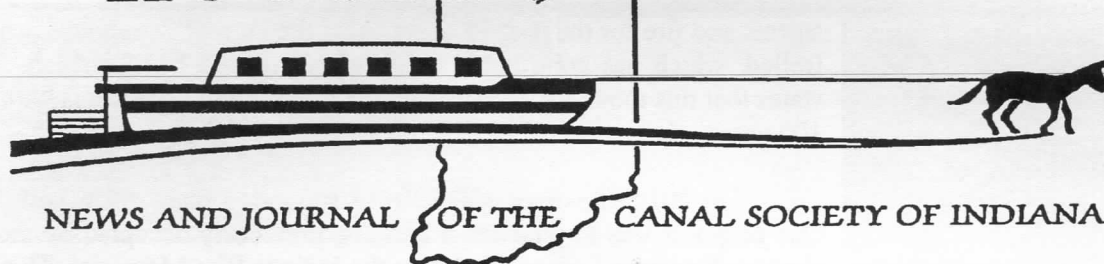


THE
HOOSIER-PACKET



VOL. 14 NO. 9

P.O. BOX 10808 FORT WAYNE, IN 46854

SEPTEMBER 2015

PRESERVING RECORDS



The Indiana State Archives is located at 6440 E. 30th Street, Indianapolis, Indiana, 46219. It is open from 9:00 a.m.—4:00 p.m. Monday—Friday. It is closed on election days, weekends, and federal and state holidays. Free parking is available at the front of the building. Telephone: (317) 591-5222

Photo by Bob Schmidt

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NEW HOME FOR INDIANA'S ARCHIVES

By Robert F. Schmidt

In 2001 all of Indiana's early historical records contained in the State of Indiana's Archives were moved from the State Library next to the Capitol to a warehouse on 30th St in eastern Indianapolis. This was done to allow renovations to the State Library. The warehouse was only to be a temporary location until a more permanent one could be authorized by the legislature and then constructed. But nothing was done to relocate it thus exposing our Hoosier documents to potential destruction from

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storms and fire for the past 15 years. Also the current warehouse is not climate controlled, which has contributed to document decay. Jim Corridan, State Archivist, states that this move has jeopardized the life of these documents with a loss of about 100 years.

In 2014 Governor Mike Pence supported plans for a new State Archives. One proposal was to renovate a building previously occupied by the American Legion on American Legion Mall near the Indiana War Memorial. This 2014 plan was replaced by additional legislative actions.

Recent newspaper articles reported that at last a permanent home for the Archives appears to be in the works. The state legislature has authorized \$25 million for a new building to house Indiana's precious documents. One proposed location was along the Central Canal just east of the Indiana Historical Society, which is currently used for summer concerts along the canal. Locating there would put Indiana's historical documents close to both the State Library and Capitol. It was suggested that a tunnel could be built to connect to these buildings.

Sherry Seiwert, CEO of Downtown Indy, was concerned about losing this green space along the canal. On the other hand, Jeff Hutson Favorito, the owner of Old World Gondoliers, favored the new building as a good use of space.

Many canal documents are stored in the Archives. They need a permanent protected location. Surely concerts could be held elsewhere along the Central Canal.

The canal-side location for the Archives was in the works in April 2015 and covered by the *Indianapolis Star*. However, when the state budget was finally approved by Indiana's General Assembly in May, they had inserted a provision barring the Archives construction at the canal site on Ohio Street across from the State Library.

Senate Appropriations Committee Chairman Luke Kenley, (R -Noblesville) says he didn't believe the current green space along the canal was large enough for future growth of the archives building and that other state property is available for the project. "If you build that building there now, 20 years from now it's too small," Kenley said. "I just thought that there were other choices."

The Archives receives about 2,500 visitors a year in its current location. Corridan feels that this number could more than double with a more central and permanent location next to the government complex. He said in early May that project planners are looking at several downtown spots and hope to have a site selected soon so design work can begin. He hopes that construction will be underway by 2016. "It would've been nice to have the three of them within easy walking distance of each other," Corridan said. "Hopefully, we'll still be within walking distance of the other two institutions and just a little further away."

Sources:

August 4, 2014 Michigan *City News-Dispatch*
April 26, 2015 *Indianapolis Star* page 10A
May 4, 2015 *Evansville Courier & Press*
May 5, 2015 Fort Wayne's *The Journal Gazette*

CANAWLERS AT REST

JOHN MINESINGER

Find-A-Grave #37038230

b. March 17, 1803
d. September 1, 1879

By Robert F. Schmidt



John Minesinger Courtesy of Ada Miles

When the businessmen of Hagerstown decided to build a canal to connect with the Whitewater Canal at Cambridge City, they quickly concluded that they would need an engineer to head up the project; a person who had previous canal experience. John Minesinger of Beaver county, Pennsylvania was chosen to layout the 8-mile-long waterway from Hagerstown to Cambridge City. What was his background and experience to lead this task?

John's father, Joseph Minesinger, was born in Wittenberg, Germany circa 1765 to Jacob & Catherine Minesinger, who originally emigrated from Italy. Joseph learned the stone-mason trade in his native Germany, and in late 1790s came to the United States. He bought 400 acres of timber land in Greene Township, Beaver County, Pennsylvania and circa 1791 married a woman named Christina. During the next decade 4 sons were born to them: David, Jacob, **John** and Godfrey. As the boys grew up they were able to help him clear the land and build a large stone house on his property. The Minesingers had 3 more children, two daughters, Catherine born in 1810 and Elsie born in 1814. Finally in 1817 another son, James, was born.

Joseph continued his stone masonry work and farming. In those days sons often followed the occupation of their father. His son Godfrey took up stone masonry and built one of the stone abutments for the railroad bridge at Wheeling, West Virginia. Godfrey purchased a farm near the Ohio River at Smith's Ferry. At his death in 1868 this farm was divided between his two sons John and Thomas.

Joseph's fourth oldest son **John**, our subject, at 21 in 1824 was married to a local Pennsylvania girl, Mary "Polly" Swearingen. She was 16.

We don't know how John Minesinger gained canal engineering knowledge, but it was probably on the job like many men did who worked on canals. It appears likely that he became involved with the Beaver Division of the Erie Extension Canal in Pennsylvania.

The Erie Extension Canal was to extend 136 miles northward from the confluence of the Ohio and Beaver rivers up the western edge of Pennsylvania to Lake Erie. When completed in October 1844 by a private company, it consisted of 137 locks to overcome a total rise and fall of 977 feet and included 32 miles of slackwater. The first phase of the project began in July 1831 along the Beaver River to Harbor Bridge, a distance of 31 miles—25 miles of slackwater and 6 miles of constructed canal banks. This phase was completed in May of 1834. This Beaver Division is the same area where the David Sanger family built lock #8 and dam #3. (See *The Hoosier Packet* December 2010)

John Minesinger probably gained some work on the Beaver canal project and then learned about a planned survey in Indiana on the Whitewater River. In the summer of 1834 William Goodin and Jesse L. Williams were employed to conduct a survey of the Whitewater valley from the mouth of Nettle Creek (Hagerstown) to Lawrenceburg, Indiana. One of their assistants was **John Minesinger**. They determined that a canal was feasible along this route and

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subsequently the Whitewater Canal was included in the Mammoth Internal Improvement Bill of 1836. Ground-breaking for the canal was held in Brookville on September 13, 1836. The first portion was completed from Lawrenceburg to Brookville in 1839. By this time the state of Indiana had gotten into financial difficulty and all work stopped in November 1839. In 1842 the Whitewater Canal was sold to Henry S. Vallette of Cincinnati and subsequently became the White Water Canal Company.

After the summer of 1834, Minesinger apparently returned to Pennsylvania to the Erie Extension Canal for on July 13, 1837 he is specifically mentioned and linked as an assistant to the Principal Engineer Dr. Charles Tillotson Whippo. Whippo was now responsible for the 2nd phase of the Shenango Division that was begun in 1837-38. How long John Minesinger was with this work is unknown. He perhaps spent time farming as well.

Somehow John was contacted by Hagerstown businessmen to become the Engineer for the Hagerstown Canal, the portion of the Whitewater Canal that was never completed. Why was he hired? We can only guess. Other engineers were likely working on larger canal or railroad projects. Perhaps he had a friend or business contact. Maybe he was recommended to them by Jesse Williams or another engineer.

John's canal engineering work at Hagerstown was well planned and designed. Here he elevated the canal so it was not subject to the flooding that plagued the lower Whitewater Canal. Around the time he accepted the Hagerstown position, he moved his remaining family to the New Castle area where he purchased a farm. In the 1850 census his family was located in Prairie township, Henry county, Indiana. Martha his youngest daughter was born September 19, 1845 in Indiana so he may have moved to Indiana before he was hired as the engineer on the Hagerstown canal. Other records say the family arrived in 1847.

In the following years John was involved with other engineering projects. The Panhandle railroad, the first railroad in Henry county, was one such project. He was also involved in platting the town of Millville in January 1854 that lies on that railroad and, at that time, was Deputy County Surveyor. Later he served in the mid 1860s as one of the county commissioners when the current Henry county court house was being built from 1865-69.

