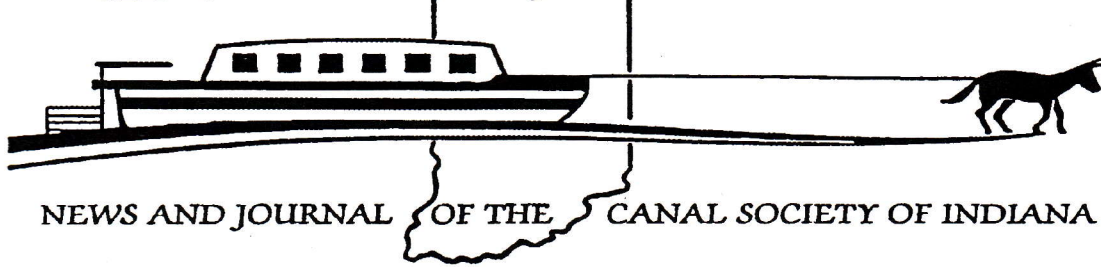


THE
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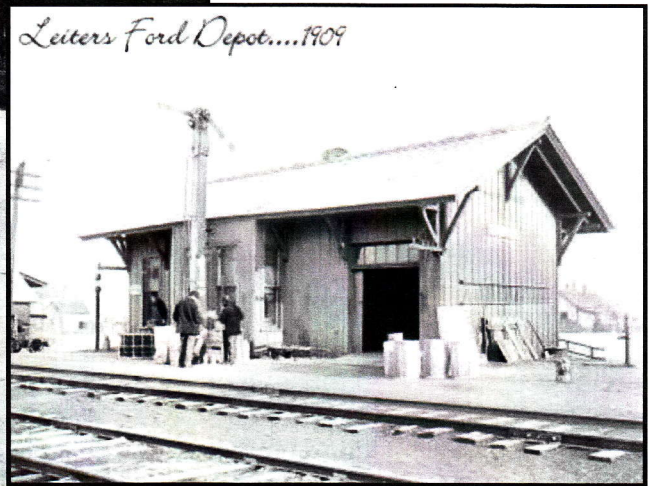
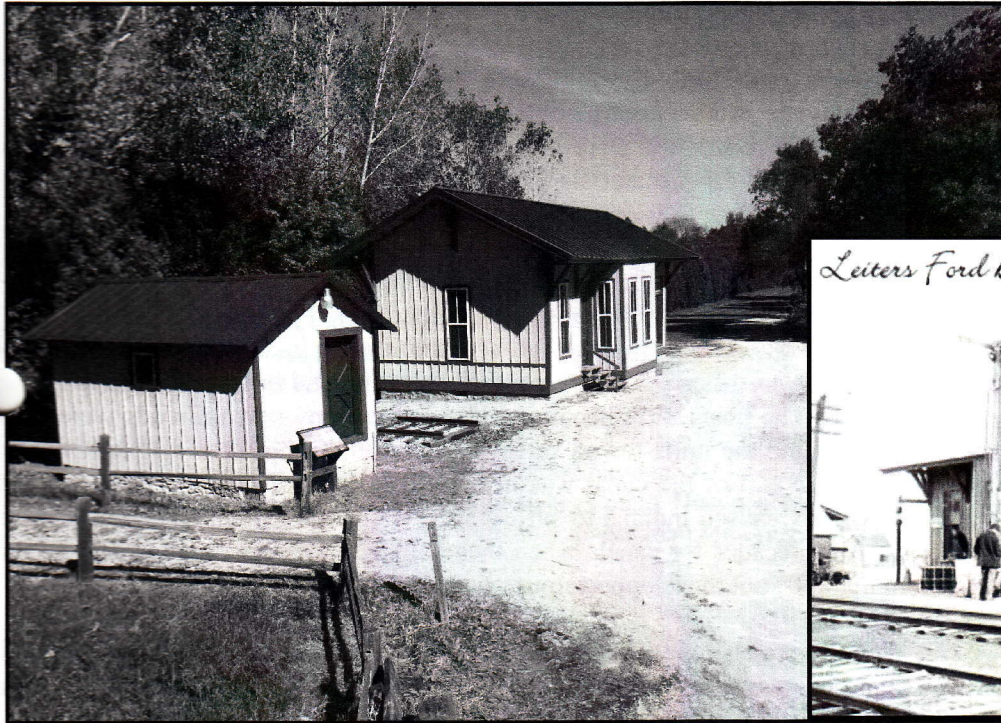
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 14 NO. 12

