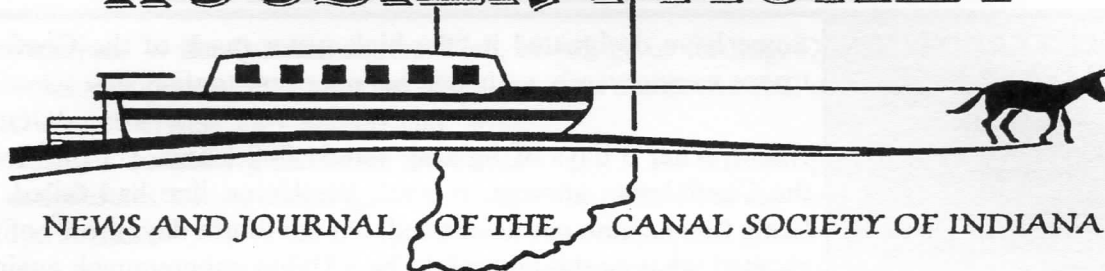


THE
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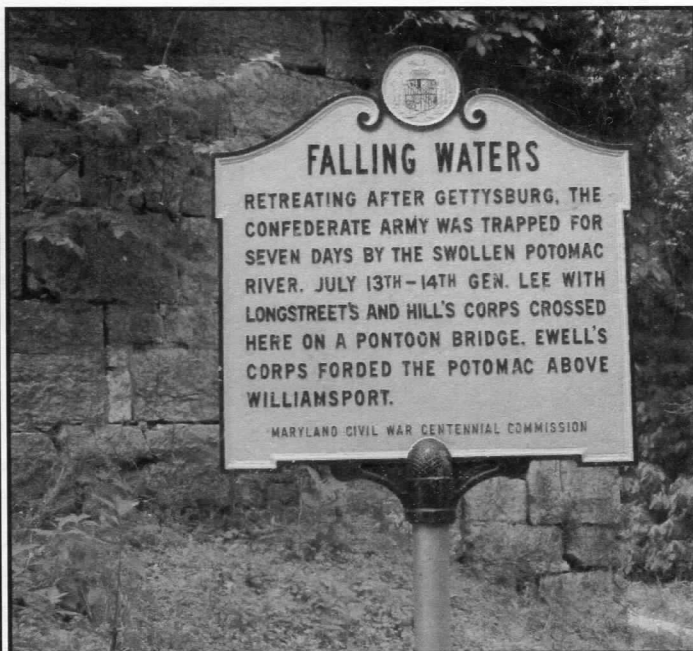
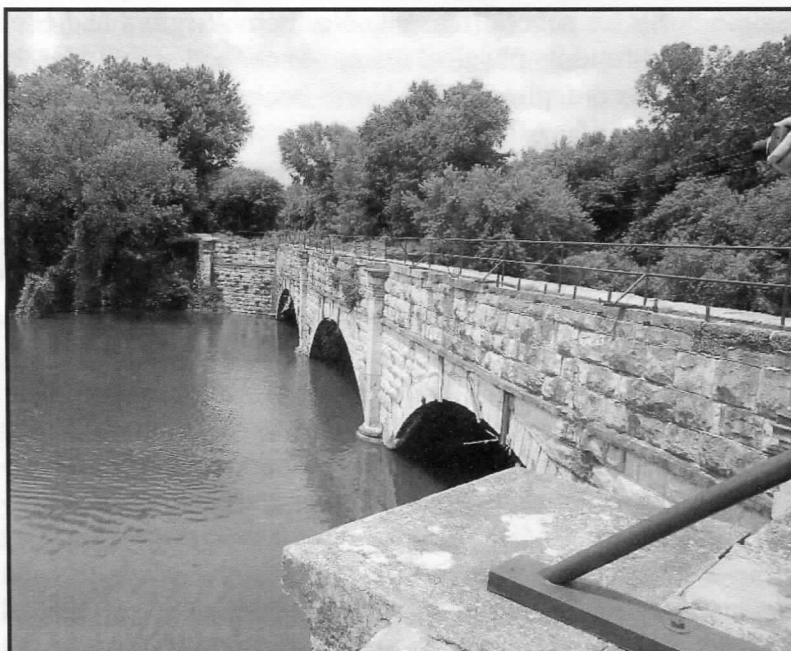


VOL. 15 NO. 8

P.O. BOX 10808 FORT WAYNE, IN 46854

AUGUST 2016

GETTYSBURG REVISITED



During his retreat from the Gettysburg battlefield, General Robert E. Lee ferried his supplies across the Potomac River near the Conococheague Aqueduct that carried the Chesapeake & Ohio Canal across the river. His army was trapped by the swollen river for seven days at nearby Falling Waters. Photo by Bob Schmidt

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GETTYSBURG REVISITED

By Robert F. Schmidt

Mention Gettysburg and most Americans recall the Civil War battle between Union and Confederate forces that occurred on July 1-3, 1863 in this small Pennsylvania village. For many the most memorable portion of this battle was the one-mile charge lead by General George Pickett on the third day into the center of the Union line on Cemetery Ridge. Glorified in books and the movie Gettysburg, this particular action has received the most attention.

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THE HOOSIER PACKET - AUGUST 2016

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Some have designated it "the high water mark of the Confederacy." Lee's troops were severely wounded but not nearly defeated.

After 3 days of fighting and 51,000 Union & Confederate casualties, the Confederate attempt to break the Union line had failed, but Robert E. Lee's troops were not devastated. On the fourth day, the 4th of July 1863, Lee awaited what he thought might be a Union counterattack against his position on Seminary Ridge. However, like the Confederates, the Union army was also exhausted and had lost much of its leadership command. With little to be gained by waiting, Lee decided to move back 45 miles to Williamsport, Maryland, cross the Potomac and return to Virginia.

Lee had come north for several reasons. Northern Virginia had been ravaged by two years of war and its physical resources of food and fodder for the Army of Virginia had been depleted. The North beckoned with plenty of livestock and fields of corn and hay for mules and horses. Also a Confederate victory on northern soil might be just enough to bring the war weary North to the peace table. There was always the remote chance of foreign intervention as had occurred in the American Revolution years earlier. The region Lee planned to invade was also rich in anthracite coal, which fueled the Northern war machine. Invasion and destruction of rails and canals might help to slow the Union manufacturing advantage.

Invading the North was a great risk since stretching the supply line made it become longer and thinner and subjected the army to attack and disruption. Lee felt it was worth the risk. His recent successes at Chancellorsville, Fredericksburg and Second Manassas gave his troops the feeling that they could whip the Yankees. President Jefferson Davis and others thought troops should be sent west to relieve Vicksburg then under siege by General Ulysses S. Grant, but Lee felt that putting pressure in the East and perhaps against even the federal capital at Washington City would be the best use of his troops. He always wanted his Virginia troops to defend the Commonwealth of Virginia.

Like the battle of Antietam (Sharpsburg) that occurred in Maryland a year earlier, Gettysburg was fought to a stalemate. As stated before, Lee had not achieved a victory on northern soil, but he was not defeated. One of his objectives, moving the battle to northern soil, provided Virginia farmers with a chance to plant and harvest their crops and offered fresh grazing land for his horses and mules. His army was very successful in gathering a rich harvest of livestock and accomplished this goal. Lee's Quartermasters had a glorious time before, during and after the battle of Gettysburg gathering thousands of head of cattle, sheep and hogs. He started funneling this livestock hoard back to Virginia even before the battle. Later during his retreat Lee made sure that his Quartermaster Corps were able to gather and send this bounty back to Virginia even before his troops.

His instructions to the Quartermasters were, if the property owner was present they were to offer him Confederate IOU's, otherwise they should take whatever was available. In Gettysburg the stores were emptied by the Confederates taking clothing, shoes, supplies and all food stocks.

During the retreat the Quartermaster reserve wagon train was 15-20 miles in length with additional quartermaster units within the troops. The reserve train began to leave Cashtown, Pennsylvania on July 4th. The hospital wagon trains also carried about 8,000 wounded. A heavy rain began to fall that lasted for many days and made travel difficult. If one of the hospital wagons broke down, the men were left to the care of locals. The trains and troops had to pass through the Fairfield and Monterey passes of South Mountain on two different routes, then into Maryland to reach Williamsport on the Potomac, 45 miles away. The retreat from the Antietam battlefield to the Potomac the previous year (1862) was only 3 miles.

When the troops reached the Falling Waters road nearby Williamsport they discovered that the pontoon bridge that was originally used to cross from Virginia into Maryland had been destroyed by Union cavalry. The heavy rains had raised the level of the Potomac so that fording was not possible. The Confederates dug in and fortified their positions along a ridge from Hagerstown to Downsville (about 8 miles west of Antietam) and awaited Meade's Union troops to attack. However, the continuing rain slowed the Union's arrival on the field and the Confederate lines looked so imposing on the high ground that General George Meade delayed attacking. Even though the Confederates had lost many lives at Gettysburg, Lee really wanted the Union troops to attack his position here, but they too began to dig in.

Besides the swollen Potomac with no pontoon bridge to cross it, Lee also had to cross the Chesapeake & Ohio Canal to get back to Virginia. The canal, completed in 1850, ran all along the north side of the Potomac for 185 miles from Georgetown, District of Columbia to Cumberland, Maryland, with Williamsport located near the halfway point. All of Lee's wagon trains and troops had to cross the canal either by

bridge or fording. Disruption of this canal, which carried anthracite coal east, was one of Lee's objectives.

At Williamsport, C & O canal boats were taken into the Potomac and used as ferries to carry some wounded and goods across the river. There was also a ferry at the C & O Canal's Conococheague Aqueduct site (Mile 99). However, there were too many wagons and artillery trains to cross like this.

