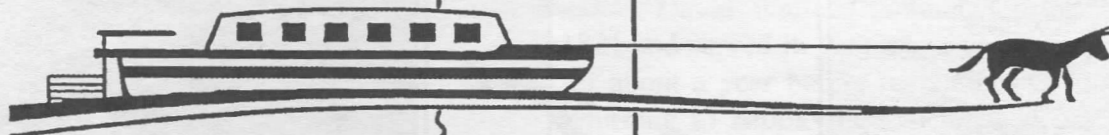


THE  
**HOOSIER-PACKET**



NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 15 NO. 7

P.O. BOX 10808 FORT WAYNE, IN 46854

JULY 2016

# CANALS PAST & PRESENT



This beautiful mural is in the Exploration Gateway Exhibit next to the library at 5712 12<sup>th</sup> St. NW in Canton, Ohio. There children ages 2½ to 14 years of age can pick up a Canalway Explorer booklet and earn rewards from Stark Parks. Photo by Bob Schmidt

## FEATURES

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22. Tending The Locks: Marseilles Men Recall I&M Canal In Its Final Years.

## CSO SPRING TOUR

The Canal Society of Ohio and the Pennsylvania Canal Society held a spring tour, "The Legacy of the WPA in Stark County" on May 13-15, 2016. CSI members attending were Dave Barber, Bob Barth, Mike Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Bob Sears, Bruce & Kay Sheldon, Larry Turner and Terry Woods. Also attending were the American Canal Society Board of Directors.

After an ACS meeting on Friday afternoon

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## THE HOOSIER PACKET - JULY 2016

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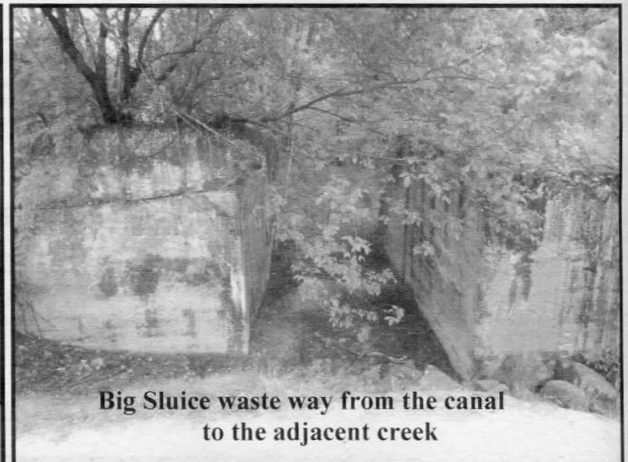
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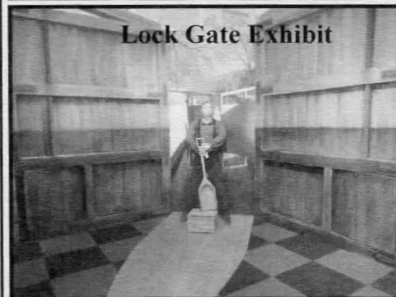
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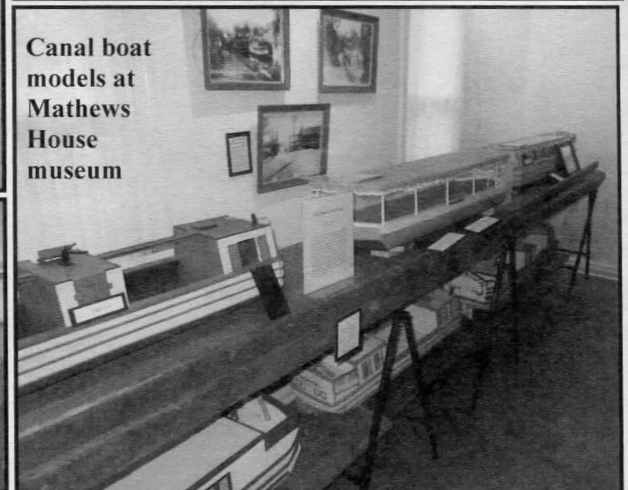
John Glenn memorial  
Photos by Bob Schmidt



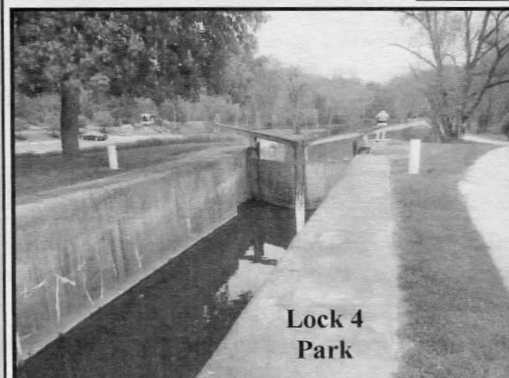
Big Sluice waste way from the canal  
to the adjacent creek



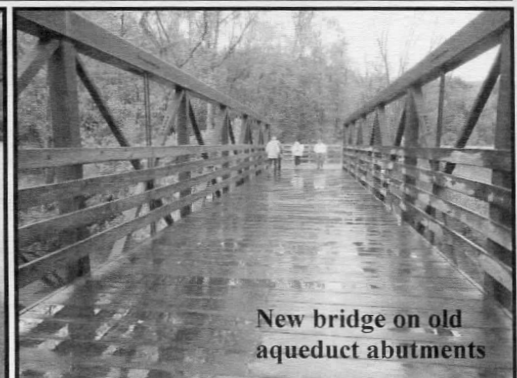
Lock Gate Exhibit



Canal boat  
models at  
Mathews  
House  
museum



Lock 4  
Park



New bridge on old  
aqueduct abutments

slides of Saturday's sites were shown. On Saturday two coaches took participants to canal sites that included a stop at John Glenn's Grove along the Ohio & Erie Canal where a statue has been erected honoring Glenn. The "big sluice" was seen in C. Pittman Park and artifacts were viewed at the Matthew's House museum where a garage sale was taking place to raise funds for the museum. CSO has funded a sign at the site of the aqueduct bridge, and the wonderful Gateway Exhibit was seen at the library before lunch. After lunch they saw WPA projects like the Diversion Dam, Lock 4 Park, and the Clinton Guardlock. They finished with a canal boat ride and a movie at Canal Fulton. The banquet was at Eagles Hall. Sunday Terry Woods led a hike.

## CANAWLERS AT REST

### MAJOR SAMUEL LEWIS

Find-A-Grave #55425418

**b. June 13, 1796**

**d. January 2, 1843**

**By Robert F. Schmidt**

Samuel Lewis was born in Mason county, Virginia on June 13, 1796, the son of Thomas Lewis and Sally Thorton. Both of his parents died in 1800 when he was 4 years old. His oldest brother, Thomas, was only 12 at the time, so all of the five siblings must have lived with relatives in their early childhood. The family members all remained in Virginia except for Samuel.

He first moved to Cincinnati in 1811 at age 15 and then in 1817, six years later, moved to Brookville, Indiana in the Whitewater valley. The circumstances of his original move to Cincinnati or what he accomplished there, and the reason he moved to Brookville are unknown.

Another mystery is why he was later identified as Major Samuel Lewis. He was too young for the War of 1812. Probably he was associated with a local militia unit at Brookville.

The Andrew Wallace family also arrived in Brookville in 1817. Andrew was a close friend of William Henry Harrison and served with him during the War of 1812. Through Harrison, Andrew was able to secure an appointment to West Point for his son David, who was to become the future Governor of Indiana.

David Wallace graduated from West Point in 1821 and served in the army as a lieutenant of artillery for about a year before resigning his commission and returning to Brookville. There he decided to take up the legal profession and studied law under Judge Miles C. Eggleston. Passing the bar, David joined the practice of the newly elected congressman John Test. On November 10, 1824 he married the congressman's 17 year old daughter Esther French Test.

Samuel Lewis, who was 3 years older than David Wallace, courted David's sister Catherine. Samuel and Catherine were married in Brookville on December 10, 1818. Catherine had been born in Troy, Ohio in 1802 and was 20 at the time of her marriage to Samuel, who was then 22. They had two sons born in Brookville, Thomas Lewis in 1821 and David Wallace Lewis in 1825. The Lewis family lived in Franklin County for several years. Samuel apparently became involved in business and was elected to the Indiana General Assembly in 1826 at age 30.

In 1827 David Wallace and Esther had a son they in turn named Lewis (Lew) Wallace, who became a Civil War General and later author of the famous novel, *Ben Hur*. David was first elected to the Indiana General Assembly in 1828 and served there until 1831 when he became Lt. Governor under Noah Noble. Then he was elected as a one term Governor of Indiana from 1837-1840 and was followed by Samuel Bigger.

In 1827 President John Quincy Adams appointed Samuel Lewis the Indian sub-agent in Fort Wayne, an agency which operated under John Tipton's agency headquartered in Logansport. At this time the Lewis family moved to Fort Wayne and built a handsome double-hewn log home on Montgomery (Douglas) Street. The walls were covered in the summer with beautiful climbing roses and honeysuckles as described by Hugh McCulloch in his biography. During the next few years they had two more children, Virginia Lewis in 1827 and Charles W. Lewis in 1829. Samuel and Christine became involved with the Presbyterian Church and pledged \$250 toward the salary of its first pastor, James Chute. Their fifth child Frances Lewis was born later in 1841.