P.O. BOX 10808 FORT WAYNE, IN 46854

DECEMBER 2015

RAILS REPLACE CANALS



The restored Leiters Ford Depot and a baggage building (foreground) with a short section of railroad track between them were dedicated in Delphi's Canal Park on October 17, 2015. Photos from Dan McCain

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RAILS REPLACE CANALS

By Dan McCain

Boom then Bust!! That's what happened to canals in Indiana after the Civil War. Boom and NO BUST was true for the emerging railroads. Simply stated, the railroads took the shipping and passenger business away from the country's canals.

In Delphi, Indiana's Canal Park the story needed to be told of this transition from canals to rails and why it happened. To do this, volunteers restored the old 1800s Leiters Depot and placed it at the back of Canal Park near

THE HOOSIER PACKET - DECEMBER 2015

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the abandoned main line of the MONON Railroad that is now owned by U.S. Aggregates/Delphi Limestone Company. There it will tell the story of the people of Indiana and their quest to find new and faster transportation. It certainly was happening in the eastern United States and also in our own backyards

The origin of this 1884 structure was in Fulton County. It served as the train depot in a small town known as Leiters Ford west of Rochester, Indiana, along the Tippecanoe River. The railroad line was originally known as the Chicago and Atlantic Railroad. In the twentieth century it was called the Erie Line.

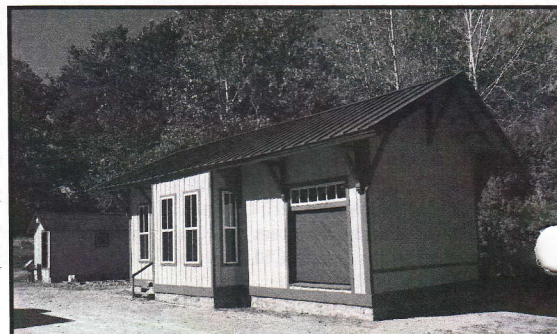
The depot was disassembled at Leiters Ford, located fifty-four miles away from Canal Park, by an Amish crew hired by the Canal Association. It was put back together in Canal Park by up to a dozen canal volunteers, who worked Monday, Wednesday and Friday mornings for nearly a year to get it completed.

A grant from North Central Health Services through Tippecanoe Arts Federation in Lafayette was secured for funding its foundation, roof and windows. The original wood was reused for more than 75 percent of the restoration. Paint colors were researched, and other materials that were used followed historic guidelines so that the restored building is as authentic as possible.

The Wabash & Erie Canal Park is featuring this railroad depot to help visitors understand the change from canal transport to rail. The Wabash & Erie Canal was a manmade waterway that found rail competition too great to bear when the canal's wooden locks and crib dams began disintegrating and expensive repairs to the canal mounted. The boats were becoming idle as the shiny new railroads were running circles around the mule-towed watercraft. In Delphi, business and community leaders knew the end of the canal was near by the 1860s. The construction of the canal had already caused Indiana to suffer grave economic distress. There had been two prosperous decades for canals when they shipped to other communities and on to eastern markets, but those opportunities were fading.

Times were changing. Railroads were expanding. Progress with year around shipping and passenger service left most residents happy that they could depend on faster service – and new markets. In Delphi, lime and paper production suffered a decline after the Civil War era but enjoyed robust new business with the new rail connections.

The restored historic depot was dedicated Saturday, October 17th at 2 p.m. in conjunction with Canal Park's one-day Harvest Festival. From 10:00 a.m. to 4:00 p.m. Harvest Festival activities also included narrated rides in the 1800s replica canal boat on a watered section of the old Wabash & Erie Canal as well as several log cabins in Canal Park's Pioneer Village having demonstrations by a bowl carver, blacksmith, cooper, and broom maker. At the newly opened and decorated Loom House weavers showed how the historic looms operated. The 1844 Reed Case House also offered tours.