Lee's Engineer Corps gathered timbers from warehouses at Williamsport and were able to build replacement pontoons in 62 hours. The pontoons were floated down river to Falling Waters, Virginia and put in place allowing the wagon trains to cross the Potomac River the night of July 13th.

At Williamsport, just west of the aqueduct, Ewell's II Corps forded the Potomac at night. The river by then had dropped to about 4 feet deep. The tallest men formed a human chain while others crossed the river holding onto them. There is no record of loss of any of the troops by drowning.

Most of the animals were compelled to swim the 300-400 feet across the Potomac. About 30,000 head of cattle swam across into the Shenandoah Valley providing a source of food supply for the army. There were also sheep, hogs, horses and mules by the thousands that had been gathered during the invasion. It was essential that this haul of booty be gotten safely into Virginia to prevent the venture from becoming a total failure.

By 1 p.m. on July 14th the pontoon bridge at Falling Waters was retrieved and most of Lee's army was safely into Virginia. Lee had lost about 5,000 men during the retreat due to various cavalry skirmishes. Most losses were of captured men and stragglers. About 250 wagons were also lost through capture and breakdowns. During the Gettysburg campaign about 27,000 Confederates were casualties, while Union losses were even greater at about 30,100. The Union was able to replenish its losses while Confederate numbers could not be increased as easily. Thus ended Lee's last offensive battle and his last battle on northern soil. He then fought a defensive battle in Virginia.

CANAWLERS AT REST

**MICHAEL
D.
REAGAN**

Find-A-Grave # 68893643

**b. September 1825
d. September 13, 1893**

By Carolyn I. Schmidt

Michael D. Reagan was the son of Peter and Bridget (Delaney) Reagan and a native of County Kerry Ireland. Peter was a farmer. Michael was reared on the family farm and educated in County Kerry along with his eight brothers and sisters: Peter, Dennis, Patrick, **Michael**, Margaret, Johannah, Catherine, Bridget and Honora.

In 1852, around the age of 27, Michael came to America and settled at Lawrenceburg, Dearborn county, Indiana. During his first few years as a resident of Dearborn county, he worked as the "water boss" on the "White Water Valley Canal" as the Whitewater Canal was then called. Its southern terminus was in Lawrenceburg. It was completed to Connersville, Indiana in 1845 and Cambridge City in 1846. He worked on the canal after it was completed. He also attended night school under Miss Jennie Beach attempting to improve his station in life.

In 1858, six years after Michael's arrival at Lawrenceburg, his parents Peter and Bridget Reagan came to the United States from County Kerry, Ireland. They too settled in Lawrenceburg and passed away there a few short years later. They had lived long lives. Peter died at age ninety-six and his wife was but a few years younger when she passed away.

Michael married Bridget Hickey, who was born on December 25, 1840. Her parents were Thomas and Mary (Hayes) Hickey also of Ireland. She had one brother, John Hickey. She and John came to American after their father passed away. They lived for a short time in Cincinnati before she moved to Lawrenceburg and became Michael's wife.

Michael and Bridget had several children, but only their son, Peter, grew to manhood. Peter was born at Cochran, now known as West Aurora, Dearborn county, Indiana on May 31, 1870.

Michael was a Catholic. He was the first Irish trustee of St. Lawrence church at Lawrenceburg, and along with a few others, helped to build the church. Since very little money was available at that time, he assisted in its construction by digging out stones from the quarry and carrying them to the building site. Once it was built, he was a faithful attendee.

When Michael learned about the railroad he became interested and took up work there. He continued working on the railroad until his death at age 68 on September 13, 1893.

Michael D. Reagan was laid to rest in Plot E-53-75, Greendale Cemetery, in Greendale (near Lawrenceburg), Dearborn County, Indiana September 16, 1893, burial permit #1886. He and Bridget were real pioneers of this section of Indiana.

Bridget went on to live until 1919. She told pioneer stories of Lawrenceburg and Aurora. She too was a Catholic. Bridget was laid to rest in Greendale Cemetery. She and Michael share the same grave stone.

Young Peter Reagan, Michael and Bridget's son, was reared in Lawrenceburg. He attended the parochial school until he was thirteen years old. He then went to work in a stove foundry and learned the trade of stone moulder. Following that he worked in a carriage factory, a livery stable and at various other jobs.

Peter married Matilda Adeline Bonfer on July 18, 1893. She was born near Milan, in Ripley county,

Indiana on February 10, 1867 to William and Magdalena (Voss) Bonfer of Hanover, Germany. Magdalena had come to America in 1843 and William in 1848. They were farmers and lived near Sunman. Matilda was one of eleven children.

Peter and Matilda had one son, Charles Michael Reagan. He attended the public and high schools of Lawrenceburg before studying chemistry at the University of Notre Dame in South Bend, Indiana.

For two years Peter was employed by Major Feeney and his sister, Catherine Stevenson, proprietors of the Stevenson Hotel. In 1897 Peter leased the hotel and ran it for three years before selling out. A few months later he started the Regan Hotel (later called the New Central Hotel) and ran it for four years. He then purchased the old Stevenson Hotel, remodeled and refurnished it and ran it as the Regan Hotel. It was described as being lighted with gas and electric lights and heated by a hot water system. "The table is unexcelled by any hotel in southern Indiana, while the rooms are models of neatness and comfort, The cleanliness of the house is remarked by everyone, and the rates are satisfactory to discriminating minds."

The hotel was successful. Peter was very popular with his guests of doctors, lawyers, and preachers, who called him "Pete." He did everything possible to make his hotel a "home" to the traveling man. Matilda, his wife, was the landlady during all of Peter's hotel career.

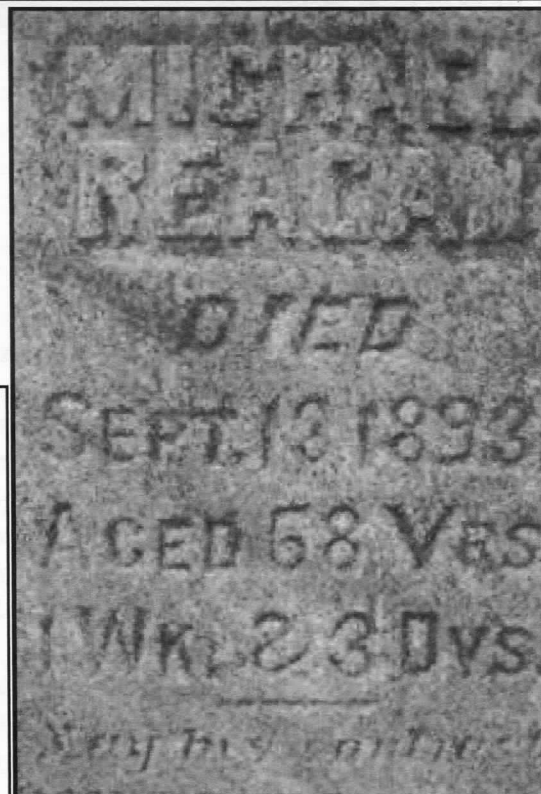
Peter Reagan was a Catholic, his wife a Lutheran. He was a Democrat in politics.

Sources:

Ancestry.com: Peter Reagan Payne, Smith Family Tree 2011.

Find-A-Grave: Michael Reagan Shaw, Archibald. *History of Dearborn County, Indiana.* Indianapolis, IN/B. F. Bowen Company, 1915.

United States Federal Census: 1860



MICHAEL REAGAN
DIED
SEPT. 13, 1893
AGED 68 YRS.
1 WK. & 3 DYS.

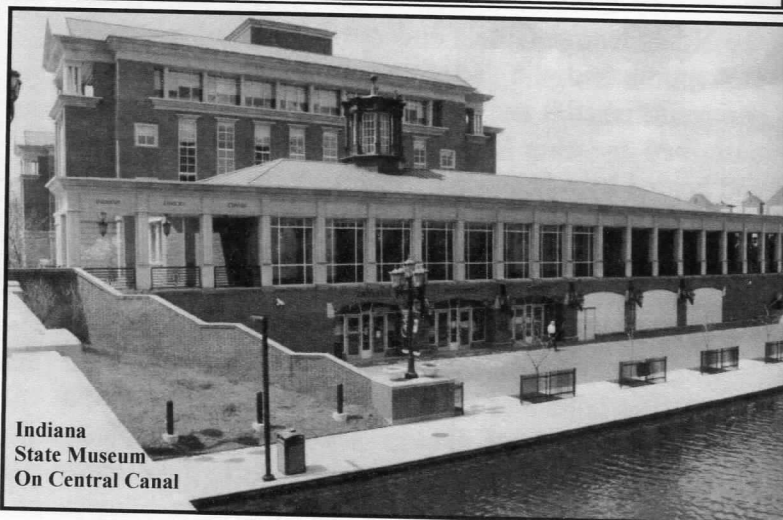
BRIDGET REAGAN
1839-1919
 (her birthdate according to the county history is 12-25-1840)
 (She is 79 or 80 years old)

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Name	Birth	Place	Death	Place	Cemetery	Married	Place
MICHAEL D. REAGAN'S FAMILY							
Reagan, Peter		Co Kerry Ireland	age 96				
m. Delaney, Bridget		Co Kerry Ireland	in her 90s				
Reagan, Michael	9-??-1825	Co Kerry Ireland	9-13-1893	Lawrenceburg IN	Greendale		
m. Hickey, Bridget	12-25-1840	Co Clare Ireland	1919	L. Lawrenceburg IN	Greendale		
Reagan, Peter	5-31-1870	Cochran/Aurora IN				7-18-1893	
m. Bonfer, Matilda Adeline	2-10-1867	Milan IN				7-18-1893	
Reagan, Charles Michael							
Reagan (several children)							
Reagan, Peter							
Reagan, Dennis	1828		in childhood				
Reagan, Michael	1832						
Reagan, Margaret							
Reagan, Johannah							
Reagan, Catherine							
Reagan, Bridget	1845						
Reagan, Honora							