By the early 1870s John began his most ambitious engineering feat, that of building a railroad trestle across the

Mississippi River at St Louis, Missouri. Another Hoosier self-taught engineer from Lawrenceburg, Indiana, James B Eads, was also working at the same time on another bridge across the river at St Louis. They probably knew each other. The famous Eads' bridge was completed in 1874. Unfortunately James Minesinger was fatally injured by a fall off his bridge trestle and died on September 1, 1870. The *St Louis Democrat* reported:

"Late Saturday evening, Mr. John Minesinger, civil engineer, in charge of the construction of the trestle work between the island and main shore for the Belleville and Southern Illinois, in walking over the work, stepped on the end of a loose plank; the plank tipped up and he fell a distance of twenty-seven feet. The unfortunate man was picked up by other employees of the road and carried to his boarding house. The best medical aid possible to obtain here as well as over the river, was called in and every effort was made by Mr. Broughton, Superintendent of the road, to relieve the sufferer, but to no purpose. He lingered till Sunday, when he expired. The deceased leaves a widow and family, all the children grown up, residing near New Castle, Indiana, as well as a host of friends to mourn over his sudden death. The deceased was a member of the Masonic fraternity, and the body will be escorted to the cars today by a delegation of that order to send it home for burial."

His body was returned to New Castle, Indiana and was buried in South Mound Cemetery in the city. His wife Mary died six years later on June 27, 1876 and was also buried there.

Mary Swearingen Minesinger

John Minesinger had played a key role in developing canals and railroads in the Midwest. His children also had interesting careers that bear short reviews here. For more details on all of these family members and their interesting lives go to:



familysearch.org and look for: *My Genealogy* Book 8 by Walter K Miles, a Minesinger descendant.



**JOHN
MINESINGER
DIED
SEPT 1, 1870
AGED
67Y 5M 15D**

B. March 17,
1803
Hanover Twp.
Beaver Co.
Pennsylvania

D. September 1,
1870
New Castle
Henry Co.
Indiana
South Mound
Cemetery
Sec. 2 #132

Minesinger Family Members

John's oldest son, James Madison Minesinger, was born in 1826, left Indiana about 1856 and went West to make his fortune. In the fall of 1856 he became a cattle drover in Beaver county, Montana. Other times he did odd jobs like hauling timber. He also was a trader with the Indians. As a trader he met his wife. In 1857 he married Nellie Monteray, whose mother was a mix of Shoshoni (Snake) & Flathead (Salish) Indians. Her father was of Spanish origin. James, taking Nellie and his family with him, tried gold mining for a while. Eventually he settled in Hell Gate, Montana near Missoula. He participated in local civic affairs and help organize the first county government there. He did survey work like his father. He laid out the town of Missoula and did survey work for the Northern Pacific Railroad.

James' daughter Mary, wed Joseph Miles. He and his son-in-law purchased a cattle ranch in High River, Alberta, Canada. It was there that James and Joseph Miles made a trip in May 1894. James contracted pneumonia, died and was buried in the local Catholic cemetery. An interesting fact is that James never returned to Indiana to visit his family members after leaving in 1856.

Nellie remarried in 1897, but her husband, Nazaire Finley, died in 1911. She went on to live until 1932, dying at age 105. She was buried at Pleasant View Cemetery in St. Ignatius, Montana.

The second son of John & Mary Swearingen Mine-

singer was Joseph R., born in 1828, who was named for his grandfather. Unfortunately this boy died suddenly at age 12 in 1841 either of an accident or disease. He was buried back in Georgetown Cemetery in Beaver, Pennsylvania.

Their next son, Henry M. Minesinger. was born in 1832. He attended college in Canonsburg, Pennsylvania and went on to medical school at Rush Medical School in Chicago, Illinois. He also was a musician. On April 21, 1861 he enlisted for a 90 days as a musician in Company B. 8th Indiana Infantry.

The 8th Indiana Volunteer Infantry was organized at Indianapolis, Indiana on April 21, 1861, for a three-month enlistment. On June 19, 1861, the regiment was moved to Clarksburg, West Virginia, and attached to William Rosecran's Brigade, in George B. McClellan's Provisional Army of West Virginia. On June 29, it was marched to Buckhannon, West Virginia and occupied Buckhannon on June 30. The regiment engaged in the West Virginia Campaign, July 6-17, fighting in the Battle of Rich Mountain on July 11. The regiment was mustered out of service on August 6, 1861.

After being mustered out with his regiment in August 1861, at age 30, Henry returned to Henry County and practiced medicine at Sulphur Springs. On December 10, 1861 he was married to Mary H. Engle. They had two daughters and one boy. Henry died at age 47 and his wife, Mary, lived until 1920. They both are buried in South Mound Cemetery at New Castle.

John and Mary's fourth son was John Quincy Minesinger. He was born in 1838 in Beaver County, Pennsylvania, moved to Indiana in 1847 with the family, and became a farmer. He married Mary Jane Ridgeway in April 1858. He remained in Indiana his entire life. They had one child, Omar Eugene Minesinger, born in November 1859. Omar remained single until age 55 and then married a Kate Pence. They had no children.

Charles W. T. Minesinger, was the fifth and youngest son of John and Mary. He was born in Pennsylvania in 1841. In April 1861 the Civil War began with the firing on Fort Sumter. Charles enlisted on October 20, 1861, at age 20. At Middletown, Indiana he joined Captain Bradford's Company F of the 57th Regiment Indiana Infantry for the remaining period of the war. The unit was first sent to Indianapolis in December 1861 where he received the rank of corporal. On May 17, 1862, following the battle of Shiloh and during the siege of Corinth, he was promoted to Ser-

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John Minesinger Family Genealogy

Name	Birth	Death	Marriage	Cemetery	Location
Minesinger, Jacob	1740	?	?		Beaver City, Beaver PA
m. -----, Katherine	1741	?			Beaver City, Beaver PA
Minesinger, Joseph	1765	3/15/1837	1790/91		Beaver City, Beaver PA
m. -----, Christina	1772	11/1852	" "		Beaver City, Beaver PA
Minesinger, Joseph	1792	3/15/1847			Beaver City, Beaver PA
Minesinger, David	1795	?			
Minesinger, Jacob	1797	10/18/1847	1834/35		Beaver City, Beaver PA
m. Bartholomew, Lydia Ann	1818	11/16/1847	" "		Beaver City, Beaver PA
Minesinger, John	3/17/1803	9/01/1870	1824	South Mound	Henry Co IN
m. Swearingen, Mary	4/15/1808	6/27/1876	" "	South Mound	Henry Co IN
<u>Minesinger, James M</u>	11/5/1826	5/16/1894	1857	Lake Co MT	Calgary, Alberta
m. Monteray, Nellie	12/25/1826	6/21/1932	" "	Pleasant View	Lake Co MT
<u>Minesinger, Joseph R</u>	7/07/1828	1/03/1841	Single	Georgetown	Green Twp Beaver Co PA
<u>Minesinger, Henry M</u>	1836	3/30/1879	12/10/1861	South Mound	Henry Co IN
m. Engle, Mary H	3/31/1836	2/??/1920	" "	South Mound	Henry Co IN
<u>Minesinger, John Q A</u>	7/31/1838	7/31/1916	4/04/1858	South Mound	Henry Co IN
m. Ridgeway, Mary Jane	2/23/1838	9/20/1914	" "	South Mound	Henry Co IN
<u>Minesinger, Charles W I</u>	1841	9/14/1864	Single	South Mound	Henry Co IN
		57th Ind Inf - wounded Jonesboro GA			
<u>Minesinger, Martha U</u>	9/19/1845	8/14/1910	2/20/1867	South Mound	Henry Co IN
m1. Needham, Benjamin	12/07/1836	9/20/1884	" "	South Mound	Henry Co IN
m.2. Showalter, Harrison	11/??/1857	10/21/1920	8/04/1886	Mt Summit	Henry Co IN
Minesinger, Godfrey	12/25/1803	8/15/1868		Georgetown	Green Twp Beaver Co PA
m. Laughlin, Sarah	9/12/1800	1886		Georgetown	Green Twp Beaver Co PA
Minesinger, Catherine	1810	1850+		?	Beaver, Beaver PA
Minesinger, Elsie	2/20/1814	5/03/1890		Lebanon Baptist	Henry Co IN
m. Nash, Alexander	1808	4/14/1883		Lebanon Baptist	Henry Co IN
Minesinger, James	1817?	?		Western	Calhoun IL
m. Booth, Elizabeth	1820?	?		?	?

geant. Then in December 1862 he was elevated to First Sergeant. On April 12, 1863 he was discharged and then assumed the rank of 2nd Lieutenant in the same Regiment and company.

In pursuit of Hood's Confederate forces south of Atlanta, and during the battle of Jonesboro, Georgia on August 31, 1864, Charles was shot in the abdomen. He was taken to the Military Hospital at Chattanooga, Tennessee, where he died from his wounds on September 14, 1864. His remains were returned to New Castle. He was buried in the South Mound Cemetery with other family members.

John and Mary's sixth child was Martha, who was born in Beaver County, Pennsylvania on September 19, 1845. She married Benjamin Franklin Needham in New Castle in February 1867. Her husband was a farmer and member of an early Henry county family. Benjamin followed the painter's trade, which he learned from a young age. They had four children. Unfortunately Benjamin died at the age of 47. Both Benjamin and Martha are buried in South Mound Cemetery. After Benjamin's death in 1884, Martha married Harrison Showalter in August 1886. They had one child, Harry Showalter, born in January 1889. Martha and Harrison were later divorced. In November 1899 Harrison then married Alice Sheets and they were soon di-

vorced. Next he married a Gertrude Bates in July 1902 and they too divorced around 1905. Harrison died alone in 1920. Both he and Martha's son Harry are buried in Mt. Summit Cemetery in New Castle.

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**JOHN NEWLIN CARTER
 THOMAS CARTER
 AND THEIR WABASH AND ERIE CANAL
 CONNECTIONS REVISITED**

By Charles Davis

John Newlin Carter was born March 17, 1819 near Hillsboro, North Carolina to John and Ruth Newlin Carter. John was the youngest of their seven children. His mother died in 1826 and was buried in Orange county, North Carolina.