CANAWLERS AT REST

GEORGE WASHINGTON BOLINGER

FIND-A-GRAVE #46430763

b. December 21, 1828
d. February 17, 1882

By Carolyn I. Schmidt

George Washington Bolinger (alt. Bollinger) was born to Johannes and Margaret Bolinger in Baltimore City, Maryland on December 21, 1828. His father, Johannes Mattias Bolinger, was born on October 21, 1794 in Manchester, Maryland and died on November 28, 1879 in Lafayette township, Allen county, Indiana. His mother, Margaret (Fair) Bolinger was born on March 5, 1798 in Baltimore, Maryland and died on November 20, 1880 in Lafayette township, Allen county, Indiana. They were married in Baltimore in 1815 and became the parents of 15 children giving George 14 brothers and sisters. His grandparents on his mother's side were Johannes George Fair (1760-1847) and Anna Margaret Schmidt (1762-?).

We know little about George's early life. In 1849, at the age 21, he married Lavinia Morris, age 22, in Somerset, Pennsylvania. Shortly thereafter George, Lavinia, George's parents and some of his siblings moved to Ohio. According to the Federal Census of 1850 Johannes and Margaret lived in Seneca township, Monroe county, Ohio. The same census shows George living in Lincoln township, Monroe county, Ohio. These townships abut one another. George was a builder of canal boats.

George and Lavinia became the parents of eight children, 5 boys and 3 girls. George Washington Jr., Edward, Joseph, Lydia, Lincoln, and Hannah. We do not know the names of two of their children. Most of them were born in Ohio. The family later moved to Indiana settling in Fort Wayne. It was probably there that George constructed the



Photo - Barbara Baker Anderson



first steamboat that operated on the Wabash & Erie Canal.

In 1863 George and his family located in Jackson township, Huntington county, Indiana near Roanoke. He continued to build boats for use on the canal. The last sample of his work as a boat builder was the R. G. Ebersole, named in honor of his old friend, a druggist of Roanoke, Indiana.

As traffic on the canal began to decline, George soon found himself without a vocation. He then turned to farming. He bought a tract of land located on the prairie, which he lost due to a defective title. He then bought a farm in Jackson township, Huntington county, Indiana, which his son Lincoln later farmed.

George was a staunch Republican, but he seldom had anything to do with politics. He was an upright citizen.

George Washington Bolinger passed away on February 17, 1882. He was 52 years, 11 months and 24 days old. He was laid to rest in the Shank Cemetery in Roanoke, Indiana.

George's son, Lincoln, was about two years old when the family moved to Indiana. He attended the district school of Huntington county from the time he was six years old until he was about eighteen. It was built of logs. We assume George's other children had similar educations.

Lincoln Bolinger married Sarah M. Saunders, Jacob Saunders' daughter, when he was 19 years old. They had four children. Sarah died in 1888. Lincoln then married Martha M. Moses, of Allen county, Indiana. They had five children, Zelma, Lura, Arthur, Florence and Bertha.

Lincoln Bolinger owned and farmed one hundred sixty acres: 100 in Lafayette township of Allen county and 60 in Jackson township of Huntington county. His farm was regarded as one of the best in northeastern Huntington county. He raised high-grade Belgian horses, short horn cattle, Duroc hogs and Oxford sheep. He supported the Republican party and served on the advisory board for Jackson township, Huntington county, Indiana.

Ancestry.com:Public member trees: <http://trees.ancestry.com/tree/2691598/person/6971518828>, also U.S. Federal Census 1880
 Bash, Frank Sumner. *History of Huntington County, Indiana*. Chicago, IL: The Lewis Publishing Company, 1914.
 U. S. Find-A-Grave Index 1600s-Current: #46430763
 Thanks to Terry Bodine, CSI member from Covington, Indiana for the Lincoln Bolinger biography from *History of Huntington County, Indiana*.