The following list of charges (probably for a traveling senator) was found in the *Journal of the Senate of the Commonwealth of Kentucky*, Vol. 2, 1914 and mentions the Reagan Hotel in Lawrenceburg, Indiana:

Ticket via C & O Frankfort, Kentucky to Louisville, Kentucky	\$1.65
Ticket & berth in sleeper Louisville, Kentucky to Lawrenceburg, Indiana	3.85
Breakfast at Reagan Hotel , Lawrenceburg, Indiana	.50
Fare on boat Lawrenceburg to Petersburg and return	.25
Ticket Lawrenceburg to Cincinnati, Ohio	.50
Supper at Dennison restaurant, Cincinnati, Ohio	.50



Indiana State Museum
On Central Canal

CENTRAL CANAL NIGHTS

Free activities and family fun are offered from 6-8 p.m. on Wednesday nights on the downtown portion of the Central Canal in Indianapolis by the Indiana State Museum. Each Wednesday brings a different hands-on type of experience. Express your artistic side by painting on the community mural, exercise your competitive side on game night or discover the science of bubbles through wacky water experiments. All events will take place along the canal or in the O'Bannon Great Hall of the Indiana State Museum. For more information call: 317.232.1637

Wednesday, July 13: Game Night
 Wednesday, July 20: Science Night
 Wednesday, July 27: Art Night
 Wednesday, August 3: Game Night

EARLY IRON AND OHIO'S CANALS

From Canal Comments No. 83¹

By Terry K. Woods

Frontier Ohio in the decades immediately after the Second War with England was, in many ways, a paradise. The work was hard, but crops could be abundant and mineral wealth of a number of types appeared just below the surface of untold acreages.

We've told several stories of local coal deposits and the water transportation routes, canals, that were depended upon to transport it to markets. Nearly simultaneously with the discovery of coal in the Portage-Stark-Tuscarawas County areas, came the local discovery and use of iron ore.

The iron industry came to Portage (portions of what are now Summit County), Stark and Tuscarawas counties during the early years of the 19th Century.

The time lines are a bit confused, but it may be that one of the first iron furnaces in this tri-county area was constructed along the Nimishillen Creek in (East) Sparta by Luther Drury. Drury was the town's founder, a Canadian blacksmith, who constructed a primitive blast furnace and foundry in Sparta, shortly after the town was laid out on March 22, 1815.

John Laird came to Stark County from Pennsylvania at the age of 18 and, almost immediately, was employed by Drury. He quickly began learning the iron business. John Laird later became the brother-in-law of John Saxton, founder of *The Ohio (Canton) Repository*.

After working for Drury a short time, Laird left Sparta and, with Misters Norton and Plumb, erected the Congress Furnace, about eight miles north of Sparta on Nimishillen Creek and four miles south of Canton. This furnace was constructed around 1818. Owing to a higher content of iron in the ore in this vicinity, Laird's furnace soon became known for producing a better grade of product than the furnace at Sparta, and that furnace soon closed. Pig iron from the North Industry was floated down the Nimishillen to be turned into iron implements in the Sparta foundry.

About the same time, or maybe a year before (1817), Summit County historians tell us that Aaron Norton and William Laird built the Cuyahoga Furnace, powered by a dam in the Little Cuyahoga, north of the present town of Akron. It appears that William was John Laird's brother. This furnace was soon sold to the local entrepreneur, Dr. Crosby.

After Drury discontinued his furnace at Sparta he eventually sold his forge to James Hazlett, who not only purchased pig iron from John Laird's Congress Furnace, but also put him (John) in charge of the forge at Sparta. This relationship continued until 1823 when Hazlett sold to Amos Janny, a Quaker, and one of the original inhabitants of Sparta. Shortly after this, John Laird and his brother opened a forge and iron fabricating shop on north Cleveland Ave. in Canton.

The erection of these early furnaces spurred the improvement of local waterways so these bulky iron products could be shipped to market. There is a record that, as early as June 4, 1819, William Powers started from near the junction of the Nimishillen and Sandy River² for Cincinnati with his ark laden with 23 tons of pig iron produced at Congress Furnace and castings made at the Sparta Foundry. There is also an advertisement that appeared in the *Ohio Repository* for January 20, 1823, "Wanted, two or three men who can come recommended for sobriety to go with a boat to New Orleans." Also, it was reported that "One year during a local drought, pig iron was boated down the Nimishillen Creek and up the Tuscarawas River and Stillwater Creek to Egypt (Uhrichsville) in trade for corn."

Several local historians hypothesize that Nimishillen Creek between North Industry and Sparta was "improved" to allow flatboats to carry pig iron from the Congress Furnace at North Industry to the foundry at Sparta. When the Nimishillen & Sandy Canal was projected a few years later, this creek "improvement" could have been incorporated into that projected waterway.³

We hear of John Laird next when he became involved with the erection of yet another iron furnace. This one was located some six miles south of Zoar on

the west side of the Tuscarawas River, a short distance above its confluence with Connoton (One Leg) Creek. It was called the Tuscarawas Steam Furnace. It was, reportedly, constructed about the time the Ohio Canal became operational through the region – around 1829-30. This furnace utilized iron ore dug from shallow pits in the neighboring hillsides. The bellows to provide the “blow” was fired by wood. A newspaper article of the day referred to the foundry as located in the “handsome opening of a medieval forest over whose tops the smoke of the furnace rolled voluminously.”

“The furnace,” the article added, “was in full blast and about 70 hands were employed in various kinds of work.” After saying the “ore in this vicinity was abundant and excellent,” the article closed by exhorting all who believed “in keeping the money among ourselves” to buy the products of this furnace rather than those from “Pittsburgh and elsewhere, and thereby to give the Tuscarawas Steam Foundry the support and encouragement it deserves.”

The Separatist Society of Zoar erected a furnace on their land on a short side-cut canal near Lock No. 8 on the Ohio Canal in 1834. Laird & Company had sold the Tuscarawas Steam Furnace to Misters Hazlett and Christmas of Canton around 1831 for \$15,000. Christmas & Company then sold it to Joseph Bimiler and the Zoarites for \$20,000 on July 27th, 1835.⁴ The village that grew up around that early industry was known as Fairfield Furnace. Later, after 1854 when the Tuscarawas and Western Railroad entered the area, the enlarged and slightly relocated town became known as Zoar Station and later, Zoarville.

Much of the product of these two Zoar furnaces

MELDAHL PLANT BEGAN FULL OPERATION ON APRIL 12, 2016

This \$500 million hydroelectric power plant located about 45 minutes from downtown Cincinnati on the Ohio River was finally completed and began operating on April 12. This is a shift toward greener power for Hamilton, Ohio. In 2003 Hamilton received 43.5 percent of its energy by burning coal at its coal

was shipped north to the Lake and country-wide markets via the Ohio Canal. Iron ore was also shipped north. The Zoarites maintained a small fleet of canal boats, one, a scow named the ECONOMY, shuttled iron ore and castings between their two furnaces.

None of the iron furnaces initiated by the Laird’s survived past the mid 1850s. By then the much superior ore from the Upper Mid-West, which was shipped to Cleveland aboard huge Lake Vessels and down the canals, dictated better and more modern furnaces.

We do hear of John, though, one more time – in the pages of the *Canton Repository* for 1868. The paper’s article stated, “John Laird, iron master of Stark County for more than 50 years, has organized a new company. Mr. Laird, as many are aware, is the oldest iron founder in the city, and has built up a business second to none in Ohio.”

¹A portion of this column was gleaned from Hughmanic, J. W., “Canton’s Story of Steel – Pioneer Days,” *Canton Repository*, 1946.

²That location was probably just above the junction of the Nishill Creek with the Big Sandy – at the Sparta Furnace.

³A perusal of the *Ohio Repository* for the crucial years indicates that though contracts were let and worked on for the southern and northern ends of the N & S, no contracts were let for the center section - between North Industry and Sparta.

⁴John Bimiler and the Community of Zoar operated this Fairfield Furnace and one on the Ohio Canal north of Zoar until the mid-1850s, when superior Iron Ore brought in from Minnesota via Lake Erie and the Ohio Canal forced these local iron furnaces out of business

fired generating station on a canal by the Great Miami River and purchasing the rest. Now 49.2 percent of its power will be from hydro power, which is cleaner, reduces the ozone level from before, and helps those with asthma or cardiovascular problems.

Hamilton has also signed with U.S. Gain Clean Fuel to market its compressed natural gas filling station at 2220 S. Erie Blvd to truckers nationwide. Natural gas has less pollution than gasoline and diesel.

John Geyer, CSI member, Hamilton, Ohio

(more on page 22)

IN THEIR WORDS

**ENGINEER'S REPORT
FROM THE SENATE JOURNAL**
Vol. 18, 1833-34

Engineers Office, Fort Wayne Dec. 6, 1833
To the Board of Commissioners of the Wabash and
Erie Canal

Gentlemen - In compliance with your request, the following statement in relation to the progress made in the construction of the Wabash and Erie Canal, and the operations of the Engineer Department thereof, is respectfully submitted.