When John was five years old, his father moved his family to Indiana, making the journey from North Carolina through Tennessee and Kentucky in a covered wagon. They first located in Orange county. His father married a second time on June 9, 1827, thus Hannah Holiday became John's new step-mother. After a few years they moved to Parke county, Indiana, arriving in the Bloomingdale settlement on the last day of November, 1830.

The Carter family spent the first winter in a cabin near Bloomingdale. John, with other children of the

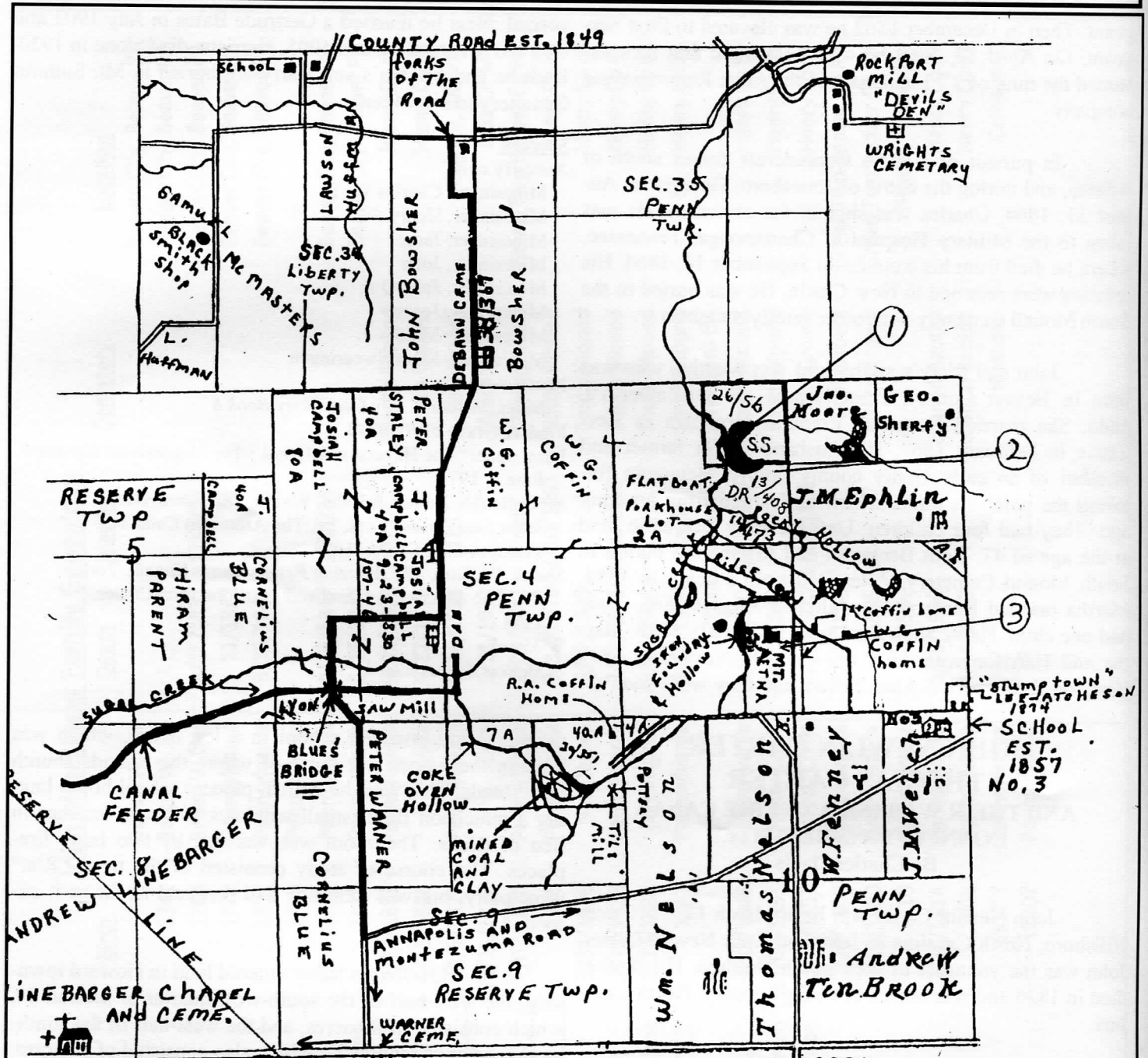
neighborhood attended school in a log house, which was built in the woods just north of where the Friends church now stands. This was the typical pioneer school house having a puncheon floor, small windows and rude benches in lieu of desks. The room was warmed by two huge fireplaces. The course of study consisted of the three "R's," principally, but was thorough and practical as far as it extended.

In 1831 John's father entered land in Howard township, the west-half of the south-west quarter of section 34, which consisted of 80 acres, and the west-half of the south-west quarter of section 27, which also consisted of 80 acres. The latter is near the head of the ravine known as Turkey Run. It is there that the family lived for several years.

As a boy John attended the first quarterly meeting held by the Friends church at the old meeting house in the south part of the town near the Friends cemetery. Later, as a young man, he assisted at log rollings where great logs of oak, walnut and poplar were burned because at that time there was no market for them.

On February 23, 1832, a Friends society was insti-

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PARTIAL MAP OF PARKE COUNTY, INDIANA

1. John Bowsher sold to Thomas Carter 35 acres, NE¼ of NW¼ section 3 containing stone quarry of March 5, 1853. D.R. 26/56
2. William Dallas sold to Thomas Carter 40 acres, SE¼ of NW¼ section 3 January 28, 1851. D.R. 13/408
3. William B. Coffin sold to Thomas Carter 2.47 acres, 18.12 acres, surveyed from section 3, half mile stake on south side, December 5, 1851. D.R. 13/409 This land on the east side was first sold by W. G. Coffin to Thomas C. Coffin and contained 14.98 acres on June 8, 1836. D.R. 3/448 The land on the west side was sold by William Rubottom to Thomas C. Coffin containing 3.03 acres. D.R. 3/449 Inside of this land was Mt. Aetna Manufacturing Company owned by Rayl, Coffin, Huggins 1.40 acres. D.R. 8/167

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tuted in the log cabin of John Newlin Carter in Washington township. His parents were involved with this and that year a meeting house was built of logs on the land of John Maris, the north-east quarter of the south-west quarter of section 5. This church was known as the Poplar Grove church. This was east of the Isaiah Mote mill on Roaring creek.

The Isaiah Mote mill was located north of the now extinct town of Cincinnati in the late 1830s and 40s. The deed for the mill is Deed Record 4/59 1837. Nelson Adolph McClure, a sawyer on the canal feeder dam project, recalled riding on horse back behind John Newlin Carter in their youth going to this mill from Annapolis on the old Indian trail.

In 1844 when the construction of the Wabash and Erie Canal began in Parke county, John's brother, Thomas Newlin, was one of the contractors.

In 1849 John's father died and was buried in the Poplar Grove cemetery. John continued to farm while living with his mother and 3 siblings. 1850 census His brother Thomas bought 40 acres, the south-east quarter of the north-west quarter of section 3 in Penn township on January 28, 1851, from William Dallas. D.R. 13/308 This land contained a large sandstone deposit that laid on Sugar creek. Thomas and John quarried this stone and shipped it by canal boat to Terre Haute. Thomas bought the adjoining land north of it from John Bowsher on March 5, 1853, and thus owned the entire sandstone deposit. D.R. 26/56

Thomas also owned his own canal boat, "Thomas Carter," at the time he was living at Mt. Aetna near Foundry Hollow where William Gaston Coffin's Sugar Creek Iron Foundry was located. He registered the boat on April 8, 1852. Its commander was John W. Welch, a potter from Ohio who was part owner of the Annapolis pottery.

John Newlin Carter recalled "driving in wagons to Cincinnati, Ohio and Evansville, Indiana for merchandise; of hauling loads of stoneware from the potter shop near Coke Oven Hollow to Chicago; of two trips to New Orleans on flat boats loaded with farm produce; and two summers spent on the old Wabash and Erie Canal, freighting sandstone from the bluffs of Sugar Creek to Terre Haute." Carter, John Newlin. "A Pioneer," *Rockville Republican* April 11, 1906.

On October 8, 1854, John married Mary Rayl. They had six children. On August 22, 1855 he bought 40 acres from his step-mother for \$320 in section 34, Howard town-

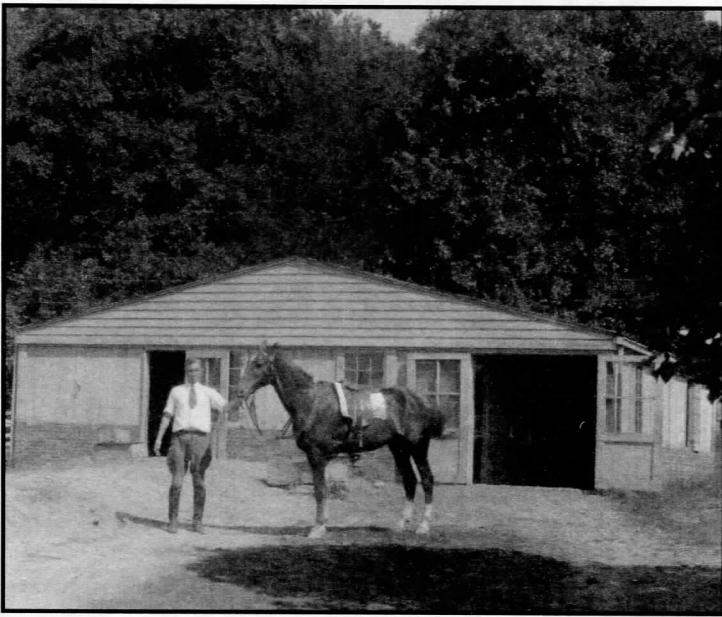
ship.. D.R. 15/694

Thomas sold the home-place to Kinchan Morgan on April 17, 1857. D. R. 17/351, Trust Deed, section 27 (Turkey Run). This 80 acres lies from the entrance of Turkey Run to the suspension bridge on Sugar Creek. John Lusk bought this acreage on July 3, 1899 from Kinchen's heirs.