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Indiana had received a land grant in 1827 from the Federal government for building a canal in northern Indiana. The state accepted that grant in 1828. A board of Commissioners was then established to pursue the planning for a Wabash & Erie Canal. Samuel Hanna, who was instrumental in the initial canal survey and planning, resigned from his board position in 1830 and Samuel Lewis was chosen by the legislature to replace him. The Board of the Wabash & Erie Canal then consisted of David Burr, Jordan Vigus and Samuel Lewis. This board decided to hire Joseph Ridgeway, a canal engineer from Ohio, to prepare the specific engineering for the 32 mile middle division from the Fort Wayne Feeder to the Little River at Huntington, Indiana. Ridgeway was reluctant to leave his Ohio work at the Licking summit but agreed to serve in Indiana for a brief period. In the meantime Jesse L. Williams filled in for him in Ohio. Ridgeway began his survey from the Fort Wayne summit in August 1830 and filed his final report with the Indiana Legislature in December of that year. (*The Hoosier Packet* May 2013)

The Board and the Legislature accepted Ridgeway's recommendations on January 9, 1832 and the groundbreaking occurred in Fort Wayne on February 22, 1832 with only Jordan Vigus, Mayor of Logansport, in attendance. In June 1832 Jesse Lynch Williams, age 25, accepted the position of Chief Engineer for the Wabash & Erie Canal. He moved to Fort Wayne with his wife at that time.

The Board accepted contracts for ½ mile sections along the feeder and main canal for a total of 15 miles that June and some serious work soon began. One of the first contracts signed by Samuel Lewis was with William Rockhill of Fort Wayne for Section 1 on the main canal dated March 1, 1832. Section 2 is dated June 4, 1832 and is also with William Rockhill. These contracts were for the main canal. Contractors were required to pledge that they would not serve spirits to their workers. The contract for the St. Joseph Feeder Dam was let with Valerius Armitage & John Cresswell both of Pennsylvania on November 6, 1832. Four more miles were contracted in the fall of 1832 and the balance of 13 miles was let in May 1833. The total miles for the middle division was then 32 miles.

A canal land office was opened in Fort Wayne in October 1832 for the sale of the lands granted by the government along the route of the waterway. It attracted purchasers in large numbers. The government appointed Major Samuel Lewis as receiver of monies at the canal land office for a period of ten years while he continued to carry out his duties as canal commissioner. Work on the Middle Division proceeded well and on July 4, 1834 a Fort Wayne native, F.P. Tinkham, built a simple craft that carried local residents to the Feeder Dam for a picnic and celebration.

By 1835 the canal had reached Huntington. A delegation of 3 boats sailed to Huntington on July 2 and returned with passengers for the 4<sup>th</sup> of July celebrations. On the morning of the 4<sup>th</sup> the boats were loaded with local officials and proceeded to the feeder dam for a brief speech by John Tipton. They returned to Fort Wayne where Lazarus Wilson read the Declaration of Independence and Hugh McCulloch gave a lengthy oration followed by a huge public dinner. Later that evening a dance was held at the tavern of Zenas Henderson.

On January 28, 1834 Indiana created the State Bank of Indiana, which was required to redeem notes in specie (gold or silver), and authorized 10 branch banks in towns throughout the state. The Fort Wayne branch was headed by President Allen Hamilton and cashier (manager) Hugh McCulloch. On August 25, 1835 stockholders were to begin making their subscriptions to the bank with payments to Samuel Lewis, who became 1 of the 13 directors of the bank in November 1835. Other directors included William Ewing, Francis Comparet, Joseph Morgan, Jesse Vermilyea, Asa Fairfield, David Burr and Samuel Edsall. McCulloch, who had no prior banking experience, went on to become the Secretary of the U.S. Treasury in 1864 during the 2<sup>nd</sup> Lincoln administration.

One of the problems contractors faced, especially in the first years was the shortage of laborers. Fort Wayne, the largest town in the area, only had a population of about 400. Samuel Lewis traveled to Buffalo, New York to recruit German and Irish young men to come to northern Indiana to be hired by the contractors working on the canal. He made generous

promises overlooking, or at least omitting, some of the hazards of this work-- fever, ague, dysentery, and cholera.

The progress of the Wabash & Erie Canal in northern Indiana and the wave of canal building nationwide created an increased demand in the state for more internal improvements. In 1835 the Erie Canal was so successful that the original state investment had been repaid in tolls and plans were underway for expanding the size of this successful waterway west. Ohio was also completing its Miami & Erie Canal in western Ohio. Pennsylvania was building a network of canals throughout the state. In January 1836 Indiana finally responded with the Mammoth Internal Improvement Bill. This bill was more comprehensive than just canals and included rail roads, new roads and river navigation improvements. To handle contracts and administration a new Board of Commissioners was established that met in February 1836 in Indianapolis. It was composed of 3 members from the old Wabash & Erie Board (Samuel Lewis, David Burr & James B. Johnson) plus 6 new members (Samuel Hall, John Clendenin, Thomas Blake, John Woodward, Elisha Long, David Maxwell). In February 1839 this Board of Commissioners was again reorganized to a 3 man board composed of Samuel Lewis, John A. Graham of Warrick county and ex-Governor Noah Noble. Finally in February 1840 the old board was reduced to one person, Noah Noble.

In 1832 a Board of Fund Commissioners had been created and was initially composed of William Linton, Nicholas McCarty, and Jeremiah Sullivan. Because of the death of Linton and resignations of the other two, they were replaced by Samuel Hanna, Dr. Isaac Coe and Caleb Smith. Later James Farrington of Vigo county replaced Hanna. In February 1839 the legislature reduced the Fund Commissioners to two persons, Lucius Scott and Milton Stapp.

The legislature had created probably one of the most comprehensive internal improvement plans in the nation. The problem was that the timing and funding practices were horrendous. Andrew Jackson's specie circular of 1836, requiring cash payments for land purchases, created a nationwide financial collapse in

1837-39 that effected internal improvement projects everywhere. Indiana had initiated a plan to borrow up to \$10 million from eastern investors. Without careful financial control some of the funds were lost through kickbacks and failed financial institutions as the Panic of 1837 took its toll throughout the nation.

An investigation in 1842 by a legislative committee found Dr. Isaac Cole guilty of taking kickbacks and requested repayment. Others such as Milton Stapp were found wanting in good judgment, but Samuel Lewis was cleared of any of the charges as was Samuel Hanna, Jesse Williams and several others. Even Coe was eventually found innocent by a jury trial in 1847. Likewise a suit against the Morris Canal & Banking Company for damages of over \$1 million was eventually dropped by the state.

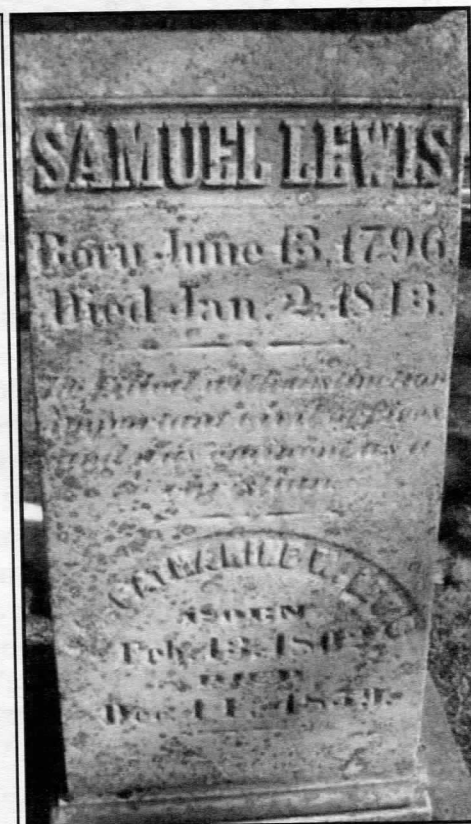
Samuel Lewis, as a dedicated Whig and supporter of the candidacy of William Henry Harrison for President, received the appointment as Receiver of Public Monies by the newly elected President in 1841 and retained that position until his untimely death on January 2, 1843 at age 46. He did not live long enough to see the opening of the Wabash & Erie Canal in May

**SAMUEL LEWIS**  
Born June 13, 1796  
Died Jan. 2, 1843

**CATHERINE W. LEWIS**  
Born Feb. 13, 1802  
Died Dec. 14, 1859

Samuel Lewis was moved from Ft. Wayne's Broadway Cemetery to Lindenwood Cemetery in 1887 and interred in Section G Lot 3. This stone no longer stands at his grave site.

Photo courtesy Jim Cox.



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of 1843 and the grand celebration in Fort Wayne on July 4<sup>th</sup>. Samuel was buried in the Broadway Cemetery in Fort Wayne and later, in 1887, removed to Section G Lot 3 in Lindenwood Cemetery.

Catherine Lewis continued to live in Fort Wayne. Her brother, David Wallace, also lived in Fort Wayne from 1848 to 1850 following his service in the state house, but his brief residence here was rendered unpleasant by unfortunate investments. Catherine lived until December 14, 1859 when she died in Fort Wayne at age 57.

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### CONCERTS ON THE CENTRAL CANAL

Once again this year the Kruse Family Stardust Terrace at the History Center along the Central Canal in Indianapolis will host "Concerts on the Canal" on Thursday nights from 6-8 p.m. and from 5-9:30 p.m. for the Fourth of July Celebration. Free seating is on the grassy area along the Canal Walk where attendees may bring their own picnic basket and non-alcoholic beverages. Food service and a cash bar will be available from the Stardust Terrace Café. Tables for 8 are \$50 and for 4 are \$40 with ten dollars off each table for members. Single reservations are also available.

June 23

The Funk Quarter

(New Orleans rhythm and blues)

June 30

Everett Greene

(Love songs and jazz standards)

July 4

Indianapolis Municipal Band

(Patriotic tunes and marches) 5-6 p.m.

also

July 4

The Tad Robinson Band

(Americana, soul and roots) 7:30-9:30 p.m.