Section No. 3, 8, and 12, of the St. Joseph feeder, and No. 3, 6, 9, 11, 20, 21, and 22 of the main line, making in the aggregate a little more than five and a half miles of canal, have been completed and are now ready for the admission of the water. Sections No. 10 and 11 of the feeder, and No. 8, 10, 12, 13, and 18 of the main line, embracing three and a half miles, are so nearly finished as to require but little more than the labor of trimming the banks. All the remaining contracts, with the exception of four light sections, have been commenced, and on some of them, more than half the labor has been performed. About twenty-eight miles of line have been grubbed and cleared, and 500,000 cubic yards of earth removed.* One aqueduct over Spy Run has been completed, and the foundations of two others are laid. Ten culverts from ten to twenty-four feet span, one waste weir one hundred and fifty feet to length, for the passage of Marais du Perches (Eagle Marsh) and two road bridges, have been completed.

*Currently contracted Ft. Wayne Feeder Dam to Forks of the Wabash (Huntington) 31 miles + 59 Chains = 28 miles cleared + 4 miles not commenced

The construction of the canal at the St. Joseph Bluff (North High School), which is the most expensive as well as the most exposed point on the middle division, has been prosecuted with much energy. About four fifths of the labor necessary at this difficult pass, has been performed, and the whole of the em-

bankment, with the exception of ten rods in length, is protected from the abrasion of the river floods.

The abutments of the St. Joseph dam have been completed, and a part of the materials for the body of the dam, are on the ground. As one season was believed to be too short a time for the completion of the whole work, and as the dam in an unfinished state would be likely to receive injury from the high water, it was deemed prudent to delay the commencement of that portion of the work most exposed, until after the freshets of the ensuing winter and spring. The commencement and progress of this structure has disclosed a more unfavorable foundation than was anticipated; in consequence of which, a greater expenditure than was contemplated in the first estimates, will be required before the work can be considered permanent. This additional expense is included in the estimates now presented.

The locks are not so far advanced, as most other heavy jobs; yet, with proper exertions on the part of the contractors, they can be finished by the expiration of the contracts. Where stone suitable for building perfect cut stone locks, can be procured, that plan is preferred, for a conviction that it not only forms the most complete lock, but is also the most economical plan, if reference be had to the cost of future repairs. Careful examinations were therefore made, and several quarries partially opened, with the hope of finding stone that would answer for cut stone masonry, but without success. Stone sufficiently large and firm for building strong undressed walls, are found very convenient to the point where most of the locks are located [Lagro]. Under these circumstances, a plan of building with stone and wood combined, has been recommended. Upon this plan the walls are to be built of uncut stone laid so as to give the necessary strength and stability to the lock; the face of the walls to be made water-tight by a lining of plank properly secured to the stone work with iron rods [composite lock]. A lock upon this plan will be but little inferior to a cut stone lock, and decidedly preferable to one built entirely of wood. Locks No. 2, 3, and 4, will be built upon this plan. Lock No. 1, in consequence of its remote situation from the stone quarries, will be constructed entirely, of timber.

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1. Lock 1 Roanoke "Dickey" # 4
Timber-frame 10 ft lift
2. Lock 2 Huntington # 5*
Wooden Crib 9 ft lift – Tipton & 1st Sts.
3. Lock 3 Huntington "Burke's" # 6*
Wooden Crib 8 ft lift – Tipton & Byron Sts.
4. Lock 4 Huntington "Davies" # 7
Composite 8 ft Lift – Washington & Cherry Sts.

Mr. [Joseph] Ridgway's estimate for the middle division	\$235,950.00
plus Section 1 East, not in his estimate	<u>\$ 4,586.90</u>
Adj Ridgeway estimate	\$240,536.90
Savings	\$11,696.79

*Locks 2 & 3 were later changed from the composite to the wooden crib plan Locks were renumbered after eastern portion of the canal was completed to the state line and Lock 1 became Lock 4, with old Lock 4 becoming Lock 7.

The middle division terminated ½ mile before the point where the Little River enters the Wabash (Forks of the Wabash) and therefore Lock #8 just southwest of Lafontaine & State in Huntington and "Madison" Lock 9 across from Mount Hope cemetery are not part of this middle division. The distance from Lock 4 to the Forks equals ½ mile.

Agreeably to a decision heretofore made by your Board, the canal when completed, will be 40 feet wide at the surface, and four feet deep, and the locks will be 90 feet long and 15 feet wide in the chamber, corresponding with the canals of New York, Pennsylvania, and Ohio. But while these dimensions are maintained as the minimum size of the canal, it is believed to be good policy to increase both its width and depth, wherever this can be done without adding materially to the cost. Accordingly, a considerable portion of the canal will exceed 60 feet in width and 6 feet in depth – a circumstance which will be favorable to the rapid and easy passage of boats. For the performance of the various kinds of work on the line, such rules have been prescribed as are deemed important to the permanence of the work, and which, it is supposed, will have an effect to reduce the cost of future repairs.

The total estimated value of labor performed from the commencement up to the 23 rd November last is	\$80,728.73
Estimated cost, at contract prices, of completing the whole line now under contract	\$127,307.74
Total estimated cost of line	<u>\$208,036.47</u>
+ 10% for contingences \$20. 803.64	\$228, 840.11

It will not be expected that the cost of the canal can be determined with precision until it is actually completed. It is possible that some of these contracts may be abandoned and re-let at higher rates, and in that case the cost of such sections will be increased in proportion to the advance in the prices. Besides this, the quantities of excavation and embankment when correctly made out from the cross levels, as they are on the completion of the work, are not in all cases exactly the same as were given in previous estimates, calculated from a single line of levels. Although these causes may add something to the estimate now presented, it is believed that the cost will still come within the original estimates. This opinion is strengthened by a comparison of the actual cost of the sections which have been finished, with former estimates for the same work.

The ten finished sections above named have cost, according to the final settlement of the accounts, the sum of \$19,922.73. The cost of the seven newly finished sections, which is now so correctly ascertained that it cannot be materially changed, is \$27,363.63. To these sums should be added \$800, to cover the cost of gravelling the towing path – an item of work which it was thought best to omit until it can be performed with boats, but which was included in former estimates. The aggregate of these sums, to wit: \$48,086.36. show the actual cost of construction these seventeen sections, embracing a little over nine miles of canal. By reference to the Engineer's report of the 18th December, 1830, it will be seen that the same sections were estimated to cost the sum of \$54,252. 37, showing a savings of \$5,166.51, which is equal to 11 ½ per cent, nearly.

In determining the location, it is a consideration of the first importance that the various levels be so placed as to secure to each an ample supply of water. The St. Joseph feeder, which is introduced on the sum-

mit level, will supply a considerable length of line in addition to that now under contract, and will be available either for the eastern or western division. But as this stream is the principal tributary of the Maumee, and is relied upon in part for the supply of the line for the Maumee valley, prudence requires that no more of its waters can be diverted from the east to the west side of the summit, than is unavoidably necessary. It will therefore be proper in progressing westward with the location, so to arrange the levels as to receive a feeder from the Wabash near the point where the canal first approaches that stream.

A favorable point for introducing a feeder from the Wabash has been selected about a half a mile below the mouth of Little river (west of Huntington), whereby with a dam, eight feet high the waters of that stream, can be turned into the canal. The bottom of the stream and one of its banks, at the point selected, are formed of solid rock. The discharge of the Wabash at this point, at extreme low water, has been ascertained to be about five hundred cubic feet per minute. This, however, will be considerably increased after the canal shall have been put in operation, by the water which will escape from the upper levels, through the banks, a portion of which will reach the bed of the stream. By this augmentation, together with some aid from the St. Joseph feeder, drawn through the summit section, a sufficiency of water will be provided to supply the canal to the where another feeder can be received, a distance of eleven miles.

About a half mile below the mouth of the Salamina, another feeder will be introduced from the Wabash, by means of a dam six feet high, which may also be constructed on a solid rock foundation. The minimum discharge of the river after receiving the Salamina, as ascertained by measurements taken on the 29th of August last [1833] is 1860 cubic feet per minute, which with care in the construction of the dam, will be adequate to the supply of the line at least as far as the mouth of the Mississinaway, a distance of nineteen miles.

At some point not far below the Mississinaway, another feeder from the Wabash will be necessary — the precise point for which has not been determined,

but must be decided by future examinations. It is supposed that a rock foundation can be obtained for the dam. The discharge of the river, at a point one and a half miles below the junction of the two streams, was estimated on the 30th August last at 6740 cubic feet per minute, a quantity fully adequate to supply the lower part of the line. As the last summer is known to have been a season of extreme drought, the measurements of the river at the several points, as here given, may be taken as the minimum discharge. The fact that all the dams on the Wabash will be founded on solid rock, is highly favorable to the performance of the work, and will render the navigation less subject to interruption than is ordinarily the case.

The distance from the termination of the present contracts to the mouth of the Mississinaway, according to former surveys, is about thirty miles, and the amount of lockage is 74 feet. The principal items of expense on the sub-division, are the high washed banks, formed by the immediate contact of the river and the bluffs which define its valley, leaving no intermediate space on which to construct the canal.ments in the river, and protecting it with stone from the operation of the floods. As stone for this purpose is very convenient, immediately at the points where they will be required, no fears need be entertained in regard to the ultimate security of the canal. The aggregate lengths of these bluffs, requiring stone protection, on the whole the distance of thirty miles, is one mile and thirty-six chains. The greater part of the line is usually favorable, requiring only excavation and embankment of the plainest character.

Very few streams of any considerable size are to be crossed on this sub-division. The largest is Clear Creek, which will require a waterway 100 feet in width by 6 feet in height. The next in magnitude is Woodworth's Creek, which will be crossed with an arch of 24 feet cord. Besides these two, there are no streams which will require a greater span than 16 feet, and very few over 10 feet span. Stone suitable for building culverts and other similar works are found conveniently to the line. In the course of the examinations it has been ascertained that an advantageous change of location can be made by leaving the immediate valley of the Wabash about four miles above the

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Salamonia, and following a depression in the high ground which extends for several miles in a direction parallel with the river and about one mile from it. By this deviation, two expensive rock bluffs, washed by the river, have been avoided. The change will extend for four and a half miles, by which a savings in expense of nearly \$20,000, will be effected, without increasing the length of the line.