John and Thomas' step-mother moved one mile south onto the south-west quarter of section 34. There John continued to farm and applied his trade as a teamster.

Thomas sold the stone quarry to his son, William Oliver Carter, on December 27, 1858. D. R. 18/426 Next John sold his 75 acre farm located just above his step-mothers land to Thomas on March 29, 1862. D.R. 20/565 Sometime later Thomas moved to Garrett, Illinois to live with his son. He passed away there on January 14, 1895.

John lived in Bloomingdale in his later years. He died there on September 27, 1912. His grave was unmarked until I, Charles Davis, made and set a marker for him in 2004.



This new horse barn was built in Turkey Run State Park in 1929 where the old horse barn once stood. In this 1930s picture Ora Sample, the grandson of John Newlin Carter is shown. He operated the horse stable in the 1930s for the park. Later his grandson Orville Dean Sample operated it.

Photo courtesy O. Dean Sample

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THOMAS & JOHN NEWLIN. CARTER'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>	<u>Place</u>
Carter, Nathaniel	3-23-1746	PA	5-15-1822		NC		
m. Edwards, Sara Jane	4-17-1747		5-05-1797		NC		
Carter, John	1-22-1772	PA	6-05-1849	Poplar Grove	IN		
m. Holiday, Hannah	7-17-1800		11-14-1877	Poplar Grove	IN		
Carter, Thomas	8-01-1805	NC	1-14-1895	Upper Lester	Garrett IL		
m. Pickard, Eurine	9-30-1804		1-02-1880	Upper Lester	Garrett IL		
Carter, Ruth	11-13-1828		6-10-1924	Upper Lester	Garrett IL		
m. Rayl, Robert Lindsey	4-05-1817		10-04-1878			11-13-1848	Parke Co IN
Carter, William Oliver	12-03-1830		12-24-1917			11-13-1848	Parke Co IN
m1 Swaim, Pricilla			1854			10-30-1853	Parke Co IN
Carter, William	10-07-1854		12-27-1916		Kanaua OK		
m2 Newlin, Eunice E.,	10-31-1831		11-09-1895	Poplar Grove	Parke Co IN	5-04-1856	Parke Co IN
Carter, Malinda Ann	1867		9-29-1872	Poplar Grove	Parke Co IN		
Carter, John V.	8-14-1859		3-22-1939	Poplar Grove	Parke Co IN	2-16-1882	Parke Co IN
m. Ward, Lizzie A.						2-16-1882	Parke Co IN
Carter, Byron F.							
Carter, Edwin McClellan "Clell":	7-10-1861		10-28-1935	Poplar Grove	Parke Co IN	7-20-1884	Parke Co IN
m. Rice, Mahala Ann	7-10-1867		7-30-1925	Poplar Grove	Parke Co IN	7-20-1884	Parke Co IN
Carter, Roy							
Carter, Parke							
Carter, Mrs. Gleethel Boyd							
Carter, Ida J.:	9-07-1863		12-11-1933	Poplar Grove	Parke Co IN	9-22-1887	Parke Co IN
m. Rice, James						9-22-1887	Parke Co IN
Rice, Vernon							
Rice, Marvin							
Rice, Nellie							
Carter, Emma C.							
m. Barker, Lewis J.	1863		9-??-1943		Kirkville MO	11-10-1885	Parke Co IN
Barker, Omar Lewis			7-??-1944		Gardner, ND	11-10-1855	Parke Co IN
Barker, Herbert							of Gardener ND
Barker, Russell Lewis							of Kirksville MO
Barker, Mac Lewis							of Crown Point IN
Barker, Eva Lewis Myers							of Lowell IN
							of Crown Point IN

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<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Cemetery</u>	<u>Place</u>	<u>Marriage</u>	<u>Place</u>
Carter, Ella J.	9-24-1863		8-25-1944	Highland Lawn	Terre Haute IN	6-26-1887	Parke Co IN
m. Wells, David J.	1858		12-19-1938	Highland Lawn	Terre Haute IN	6-26-1887	Parke Co IN
Wells, Virgil							of Denver CO
Wells, Audrey							of Pueblo, CO
Wells, Carter							of Marshall IN
Carter, Ruth Ann	1869		8-07-1952	Poplar Grove	Parke Co IN	2-05-1882	Parke Co IN
m. Miller, Charles P.	1863		9-02-1927	Bethany	Marshall IN	2-05-1882	Parke Co IN
Carter, Milae	1872		12-06-1940	Poplar Grove	Parke Co IN		never teacher
Carter, Charles	4-13-1875		4-12-1926	Poplar Grove	Parke Co IN	6-14-1919	6-14-1919
m. Sullivan, Agnes Mary							
Carter, James Wm "Buddy"							
<u>Carter, James A.</u>							
m. Teague, Mary Teresa	1836		10-??-1909	Bloomingtondale	IN	3-24-1859	Parke Co IN
Carter, Lucinda W.	10-05-1839		8-05-1909	Bloomingtondale	IN	3-24-1859	Parke Co IN
m. Anderson, Louis P.	1864		11-02-1934	Bloomingtondale	IN		
Anderson, Raymond	1864	Sweden	1-15-1929	Bloomingtondale	IN		of Michigan
Carter, William H.							
Carter, Edward B.	1869		6-16-1935	Bloomingtondale	IN		
m. Woods, Daisey	1871		7-??-1952	Bloomingtondale	IN	9-03-1903	Parke Co IN
Carter, Russell	1875		7-??-1950	Bloomingtondale	IN	9-03-1903	Parke Co IN
Carter, Rose M.							of Lawrence KS
m. McKey, Frankj E.	1866		11-04-1943	Bloomingtondale	IN	8-19-1891	Parke Co IN
McKey, Patience Wilson	1863		8-12-1915	Bloomingtondale	IN	8-19-1891	Parke Co IN
Carter, Alice A.	7-17-1860		9-26-1906	Bloomingtondale	IN	12-24-1894	Parke Co IN
m. Bacus, William Reed	1860		1946	Cashatt	Sugar Creek IN	12-24-1894	Parke Co IN
Bacus, Martha							
Bacus, Mildred							
Bacus, Mary							
Carter, Martha E.	6-??-1862		11-08-1873	Poplar Grove	Parke Co IN		
Carter, John Newlin	3-17-1819		9-27-1912	Bloomingtondale	IN		
m. Rayl, Mary	4-??-1835	NC	2-04-1910	Bloomingtondale	IN	10-08-1854	Parke Co IN
<u>Carter, Ruth Ellen</u>	11-14-1857	NC	5-03-1939				
<u>Carter, Sarah E.</u>	1863						
m. Sample, Jacob William	12-??-1851		12/25/1911			12-09-1875	Parke Co IN
Sample, Ora J.	2-21-1877		10-31-1956	Bonebrake	Veedersburg IN	8-21-1898	Fountain Co IN
m. Helms, Edna Mae	11-??-1878		1952			8-21-1898	Fountain Co IN
Sample, Corway H.	6-09-1900		1931				
m. Bento, Elizabeth							

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BOAT BUILDING IN AKRON

Canal Comments 69 by Terry K. Woods

Akron wasn't the most prolific canal boat building site on the Ohio Canal. That distinction has to go to the Peninsula/Boston area, but the very first boat on the canal was constructed in Akron, as well as the last.

Of the first three boats to formally navigate the Ohio Canal in July of 1827, one, the ALLEN TRIMBLE, was purchased in New York and brought over from the Erie Canal; the PIONEER was constructed in Peninsula. The boat generally credited with the first official journey on the canal, however, the STATE OF OHIO, was constructed by the Wheeler brothers on the east bank of the lower basin of the canal, below Lock No. 1, in Akron, Ohio. It was launched on June 27, 1827 and on July 3 began its journey north carrying the Governor of Ohio, several Canal Commissioners and other dignitaries who were attending the opening ceremonies of the new waterway in Cleveland.

Though a few boats may have been constructed in and around Akron during the years immediately following the opening of the Ohio Canal, the boat yards in Peninsula and Boston monopolized that trade for most of the northern portion of the canal. Then, in the spring of 1835, Seth Iredell, Akron's first Mayor, purchased a bit of land at the head of Lock No. 3 from Joseph Perkins and had Ansel Miller construct a dry-dock there. Captain Richard Howe supplied the building materials.

John Waterman and John Langdon operated the dry-dock that first year, but the next season found a Mr. Stevenson using it to repair boats. In 1837, Harvey Allen leased the yard and built three or four new boats for Colonel Robert H. Backus, the proprietor of the Stone Mill at Lock No. Five. A young Samuel Lane, later Sheriff, newspaperman, historian, etc., and his brother took on the "painting, lettering, ornamenting, and so forth" of these craft as one of his first jobs in Akron.

