to make such a provision. In the case of the Irish not only were they accustomed to whiskey, but the beverage was considered as "the one specific" for malaria "and every gang of workmen boasted a 'jigger boss'

whose duty it was to carry a large tin pail of whiskey along the line and issue a small drink or jigger whenever it seemed needed."

It seems that Chute's attempt in preventing the use of spirits didn't last long. Paul Fatout in his book *Indiana Canals* published by Purdue University Press, West Lafayette, Indiana in 1872 says:

The Irish "brought with them a long-standing devotion to toping. At the outset of work on the Wabash and Erie, two-thirds of the contractors announced that they would not permit their men to use ardent spirits, but enforced abstinence was not popular, and it did not endure. Prohibition was absurd in a frontier country of hearty drinkers accustomed to hard liquor as a conventional symbol of hospitality in all kinds of society. Whether the offering was choice Scotch in a cut-glass decanter or cheap Monongohela in a jug, the visitor in any household expected a generous tot or two and he was much disappointed if decanter or jug were empty.

"On the canal line a busy functionary known as a jigger boss walked up and down carrying a tin pail of whiskey and ladling out jiggers to those in need of refreshment, His job was fulltime, the result being that a good many shovelers were pleasantly tipsy all day long. But as one retired jigger boss nostalgically observed many year later. 'You wouldn't expect them to work on the canal if they were sober, would you?'

"The sardonic question implies the hard lot of canal workers. Living miserably, without creature comforts or health safeguard, they were chattels, underpaid and exploited. Some had wives and children, but their family life was about as bleak as that of the cave man. If, out of boredom and desperation they took to the bottle, fought and caroused, there was plenty of reason why. Whiskey made drabness more tolerable and it was besides, so everybody devoutly believed, a sovereign remedy for malaria. Drunkenness and coarseness outraged the pious sensibilities of upright citizens, but good people offered no helping hand to

Drawing by
Nate Tagmeyer



THE HOOSIER PACKET - NOVEMBER 2015

lift submerged workers out of the slough. All that the general public knew, or cared to know, was that diggers were efficient at moving earth."

Poinsatte refers to a quote, which gives a picture of life among the canal workers, that appeared in the *Lafayette* (Indiana) *Journal* on September 23, 1899 as follows:

"In the earlier days the Wabash valley had not been unhealthful. But the rent earth [referring to the digging of the canal] liberated a malarial pestilence. Whiskey was the one specific, and every gang of workmen boasted a 'jigger boss,' whose duty it was to carry a large tin pail of whisky along the line and issue a small drink or 'jigger' whenever it seemed needed. His judgment was the only limit or guide. I found a former 'jigger boss' at Delphi, the other day.

"Why, those workmen must have been drunk all the time," said I. He replied, "You wouldn't expect them to work on the canal if they were sober, would you?"

In the book *Fort Wayne on the Old Canal* published by the Public Library of Fort Wayne and Allen County in 1952 it talks about the death of the workers, but it greatly exaggerates the death rate:

"The havoc wrought in the ranks of the Irish workers by malaria and cholera almost beggars description. It

has been said that one Irishman died from disease on this project for each 6 feet of canal built.

"Whiskey seemed to be the one specific remedy for these deadly maladies and a scotch "jigger boss" purveyed "redevye" to each gang of workmen. He carried a bucket of the libation and a tin cup. The worker exercised his own judgment as to the size and frequency of the dosage."

It is true that many canal workers and at times whole camps of workers died and were buried in mass graves. However, a worker dying for every 6 feet of canal is grossly overstated. The Wabash & Erie Canal was 468 miles long. That would mean that 411,840 men would have died. That would be 880 men per mile. At any one time there were only about 1,000 men working on the canal. Also the entire population of Indiana in 1830 was 343,031 and in 1840 was 685,866.

Through these accounts, though somewhat different in the amount or way the "spirits" were distributed, we can see that spirits definitely were needed to keep the Irish men digging. A jigger of whisky today is 1.5 ounces. Apparently they were dispersing much more than that. The "spirits" led to much fighting among the Irish and also with the locals. This they saw as a form of entertainment and a way to get rid of their anger at their lot in life.

CANAL SOCIETY of INDIANA MEMBERSHIP APPLICATION New Renewal Membership year January 1—December 31

Dues over the \$25 Single /Family membership level are tax deductible.
Will your employer match your gift?

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Please enroll me as a member of the Canal Society of Indiana for one year. I will receive the official publication, The Hoosier Packet, which includes articles on canal history, reprints of original documents, and reports about technical aspects of canaling.

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