Respectfully submitted,
J. L. Williams, Engineer

THE OLD DITCH

The following article was found in the April 10, 1885 issue of the *Wabash Plain Dealer* by Pete Jones, CSI member from Wabash, Indiana:

A Storm Brewing and Waves of Trouble
About to Roll,
Bearing on Their Crests Portent of
Suits in Court, all Because
of those Water Rents.

When all else fails to engross public attention, the old Wabash and Erie canal—or what is left of it—can be relied upon to furnish a never-ending topic for interesting discussion.

Our readers are familiar with the fact that last fall a joint stock company was formed, consisting of Shirk, Duke et. al., to own, and occupy the canal property and to collect rentals from uses of the water which flows between the banks. It was and is the purpose of the company to collect such rents and apply them to liquidating the cost of cleaning and repairing the property and making it of greater utility to the numerous mills, shops and factories along its banks, and also thereby enhance the health of the city. In accordance therewith, the secretary on the first of January last left with each user of the classic water a written statement of the rental proposed to be charged, together with the fact that payment would be expected quarterly, which was as methodical and proper a proceeding as could be desired. We have not the amount charged in all cases, but some of them are as follows which will serve to convey an idea of the whole:

C.W. & M.R.R. Co.....	\$500
Hyman & Marks, woolen mills.....	220
Bruner & Son, bending factory.....	40
Thompson & Sons, flouring mill.....	900
Underwood Co.....	30
City of Wabash.....	500

Last week the Secretary of the Wabash Hydraulic company presented statements to those who have had canal privileges during the past few months, when as nearly as we can learn, there began to be a comparing of notes, which resulted in the calling of a consultation meeting of those interested. This meeting was held in Hyman & Marks' office Monday afternoon, Josiah Daugherty presiding, and Thomas McNamee keeping a record of proceedings had. This conference brought out three points at least, on which all agreed.

That in most cases the basis of taxation was too high.

That in cases where water had been used prior to January 1st, 1885, a proposition had been made by the Hydraulic company to make settlement for the use of such water at a reasonable sum, to be hereafter determined; and if the present rate of assessment were accepted by the renters it might be used as a basis for the back rents, and it was not clear to their minds that the Hydraulic company is entitled to collect any receipt for such prior rents.

That in the cases where ground rents are charged in the bill for the last quarter, there remained a doubt as to whether the Hydraulic company owned the title to such ground; all of which questions and queries should be answered finally before payment was made.

Mr. Bogue, Secretary for the company, informed a Plain Dealer reporter on Tuesday morning that except in one instance, payment for the present had been refused. In reply to the question—

“Supposing all refuse to pay their rents, what course will the Hydraulic company pursue?” he said—

“The only thing we can do is to abandon the

canal and turn the water out.”

“Wouldn’t you then be liable for maintaining a nuisance?”

“I expect we would.”

So it can be seen that in any event there is bound to be litigation, and no one can tell what will be

the outcome. The canal has come to be considered almost indispensable to the business interests of the city, both public and private, and in case the Hydraulic company abandons its property there will go forth a mighty howl of indignation from all except the people of LaGro and vicinity; while on the other hand if the rents have to be paid as charged by the company, it will be done under the bitterest protest. Future developments are awaited with interest.

LOCK VIEW IN NORTH CHARLEROI

CSI headquarters received an E-mail from Hank Devigne with the following information that he thought you would like to know:

There is a section of North Charleroi, Pennsylvania known as Lock View, which was granted to the African Americans who came up out of the south as part of the underground railroad. The community of North Charleroi, including Lock View, is known by the locals as Lock 4.

Lock #4 on the Monongahela River and the community upon which it was settled pre-dates Charleroi by fifty years. According to the Charleroi area website, “The old Lock 4 still stands as a historical icon of what began the community of Lock 4 with many of the River Navigation houses and buildings now intact and the Charleroi Area Historical Society, Inc. has much documented information thanks to the shared historian C. B. Copeland, who began working at Lock 4 at the young age of 15 until he retired as a pensioned state worker many, many years later.”

“The Lock 4 community is also home to some interesting ‘buildings in the round’ created by Walter Rockwell, Sr.” The river, old and new Lock #4, railroads, trolleys and highways make this a transportation center. The Charleroi-Monessen bridge has been placed on the Register of Historic Places. The current Charleroi Locks and Dam is one of nine navigation structures, which provide for year round navigation on the Monongahela River between Pittsburgh, Pennsylvania and Fairmount, West Virginia.

Book Review

TOWPATH ANDY

by Florence Walton Taylor,
Junior Press Books,
Albert Whitman Co.,
Chicago, 1938.

Available Allen County Public Library.

A fictional story written for young readers about a boy, Andy Burke, whose mother dies and his father does not come back from a horse trading trip as expected. He ends up as a horse driver for a freighter canal boat on the Wabash and Erie Canal and travels from “Lodi” to Toledo several times. The authoress mentions a number of places familiar to canal buffs such as the aqueduct over the St. Mary’s River.

For the most part it is accurate in its description of the canal and the canal people’s concern about the rival railroad. While the date of the setting of the book is not given, it is probably in the 1840s before the railroads because there is mention of packet boats for passengers.

The freighter has a cabin with “a brick fireplace, a crane...”. I was under the impression freighters had stoves. The boat was hauling ash to be sold in Toledo but it never clarifies what the ash is used for. I believe it was leached to recover a chemical used in making soap.

There seems to be very few books about life on the Wabash and Erie Canal. So here is one for children. It can probably be borrowed by Inter Library Loan.

Neil Sowards May 7, 2016

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BETTER USE OF CENTRAL CANAL

Indianapolis, Indiana wishes to make better use of its downtown portion of the Central Canal. They started this year with "Canal Awakens" on April 23, 2016. Over 2,000 people had "passports" stamped by businesses along it that day. This made the public more aware of what is available on this 3-mile-loop of paved canal.

Although the city wishes the canal to retain much of its quiet green space and not become the bustling San Antonio River Walk, it hopes to attract more businesses, wedding parties, and public events like Georgia Street's "Workout Wednesdays." By attracting more people they hope to make a profit on their investment.

Many people say the canal is hard to find when visiting Indianapolis. Even the citizens of Indianapolis are generally unaware of all the loop has to offer. Apparently just those who work in buildings along it or live adjacent to it use it regularly. When people were asked to guess how many access points there were to the canal from street level most guessed around 10-12 when actually there are 54. Better signage is necessary. They want the new signage to be unobtrusive and timeless.

Another problem is that the existing businesses were built without retail frontage on the canal. This may change.

Downtown Indy thinks more restaurants and some new options of things to do will even benefit those businesses and restaurants already there. Currently Indiana Historical Society's Stardust Terrace Café; Fresco, an Italian café; and Burgerhaus are the only places serving food. An upswing in attendance during the past four years has been seen with the opening of Fresco.

Development of a cultural district with more competition and more parking is being planned for the future. The goal is to have people become regular users of all that the Downtown Central Canal offers.
Frank Timmers, CSI director, Carmel, IN

EEL RIVER TRAIL

A new brochure showing the route of the trail along Indiana's Eel River and sites that can be visited along the trail has just been released. View it at:
<https://drive.google.com/folderview?id=OBzlm6W5erEJfYWxoa2gyeU5Valk&uspc=com=sharing>

Eel River Trail

Paddle Through Clay County History

The Eel River was used as a transportation route by Native Americans for thousands of years. When Indiana became a state in 1816, the Eel River was designated as a transportation route and still retains this title today. During the construction of the Wabash & Erie Canal in the 1830s, water from the Eel River was needed to supply the main canal. The feeder canal was built large enough for canal boats to travel from the main canal to Bowling Green.

Canal related sites listed on the brochure are:

TOW PATH ROAD This road follows the route of the Feeder Canal. Mules towed canal boats along the feeder canal path. Hence the road's name still reflects its historic use.

FEEDER DAM Constructed in 1838 This dam was constructed to feed water into the Wabash & Erie Canal. Stone from the dam can still be seen today.

RHODES BLUFF The Wabash & Erie Canal Feeder Dam was constructed from sandstone cut from formations located along the banks of the Eel River.

FEEDER DAM BRIDGE Constructed 1894 Because of the Whipple through truss design, this bridge is listed on the National Register of Historic Places. Also this bridge is the only structure in Clay County that is listed in the Library of Congress. The bridge was built to replace a covered bridge that was destroyed by an arsonist. The iron bridge was placed on the abutments where the original bridge stood.

Other sites shown are : Covered Bridge, Iron Bridge, Bowling Green, Job Park, & Eel River Station.
Jeff Koehler, CSI Director, Center Pont, IN

CSI FUNDED TOWPATH TRAIL MARKERS NOW AT FORKS OF THE WABASH

At the CSI Board of Directors meeting in Metamora last October, it was decided to fund six directional markers to be placed along the Towpath Trail for the Wabash & Erie Canal at the Forks of the Wabash Park in Huntington, Indiana. CSI director Tom Castaldi has been the liaison between the park and CSI. Tom, with the help of Fork's volunteer Jim Taylor, mounted the signs on Monday, May 23, 2016. Tom took pictures and sent them to CSI headquarters. These five signs will guide visitors along the canal towpath. A sixth sign will be erected near the Hoosier Heartland Corridor entrance to the park once an on-order mounting post arrives. Now curious highway passers-by will be able to join with Park visitors to enjoy an enhanced, pleasant and informative hiking experience along the old Wabash & Erie Canal

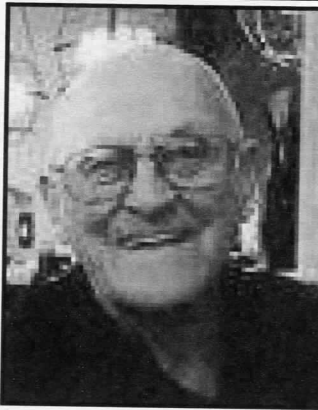


IN MEMORIAM

BRUCE SHELDON

Born: June 6, 1925

Died: June 5, 2016



Bruce Sheldon, age 90, passed away on Sunday, June 5, 2016, the day before his 91st birthday, of advanced cancer, which was only discovered a few weeks ago. Many canawlers were with him on the Canal Society of Ohio's tour on May 13-15, 2016 in Massillon, Ohio. He went quietly without pain under Hospice Care.