GEORGE WASHINGTON BOLINGER'S FAMILY

<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Cemetery</u>	<u>Place</u>	<u>Marriage</u>	<u>Place</u>
Bolinger, Johannes Mattias	10-21-1794	Manchester MD	11-28-1879		Allen Co IN	1815	Baltimore MD
m. Fair, Margaret	3-05-1798	Baltimore MD	11-20-1880		Allen Co IN	1815	Baltimore MD
Bolinger, Lucinda	1816						
Bolinger, Mary	1818		1910				
Bolinger, Susannah	1819		1910				
Bolinger, Catherine	1823		1910				
Bolinger, Joseph	1826		1905				
Bolinger, Belinda	1827		1914				
Bolinger, George Washington	2-21-1828	Baltimore MD	2-17-1882	Shank	Roanoke, IN	1849	Summerset PA
m. Morris, Lavinia	1827	Greene PA				1849	Summerset PA
<u>Bolinger, George Washington</u>	4-11-1852	OH	4-15-1932			4-11-1873	Huntington IN
m. Stump, Mary Ann	1852		4/7/1905			4-11-1873	Huntington IN
Bolinger, Cora	1876		5/4/1905				
Bolinger, Edith A.	1879						
<u>Bolinger, Edward</u>	1854	OH					
<u>Bolinger, Joseph</u>	9-??-1856	Defiance OH	12-22-1928				
<u>Bolinger, Lydia</u>	9-25-1858	Defiance OH	1915		Allen Co IN		
Bolinger, ?							
<u>Bolinger, Lincoln</u>	9-10-1861	Defiance OH	8-20-1937	Glenwood	Roanoke, IN		
m1 Saunders, Sarah M			1888				
Bolinger, Ervin							
Bolinger, Charles							
Bolinger, Rosa							
m. Carpenter, Elias							
Bolinger, ?							
m2 Moses Martha				Glenwood	Roanoke, IN		
Bolinger, Zelma							
m. Morris, William							
Bolinger, Lura							
m. Hine, John							
Bolinger, Arthur							
m. Powel, June							
Bolinger, Florence							
Bollinger, Bertha							
Bolinger, ?							
<u>Bolinger, Hannah</u>	1864						

Name	Birth	Place	Death	Cemetery	Place	Marriage	Place
Bolinger, Joseph	1830		1909				
Bolinger, Elizabeth	1831		1916				
Bolinger, Sarah	1833						
Bolinger, Maria Anne	1834		1925				
Bolinger, Barbara	1837						
Bolinger, Rachel	1838						
Bolinger, Jacob	1840		1908				
Bolinger, Lydia	1842		1925				

MARKER REPAIRED

When the Miami & Erie Canal was built in Ohio hand-carved stone markers were placed at every mile for its entire 256 mile length. They were to advise the canal boat captain of his location and help him determine the speed at which he was traveling.

A speed limit for how fast the boat could travel had been set in order to prevent the wake of the boat from washing out the canal banks. If he arrived at the toll station too early he could be fined for speeding. In Indiana the speed limit for canal boats was 4 miles per hour.

Very few of these mile markers still exist. Those that do may be broken or in need of repair.

Tom Fledderjohann, Canal Society of Indiana and Canal Society of Ohio member from New Knoxville, Ohio, recently found Mile Marker 127, which had been broken, beneath some underbrush along the canal. He, along with other volunteers, were able to repair and reset the marker along Towpath Trail.

The volunteers also reset Mile Marker 128 that is located 1 mile north of this marker. Now there are 5 of these markers to be seen along Towpath Trail between New Bremen and St. Marys, Ohio.



Top: Mile Marker 127 was found broken beneath underbrush along the Miami & Erie Canal.
Bottom: Tom Fledderjohann sets the repaired marker in place

Photos and story courtesy of *Towpath Times Newsletter*, the newsletter of the Miami & Erie Canal Corridor Association.

THE SANTA BOAT

From Canal Comments # 61

By Terry K. Woods.

I received this Christmas story, from Ted Antes of Akron about Santa and the Ohio & Erie Canal. I had never heard this particular version of the story before, though it is well mentioned in canal folk lore. Ted says this is a true one, which was handed down from his Great, Great, Great Grandfather. Well, maybe it is,

The winter of 1855 was unique in the annuals of weather recording for north-eastern Ohio. While, by mid-December, all the northern portion of the U.S. was groaning under a heavy blanket of snow, yet a small sliver of the area, running through portions of Summit, Stark and Tuscarawas counties in Ohio, along the Ohio Canal, actually, were experiencing what could only be called a heat wave.

The residents throughout that area began sporting shirt-sleeves and parasols. "Canallers," who usually managed to tie up at a convenient home port "for the duration" of winter, were still hard at work transporting goods in and out of the State in the third week of November.

Perhaps the only segment of the local population that was unhappy with the warm weather were the youngsters. As December 24th drew nearer, they became more worried. How was Santa Claus going to make his rounds on Christmas Eve without snow on the ground for landing on roofs.