July 7

Greta Speaks

(Rock and pop classics)

July 14

Brenda Williams

(Classic R&B hits from the '60s.)

July 21

IUPUI Jazz Ensemble, David Mannell with Laura

Hammer-Erhart, Becky Barton and Heather Hinton

(Bicentennial tribute and nostalgic favorites)

July 28

The Bishops

(Party songs you love to dance to)

In case of inclement weather concerts will be moved into the Frank and Katrina Basile Theater. There will be no food or drink allowed inside the building.

Reservations: Welcome Center (317) 232 0182

IN THEIR WORDS

**In 1831 the Indiana Legislature again delayed action in authorizing the W & E Canal. Ohio still had not agreed to the negotiated terms reached in Cincinnati in 1829. Legislators favoring railroads also wanted to delay the canal project. Appeals were made to the US Congress to extend the start date by 5 years and also added a provision that would allow land sales to be used for a railroad. These requests passed the US Senate but failed in the House. Indiana suspended land sales in 1831 due to the lack of commitment to proceed with the canal. It was now either build a canal or forfeit the land grant.**

**On January 9, 1832 the Indiana legislature moved ahead and approved construction of the middle division of the Wabash & Erie Canal despite the fact that Ohio still had not approved the portion of the proposed canal that would be in Ohio. Indiana had to move ahead with construction or return the land grant due to the federal legislation requirements to begin in five years, which was 1832.**

A 3-man board of Fund Commissioners, not to be confused with the Canal Commissioners, was established and ground breaking was planned for February 22, 1832, the 100<sup>th</sup> anniversary of George Washington's birth in Virginia. The Fund Commissioners were Jeremiah Sullivan, Nicholas McCarty and William Linton. They were authorized to borrow up to \$200,000 to supplement the monies received from land sales. Land sales were made with some money down and then supplemental payments so the land sale funds were not totally available immediately.

The Canal Commissioners were to classify the land grant sections into 3 categories based on desirability, make the sales and pass these funds to the Fund Commissioners for later dispersion to contractors etc. Groundbreaking took place in Fort Wayne as scheduled and some contracts were let, but not much work

was performed in 1832 primarily due to labor shortages and getting the contractors formed into an organized workforce. One of the stipulations to assure that sufficient funds were available was that contractors were only to receive a payment of 50% of the value for the actual work performed. This placed the financial burden on them versus on the state's cash funds.

**REPORT FROM THE SENATE JOURNAL**

Quoted with comments in italics

The Middle Division – Wabash & Erie Canal  
 Vol. 17 *Indiana Senate Journal* 1832  
 To the General Assembly of the State of Indiana

In the discharge of their duties as prescribed by law, the board of Canal Commissioners, have the honor to report, that on the 22<sup>nd</sup> day of February last (1832), a commencement of the Wabash and Erie Canal was made; and a contract concluded with William Rockhill, on the first of March following, for the construction of section No. 1, of the middle division.<sup>1</sup>

Fifteen miles were let in June, and four miles including the dam across the St. Joseph's River, in the early part of November last [1832].<sup>2</sup> The contracts have been made with competent men, and taken for about the sum of five thousand dollars less than the estimate made for the same works, by Mr. [Joseph] Ridgeway, the principal Engineer, and reported to the General Assembly, in [Dec.] 1830. The sections let in March and June, are to be completed by the 4<sup>th</sup> of July 1834; and those in November, which embrace heavier works, by the 10<sup>th</sup> of October, the same year.

The amount of labour done on these contracts, has been inconsiderable, as will be seen by reference to the abstract of Mr. Williams, the Engineer, marked (A.) and herewith submitted. Those let in June, were to have been commenced by the first of August, and part were, but between letting and that time, the cholera commenced its ravages along the Lakes, and at Detroit, and as there is considerable intercourse between these places and Fort Wayne, fears were apprehended, that if

<sup>1</sup> Sec. 1 = ½ miles from feeder at Rumsey & Wheeler south along the Lindenwood cemetery

<sup>2</sup> 15 miles = Feeder + wet prairie to Aboite Creek = 19 miles

On July 4, 1834—F. P. Tinkham built crude boat for 1<sup>st</sup> ride from Ft. Wayne to Feeder Dam

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a large force of men were collected in the summer months, that ordinary sickness consequent on their exposed situations, would be mistaken for the pestilence, disperse the hands, and be productive of injury to the service. The greater number of Contractors also lived out of the State, and the time necessarily taken in returning to their homes, and then removing with their families to the vicinity of their work, and afterwards making the necessary buildings for their hands, procuring materials & etc., consumed so great a portion of the season, that it left but little inducement to labourers, to come from a distance and engage for the short time which would elapse before the cold weather would set in, and prevent their employ. These contracts are for light work, and with the preparatory arrangements now made, can easily be finished within the time specified for their completion.

It affords great pleasure in being able to state, that the alarm on the account of sickness, was groundless, and that the hands on the line, as well as the inhabitants in that section of country have been unusually healthy, during the past season, and enjoyed almost an entire exemption from disease of every kind.

An engagement was made with Jesse L. Williams, esq. of Ohio, on the 18<sup>th</sup> of June last [1832], to take charge of the superintendence of the Canal. In Indiana, as principal Engineer, for the salary of \$1,800 per annum, his engagements to last three years and be continued as much longer as the service may require for the same compensation.<sup>3</sup> Since his acceptance of the employment he has been actively engaged in the duties he has undertaken, and from the practical knowledge he has had in the construction of the Ohio Canals, the creditable manner in which the important and extensive works were completed, which had been under his superintendence, with his character for sound judgment and business habits, affords the best assurance, that his acceptance of the engagement, will be a valuable acquisition to the State.

In the small progress made, it is found that the detention of one half of the pay for work done, operates with some severity on the contractors, and it is believed, may be lessened in rate, without diminishing the necessary security for the State. The sections let, when completed, will cost from \$1,500, to \$14,000, each, and when so large a portion as one half is retained, it prevents industrious individuals, who may be without capital, from becoming contractors, and limits competition to the wealthy; much expense is necessarily incurred, in the commencement of a job, in building cabins for hands, procuring provisions, cost of tools etc., for which no pay can be derived, except from the profits on the work. These expenses are so considerable, that they form of themselves, a tolerable security against the abandonment of contracts, unless taken at such low rates as to prove very unprofitable. At every stage of the work, the labour and materials have to be paid for, in cash, and when the jobs are nearly finished large sums will be due; much greater than the amount necessary to complete them. In such cases \$5 or \$6,000 might be due from the State, and the Contractor unable to procure money to pay hands, be compelled to abandon on the contract and lose what had been expended, when, if the half or third part of what was due had been paid, would have completed it at a profit. To withhold too large a portion of the pay of a Contractor, produces the opposite effect from that which it was intended to guard, and has a tendency to compel the abandonment of contracts, for the want of means to carry them on. A contract re-let, would be taken at a higher rate, which would influence the prices at other lettings, and produce a prejudicial effect.<sup>4</sup> The true policy it is believed, would be to sustain the Contractor, by allowing as large apportion of his pay, as safety to the State, would permit. Money at this time commands a high rate of interest, and when advanced by an individual to carry on a public work, must greatly influence the prices for which they are undertaken. The discretion to pay within fifteen per cent of the value of the labor actually performed, is respectfully suggested, as an amendment to the present law.

<sup>3</sup> Williams was recommended to Indiana by the Governor of Ohio as a replacement for Ridgeway.

<sup>4</sup> The Commissioners felt withholding 50% value of worked performed was excessive especially considering all the upfront costs the contractors incurred for worker housing, food and work tools. They suggested that 15% would be a fairer amount.



Thirteen miles of the Canal line on the middle division remain to be let, which were calculated to cost \$89,000 exclusive of the estimate of \$24,000 to cover the contingent expenses of the whole division.<sup>5</sup>

The portion under now under contract, when completed, will cost about \$117,000 which is near the sum received and accruing from the sales of the Canal lands, so that under the present provisions of the law, the remainder of this division, as it is too small to divide with advantage in letting, cannot be put under contract until sales shall be made, of the lands, to an amount which will be equal to the cost of constructing it.<sup>6</sup> Two year time will be required to complete this part of the line, after it shall have been let and it would be very desirable to have this done in May next (1833), so that the connection between the St. Josephs and Wabash rivers might be opened by the 10<sup>th</sup> of October, 1834, and the whole division finished at the same time. It would save nearly the cost of one year's expense of the Engineer department, and have a beneficial effect on the sales of the lands. The Canal funds, at the disposal of the State, are \$104,000, which will be increased in March next, by \$50,000 of the loan negotiated by the Fund Commissioners, as appears by their report. This, with cash which will arise from the sales, will be sufficient to carry on the operations of the whole division, for eighteen months to come, in which time, it may be safely estimated, that the sales of the

Canal lands, will amount to a sufficient sum, to meet the whole cost of constructing this division of the Canal line. The propriety, therefore, of giving the necessary authority, to have this portion put under contract in the month of May next, is respectfully suggested.

During the last summer, the Canal lands were classed and rated agreeably to the provisions of the law, and tract books and maps exhibiting the classification of the land, and the ratable value of each tract, were made and deposited in the clerk's office, in the counties where the lands lie.<sup>7</sup>

A public sale was held, in the first week of October, at Fort Wayne,<sup>8</sup> at which, all the lands were offered to the highest bidder, and as soon as the sale closed, an office was opened, for the purchase of the lands at private entry, at the same place, under the superintendence of Samuel Lewis, who has charge of that department, by a resolution of the board.