Webster B. Storer and Jacob Barnhart purchased the drydock in 1838 and began vigorously turning out new boats. Ansel Miller returned to his creation in 1839 and the firm of Storer and Miller remained in the business of building canal boats for the next 18 years! Besides normal repairs, an average of six to eight new boats were turned out each year by this yard. A peak production of twelve boats was achieved in 1846. The cost of a new boat during these years ranged between \$1,200 and \$1,600. From 20 to 30 hands were regularly employed, with as many as 42 men being busy during peak business times. Miller retired, or died, in 1857. Storer remained in the business for another year, then he, too, left the trade.

Apparently, the boatyard at Lock No. 3 remained without an official operator until 1864. Then the increased demand for shipping by canal brought on by the War Between the States, persuaded William H. Payne to take over and begin operations at the yard. Payne was an experienced boat builder, having been in the trade in Boston Township from 1845 until he acquired the yard in Akron. Payne operated that yard at Lock No.3 until

<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Cemetery</u>	<u>Place</u>	<u>Marriage</u>	<u>Place</u>
Sample, Glenwood m. Crowder, Catherine	5-11-1924	Argenta IL	12-05-2003	Friends Creek	Argenta IL	1-11-1949	Lowell IN
Sample, Glenn						1-11-1949	Lowell IN
Sample, Alan							of Georgia
Sample Jeffrey							of Argenta IL
Sample, Jerry							of Lawton OK
Sample, Orville Dean	2-11-1926		5-30-2012	Bonebrake	Veedersburg IN	9-15-1944	of Monticello IN
m. Bunch, Velma Vernice						9-15-1944	Veedersburg IN
Sample, Larry Dean							Veedersburg IN
Sample, Gary							of Terre Haute IN
Carter, Mary E	1861		deceased				
Carter, Thomas E.	1864		3-13-1873	Bloomington	IN		
Carter, Martha "Jennie"	1-??-1867		9-??-1930	Bloomington	IN		never seamstress
Carter, William Oliver	4-??-1870		4-29-1929	Indiana Home	Newcastle IN		

1870 or 71. During this period his yard produced 42 new canal boats. Payne then sold the yard to Joseph W. Foster and built a new yard along the west bank of the canal just below Lock #2. He began operations at his new yard in 1873.

Both Akron boat yards continued to do a steady trade in boat repairs into the 1890s. They were also both able to turn out three or four new craft per year. More and more, though, these new boats were pleasure steamers, and later, gasoline boats, that ran from Lock No. 1 in Akron to the various recreation areas that had sprung up south of Akron along the canal reservoir system - Summit Lake and the Portage Lakes.

William Payne, during his lifetime of building canal boats in the Boston area and at the Lock No. 3 and Lock No. 2 boatyards in Akron, assisted or built nearly 150 craft. That number of boats was approached, and probably exceeded, at the Akron boatyard at Lock No. 3.

It isn't clear just when the two yards in Akron ceased operation. The one at Lock No 3 apparently did not survive into the early 1900s when the attempted refurbishment of the Ohio Canal from Cleveland to Dresden was begun. The yard at Lock No. 2 appeared to be ready to go back into service as late as the 1940s, but was destroyed during the 1980s when the City of Akron constructed a park-like area in the vicinity.

In 1909, the last canal boat built in Akron, a State Boat (maintenance craft) for the State's rebuild program, was built and launched very near the site of the building of the very first Ohio canal boat back in 1827.

A few years ago the city of Akron tore down the old O'Neil's Parking Deck and exposed Lock No. 3 to the view of the public. It had been hoped that the City Fathers would incorporate a replica of Akron's most prolific boat yard within the Lock No. 3 area. That wasn't done, but perhaps future planners might rectify that error.

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POETRY PROJECT

On July 17, 2015 CSI headquarters was visited by Liza Hyatt and Greg Schmitt of Indianapolis. Liza was gathering research about the Wabash & Erie Canal. Daniel and Catherine (Meehan) Heffernan, her great-great grandparents, were Irish immigrants who came to Indiana in the late 1830s. Daniel came by himself. Catherine, however, came as a child with her parents and several siblings. Daniel worked on the Wabash & Erie Canal eventually settling in Daviess County, Indiana.

Liza is a poet and storyteller who has received an Individual Artist Grant from the Indiana Arts Commission to research her family history and write about their lives as canal workers. To begin her research she visited Fort Wayne for a weekend also visiting her cousin, who had previously research the Heffernan family, and spending time in the genealogy department of the Allen County Public Library. She plans to travel the path of the canal over the course of the summer and fall thus following the path her ancestors traveled. She will spend a weekend in Delphi in August and visit sites in the southern half of the canal route ending at Evansville in September and October.

Liza's goal is to create a series of poems about her ancestors' lives from her writing. Then, in 2016, she hopes to provide readings/performances at libraries and historical organizations connecting these performances to the celebrations of the bicentennial of Indiana's statehood that will be going on throughout the year. She plans to perform her new poems with Celtic harp accompaniment in the bardic style of her Irish heritage.

Greg, who was originally from Dayton, Ohio, was also interested in learning more about canals. He was familiar with many of Ohio's canals.

Headquarters was able to provide Liza with background information about the Wabash & Erie Canal, how it was constructed first to the west from Fort Wayne and later to Toledo, Ohio. Liza left with several CSI guide books from past tours of the Wabash & Erie Canal, Paul Fatout's *Indiana Canals*, the Wabash & Erie profile chart, and a list of places to visit, which have canal exhibits.

WELCOME NEW MEMBERS

The following have joined CSI at the \$25 single/family membership rate unless otherwise noted:

- Liza Hyatt Indianapolis, IN
- Ron & Pauline Meyer North Manchester, IN

FROM TIMES PAST

Fort Wayne Times & People's Press
July 1, 1856

COMPARET, HUBBELL & Co. *Forwarding and Commission Merchants*, Receive and forward goods by the Ohio and Indiana Railroad, and Wabash and Erie Canal. Agents for the Eckford Line on the Wabash and Erie Canal; for the sale of E. & F. Fairbanks, Scales; for the sale of Dufan's powder; and also for the Franklin Glass Works; buyers, receivers and shippers of **Grain, Flour and Produce**. Their facilities for receiving and shipping goods are unsurpassed, if equaled by any house in the State. — Their warehouse on the canal, at the railhead depot is furnished with superior steam elevators.

Dawson's Daily Times
March 17, 1859

IMPORTANCE OF THE N. Y. CANALS. The New York Courier and Enquirer admonishes the people of that State of the importance of a prompt and speedy enlargement of the canals in order to secure to it the business which it has heretofore enjoyed and which is essential to its prosperity to retain. It refers to the new railroad constructed by our Canadian neighbors from Lake Erie to Lake Ontario, mainly for freight purposes, an account of which we have already published, and, continues — with the enterprise and energy of the Canadians thus manifested, it is to be trusted that the friends of the Canal Enlargement will expedite the work yet to be performed. No argument is needed to prove what this State would lose by having the trade of the Great West diverted from the channels thro' which it now passes. This trade increases so rapidly that its future value can scarcely be overestimated. No better or cheaper means of transportation can be offered than that which our Canal will present when it shall be enlarged and the use of steam introduced. Then we need fear no competition; but seeing what has been done in Canada, it behooves us to stir ourselves, and at once finish the work we have commenced. The New Yorkers do not entertain any such imbecile plan as the sale of their Canals, it will be seen. — *Toledo Times*.

Dawson's Daily Times
March 18, 1859

THE WABASH AND ERIE CANAL. — This great artery in the commercial neck of Indiana, has become a subject of jeer to many whose ideas of right and wrong are as limited as is their information on the great subject of business, and the means to accomplish it with. This work was looked on by many in the late Legislature as one of lo-

cal interest; and hence an argument was raised by them, that as it only benefited one portion of the State, it was not right to tax the whole State to help keep it up. It was this shortsighted policy that led the State into the very debt, to keep from repudiating which — the transfer of the canal was made to the creditors — for, all whose memories go that far back, recollect that the Internal Improvement System of Indiana of 1834 was based solely on the idea, that unless the whole people could be accommodated with a canal or Railroad at nearly every county seat, that the means to build a select few at the important points, should and would be withheld. The theory went upon the idea, in the first place, that there was means enough to build them; and secondly, business enough to sustain and make them profitable when built; both of which were false assumptions, and time showed them to be woefully ruinous. When too late, these works were classified — but they failed — and bankruptcy was upon the State. The Wabash and Erie Canal — a work built by the State out of lands donated and most shamefully squandered — was at length completed, and so long as her revenues were pouring into the State Treasury it (the work) was cherished by the whole people as a great State work; the benefits of which were felt throughout Indiana; but the moment that the revenues had become unequal to the running expenses, and that condition of things brought about by the construction of works by individual associations authorized by the State herself, and temporary aid was asked to keep it up — the work is despised — regarded as sectional and bade go to ruin if the parties to whom the State traded it, should not keep it up. The fact that it did not afford facilities to all Indiana, is a poor argument against the duty of temporarily keeping it up by a general appropriation looking to reimbursement. The argument, if followed down, may well keep the county authorities from building a bridge at Fort Wayne, unless others are built over all the streams at all important points in the county; would prevent the city authorities from grading one street until all could be graded — from building a city market house until the who's wants of the city are supplied by having such in every part of town. — It is the argument of demagogues and ignorant men, neither of whom should be entrusted with public functions. It is entirely too democratic, and while it helps none, it keeps all down to the condition of the poor, for the sake of an imaginary act of impartiality. The State is an integer, and cannot be considered in any other light. Take a family, and for a season let parental attention be directed to the advancement of one member, and you destroy the unity and the harmony, and the family itself is at once robbed of its charms and peace. Let a Legislative body for a moment feel jealous of a particular locality, and let that feeling enter into legislation, and that moment is the dignity and impartiality

of all legislation at an end, and local jealousies begin, never to end. It begets a spirit of *Yankeeism*, of trade and dicker, of strife and bargain at the expense of all that is honest and fair. Through this feeling Indiana has suffered, through this sectional jealousy the nation has been robbed of that nationality of sentiment in which the government was conceived, and her affairs administered for many years, and without which the experiment of self government will fall. Not from an interest defect in the system, but from a defect in the integrity and honesty of those who administer it.