It was true that Santa could use magic to enable him to do the necessary ground travel without snow, but the kids assumed that magic was hard work, especially if you are running around in a fur suit with the temperatures, even at night, in the mid-seventies.

One group of Akron's children was determined to do more than just worry about Santa's plight. They would find him another mode of transportation through the affected area.

In the Akron area during the mid 1850s, any mode of transportation for north and south travel required a canal boat. There was an old man in Akron who had a canal boat - of sorts. It was an old scow left over from the building of the canal some thirty years before, but it did float, though it certainly showed its years. The old man, "Poly," showed his years, too. He was the town character and wandered about town always dressed in one of two 'uniforms' consisting of

a faded set of red flannel underwear, faded blue bib overalls and a wide-brimmed, black felt hat.

"Poly" was easily persuaded to join in on the plan. He had two distinct advantages for being an integral part of this scheme, other than having a boat. He loved and understood children. All of them loved and trusted him.

All through those last few days before Christmas Eve, "Poly" and the children worked on the boat. Red oxide paint and brushes used for painting the many lock gates in town disappeared from maintenance sheds, as did the lower branches of most of the fine old evergreen trees in Glendale Cemetery.

Slowly, the old scow, hidden from public view in an obscure corner of Akron's Upper Basin, was transformed into a thing of Christmas beauty. Garlands of pine boughs were festooned liberally along the scow's slab sides while the hull and deck glistened a sparkling Barn Red.

The boat refurbishment was finished late on the 24th. Then "Poly" and the children sat down to wait for Santa. They figured he would deliver where there was snow first then catch sight of the Christmas Boat from above as he crossed the canal.

They heard the jangle of the sleigh's bells long before they saw him. Soon, though, the Reindeer, sleigh, and Santa himself, sweating profusely from his heavy garments and the effort of 'magically' making numerous landings and take-offs without the benefit of a long taxi through snow, came into view. In less time than it takes to tell, the toys, sleigh and Santa were all on deck and the Santa Boat was gliding south along the canal behind an eight-Reindeer team.

Santa quickly doffed his heavy, fur attire for "Poly's" spare 'uniform'. I'll have to admit that it was strange to see Santa clad in red, long underwear, blue-bib overalls, and a black, wide-brimmed hat, but once you gazed into those deep blue eyes set above that snowy white beard, there was no doubt who it was.



The multitude of children who gathered at each lock from Wolf Creek to Seventeen to accept the offered bounty certainly knew who he was. And, as the sun slowly chased the night from the eastern sky, the end of the boat's run was reached.

By this time, "Poly" and all the children were asleep. Santa, now again dressed in his own clothes, quietly tip-toed about the deck, stopping for a moment at each still figure. Finished at last, he closed his eyes tightly, and Santa, the Reindeer, and sleigh were gone. What's more, the boat, "Poly," and all the children, were back in the upper basin at

Akron. You might say it had all been a dream. I might, too, except for the small pile of presents each child and "Poly" found when they finally awoke later that morning.

No one of that group ever said much about the trip, but you could never find any of them on succeeding Christmas Eves. And the children along that stretch of the canal, for many years all hung their stockings along the nearest lock's walls rather than by a fire place.

FROM TIMES PAST

Dawson's Daily Times, Ft. Wayne, IN
April 18, 1859

The project of keeping the Wabash and Erie canal in operation by means of private subscriptions is about to prove a failure. The business men of Evansville will not pay up the quota assessed to them. The journal talks to them very plainly concerning their niggardly spirit.— *New Albany Tribune*.

Dawson's Daily Times, Ft. Wayne, IN
April 25, 1859

THE SHIP CANAL ACROSS THE ISTHMUS.

This great French enterprise has been commenced with much spirit. Two convoys of French engineers, mechanics, laborers, etc., have arrived at Greytown, and set about the work of constructing the great canal. They are said to have abundant financial means at their disposition, besides bringing immense quantities of agricultural and engineering implements of the most valuable description. Besides, every one of the part come well supplied with arms and ammunition. The capital stock of the company is one hundred and fifty millions of francs, with the right of increasing it to three hundred millions. Mr. Belly states that the whold of the capital stock has been subscribed and one hundred and forty francs on each share paid in; the shares are five hundred francs each. The estimated cost of the canal is sixteen millions of dollars. The company is composed of one President and twelve directors—Eight French, four English and one American. Mr. Bells Belly is Director General.— *Toledo Times*.