From the first of October, to the 21<sup>st</sup> of November, there has been sold, including public and private sales 15,758.87 acres, for the sum of \$47,961.33 which was paid \$13,152.99 about \$2,088.56 for interest one year in advance, on \$34,808.34, which is the residue of the purchase money, payable to the State, the sale being at an average price of near \$3.05 per acre.<sup>9</sup>

<sup>5</sup>Roanoke Lock to Huntington = 13 miles + 19 miles previously mentioned = 32 miles (31miles + 59 chains) = the middle division

<sup>6</sup>The Commissioners were restrained by the Indiana statute to not let more contracts than they monies they had on hand from land sales. Funds on hand were \$104,000 vs. contracted cost of \$117,000. They were able to let new contracts in the spring of 1833 to complete the middle division to Huntington.

<sup>7</sup>Classification of land by acres was a means to estimate the funds that would eventually be available for canal use. The categories were 1<sup>st</sup> rate \$3.50/acre, 2<sup>nd</sup> rate/ \$2.50, 3<sup>rd</sup> rate/ \$1.50 depending on its value for agriculture. Note that the early sales averaged \$3.05 or the best land.

<sup>8</sup>The Land Office opened in Fort Wayne in October 1832.

<sup>9</sup>Land Sale Cash \$13,152.99 + 1 yr advanced interest \$2,088.56 = \$15,241.55  
 Total Land Sold \$47,961.33 – Cash Paid up front \$13,152.99 = \$34,808.34  
 Total Land Sold \$47,961.33 / 15,758.87 acres = \$3.043 rounded up = \$3.05 per acre  
 15,758.87 acres / 640 acres in a sq miles = 24.6 sq miles or sections sold  
 Land Grant = 5 sections for sale per mile of canal 24.6 sq miles / 5 = 5 miles of canal

## THE HOOSIER PACKET - JULY 2016

80 Chains = 1 Mile		1832 MIDDLE DIVISION- W&E CANAL			Est \$ Expend
Date	Structures	Section	Chains	Contractor Names	11/22/1832
11/6/1832	Feeder Dam	1	1	Valerius Armitage, John Creswell	
	Stone for Dam	1		Abner Gerrard	PA/PA
11/5/1832	G Lock / Aqueduct	2	39	LG Thompson,Asa Brown,LR Brownell	
6/4/1832		3	39	Abner Gerrard, James Daniels	65
6/4/1832		4	42	William Wilson Sec 4,5,6	
1/5/1833		4	R "	Joseph H Mc Maken, Joseph VanAuker, Aleaner Porter	
6/4/1832		5	39	William Wilson Sec 4,5,6	48
6/4/1832		6	42	William Wilson Sec 4,5,6	
5/18/1833		6	R "	Joseph Drum	PA
6/4/1832		7	39	Daniel Suttonfield, William McGillicuddy	
6/4/1832		8	30	David Archer	161
11/6/1832	St Joe Bluffs	9	39	Marshall S Wines	
11/6/1832	St Joe Bluffs	10	51	Samuel Ward & Samuel Hanna	NJ?NY
6/4/1832	Spy Run Aqueduct	11	39	Henry Rudisill	230
6/4/1832		12	57	Abner Gerrard, James Daniels	1382
6/4/1832		13	57	Edward Rockhill	100
	<b>Feeder Canal</b>		<b>514</b>	<b>= 6.43 miles (34 chains) Completed Jun 1834</b>	
3/1/1832		1	39	William Rockhill	
6/4/1832		2	42	" " " " "	
6/4/1832		3	39	William Burk	175
6/4/1832		4	39	" " " " "	180
6/4/1832		5	39	" " " " "	181
6/4/1832		6	42	John Hunt, Lott Bayless, N Sumner	399
6/4/1832		7	39	" " " " "	130
6/4/1832		8	39	William N Hood	
6/4/1832	Waste Weir	9	81	Jacob Barcus	132
6/4/1832		10	39	" " " " "	140
6/4/1832		11	42	" " " " "	241
6/4/1832		12	39	" " " " "	136
6/4/1832		13	39	Lott Bayless, William Burk	203
6/4/1832		14	42	" " " " "	215
6/4/1832		15	39	" " " " "	
6/4/1832		16	39	" " " " "	
6/4/1832		17	42	Elias Murray & Jesse Vermilya	
6/4/1832		18	39		
6/4/1832	Aboite Creek Aquad	19	42	" " " " "	
6/4/1832		20	39	" " " " "	70
11/6/1832		21	39	Michael Coady & Andrew Murphey	
11/6/1832		22	39	" " " " "	
11/6/1832		23	42	Jonathan Peacock	
5/18/1833		23	Replace	P.L.Myers	
11/6/1832		24	39	Joseph H Mc Maken, James Cook	
11/6/1832	Calf Creek Culvert	25	39	" " " " "	
	<b>Main Line</b>		<b>1038</b>	<b>= 12.98 miles</b>	<b>\$4,188</b>
	<b>Main Line &amp; Feeder</b>		<b>1552</b>	<b>= 19.4 miles</b>	<b>50% Paid = \$2,094 50% PAID</b>

**Report of J.L. Williams**  
**Principal Engineer**  
**Fort Wayne,**  
**November 22, 1832**

## THE HOOSIER PACKET - JULY 2016

	Cash <u>Receipts</u>	Cash <u>Expenditures</u>
Jan.– Dec. 13, 1832		
Burr & Lewis on hand	\$ 338.39	
Clerk, stationary		\$ 954.09
Land Sold 1832 + Int.	15,241.55	
Contractors- 50% of work		2,094.00 <sup>10</sup>
Interest on 1830 land	2,566.22	
Pay Engineers/Directors		2,372.00 <sup>11</sup>
Payments on land in full	1,049.71	
Paid into Canal Fund		17,647.13
<u>Received – Canal Fund</u>	<u>3,871.35</u>	
	\$23,067.22	\$23,067.22

Which is respectfully submitted,  
 Commissioners of the W&E Canal  
 David Burr, Jordan Vigus, Samuel Lewis  
 Indianapolis Dec 13, 1832

<sup>10</sup> Grubbing & Clearing work \$4,188 x 50% = 2,094

<sup>11</sup> Land sales and interest exceeded the work performed so the excess was paid into the Canal Fund. Contractors estimated work value discounted 50% as described by the Commissioners.

Engineer – J. Williams paid \$810,  
           D. Burr           \$564,  
           S. Lewis         \$584,  
           J. Vigus         \$414  
                               \$2,372

that although I was not very tall I was obliged, at last, to curl myself up and be quite still, while the mosquitoes devoured me and the heat melted me.” Each berth contained a blue canvass mattress and pillow filled with straw. Extra mattresses were carried for passengers who arrived after all the berths were taken. Beds were laid on the floor and when that space was filled the dining tables were set up and used for beds.

A man removed his coat, vest, collar and tie, and when the room was filled a clothesline was zig-zagged across between the two sides on which to hang the discarded garments. When a man on the upper berth found it impossible to sleep he sometimes repaired to the roof where he spent the remainder of the night. He usually tried to get down without disturbing anyone. In trying to get a foothold on the table that he remembered as standing just below his berth, he would more than likely plant his feet on a sleeper on the table. In an effort to shift his position, he would find himself astride the clothesline. By that time he was ready to let go. He did not care where or on whom he dropped.

The men’s breakfast was served in their room and the women at breakfast in their own room, after which families were reunited for the day. For their ablutions a bucket and rope secured the necessary water from the canal.

### TRAVELERS ABOARD CANAL BOAT ‘DEVoured’ BY SWARMS OF MOSQUITOES, WHILE SHORT BUNKS MADE SLEEP A PROBLEM

Mrs. Leona Hockett  
 Curator: Wabash County Historical Museum  
 January 23, 1946 Wabash Plain Dealer  
 (continued from last issue)

Lucy Best(e), a daughter, adds to this her father’s description: “I was put in the top one (bunk). I lay awake, but still, for a long time at last I heard everyone turning and sighing with the heat, so I gave way to my own feelings and did so, too. But the shelves or tiers on which we lay were so short that I found my pillow constantly slipping down below my head, and if I put it lower down my feet hung out the other end, so

One of the most unsatisfactory things about travel on the canal was that it could be used only from the first of April to the first of November. It seems that mosquitoes were not the only things that annoyed passengers. In the Gazette of 1854 I found this, “The packets are now running regularly, that is about as regularly as you could expect. They generally manage to come up to time within six hours—very seldom more than that. Passengers report entire freedom from bedbugs when the nights are very cold—in consequence of this the fare has been raised considerably higher than last year. The fare had been 4½ c per mile.

#### Grew Fond of Packets

In spite of the many annoyances passengers became greatly attached to the packets. In fact, when the railroad question came up they said that it would

## THE HOOSIER PACKET - JULY 2016

be impossible to walk about, write letters, visit or play poker on a train rushing along at the speed of 15 miles an hour.

It was customary for boatmen to spend the winters somewhere along the line. During the winter of 1845-46 Stearns Fisher kept 2 men and more than 40 horses at his farm 4 miles west of town. Often a boat loaded with groceries "laid up" for the winter at Wabash.

From this preamble of a "testimonial" signed by 21 passengers on the boat "Indiana" in 1851 one concludes that a clean boat and courteous treatment by captains and crews were the exception rather than the rule, "Captain Fountain's boat, "Indiana," is orderly, neat, and everything clean. The hands of the boat were quiet, pleasant, and in a great measure free, at least in the hearing of the passengers, from that profaneness in which the hands of many of the boats indulge, to the excessive annoyance of the traveling public."