But coming back to the late legislation on the subject of the Canal. Why should Indiana have refused to lend aid to keep up this great work under a season of temporary embarrassment? It could have been lent to be reimbursed out of tolls to come in; just as business men are advancing their help, just as counties are doing, and that too without subjecting a large class who navigate the canal to be crippled in their business by advances of money to do just what, if the Trustees could not do, the State should do. Why was it refused? Only because the members of the Legislature were unwilling to go before their constituents and urge the facts, as of a right and a duty from which there was no honorable escape, and from which honorable and fair men would not wish to escape, but would have been anxious to do.

Again, while we have said this much in behalf of the W. & E. Canal, we are not for a moment relieving the managers of the work from the blame that should attach from the most criminal inefficiency on the part of some, and profligacy on the part of others. We think that the late effort for legislative aid was caused by a real present want,

but with a design deep and mercenary.—The CANAL WILL NEVER GO DOWN, but this day the leaches are so shaping affairs as to depreciate the Stock, and then buy the work for a song; after which they will be the wealthiest men of the West. The Canal is a fortune to any one, and it only requires the lapse of years to develop the mine of wealth that is to be found in it. Once before we said, this is the darkest hour and light is soon to dawn. The Wabash and Erie Canal is of incalculable value to Indiana, and none the less to the Stockholders, and ages will attest the truth of this.

Dawson's Daily Times
March 21, 1859

THE CANAL CONTRACTS. — The House of Representatives on the evening of the 17th passed the bill to restore the Canal Contracts to the original contractors. The bill permits and authorizes the resumption of the contracts at the original prices. It was passed by an affirmative vote of 54, just its number required. This was accomplished by whipping in the reluctant Democrats. All the Republicans and seven Democrats voted against it. *Toledo Blade*.

Dawson's Daily Times
Ft. Wayne, March 24, 1859

We learn from the *Evansville Journal* that a canal Convention is to convene in that city on Wednesday next, to take such measures as may be deemed necessary for putting the lower division of the Wabash & Erie Canal in navigable order for the season.

DID YOU KNOW THAT —

in the mid 1840s the Whitewater Canal was built along the edge of Harrison, Ohio? A tunnel system was built from the canal to the basements of many of the merchant buildings in Harrison. Most of the tunnels have been filled in, but two of the tunnels still exist. One is at the Market Street Grille, 205 Harrison Avenue, Harrison Ohio.

The tunnel system was built to move goods from the canal and the Whitewater river up town. It was built of stone quarried from the hillside on Lawrenceburg road. The main tunnel extended from the river up to Main (originally Market) street with side tunnels coming off of it at almost every street except Vine street. Elevator shafts carried the goods from the tunnel up into the businesses. During John Morgan's raids, the people of Harrison hid their livestock and goods in the tunnel system to prevent Morgan from taking them.

Market Street Grille was originally built in 1856 by Christopher Dunce using 100,000 bricks purchased from Singers brickyard for \$300. It was later sold to Jacob & John Schneider .

John sold his interest to Jacob, who made it into his residence.

In 1893 it was purchased by the Harrison IOOF Lodge for \$9,750. The lodge renovated the building changing the main staircase and upstairs rooms. They raised the roof on the third floor so that their ballroom had 16 foot ceilings.

Its first floor then became the J.C. Bevis Hardware & Coal Shop. Outside the building there was a wagon weighing station where the wagons could be weighed empty and then full to determine the weight of the crops or merchandise. It sold Weber wagons, stoves, and buggies. In 1934 it was sold to Harry and Margaret Clippinger, who operated it for 34 years as a hardware store.

After 1968 it housed a variety of businesses—restaurants, bars, an insurance agency and a craft store. In 1996 it was purchased by siblings, Adam Walter, Brenda Walter Leonard and Paula Eggleston, who renovated it into Market Street Grille. For their preservation efforts they won the 2000 Excellence in Preservation award from the Cincinnati Preservation Society.

MEDICAL CARE IN THE CANAL ERA: MDS AND IOOF

By Mark Smith

It is my goal to delineate the pre-Social Security and pre-health care days of the Golden Canal Era and to inform you about the lives of those without whom many would have entered the Kingdom of Heaven prematurely and to show that the Canal Era and all its implications fostered an atmosphere which was conducive not only to quality merchants arriving on the scene but those of the medical profession as well.

In the early days of the area in and around Carroll County, Indiana, medical care was almost non-existent, depending on nostrums such as "Bateman's Drops," (JHS, p. 78) which were used as an "anodyne" (pain killer); tartar, which was used as an emetic (to cause vomiting); blister flies (Spanish flies); and butternut pills (laxatives). This was according to an account by Mrs. Thomas Sterling at one of the Old Settlers meetings where James Hervey Stewart was present as an early-day camcorder taking account of the proceedings. According to historian Thomas Helm, Dr. John M. Ewing arrived in Carroll County in 1827 and became a permanent resident here. He found the primitive conditions under which the settlers labored and carved out the wilderness to create the county in which we find ourselves today.

Let us explore the lives of some of the area's early doctors. Dr. Charles Angell was born in Wayne County, Indiana, October 19, 1822. If that name sounds familiar it should, because his father was Benjamin Angell, one of the settlers during the pioneer era. He was educated at Asbury University (Depauw) and then at the Castleton Medical College in Vermont. His wife was Lucinda Holt, daughter of Ziba Holt, and sister of Vine Holt, noted merchant. Her passing took place on April 26, 1875, and Charles' second life-time partner was Eliza Dyer whom he married on September 5, 1887. She passed away June 17, 1908. In addition to his medical prowess Dr. Angell was known for financing from his own income the rails for the road, which made its way through Pittsburg, Indiana, as well as owning a large farm. His home still stands at the top of the Pittsburg hill. He was also a prominent member of the IOOF. His passing took place April 19, 1902, leaving one son, Charles E. Angell.

Dr. James Ralston Blanchard was, in my opinion, a worthy match to his fellow Lodge member Dr. Angell, having been born at Canaan, New Hampshire, October 9, 1805. He came to Delphi October 23, 1833. His parents were

Simeon and Jennie Blanchard. His brother John was also involved in the medical profession. His marriage to Eliza Green took place December 24, 1839. His training was from Dartmouth College. He was well-known for his compassion to the poor and needy, serving as a pauper doctor for indigent patients. His wife's passing caused his own demise of a broken heart on December 26, 1891. He was also a noted member of the local IOOF and the local Methodist Episcopal Church. His home stood at the corner of South Washington and Front streets. It was a grand dwelling with four large rooms downstairs that had large double doors between them and a large hallway at the side with a stairway. Cooking there in the early days was done in a Dutch oven. His medical equipment and ephemeral artifacts are found in the corner of Delphi's Interpretive Center.

Our next two doctors shall be discussed in tandem due to their relationship not only to each other as in-laws but to the founder of the county, Samuel Milroy. They are Dr. E.W. H. Beck and Samuel Grimes

Dr. E.W.H. Beck was born in Lewiston, Mifflin County, Pennsylvania, on January 18, 1822. (Odell) In September 1834 he migrated to Pickaway, Ohio where he remained three years and six months as a farmer. He then lived in Covington, Miami County, Ohio, and on October 10, 1838 he moved to Monticello, Indiana and constructed a hotel. He also diversified to the professions of farming and trapping furs. In 1840 he manned the first flatboat loaded with flour and bacon on the Tippecanoe River and followed the chain of rivers to New Orleans where he sold his entire cargo. Returning to Monticello he studied medicine under Dr. Brearly. His formal medical training was gained by attending medical lectures at the Ohio Medical College of Cincinnati. He then returned to his home due to lack of funds and resided in the office of Dr. Culbertson. His partnership with Dr. Samuel Grimes came after returning to Monticello in 1845. Further medical experience was gained with Robert Milroy and William F. Persons in the Mexican War where he was commissioned Assistant Surgeon of the first Regiment, Indiana Volunteers. His M.D. degree was earned at the University of New York on May 1, 1849. He then entered into full partnership with Dr. Grimes. On March 4, 1850 he crossed the plains with an ox-team to practice medicine in California for four months, only to return to Delphi in the spring of 1851. (Helm) He was commissioned a surgeon in the Third Regiment of the Indiana Cavalry on October 5, 1861. His wife was Frances M. Milroy. They were married on October 22, 1848. He died on October 6, 1888.

One of the more unique and eccentric members of the Delphi medical community was Dr. Samuel Grimes, husband of Almira Milroy, sister of Frances. Grimes was born in Maryland and came to Delphi in 1835. He was the state agent for several years at the time when a fire destroyed the office and records. His "Grimes Additions" to Delphi came in the form of two parcels of land added to the city's holdings. He was well-known for erecting a structure in the vicinity of where the former Monon Depot was located. After it was demolished by a wind-storm it was relocated to the general area of the canal not too far from the Spears, Case, and Dugan warehouse. His expectations of a large sum of income to be garnered from this structure weren't realized, thus the building was referred to as "Grimes' Folly." The Harley Lime firm later repurposed this into a cooper shop to make barrels to convey their burned lime to the corners of the earth.