Dawson's Daily Times, Ft. Wayne, IN
April 25, 1859

The Ohio canals are to be leased at public Auction

on the steps of the State House, on the 15th of August next, to the highest bidder for the term of five years.

Dawson's Daily Times, Ft. Wayne, IN
April 29, 1859

DIED.—At his Ranch, six miles from Marysville, California, on the on the 9th March, alt, Col. LEMUEL G. JONES, aged 55 years, 2 months and 20 days.

He was born in Fairfield County, Ohio, December 19th, 1801. Col. Jones was a contractor on the canal, near this place, for many years, then a merchant at this place, and finally migrated to California in 1849. He was a frank and generous man, a member of the order of Masons, with which order he connected himself at this city, many years ago. One after another the early citizens of Fort Wayne pass away.

Dawson's Daily Times, Ft. Wayne, IN
May 13, 1859

Comparet, Hubbell & Co. are erecting a three story brick steam Flouring mill, with four run of burs, just south of their large Warehouse (on the canal), which will be in running order in a short time. We know nothing as to the profits of a Steam Flouring mill, but know if it can be made profitable at all, they are the men to take it in hand, for they are the most energetic men in our midst.

Dawson's Daily Times, Ft. Wayne, IN
May 14, 1859

LEASING THE CANAL.—The Lafayette Journal says a contract was closed yesterday, at that city between the Board of Trustees of the Wabash & Erie Canal, and an association of citizens resident along the line of said canal, represented by Hon. A. P. Edgerton, to continue for the term of four years. By this agreement the contractors have control and management of the canal, and are bound to keep it in repair, which repairs are to be made under the

direction of the Chief Engineer appointed by the Trustees. The Hon. A. P. Edgerton, who has been the efficient agent in procuring this contract, will act as the general superintendent for the lessees. This will settle the question of maintaining the canal for the present.

Dawson's Daily Times, Ft. Wayne, IN
May 26, 1859

STATE PRISON LOCATED

The late Legislature of Indiana, in view of the necessity for a new penitentiary and in accordance with the recommendation of His Excellency—Governor Willard,—took the first step in the right direction, and passed an act for the erection of such an institution, north of the National Road, and in that act, besides appropriating \$50,000 to procure the title to a site, obtain drafts of plans, &c, do all things preparatory to a letting and to let the constructions, &c. For the selection of a site, a commission was constituted, and the appointment thereof vested by the same law in the Governor, who filled it by appointing Major J. P. Dunn of Marion county, Dr. B. F. Mullin of Ripley and Hon. J. W. Black of Clinton, whose services were to be paid out of the State Treasury, and not out of the appropriation named, and whose point of selection for the prison should be reported to the Governor, for his approval or veto—just as to him seemed meet—a contingency (the veto) conferred only to arrest a choice so exceedingly injudicious as to make a rejection necessary—or tainted with fraud; neither of which was likely to occur, and neither of which has occurred, in fixing on the point designated and reported to the Governor—we mean Fort Wayne.

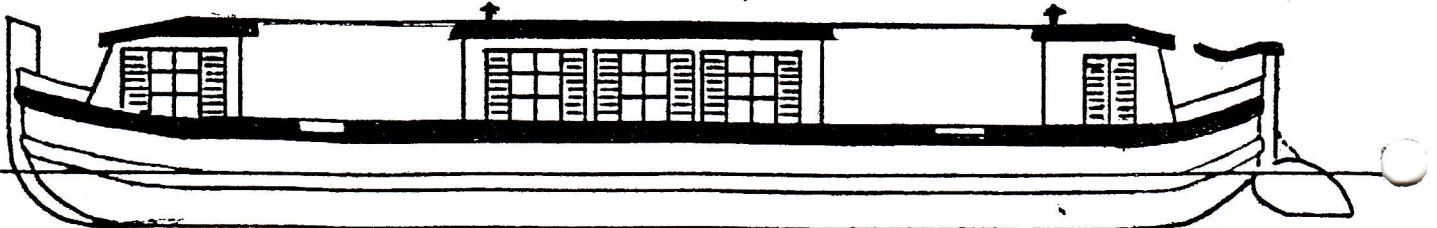
The Commissioners took a wide field of reconnaissance—made themselves thoroughly acquainted with the business matters of State Prisons, preparatory to locating a site—then the facilities for building—and then the additional and indispensable considerations of health, and the advantages and economy in getting material on which the convict labor was to be done, and having gone over and examined the work the first time, and made comprehensive notes of all matters connected with the object of their trust—they returned and reviewed the field of labor in order that their report might be free from the least suspicion, either of hasty action, or undue influence, and that after time