Several Wabash businessmen owned boats. When Hugh Hanna became a director of the Wabash Valley railroad he advertised for sale two boats, with furniture, horses and harness. Thomas McKibben and John M. Wheeler each owned a boat. Only once did I find the cash value of a boat. When the "City of Alton" sold for \$1,400.

Among the names of boats that operated on the Wabash and Erie were "Metropolis," "Emperor," "Lady Ellen," "Union," "Water Witch," "John Q. Adams,"\* "Smith Grant," are locally owned, "Commit," "Superior," and many others. Of the "Superior," the Gazette said in 1860, "The Superior is the name of the most inferior looking boat on the canal. It is drawn by two of the most jaded, dilapidated, ruined horses mortal man ever set eyes upon. Given a fair opportunity they would have gladly drowned themselves."

"The Superior lying at the foot of Miami street has sunk. Her cargo consists of ice and it is feared it will be a total loss." said the paper in 1871.

The construction and operation of the canal was regulated by state laws. Each boat must have a

name, must be registered, and a certificate of registry containing the name of the boat and the name and address of the owner must be shown to each collector before the boat was allowed to pass. Each boat was given a "clearance" at the starting point and no boat could pass beyond the point to which it cleared. The captain collected fares and paid tolls on all passengers over 12 years of age.

### Local Man Collector

Necessary collectors were appointed by the canal commissioners for the purpose of collecting tolls, water rents, and fines and to keep account of weight and quantity of all articles cleared through their offices or that passed through the canal. If anyone refused to pay the toll, collectors simply confiscated sufficient cargo to pay it, then after 2 days notice it was sold at public auction. Henry Sayre, father of Mrs. James McHenry, was collector at Wabash several years.

The towing path was on the south side of the canal. When a boat was overtaken by another it turned away from the towpath, slackened its rope and allowed the other to pass over it. When two boats met each turned to the right, the horses of the boat turning away from the towpath stopped and allowed the other boat and horses to pass over the rope.

Locks were 90 feet long, 16 (15) feet wide. There were at least five in Wabash county. Until four or five years ago the masonry (or a greater part of it) of the lock near Rich Valley was standing probably 10 feet high. The destruction of anything of such historical value seems sacrilegious. (to be continued)

\*The *Cambridge Reveille* had the following advertisement for the John Q. Adams. Is it the same boat?

### March 10, 1849 PACKETS CINCINNATI AND CAMBRIDGE CITY, U.S. MAIL AND DAILY PACKE LINE

From and after March 10, 1849 until the aqueduct is rebuilt, a packet will leave Mill Creek daily (except Sunday) at 4:00 pm precisely. Passing through Cleves, Harrison, Trenton, Rochester, Brookville, Metamora, Laurel, Connersville, and Milton. Apply on board.

JOHN Q. ADAMS Capt. James Russell

## A BOY'S ENCOUNTER WITH THE DERELICT CANAL

By Dan McCain

I was born late in 1940. It was at the beginning of WWII, and many adults in my community were involved with keeping things steady in their lives and jobs while fearing the world was coming apart. As a baby I knew nothing of these world encounters. My parents never talked with me about that. They had first met in the midst of the Great Depression and married when the economy was a greater concern and that may have been the overriding conservative emphasis of my upbringing.

Our little farm with the home where I was born was bordered by the Wabash & Erie Canal. This land had the vested interest of my family. It contained the heritage of our family as this 30 acres was part of an industrial Mecca developed by my great-great grandfather. His industry used the canal for shipping burned lime products of plaster, mortar and whitewash produced right here on this parcel. I was made aware of this heritage but I understood little of that bygone era.

As I was growing up, nobody was much concerned with the obsolete section of the man-made waterway called the Canal. The order of the day was to live, love and nurture a family – not worry too much about the nearby degraded surroundings. My first remembrances were of playing outdoors as most kids of that day did. We spent almost all our time with simple homemade playthings outdoors in almost any season. Mom would teach us to share clothes and toys and we knew the meaning of “hand-me-downs” as we grew. My remembrances of these days were to play with my two brothers and two neighborhood kids mostly in or near our barn or back of the field where the old Wabash & Erie Canal once ran alongside the property. Boats had ceased running nearly seventy years earlier.

We found the canal and remnant lime kilns intriguing. But actually the site was overgrown and uninviting since the waterway was filled with green “slime” and propagated millions of mosquitoes. Environmentally it was stagnant and stinky, home to rats and snakes and dirty water. Most mothers would not

allow their kids to ever go to the canal, threatening their kids with “if you get caught there your father will give you a lickin’ tonight.” My mother was a teacher, and I believe she saw that there was a value to us growing up and discovering our surroundings. Besides being the location of the 1850s Lime Kiln operation, the back of the property was safely close to home and we rarely went there alone.

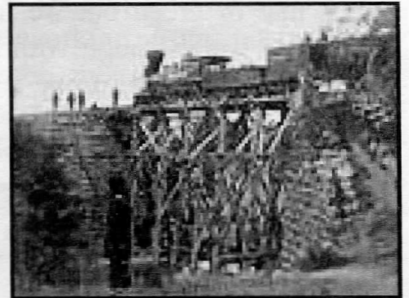
**As kids we played around the RR trestle over the canal Today the restored Bowstring trail bridge crosses the canal**

So as I grew to love the trek back to the canal. I brought my friends and brothers to this intriguing area. We especially enjoyed watching the infrequent trips of a steam locomotive crossing the canal

on a wooden trestle. This was just a spur of the Monon Railroad. We were excited to hear the shrill whistle of the steam engine as it would slowly approach our property. And we would hasten out to the trestle to see it cross the canal.

About once a week the engine would push a single car full of coal up to the Ice and Coal Company just down the county road from my home. The Ice and Coal Company sold blocks of ice, and it loaded coal to be hauled by small trucks. Even up into the early 1950s many people still did not have either refrigeration or central heat.

We could hike back to the canal with our German Shepard and she would protect us from the snakes and vermin. It was less than a quarter mile from home. Our folks knew where we were and they didn't have to worry about us crossing any roads or being beyond earshot of Mom's dinner bell when it was time to eat. Of course, if we heard Dad's shrill whistle we knew we had better beat it back to the house NOW.



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We found our creative play along the canal important in our quest to understand why this murky waterway existed. Since there were no boats or other means of using it we wondered what it might have been like when, as we were told, it had once been an important means of travel. Sometimes we went fishing in that algae and duckweed that fully covered the shallow canal. We couldn't use a bobber and pole with that thick mat of green but we innovated. We located an old horse water trough with lots of rusty holes in the bottom, tied a rope on one end of it and the other end to a tree.

Pushing off the bank with a big HOORAY shout we watched as this leaky tank slowly sank below the gobs of floating green stuff and finally disappeared. We would leave it for a couple days. When we returned it took all our might to pull it back up to the bank and as it drained like a sieve we would keep inching it higher up the bank. A couple of catfish and maybe a frog or turtle might be our catch of the day.



We never could we get Mom to cook the fish, but we brought them to the house to show her, just like a cat might bring you the mouse he caught. Instead of getting inside the house we were told to go to the garden and bury the fish and not bring anymore home. So we did "plant" them with a burial ritual only kids might understand.

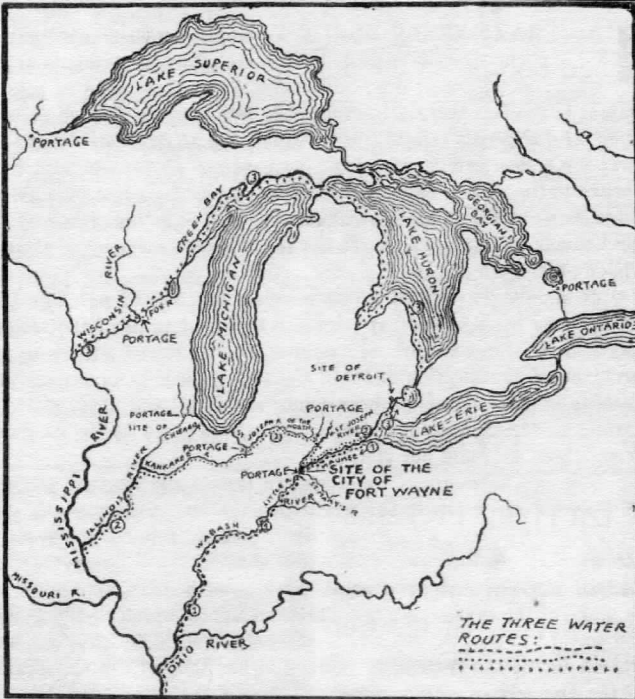
We grew up on the waterway battling the millions of mosquitoes in the heat. With so many little wings buzzing it almost seemed possible that a boy could be lifted off his feet. We practiced scouting and

trail building to make our way through the overgrown weeds and brush. This made it easier to traverse. At times our knowledge of the older neighboring "bullies" across the canal would make us pause before crawling across the railroad trestle on hands and knees, looking down through the widely spaced ties as if it were a hundred feet to the water. Scary!! If we crossed we had to be aware of the older boys' presence, and if there was a chance encounter we would beat it back across the trestle to safety on our side.

All these memories of my childhood experiences with the canal prompted me to listen to my grandfather telling stories and weaving a tale of what he knew of this inland man-made waterway. He was born in 1874, the year that the canal ceased to operate, in his father's house two miles north of where I grew up. As a kid himself he was just as close to the canal as we were. Grandpa told me fascinating tales of exploring an old hull of a canal boat where he could jump onto the deck of that fateful boat that was stuck in a lock chamber. It was like being in a dry dock, not going anywhere after the waterway was severed from its source of water flow.