Another eccentricity of Dr. Grimes was in drafting a will in which he stated his desire not only to leave certain items to children of his brother-in-law, Dr. Beck, but to the "Orthodox Clergymen of Delphi for the benefit of colored children." Due to the general vagueness of this request nothing transpired.

One of Grimes' more redeeming attributes was in involving himself in the affairs of the Underground Railroad in this area. He had his fingers on the pulse of the citizenry in the north end of Delphi, one of whom was Sarah Beetle, a black lady, who would inform Grimes as to the traffic of slaves in the area. Grimes would in turn alert Reed Case of the Spears, Case, and Dugan banking firm, who would meet the slave with a stipend for passage north. This is recorded in Sarah Smith Pratt's *The Old Crop*.

Dr. Edward Walker was another unique practitioner of the medical profession, having been born in Erie County, Ohio on March 4, 1829. After spending a period of time on his father's farm, he took up school teaching, to be followed by a stint at Oberlin College where he studied under R.L. Hill. Further study was under R.L. Hill, and a subsequent internship was taken under Horace Austin of Richland County, Ohio. He was graduated from the Eclectic Medical Institute of Cincinnati on June 8, 1849. As a participant in the Gold Rush, he practiced at Diamond Ridge and Hangoon until 1853.

Fraternally Walker was a grand priest of the Indiana Lodge of Freemasonry in 1880 and 1881, and also a member of the local IOOF. Politically he served two terms as Clerk of the Carroll Circuit Court beginning in 1898. He

was mayor of Delphi from 1877 to 1883, and served as President of the School Board for six years.

Walker married Jane Riley on March 12, 1854, and that union produced two sons and one daughter. His wife passed away soon after his death and his son, Earl, followed her in 1914. The family's legacy was later found in the Carroll Telephone Company, managed first by Dr. Walker and his son Earl B. Walker, and Miss Mary B. Walker, and later by their descendant John Earl Walker and his Wood cousins Robert and Charles.

Typical of the versatility of those of the medical profession was the person of Dr. Robert Webber, who was born at South Moulton, Devonshire County, England, April 2, 1804. When fourteen years old he came to America in 1818 with his father John Webber and settled in Pennsylvania. He was graduated from the Washington Medical College at Baltimore, Maryland in 1832. He first married Eliza Bowen. In 1835 he came to Carroll County, Indiana and immediately began publishing the *Western Banner*, the first newspaper published in the county. His previous journalistic experience involved publishing the *Columbian Star* in Washington, D.C. then going to Culpepper Court House and engaging in the same business with his brother, after which he went to Mercersburg, Pennsylvania where his father had established the family home. Following the death of his first wife he married Nancy Bowen, in Ohio on February 1855. His death took place April 18, 1885, leaving a wife, three daughters, and three sons. One of his daughters, Jennie, married Cameron Moore, a merchant. His other two daughters at his passing included Mrs. Aiken of Pella, Iowa, and Miss Maggie. He was baptized at the foot of Wilson Street in Deer Creek by Rev. William Pratt, later of Louisville, Kentucky, on January 1, 1843.

IOOF in Delphi and Surrounding Areas

The earliest expression of Odd Fellowship was in the Delphi Lodge, which initially met in a structure at the corner of Washington and Main streets, commonly known as the "Dewey Block" erected by Noah Dewey, then at the "Moore Block" constructed by Cameron and George Moore as a dry goods store. After the organization of the Carroll Lodge, the two groups rented a hall on the northeast corner of Main and Washington where each held its regular meetings on separate evenings for a number of years. Prior to the construction of a grand structure on the corner of Main and Washington, now Flower Shop II, the Delphi Lodge rented a room in the Holt and Rinehart Block on Main Street. The present structure was erected in 1880 for a grandiose sum of

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\$27,167.86. It was dedicated on Tuesday, April 26, 1881 with the Honorable Will Cumback, Grand Master of the State, present.

More specifically, the Carroll Lodge, which is presently undergoing a nice facelift, had its inception on May 19, 1857, signed by James Herve Stewart. Their first meetings were held over the Citizens' Bank, on the corner of Main and Washington, formerly the Spears, Case, and Dugan Bank. Then a room was rented in the Bolles building (now Antique Mall). Ground was purchased for this structure for an expense of \$1,000, and late in April 1874 the building was begun. On the fourth of July the cornerstone was laid with C.W. Curry of Indianapolis present. On February 18 the new hall was opened with a banquet. This lodge hall was erected for a sum of \$6,600. William Bradshaw, W.F. Lytle, and Charles Brough were the driving force behind this edifice.

Lodges of the same persuasion were organized at Bringhurst on July 2, 1874 (459), Burlington in January 10, 1860 (77), Burrows on November 13, 1875 (493), Cutler on April 18, 1879 (571), Flora on March 17, 1876 (526), Rockfield on November 20, 1867 (301), and Deer Creek (Morse Lodge) on December 31, 1914 (477).

There have been encampments around the county as well: Delphi-April 23, 1850, Carroll Encampment (No. 22), Delphi (No. 127, June 3, 1875), Deer Creek (No. 364), Flora (378), Jackson (135—instituted June 8, 1875), and Rockfield (263).

The distaff side of the IOOF has always been represented by the Daughters of Rebekah at various sites, i.e. Adina Lodge at Delphi (79), Camden (29), Deer Creek (625), Flora (280), Rockfield (48), and Victoria Lodge (154) at Delphi. Vice-President Schuyler Colfax both drafted and crafted the ritual for this faction of the Lodge.

To conclude and blend both the sketches of the various professionals of the medical profession and also the backgrounds of the diverse lodges here, I shall say that the original Odd Fellows lodge was organized in eighteenth century England, being imported to the New World and chartered on April 26th in Baltimore, Maryland by Thomas Welday from the Manchester Unity of Odd Fellows in England. This new organization was entitled the Washington Lodge number one.

To further target the role of health care during the Canal Era, I will state that the four principal concepts of the

Lodge revolve around "visiting the sick, relieving the distressed, burying the dead (in an honorable fashion), and educating the orphan. Thus it was, that during the period in discussion, it was taken for granted that the burden of medical bills and nursing care would be lifted by the local IOOF Lodge and that such expenses could be faithfully submitted and relieved.

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IOOF information

spanish fly

NEWS FROM DELPHI

Text and Photos from Dan McCain

VOLUNTEERS HELP KEEP THE CANAL BEAUTIFUL

Twenty Carroll High School Seniors, who were ready to graduate, were committed to doing community service. The group arrived at Freedom Bridge and Plaza for their access to the Canal's Monon High Bridge Trail. Plans are developing for a major addition to this popular trail.



The order of the day for the Carroll students was to remove trailside vegetation and rake the stone surface. Pruners and topplers were used generously to remove overhanging branches. The disposal of vegetation clipped from

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trailside stems and trees was facilitated by moving the vegetation far enough offside the trail to let Mother Nature help with the disposal.



As the morning progressed to near noon the crews had accomplished their tasks and headed back to their bus. Satisfaction prevailed in that those involved got a sense of pride since they had "made this trail a better place."



M-W-F CREW



The Monday-Wednesday-Friday crew continued to work on the restoration of the Leiters Ford Depot at the back of Canal Park. Money for the disassembly at the original site in Fulton County and moving the building in sections two years ago came from Deer Creek Township. More recently the restoration costs for lumber, windows, roof and paint came from a Tippecanoe Arts Federation grant utilizing money from North Central Services.

Inside the trainmaster's room Al Auffart and Dave Smith worked on resetting the bead board interior for the passenger section of the building. The rest of the crew spent time scraping and painting.

Bill and Shirley Willard came from Rochester, Indiana, to pick up the restored cart made with loving care by the crew. The Willards brought the gear for two railroad carts to the park with the idea that both would be restored, one kept in Delphi and the other returned back to them.



TRANSPORTATION FESTIVAL HIGHLIGHTS

During the Transportation Festival dozens of antique cars, tractors, wagons, a sleigh, and even snow mobiles were brought to Canal Park to celebrate all forms of transportation used in the past. A Model T 'school hack' was one of hundreds that were built in Delphi by the Bradshaw family. They are Indiana's oldest continuously operating company and today are known as Delphi Body Works.



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Docents in period dress like Jim Staggs below entertained the visitors. Jim is part of the crew for our Canal Boat, "The Delphi," and is involved with the Delphi Preservation Society, which is restoring Delphi's Opera House.



OTHER NEWS

Dozens of truckloads of fine crushed limestone were trucked to and spread on our trails this spring by Tom Patrick. Stone was donated by U.S. Aggregates' local quarry, which had donated stone for many years on the ten miles of trails developed by the Canal Association since 1988. This stone is greatly appreciated.



PANAMA CANAL EXPANDED

By Robert F. Schmidt

The Panama Canal has been the subject of much attention recently as both the Atlantic and the Pacific locks on the new expanded canal begin to be filled. It took five days to fill the Atlantic locks. It will take 90 days to fill the Pacific locks and completely test the performance of the lock gates. A considerable amount of testing will be done for the balance of this year. Panama has even acquired a special ship to train its canal pilots for these tests.

The \$5.25 billion expansion project along the 50-mile-long Panama Canal is now about 90 percent complete and is expected to open for commercial traffic in April 2016. It is nearly two years behind schedule. These new locks are to work in parallel with the 100 year old locks.

Today the current Panama Canal is limited by its capacity. Rodolfo Sabonge, a retired Panama Canal executive recently stated. "Now the expansion has come just in time. The canal wasn't going to be able to handle the number of ships."