might continue to add proofs of their caution and the correctness of their decision. Having completed a re-survey of the field, they (the Commissioners) set a day to meet at the Capitol, and there report to the Governor their choice for the site, to which he was expected to give his official sanction. This meeting was held, and on the 25th the Commissioners unanimously reported in favor of the City of Fort Wayne—a report which Governor Willard, we make no doubt, will approve so soon as he makes a trip to Fort Wayne to examine the grounds, title, &c, which trip he will make about the 1st of June, prox., accompanied, we presume, by the Commissioners.

The point selected as the ground on which the prison will be built, is owned by William Rockhill, and is that high ground on the west of, but adjacent the Feeder Canal where it disembogues into the main line of the Wabash and Erie Canal, about one and a half miles west from the Court House—being about a half mile from the line of the P. Ft. W. & C. R. R., where it crosses the canal, and from which a side track can be cheaply constructed and where a supply of good water can be had; and finally, at Fort Wayne, where health abounds—where material for erecting the structure can be had very cheap—where every material, such as timber, lumber, &c., used by convict labor, can be had in abundance, on the best terms; and where iron can be had from Pittsburgh most cheaply; all which are desiderata which will most largely confirm the judiciousness of the selection of this well-merited city, whose pretensions to this distinction have been but modestly told, but which have themselves appealed to the judgment of the locating Commissioners; and finally, which, we have not a doubt, will so convince Governor Willard, and lead promptly to a final action on this institution.

The citizens of Fort Wayne may well feel rejoiced at the already distinguished consideration given their model city, and we do hope that while Gov. Willard and the Commissioners are here, that that kindness always characteristic of this people will be again extended. The architect selected to draft the Prison, is E. May, Esq., who is most eminent in his profession, and doubtless he and several hundred others, will on the commencement of this work locate here, besides those who will be brought here by mediate causes connected with business induced by such a great improvement.

BELLE OF THE WEST By Paul Baudendistel



**ANDREW H.L. BAKER
& JAMES MUSHETT**

AND THEIR WABASH & ERIE CANAL CONNECTIONS
By Charles Davis

Andrew H. L. Baker was born in 1817 in Pennsylvania. Before coming to Indiana, he once lived in the town of Bellaire (Bel Air today), Harford county, Maryland. What is known about him is found in census records, deeds, marriage records, newspapers and cemetery stones.

Andrew and his wife Martha (Nealy Cunningham) Baker came to Parke county, Indiana around 1844 when construction began on the Wabash and Erie Canal. He was hired as one of the canal contractors. What his trade was is not known, but he had to have had some kind of education.

Andrew's first wife, Martha, died on January 11, 1850. She had been born August 11, 1825. They had one child, Thomas Jefferson Baker, who lived only 48 hours. She is buried in the Old Montezuma Cemetery.

The Parke county census of 1850 lists him as a "Miller" worth \$7,000. The mill he operated was Morlan's



Martha Nealy
Cunningham
Wife of A.H.L. Baker

Thomas Jefferson Baker, their son who lived only 48 hours. Andrew's stone was destroyed but he lies next to Martha in Old Montezuma Cemetery.