My encounters with the canal created an early image in my mind that I pondered for years. It was the wonder that the canal could follow the Wabash River to the top of its origin and then jump over the watershed divide to another river that would flow the opposite direction and end up in Lake Erie. This was mystifying to me to be able to have a waterway cross the divide - I somehow had to see it to believe it. The remnant sections of the old canal were hard to locate even though my father had a friend that lived near Fort Wayne and knew some things about the canal in that area—we tried find it.

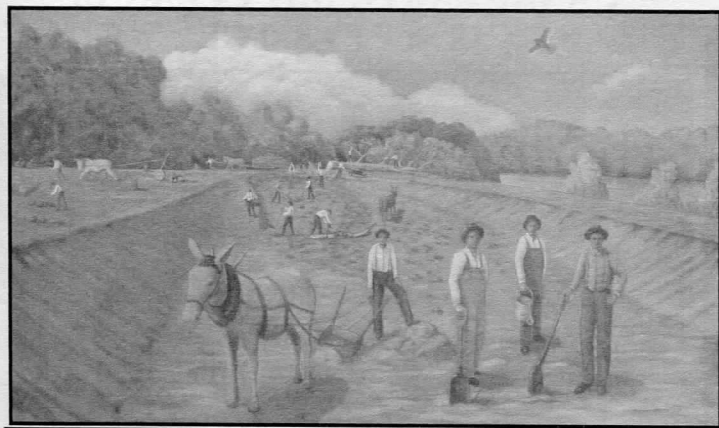
Later in my life as a Soil Conservation Agronomist I was headquartered in the county where this "over the top" divide occurred and it continued to challenge me to further explore this section even as an adult. To this day it still seems that the work of the Irishmen digging the canal and creating the passage 'over the top' to end up in Toledo, Ohio was in fact a major endeavor connecting the Great Lakes with the Ohio River and ultimately the Gulf of Mexico.



THE THREE MAIN WATER ROUTES OF THE FRENCH PERIOD. Before the days of the canal and the railroad, the rivers were the great highways of travel between the Great Lakes and the Mississippi. The map shows the three routes most largely used.

### WHAT MADE DELPHI'S CANAL RESTORATION HAPPEN

Delphi was stuck with the murky, slimy, smelly old waterway called the Wabash & Erie Canal. For more than a hundred years it just sat there as a remnant of an earlier interstate transportation system of the mid 1800s. Its connections to the Great Lakes at Toledo, Ohio and eventually ending at Evansville, Indiana made it the longest canal ever built in the US and second longest in the World -- 468 miles. It was longer than New York State's very successful Erie Canal by more than one hundred miles. The Wabash and Erie channel that passed through Delphi was a lingering



feature of the glacial 'meltwater' period when the raucous overflowing Wabash River found a weak zone through the bedrock and flowed as a "finger of the Wabash" during that enormous flow 15,000 years ago.

Before the nineteenth century canal building era the waterway was a lazy, elongated, three-mile-long, stagnant wetland that connected with the Wabash River north and south of Delphi. So when the canal builders, as they were working from northeast to southwest, came to this area, they found that by building a dam on the Wabash they could replicate the water level of the glacial flow thousands of years before. The builders could get this sluggish, but connected, wetland to flow again. Thus the concept of waterway development utilizing a dam and guard lock system became the means to find a nearly 'free' section of usable waterway already carved out by Mother Nature through the limestone bedrock under Delphi.

After the canal era, Delphi re-inherited the shallow canal section through the bedrock after the dam was dynamited in 1881--it went back to being the elongated "Bayou" wetland. The canal era was over and the waterway sat there collecting sediment every time the Wabash flooded leaving its telltale mud. This flooding risk to Delphi was solved with the installation of levees in the early 1950s. It encapsulated the old canal channel into its murky, sluggish, smelly feature and couldn't be drained. That's right "we were stuck with it."

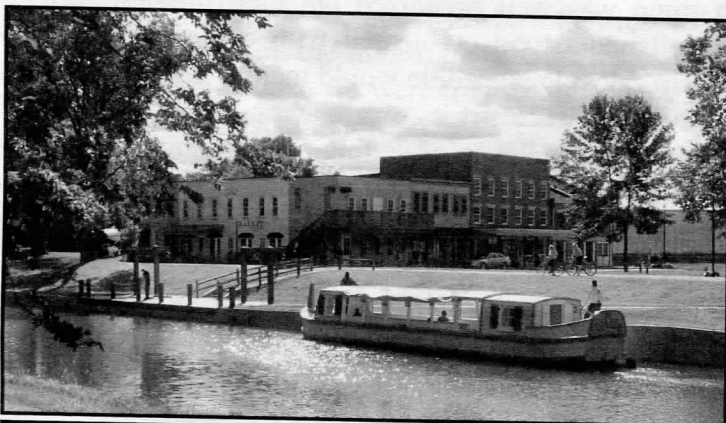
So in the early 1970s a muster of a dozen historically-minded local citizens began an endeavor to create what would become the popular, scenic, recreational three mile section we know today. That early group was well organized but their mission was not well understood or blessed with community enthusiasm. Most local people would merely say "it'll cost too much -- just forget it -- walk away -- don't bother us." Thus the challenge of getting popular support and volunteers began. My mother was one of those who never gave up. She researched for and wrote a bimonthly news column about the "life and times of this canal" and its effects on Delphi. Finally the tide of opposition began to fade.

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It took time and lots of convincing and even youth to finally bring the townspeople to realize that this was a "diamond in the rough" and that it was possible to restore the canal inside the levee area. The water source was surplus groundwater being pumped from the limestone quarry at a rate of millions of gallons of pure clean water per day. It was delivered to the canal by installing a diversion pipe. The quarry's alternative had been to just waste the discharge directly into the adjacent Wabash. What a loss of a precious natural resource until cooperation emerged between the quarry and canal developers.



The canal bed was shallow and needed deepening before a usable section could be created. I can remember my mother answering the question "will you ever see a canal boat on this section" and her response "Oh yes we'll have a canal boat but we just don't know when". That was in the 1980s and 90s, and the boat didn't arrive until 2009, six years after she passed. But nonetheless it became a reality, and the replica boat does carry passengers on an informative 40 minute ride in warm months of the year.



The dredging and re-watering of the canal was a mood booster to the doubting public. It took lots of effort, many, many volunteers, fundraising and ingenuity to make all this happen. Today the all-volunteer Wabash & Erie Canal Association has a clean, clear mile-long navigable section of the canal fronting on Canal Park. Tens of thousands of people have arrived to enjoy the pleasant experiences of taking a step back in history and traveling at a mule's pace along the old Wabash & Erie Canal at Delphi.

### NEWS FROM DELPHI

Liza Hyatt Presents

At this year's Annual Meeting of the Carroll County Wabash & Erie Canal Association CSI member Liza Hyatt performed an inspiring factual story about her Irish ancestors by utilizing her research and portraying the story in poetry



and music. She related the story of her great-great-grandparents coming from Ireland and working on the Wabash & Erie Canal. Their labors were directed to the massive construction project of the 1830s and 1840s. They worked through the area in Carroll County. Their ending place was near the canal in Daviess County where they settled on a farm to raise their family. This program was an Indiana Bicentennial Legacy Project.

### CANAL EARTH DAY CLEAN-UP IS SUCCESSFUL



Everyone met in Canal Park to receive their assignments for work projects on Earth Day.





After cleaning the brush, overgrown shrubs and debris from the Social Services site near Freedom Bridge the high school students and advisors moved to the other side of the highway for more work on another section of the Monon Trail.



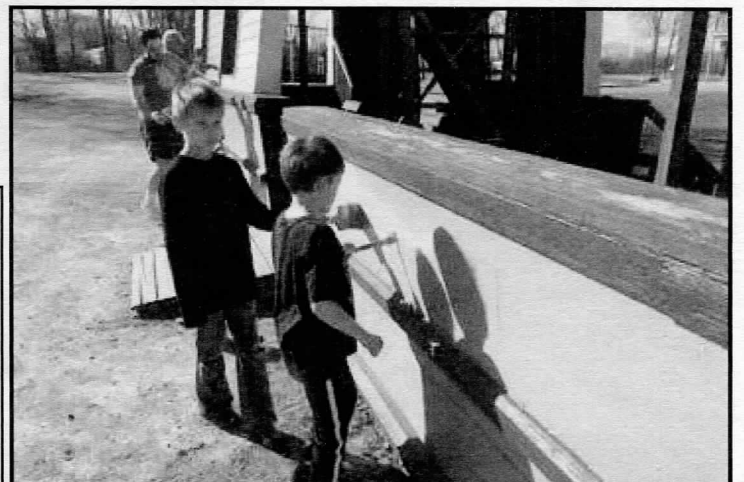
Annually the Psi Iota Xi Sorority provides a free lunch for the Earth Day/Work Day volunteers. Here a hungry crew helped themselves to lunch.



Over a dozen full pickup truck loads of leaves, sticks and debris were cleaned out of the flower beds behind buildings and throughout Pioneer Village. Scouts made up a strong contingent of workers in Canal Park.



Always a great volunteer at the Canal Park is Delphi Mayor Shane Evans. He showed off his skill with a brush while a younger set worked on painting the canal boat playground near ground level.



## CANAL DAYS FESTIVAL

July 2 (10-4) & July 3 (12-4)

Canal Park  
1030 N. Washington St.  
Delphi, Indiana

**GENERAL GRANT DISPLAYED  
AT COVINGTON, INDIANA**

Terry Bodine, CSI member from Covington, displayed the canal boat "Gen Grant" at the Covington Cemetery Walk and opening of the Clerk's Building Museum in Covington. Unfortunately, it rained in the morning, cleared up for a while, then rained again! So the attendance was really down! These pictures were taken at the very beginning of the event so there were not a whole lot of people.