Around 14,000 ships traverse the canal yearly. One evidence of capacity problems is the long queue of ships that sometimes stacks up at the Atlantic and Pacific entrances to the locks waiting to make their transits. The longest queue in history, Sabonge said, was a 100-ship lineup in 1995. To help alleviate some of this problem, cargo and passenger ships are lined up and assigned specific transit times months in advance.

Even while this Panama expansion is nearing completion, the Chinese are busy developing plans for another canal in Nicaragua. Not to be left behind the Panamanians are considering building an even larger set of locks for their canal in the future. The Suez Canal in Egypt is also contemplating expansion. Last month we mentioned that Turkey is planning to build a canal. Perhaps all this canal building is beginning to sound like overcapacity and has a familiar ring to what was happening in the United States in the 19th Century with "Canal Mania."

The Chinese plan for Nicaragua calls for a canal 3 times the size of that in Panama. It is estimated to cost at least \$50 billion vs. the \$5.25 billion that the Panamanians have spent. Few shipping industry observers forecast a need for a second canal in this region and the canal is being built to accommodate extra-large bulk cargo ships that aren't commonly used yet and may never be popular. As initial

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construction for the project gets underway, violent protests are breaking out among Nicaraguans who object to losing their land or seeing Central America's largest freshwater lake, Lake Nicaragua, dredged.

A Chinese-managed canal would give China a foothold in a region that has traditionally been within the United States' sphere of influence. The projected depth of the canal, 28 meters, is more than twice that of the Panama Canal, and is deep enough to allow Chinese submarines to secretly cross over to the Atlantic Ocean from the Pacific. The Chinese government is backing the project for geopolitical reasons, particularly to challenge the United States—so much for the Monroe Doctrine. Clearly, this is a challenge to traditional U.S. pre-eminence in the Western Hemisphere, even if it remains uncertain whether it is a deliberate response to the U.S. rebalance in Asia. Given that the U.S. has military bases near China, there is strategic value for China in establishing its own military presence in Central America above and beyond the economic considerations.

The Chinese construction plan is to build this 170-mile-long canal across the country using the waters from the natural Lake Nicaragua. In order for the project to become a reality, an estimated 50,000 workers will have to cut a 90-foot-deep ditch across the center of the country. The stated completion date is 2020. Supposedly construction began in December 2014.

The new Panama Canal has wide implications for current ports on both U.S. coasts. Ports are being modified to handle larger ships. In New York and New Jersey the Bayonne Bridge needs to be raised 64 feet and the channel deepened to 50 feet at cost of \$6 billion, which is more than was spent on enlarging the Panama Canal. The Port of Long Beach, California, is spending \$4.5 billion for a new 304 acre "mega-terminal." Not to be left behind, dredging and expansions are being performed at all the large ports – Miami, Seattle/Tacoma, Mobile and Savannah. Port Miami is ahead in the race. It expects to have its shipping channels dredged by August so it will have the deep water necessary to handle fully laden post-Panamax ships. A sign at the entrance to the port bridge already reads "Welcome Big Ships."

Railroad and truck traffic from both coasts will be impacted. Today two thirds of cargo containers from Asia are handled by west coast ports. This will probably decline somewhat but still the west coast will handle the bulk of traffic. Efficiency on the west coast ports and rail shipments toward the east will determine the outcome. It will still be

quicker for large ships to reach the west coast than to reach Panama, sail through the Caribbean, and head north. The U.S. west coast is about 4,000 miles closer from Asian ports than the Panama route. Once at Panama it will require a day to transit the canal and then there is still another 2,000 miles from the canal to the east coast ports. Some shifting will occur between west to east ports by the exporters, but not as much as might be expected. Current estimate is a 10% change.

Again Rodolfo Sabonge, president of Universidad del Caribe and a logistics consultant, is concerned about this competition to improve the ports and warns, "At the end of the day not everyone should do this. As long as you're all competing with each other, it's not going to benefit anyone." He points out that the canal itself "doesn't create trade or demand." Canal expansion doesn't necessarily mean more trade will follow.

Sources:

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Thanks to Frank Timmers, CSI Director, Carmel, IN for *Star* clipping.

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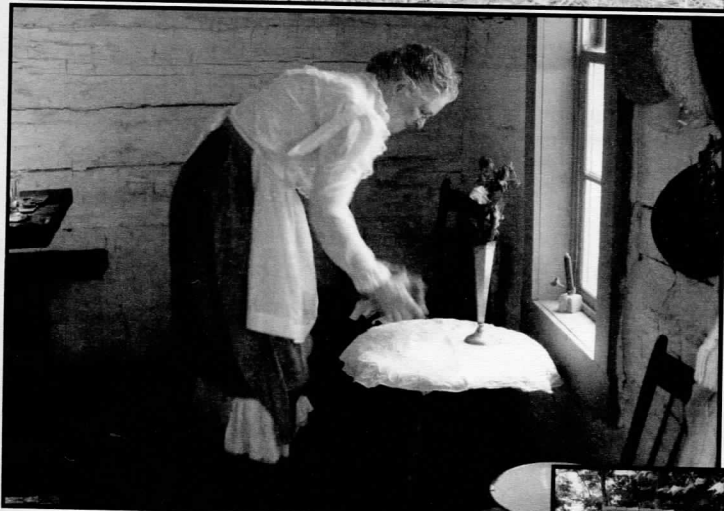
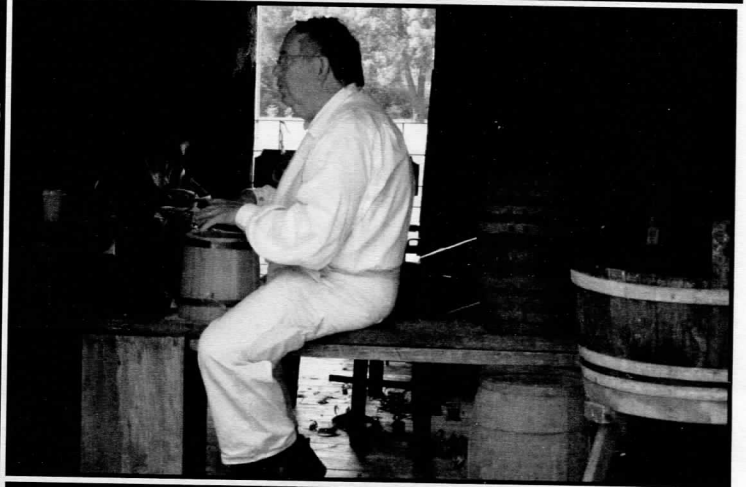
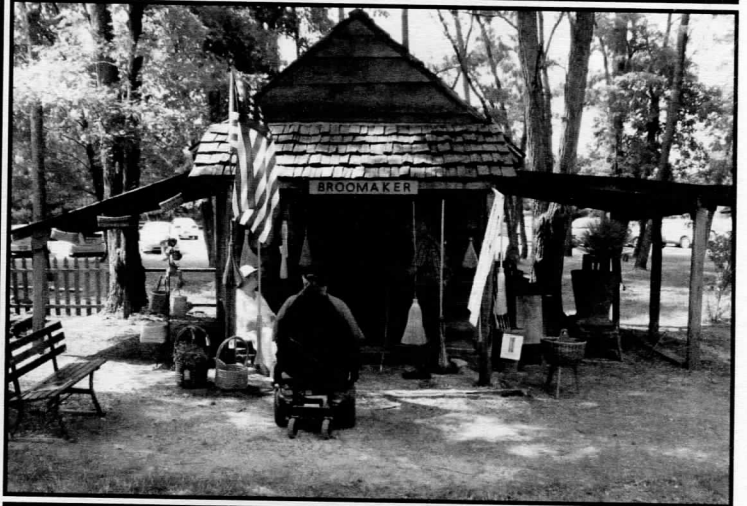
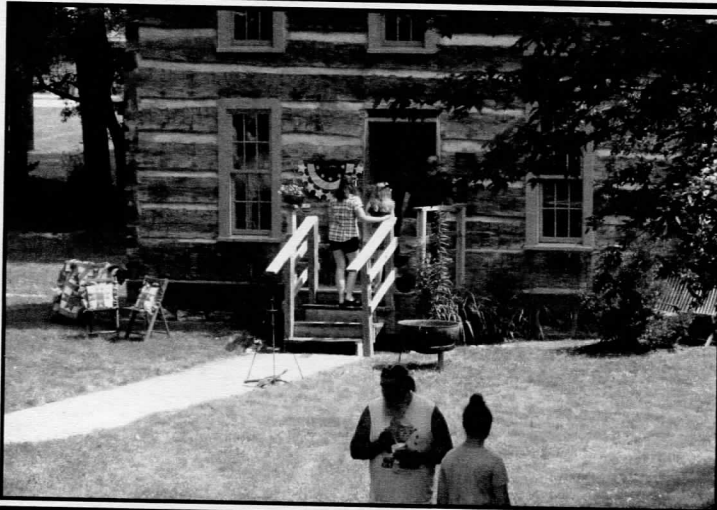


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Photos by Mark Smith



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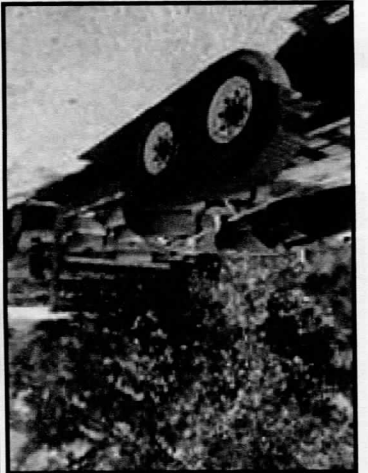
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