Bruce was born on June 6, 1925 in Cleveland, Ohio. He was a Navy World War II Veteran having served on P.T. Boats in the Philippines and New Guinea. He retired from the C. & P. Ore Docks in Cleveland. He resided in North Ridgeville, Ohio.

Bruce enjoyed swimming, golf, card playing, baking, and gardening. He was always friendly and greeted everyone with his big smile. He was a member of the Canal Societies of Indiana and Ohio and attended many tours including CSI's "Once in a Blue Moon" on September 22-25, 2011. He celebrated his 89th birthday and shared his cake with his canal friends on CSI's 2014 "CamaradERIE" trip on the Erie Canal.

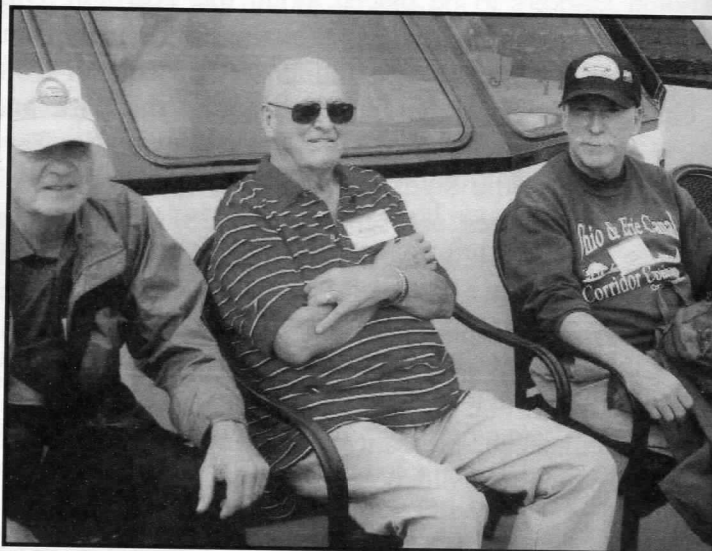
Bruce is survived by his wife Kay (nee Cowan); children Greg (Tami) Sheldon and Cindy Stephen; grandchildren Nicole Kazmer (Steve), Jason Sheldon and Cory Stephen; great grandchildren Evan Sheldon, Rachael, Jordan and Brendon Galliher; brother of the late Harry Jr. (Mary) and Everett (Dorothy) Sheldon; uncle to Sandie Steets (George), Gary Sheldon (Linda), Nancy Kuchle (Ed) and Larry Sheldon (Rita).

Visitation was on June 12, 2016 from 1-1:30 p.m. at the Jenkins Funeral Chapel in North Ridgeville. A memorial service was held at 1:30 in the Chapel.

Memorials may be made to North Ridgeville Community Care, 34015 Center Ridge Road, North Ridgeville, Ohio 44039.

He will be missed

Photos by Bob Schmidt

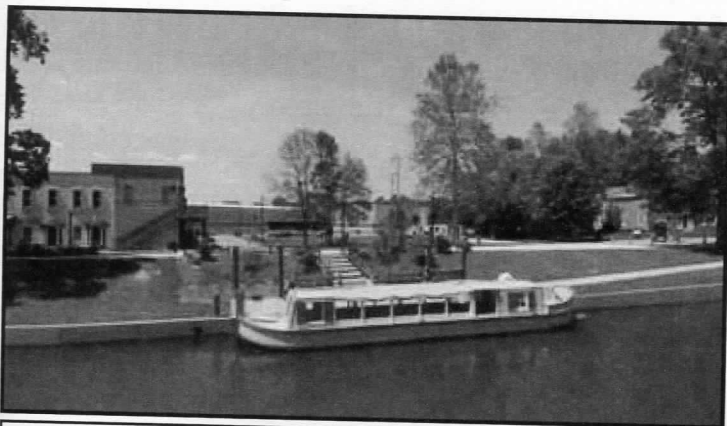


NEWS FROM DELPHI

THE WABASH AND ERIE CANAL PROJECT: AN ALL-VOLUNTEER EFFORT YEIDLS AMAZING RESULTS

By Dan McCain

This article was written for the *Midwest Open Air Museums' Magazine*. The first part of it was published last month in *The Hoosier Packet* as "A Boy's Encounter With The Derelict Canal."



This view of Canal Park and "The Delphi" was taken by Erick Dircks, a visitor to the park, by using a drone

History and Development

For more than a hundred years, Delphi was stuck with the murky, slimy, smelly old waterway called the Wabash & Erie Canal. Its connection to the Great Lakes at Toledo, Ohio and eventually ending at Evansville, Indiana made it the longest canal ever built in the U.S. 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 building a dam on the Wabash would 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 near Delphi.

The canal had its beginnings in 1827 when congress approved a land grant for its construction. The Indiana legislature accepted the grant in 1828 and after several legislative battles initiated by the railroads, approved borrowing \$200,000 for the canal. Ground was broken and construction began in 1832. The canal reached Logansport by 1837, Delphi by 1840, Lafayette by 1841, Terre Haute by 1848 and finally Evansville by 1853. High maintenance costs, however, eventually led to the demise of the canal and the State sold the canal lands in 1876.

A remnant of the canal era was the dam on the Wabash across from Delphi. A vigilantly group of farmers blew up the dam with dynamite in 1881. Delphi re-inherited the shallow canal section through the bedrock as it went back to being an 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 and it encapsulated the old canal channel into its murky, sluggish, smelly features that couldn't be drained and "we were stuck with it."

A Grass Roots Movement

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.

It took time and lots of convincing and even a cadre of youth volunteers to finally bring the townspeople to the realization that what they had was a "diamond in the rough" and that it was possible to restore the canal inside the levee area.

A water source for the canal was found. It was surplus groundwater being pumped from the limestone quarry at a rate of three million gallons of pure clean water per day. It could be delivered to the upper canal section by installing a diversion pipe. The quarry's alternative had been to waste the discharge directly into the adjacent Wabash River.

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?" Her response always was, "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 today, the replica boat carries passengers on an informative 40-minute ride in the warm months of the year.

The dredging and re-watering of the canal was a morale booster to the doubting public. It took lots of effort, many, many volunteers, fundraising and ingenuity to make it all 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 arrive from all over the U.S. and the world 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.

An All-Volunteer Effort

I am often asked how we get so much done with an all-volunteer organization. Our Canal Association is now over 40 years old and we just keep getting stronger. More volunteers bring more accomplishments and more pride in the products.

During the 1980s and 1990s with a need to get things done, kids were enticed to work on building trails on the third Saturdays of each month in the spring and fall. We still involve youth but our corps of experienced volunteers was developing.

The creation of this volunteer cadre came from finding exciting construction ventures that attracted retired folks who were willing to work more days per month but shorter hours per day. Thus was coined the "Monday-Wednesday-Friday Crew," who began their day at 8 am and worked until noon. So this schedule of working a half day, every other day became the norm.

The involvement of retired welders, carpenters, farmers, factory laborers and even a retired world traveling airline pilot allowed this MWF Crew to do the near impossible.

Which brings me to the story of another Historical Society professional manager that came to me one day and said, "Dan, I just don't know how you get so many volunteers -- what do you do when they screw up?" I remarked that he already answered the reason why he didn't have volunteers. I said, "You have to develop trust and praise for these people. They wouldn't come back if they thought they weren't trusted. They need to have 'ownership' of the product.

So when tough decisions need to be made it is important that there is NO BOSS and everybody is equal. A gathering in a circle with a challenging problem to solve, nets many inputs and then it gravitates toward the volunteer that has had the most experience or best ideas. Decisions are made by consensus and that plus the "ownership" aspect will not allow any of the group to blame another for "screwing up" but rather there is a common bond that brings the subject back to the circle and new decisions are made to correct any lingering problems.

Challenges are greatest for anyone that has the ability to garner money and plans for projects as this keeps moving so fast that finding projects to feed the

crew is perhaps a full time job. So a passion for 'thinking outside the box' and making early inroads to creating projects perhaps a year in advance is key to keeping the volunteers motivated. They will ponder the far off project and will begin formulating ideas that surface within the group. Call it "dreaming," it is the staff of life for where we go in the next phase.

Having a respected professional planner who knows how kids (and adults) will react to some of the projects we tackle is very important. We started with Len Mysliwicz, a Fort Wayne museum planner, 10 years ago when he drew plans for our Interpretive Center. It was to have a dozen galleries and over sixty exhibits. He was a master at understanding what intrigues a kid's mind. We just followed the plans he drew in detail on paper and made the exhibits come to life.