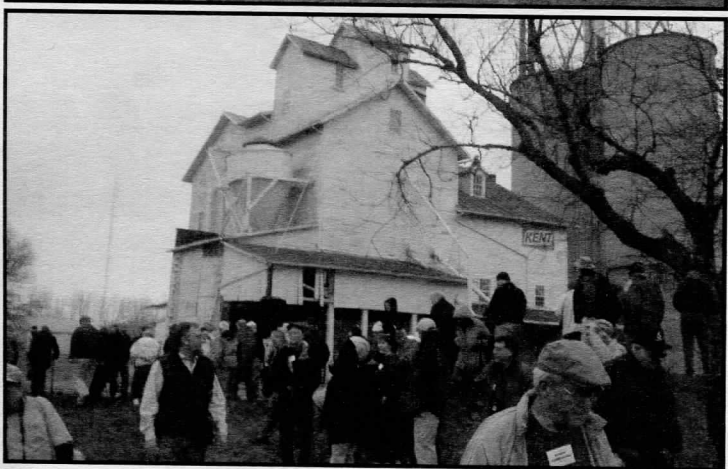


Anne Bodine took the pictures shown here. Those pictured from left to right are her granddaughter Skylar, son Don, Guy "Finny" Filchak (CSI member from Clinton, IN), a visitor (who may join the society) and of course - Terry.

Carol Freese, CSI member from Covington, posed with Larry Weatherford, dressed as a Civil War Soldier, outside the Clerks Museum. Larry wrote the article in the Covington newspaper about Terry's boat.



## ODENWELLER MILL DISMANTLED



Oldenweller Milling Company as seen on the CSI April 2011 tour, "Taming the Swamp." Photos by Bob Schmidt & Dave Barber  
Information from Nancy Kline, *Putnam County Sentinel*, Feb. 27, 2016 and an interview with Tom Schmitt

The lemon yellow Odenweller Milling Company mill that was built in 1875 along the Miami & Erie Canal in Ottoville, Ohio was dismantled in February 2016 because it was not feasible to install modern day equipment inside it. This mill was visited by the Canal Society of Indiana on the "Taming the Swamp" tour in April 2011.

The history of the mill goes back to the late 1800s when a flour mill was built in Ottoville near Lock 28 of the Miami & Erie Canal, which ran from Toledo to Cincinnati. This canal made generating power using a water wheel both convenient and economical. Grain could be shipped to it by boat. However, in a news article Mr. Odenweller said only one shipment of the final product, flour, was moved by canal boat.

When navigation on the canal ceased in the early 1900s the mill was converted to electricity. Tom Schmitt, now of Ft. Wayne, remembers playing inside the old mill as a young boy. He said at first the water wheel drove a belt and pulley system. This was later used to turn a small generator that charged batteries. These glass tank batteries looked like large fish aquariums without metal corners that had metal rods sticking into them. They were filled with acid and generated electricity to grind the grain. They were located on the second floor of the mill. Later the mill was put on the grid. Tom took one glass tank home to use as an aquarium.

In the early years, flour from the mill was delivered to local merchants by team and wagon. Historian Millie Ruen said they shipped on the canal until a narrow gauge railroad was built. The railroad was then used to haul grain until 1917 when it was abandoned and trucks took over grain shipment.

In the mid 1940s the company changed from milling flour to manufacturing feed. In 1990 Odenweller took on the Kent Feed line. In 1998 the old mill was painted Kent Feed yellow and given a new Kent Feed red roof.

Odenweller, the fourth generation to manage the company for his family who purchased the mill in 1896, said they tried to find someone interested in the old milling equipment, but to no avail. After the equipment was removed it took about ten days to dismantle the building.

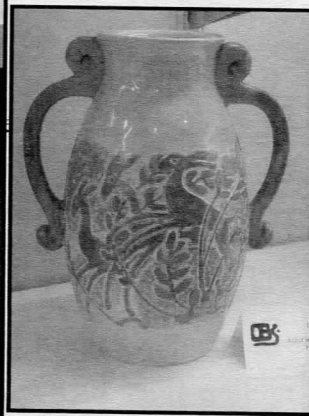
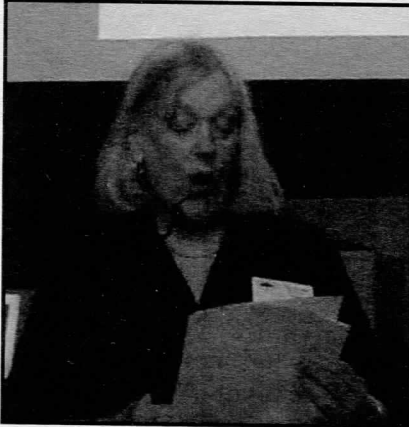
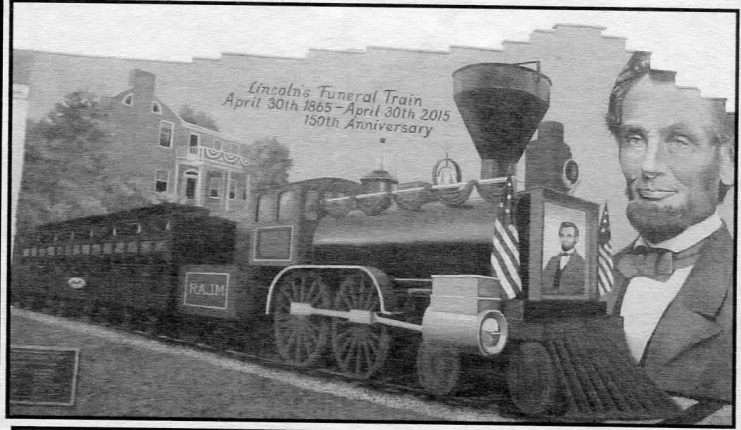
The company is looking into putting in a bin to expand its operation. It will continue to sell grain, fertilizer and bag feed.

Lock 28, located just north of the mill and Lock 27 located just north of Fifth Street in Ottoville were built of wood as part of the Miami & Erie Extension Canal. Tom Schmitt recalls seeing wooden pieces of the lock as a boy.

The Canal Commission built a lock tender's home at Lock 28 that is Ottoville's oldest structure. It is currently being used as a home.

# THE HOOSIER PACKET - JULY 2016

## HAGERSTOWN EXTENSION CANAL TOUR PHOTOS



The following photos are from Carl Bauer



This kitchen was used by the Wright family at Wilbur Wright's birthplace near Millville, Indiana

After the June Hoosier Packet went to print additional photos were received. Here are a few from Jerry Lehman.

Top L to R: Linn Loomis, Janette Burger, Sam Ligget, JoAnn Ligget, Marilyn Toops, Earl Toops, Sue Burger, Sally Bancroft at Montgomery's Steak House

Center L: Friday night speaker Beth Edstene, Henry County Historical Society

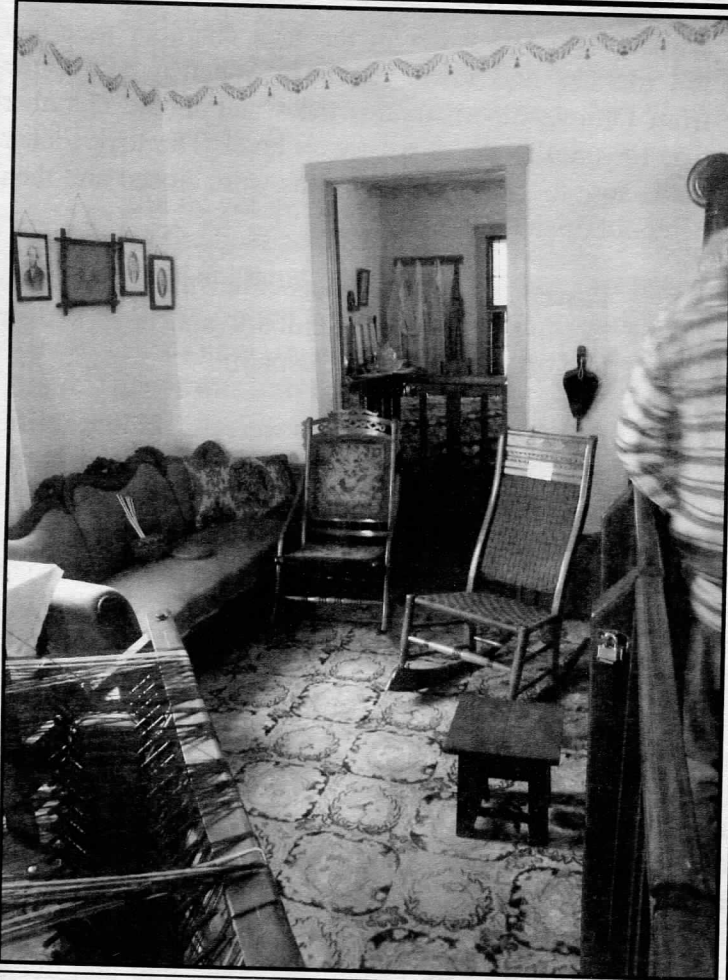
Center: Overbeck pottery vase (photo by Carl Bauer)

Bottom L.: Michael Thrall emerged from Scout Lake culvert under the Hagerstown Extension Canal towpath

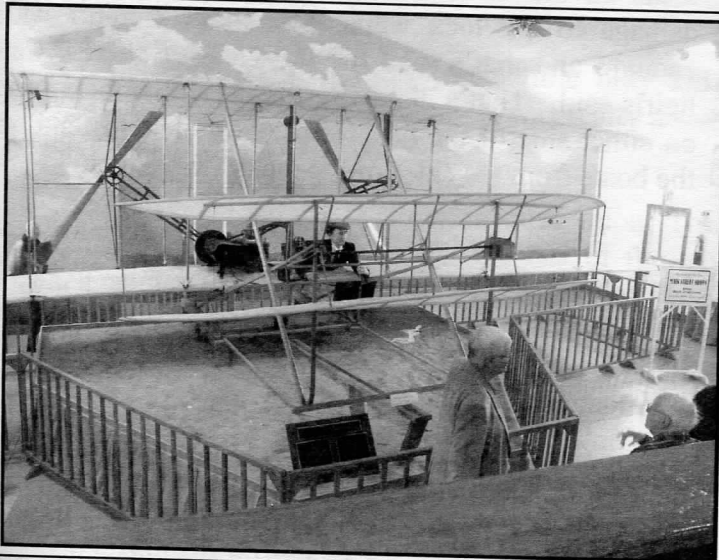
Top R: Lincoln Funeral Train mural in Cambridge City

Center R: Tom Fledderjohann, Bob Schmidt, Earl Toops, Webb Hall, Jerry Hulslander, Ron Morris, Tom Morthorst at Scout Lake

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Above: The living room of Wilbur Wright's birthplace with bedroom at the back of the picture. Below: The Wright's airplane.