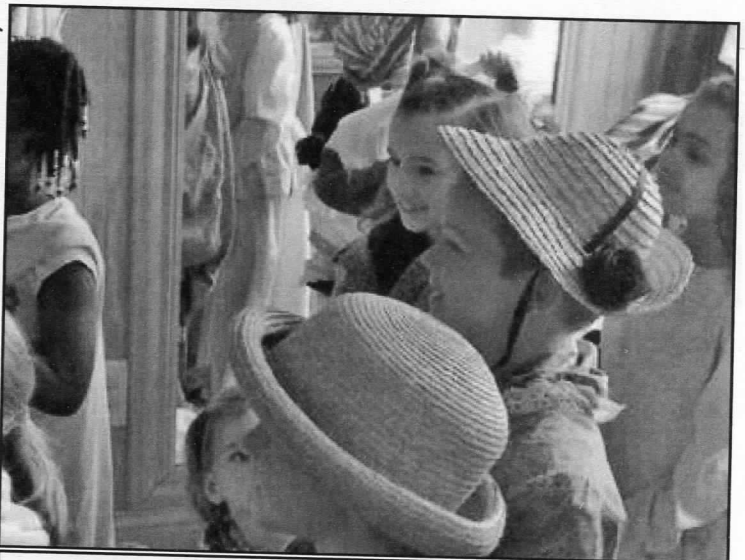
Our MWF crew built almost all the elaborate exhibits/galleries in our Interpretive Center. After a year and a half, between 2003 and 2004, we had accumulated enough volunteer hours to match a 75/25 grant of \$212,500 from the State of Indiana. The commercial cost of this construction was estimated by planner Mysliwicz to be \$600,000 and we could never have found that much money in our rural community. The result was that we got more exhibits for the buck and in 2005 our volunteer efforts brought us the Albert B. Corey award for "the BEST new volunteer driven museum created in the United States" for that year. The award was presented by the American Association of State and Local History (AASLH) at their Phoenix annual meeting.

So the motivation and creativity of volunteers who bring with them lifetimes of experience have brought us many, many blessings. We have even attracted volunteers from far off places who come and share their knowledge and skills with us. An example is the metal restoration instructor from Central Michigan Community College named Vern Mesler. He and his wife would come as volunteers and spend several days at a time with us during the restoration of our iron bridge. We needed to learn how to straighten metal beams and Vern came and spent several days teaching us. We learned how to straighten metal beams, how to "hot rivet" with an impact hammer and real industrial size 'red hot' rivets, and even how to correctly identify which bridge parts are wrought iron and which are

steel. Wrought iron isn't used anymore, but we found that it has some excellent qualities for use on bridges.

Our volunteer ethic and knowledge of bridges came to bear on a massive, 160 foot iron bridge that we went to see one January day. It didn't take long to decide, WOW, we want to tackle this project. The bridge was given to us, was delivered on five semi-trailer trucks and is now a grand footbridge over the canal.

And another time when we needed advice on making a stone arch to replicate a Lime Kiln along our trails. We found (or he found us) a mason from a hundred miles away who volunteered several times to guide us in the intriguing business of assembling a stone arch. We love these learning experiences as they have given us many new skills. How many people can say "I know how to 'hot rivet' like they did when the Empire State Building was built?"



Hundreds of school children come to Canal Park in the spring and fall to study Indiana History and experience real life adventures in the Interpretive Center's galleries. Here in the Millinery Shop children get a chance to try on old fashion apparel and feel they are living back in the 1850s.

PIONEER KIDS DAY

On Saturday, June 11, 2016 kids, parents, grandparents aunts, uncles and friends met at Delphi, Indiana's Canal Park from 11 a.m. to 3 p.m. for a special day for all youth. They enjoyed some old fashion

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style of fun like that their ancestors would have experienced in the 1850s.

Canal Park, with its Pioneer Village featuring several log cabins, was the perfect setting for kids to participate in free time-period activities. The popular Canal Boat "*The Delphi*" ran hourly, and the world class Interpretive Center museum had several new exhibits for kids and families to enjoy. Log cabins, shops where pioneer crafts were demonstrated, the blacksmith shop, and the 1834 one-room country school were open with costumed docents and crafters interacting with the crowd.

Kids and families brought their bikes and toured the towpath trails along the canal without a charge. Food and kids games were offered all day in the park, which is located along the restored 1800's Wabash & Erie Canal and is a dozen blocks north of the Court House on Washington Street.

"This is the fourth year Canal Park has provided a special summertime KIDS DAY event" according to Vicki Sickler, Vice President of Operations. "This follows two months of extra effort by the Canal Volunteers in offering special tour days for hundreds of school students from Carroll and surrounding counties. A special emphasis is offered to 4th grade classes studying Indiana history."

INDIANA BICENTENNIAL CELEBRATION MOVES FORWARD

Meet the "fiberglass" version of a bison. The Delphi area will have three such outdoor displays by



this summer. The celebration of Indiana's 200 years is highlighted as "**Bison-ennial**" models are painted by several Lafayette area artists. Here standing is David McCain, organizer of a model that will be on display near the Freedom Bridge Plaza in east Delphi. Working through the organization Heartland Heritage Inc. David is raising money to defray the cost of the model and costs associated with the display including painting and a permanent foundation.



Two of the artists working on Lafayette's bison temporarily on display at 6th and Main streets are Sunny Miller and her sister, Linda Vanderkolk. Sunny will be painting the model for display near Freedom Bridge Plaza. Tentative plans for an unveiling evening community event were scheduled for Monday, June 20.



A bicentennial flower plot associated with the flag pole is highlighted by a large stone shaped like the state of Indiana. This colorful blue and gold garden will greet visitors as they approach the Canal Interpre-

tive Center in Delphi. Also it will be part of Indiana's 200th celebration when the official torch arrives October 6th in Canal Park. The month long trek winds through all 92 counties of Indiana this fall. Here Master Gardener volunteers including Linda Cooper (left) have planned and developed special plots like this to spruce up Canal Park.

M-W-F CREW AT WORK

This building originally housed a German Lutheran congregation from 1889 through the 1950s, but it had been vacant for years. Owner Carl Treece offered to donate the building. The Canal Association secured a grant and with that money contracted for the move last fall. The grant was authorized by the Tippe-

canoe Arts Federation utilizing money from North Central Health Services in West Lafayette.

After moving this church last fall many hours were put into its restoration by the Money-Wednesday-Friday volunteer crew. Here the crew mixed mortar to complete the stone foundation while the building was still raised on its "I-beam" transit supports.

Moving contractor Tim Stahl operated a jack to lower the building 7 inches onto the constructed limestone foundation.



This past spring daffodils lined the old Wabash & Erie Canal prism across from the Vermilyea House in Aboite/Ft. Wayne.

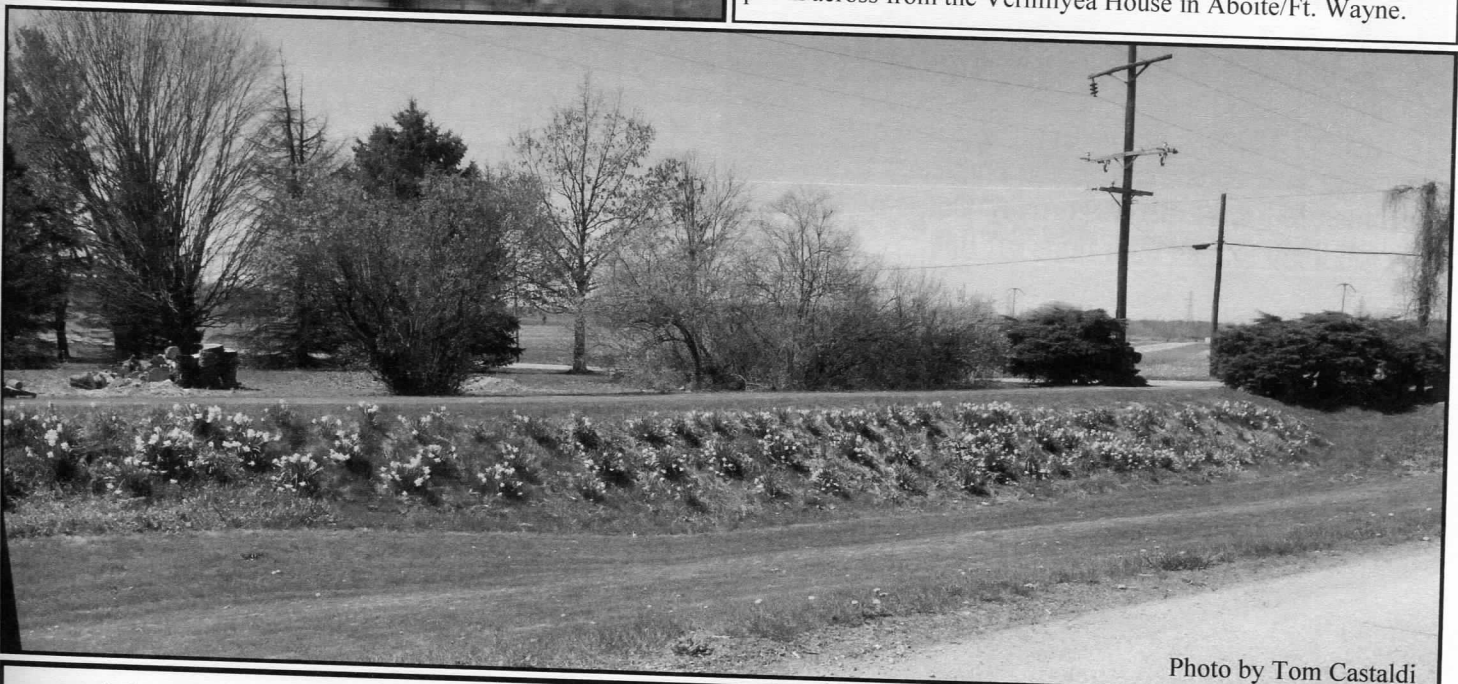


Photo by Tom Castaldi

HAMILTON SELLS HYDRO PLANT

After the Meldahl Hydroelectric Plant on the Ohio River went into operation on April 12, on Wednesday, May 11, 2016, Hamilton, Ohio sold 48.6 percent of its other Ohio River Greenup hydro plant to American Municipal Power. Now Hamilton owns 51.4 per cent of each hydro plant. This now makes Hamilton the biggest plant on the river in megawatt capacity. The city is required to spend \$35 million from the sale on utility matters such as capital improvements.

The Meldahl plant will generate about 560 million kilowatt hours per year, which is enough to serve approximately 58,000 households for the next 100+ years. The Greenup plant generates about 280 million kilowatt hours, which is enough for about 29,000 households.

At Meldahl three giant bulb turbines (the largest low-head, direct-drive bulb turbines in the world) are turned by water to generate power. The turbines have four blades each that are 32 feet from the tip of one blade to the tip edge opposite it. The distance from the edge of each blade to the tube surrounding it is only the width of three business cards. They spin at 62.5 rotations per minute. This slow rotation allows fish to pass through unharmed.

The facility's power house is 10 stories high. However nine stories are underwater and can't be seen.

In order to keep navigation going, they have to maintain at least 12 feet in the channel. If the water becomes too low, the U.S. Army Corps of Engineers can tell them to take their units off line.

Citizens are very happy with the new dam. Fishing is very good downriver where they were required to build a fishing park. Fishermen now catch catfish, sauger and stripers.

About 200 people attended the dedication of the Meldahl Hydroelectric Plant on June 2, 2016. Many came from other American Municipal Power communities that now own a piece of the plant. John Geyer, CSI member, Hamilton, OH

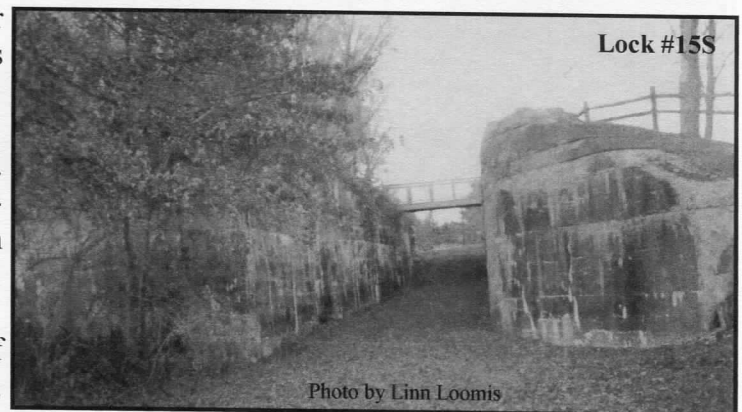
WORK ON BUCKEYE LAKE DAM

How to fix the leaking dam at Buckeye Lake, which pooled water at the summit level to feed into the Ohio and Erie Canal, was studied for several years and water in the lake was lowered to prevent its collapse. This created a great impact on the economy of the area.

Finally a stability berm and seepage barrier have been built so that the water level can soon be raised and boating allowed once again. However, on April 30, 2016 the concrete-mixing plant for the project overflowed. This sent a plume of concrete dust into the air and onto about 12 homes, yards and boardwalks near Rosebraugh Circle. Although some homes sustained damage, there was concern about a health hazard from the dust. It could definitely be tasted in the air. Earlier a resident had experienced irritated sinuses and itchy eyes from concrete dust generated by the concrete machines and construction vehicles on service roads. He had filed a complaint.

Investigation into the accident found a delivery driver had failed to follow proper procedures while off-loading. The Environmental Protection Agency issued a violation after determining that the concrete silos were operating without the proper permit. The silos have since been removed. The contractor's insurance is expected to cover damage costs. John Geyer, CSI member, Hamilton, OH

INEQUALITY IN PRESERVATION



Locks #15S and #16S of the Ohio & Erie Canal located only a quarter mile apart have been treated

very differently. The Upper Trenton Lock #15 now has its own beautiful park sponsored by the Warwick Lions Club and the village of Tuscarawas while Lock #16 is totally neglected. Signage near Lock#15 reads:

that they be saved for future generations. He has complimented government officials on the sites they have preserved and sometimes restored. He has also pointed out areas where destruction has occurred and asked that such destruction be avoided in the future. They assured him that they were aware of and would preserve all Ohio and Erie Canal sites between Roscoe, Coshocton and Frazeyburg. However, when the overflow to Lock #20, located at the intersection of routes 60 &16 in the Trinway-Dresden vicinity, was removed in 2002, all parties denied responsibility. A similar situation occurred in 1997 when Lock #24 was removed to create a large drainage ditch off of Route 36.

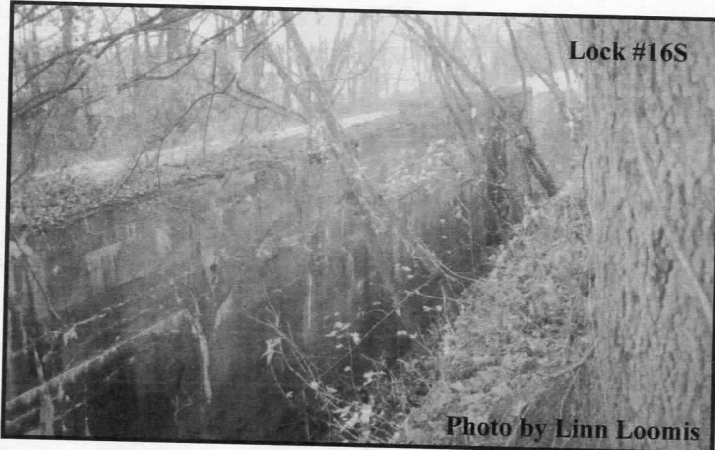


Photo by Linn Loomis

The Ohio & Erie Canal is Warwick Township

The greatest engineering achievement during the pre-railroad era, the Ohio & Erie Canal traversed nearly 6 miles of Warwick township. Completed in 1830, the canal brought prosperity to the village of Trenton (now Tuscarawas) and to township farmers and merchants. Several warehouses were built at Trenton, serving as shipping points for the area's agricultural and mineral products to new distant markets throughout Ohio and the region.

The canal served other uses besides transportation. Mills and factories leased water rights from the state. During the winter months, ice was cut from the canal and stored for year-round use by stores and taverns. The canal also provided entertainment and recreation — fishing, boating, swimming, ice-skating, and picnicking — to area residents.

The Upper Trenton Lock (Lock 15 South) of the Ohio & Erie Canal was built between 1826 and 1828. Originally built of cut sandstone blocks, the lock was named for the village of Trenton, now Tuscarawas. Lock #16 or Lower Trenton Lock lies only 800 feet southwest of Lock #15. The lock tender, who lived in a house on this site, served both locks.

Repeated flood damage prompted reconstruction of Lock #15S in 1907. The deteriorated stone masonry was completely replaced with concrete at a cost of \$6,815. The old stone was used to shore up the towpath. Use of the state-owned canal had declined significantly by this point and the great flood of 1913 brought the canal era to an end in Ohio.

CREATING PUBLIC AWARENESS

Over the years, CSI/CSO member Linn Loomis of Newcomerstown, Ohio has closely watched the deterioration and destruction of Ohio's canal remnants. He has taken pictures to document the changes in these remnants and contacted officials requesting

Linn was horrified when the Minthorn Lock was removed in 1994. He found its remnants piled up in the Granville-Newark-Heath area in Licking county in November 2001.



Above: Minthorn lock timbers piled up to rot in 2001.
Below: Lock #29 at Adams Mills Photos by Linn Loomis



THE HOOSIER PACKET - AUGUST 2016

Linn has high praise for the Delphos Canal Commission for its extensive preservation efforts of the area's locks. He also praises a family in Adams Mills, Muskingum county, for their loving conviction to preserving both the chamber and overflow of Lock 29 of the Ohio & Erie Canal. They removed the herbage to keep the roots from tearing and breaking apart the canal stones. This shows how individuals and groups working together can save canal remains. The public needs to be aware of these types of projects.

PUBLIC STALLS OHIO'S MONROE BASIN PROJECT

The flooding and closing of Ohio 16, west of Adams Mill in Muskingam county, Ohio for 8 times in 2015 has led to a plan by the ODNr to drain Monroe Basin, which in canal days was a place where canal boats could rest or turn around on the Ohio & Erie Canal. Planners would create a narrow channel and wetland. Local fisherman and residents object to their taking away their fishing spot and source of water for fire fighting. The plan is stalled while ODNr and ODOT study other alternatives. Something must be done. Linn Loomis, CSI member, Newcomerstown, OH

CONTRIBUTIONS TO CSI ARCHIVES

CSI/CSO member Linn Loomis has contributed four more of his "folios" of pictures and text about canals to the CSI archives. We thank him for these donations:

- Inequality of treatment of Ohio & Erie Canal Locks 15 & 16
- Status of Longaberger Company's "basket" office building
- Destruction and preservation of structure remnants on the Ohio & Erie and the Miami & Erie Canals in Ohio.
- Monroe Basin project plans stalled due to opposition.

WELCOME NEW MEMBERS

The following have joined the Canal Society of Indiana at the single/family membership rate unless otherwise specified.

Mark Hauer - Indianapolis, IN
Sue Jesse - Fort Wayne, IN

Welcome aboard!

CANAL SOCIETY of INDIANA MEMBERSHIP APPLICATION New Renewal

Membership year January 1—December 31

Dues over the \$25 Single /Family membership level are tax deductible.

Will your employer match your gift?

----- DETACH & MAIL -----

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

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Address: _____

City: _____ State: _____

Phone: () _____ 9-Digit Zip Code: _____

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- \$ 15.00 Institution / Non-profit
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