Top right: Hiking to Lock 50 of the Whitewater Canal at Milton, Indiana after seeing the culvert that passed the canal over City Run, a creek in Milton.



Center: Composite Lock 50 with cut stone entrance and rubble stone chamber that once was lined with wood.  
Bottom: A dam was built across the Hagerstown Extension to create Scout Lake pictured here.

## TENDING THE LOCKS: MARSEILLES MEN RECALL ILLINOIS & MICHIGAN CANAL IN ITS FINAL YEARS

By Stan Dziedzic

Twelve-year-olds Ennis Mooneyham and Charlie Calligiris did not figure to be historic figures when they volunteered to help the lock tender on Lock 10, behind Mooneyham's Marseilles home. But today, 85 years later, they have opened a memory album of the last days of the Illinois & Michigan Canal of the late 1920s and early 1930s.

Mooneyham and Calligiris, both 96, were among the last of the neighborhood kids to help lock tender Oliver W. Hippard with his lock-tending duties. The boys were part of a group of "probably a dozen kids up there who came to help," Mooneyham said. "Any of the kids who lived in the area or even a couple blocks away came running when they heard the whistle or heard a boat was coming through. The boats signaled with a whistle or a horn, just like they did on the river," he added. "So about a dozen of us kids helped on one side, and the tender took the other side. There were long wooden beams that levered open and closed the gates. There'd be five or six kids on each side."

Calligiris said, "You were out on the end of this beam, pushing it. It had two purposes: It gave you leverage and it was long and heavy enough to serve as a counterweight. There was no pressure on it because the water was level, so the gates opened very easily." Locking a boat through took between 30 and 45 minutes.

"But if we knew there was a boat coming through we could have a lock either full or empty, depending on which direction a boat was going, by the time it got here, and they wouldn't have to wait for that. Then we'd open the gate and the boat entered. Closing the gate and waiting for the lock to either fill or drain was what took most of the time," Mooneyham said.

The locks had large, wooden gates on both ends, the upstream and the downstream. The water on the upstream side was always high and the downstream

always low. The water in the lock chamber rose and fell to raise and lower the boat. When a boat came from Ottawa (downstream) the water in the chamber was lowered to the downstream level. The lock tender made sure the gates on both ends were closed and then he could open the other gate.

Passengers on the boats often took advantage of the locking delays to disembark and stretch their legs. They walked along the towpath.

By 1928, when the boys were 12, freight traffic was a comparative rarity. The last commercial cargo vessel, the "Niagara," made the trip through the canal in 1914. After that, canal traffic consisted of private craft – pleasure craft and small vessels. Packet boats for transporting people were put out of business early in the 1850s when the Rock Island Railroad was built. "After about September of 1928 there were a few boats going through, on and off. There were some nice yachts that came through," Mooneyham said.

When the boys were active on the canal, all the boats were powered either by steam or gasoline engines. "We don't remember any mules being used in those days, but horses were on the canal right up to the end. They were kept to pull the boats into and out of the locks. The steamboats didn't go in and out of the locks on their own power because of the danger of damage to the lock walls. The locks weren't wide enough, and that's why the horses were there," Calligiris said. "That's also why the crew members were on either side of the boat with long poles, to fend off the boats from the sides of the locks," he added.

The horses were stabled in a large barn near Lock 10, near the canal bridge. They were owned by private parties who were paid by the Canal Commission.

Although the canal was in use until 1933, tolls were not a major income stream for the Canal Commission in later years. And not at all for the volunteer lock tenders. "The lock tenders and the toll collectors were paid," Mooneyham said. "But we kids never saw anything – not even a candy bar. We were just volunteer kids to help the lock tender," he added.

The lock tender was the only one who was paid, and that was his full-time job. He managed both Locks 9 and 10 because they were only two blocks apart.

"But he got the house in the deal," Mooneyham said. "And the boat people," Calligiris added, "They'd never give us anything. But they'd give us hell once in a while if we weren't ready when they were." The house lasted until the canal finally was closed for good. Then it was torn down.

"We volunteered for Oliver Hippard when he was lock tender. He went to Seneca before the closing. Then George Thomas was the final lock tender. He lived in the house a short time with his daughters," Mooneyham said.

The locks along the canal never were automated. Up until the closing they were hand-operated. "All manpower, and child power," Calligiris recalled. "No motors, no electrical assists or anything like that. It was all by hand."

The canal was not without its hazards. The pair remembered a small boy who died in the canal at Lock 10. "He was from right around here, over on the north side," Mooneyham said. "He'd come over every day and sit on the edge of the lock, just sit there. And one day he fell over, and that was it."

Calligiris said he "was just a little bitty kid, very young, four years old at most. It was really a sad thing, about 1928 or 1929."

Lock tending was a seasonal occupation. The season began in the spring, when the last of the ice melted, and ended in the fall.

"When it started freezing hard, it was in November we'd see the last of the boats," Mooneyham said. "Yeah," interjected Calligiris, "otherwise you could have a barge full of grain stuck in Utica for the winter."

Wintertime uses for the canal included ice skating. "We learned to skate on the canal. We'd skate all the way to Ottawa, and to Seneca the other way. We

heard about one guy who got on in Ottawa with a good west wind, opened his coat, and was blown all the way to Marseilles," Mooneyham said.

A canal issue that still reverberates today is the description and definition of the canal property lines. Even today there are some who maintain the measurement should be from the center of the canal. Others say it should be from the bank.

"When I was a kid," Mooneyham says, "they always said it was 80 feet from the center. Later, it was said to be 90 feet. About the only place you could tell for sure was between the locks because if you measured from there it will be exact because you know where the center is. But if you measure from the bank it will be subject to error because the banks change their dimensions."

Current thinking favors the 90-foot version, but some argue it should be 90 feet from the edge of the canal, on both sides, so there is some dispute even today.

Canal neighbors took advantage of all that nearby water. "Everybody had gardens along the canal," Mooneyham said. "To get water to their gardens they ran a pipe under ground into the canal, put a valve on it, opened it at night and let it run. They'd shut it down during the day when it got hot. Just about everybody along the canal had a pipe driven into the bank," he said.

The pair remembers the year the canal flooded its banks. "We had a huge amount of rain and a lot of water was coming down from the hills, and had no place to go. We had boats washed out of the canal onto Washington Street, two blocks over," Mooneyham recalls.

Disaster was averted when he opened a waste gate a short distance from the school and let excess water drain into the creek and down to the river. "In no time at all the canal level was down, but we had no way to let the river authorities know they were going to get more water. Nothing ever came of it though," he said.

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Lucille, 90, is Ennis' wife of 71 years. She relates how the social life of the young people was affected, in part, by the waterways, separated by only a few hundred yards.

"Before we were married I lived in the east end of Marseilles, and our group was called the East Enders. Ennis and his gang were the River Rats," she said.

Mooneyham picks up on the story. "Well, we did have gangs at that time, and the way it broke down was this. If you lived on the hill, there was more money because most of them were business people, and their kids hung around together. The East Enders were kind of neutral, and then there was us River Rats. We'd get together with them some, on and off."

"But no shootings," interjects Calligiris.

"It's not like we were tough guys or anything, but nobody bothered us either," Mooneyham adds.

Calligiris remembers how Chicago gangster Al Capone "did some business down here, right around the corner." Most of the residents along Broadway

Street, he explains, were Italian. "My father-in-law would get a load of grapes from California, ship here by rail, then unload it at the barn of a neighbor family. A lot of Italians would go there, mash the grapes, ferment it, and when it was done, ship it to Capone in Chicago. Or they would come down on the river to get it."

He [Capone] was friends with a number of neighborhood families," Calligiris said, "and would make it a point to stop in and visit if he was in the area."

Having lived in the same neighborhood for 96 years, the pair has memories that go beyond their days as volunteer locktenders. With a little prompting, they could tell of the labor riots that accompanied the building of the Illinois Waterway between 1928 and 1933 – riots in which people were killed and injured. Other stories would include coal mining in Marseilles, the cockfighting stable run by a neighbor in downtown Marseilles, and mine explosions and their causes.

*Arnie Bandstra of Ottawa and Gerry Hulslander of Marseilles contributed to this article. Stan Dziejcz is an Ottawa historian.*

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