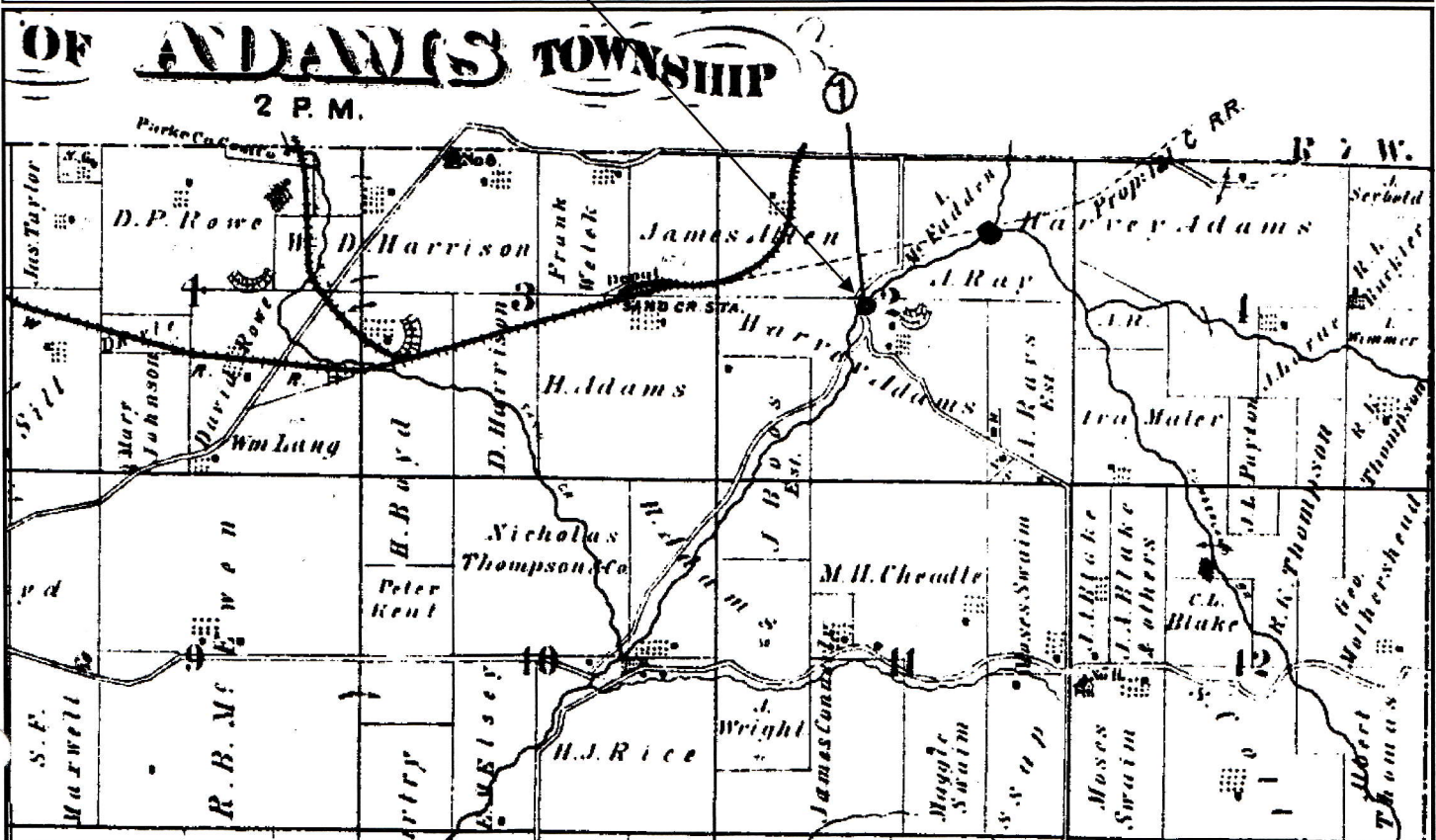
Photo by Charles Davis

Mill, built by Israel Morlan in 1840 on the east half of the southwest quarter of section 7, Adams township on Little Raccoon Creek. It was a three-story frame building with a hollow dam on the sandy creek bed.

Andrew was the second owner of the mill and residence. There he and his second wife, Isabella, lived.

Around this time Andrew took notice of the canal. Still owning the mill, he traveled down to Clay county in Green township. The following sketch is quoted: "After the opening of navigation, A.H.L. Baker, who had real estate interests at the bend of the (Eel) river, three miles south of Bowling Green, at the mouth of Six Mile, conceived the idea of build-

1874 Map of Adams township showing Morlan's Mill on Little Raccoon Creek that was run by Andrew H. L. Baker.



ANDREW H. L. BAKER'S FAMILY
Compiled by Charles and Mary J. Davis

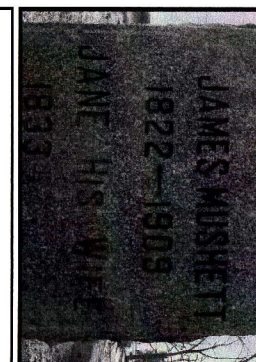
<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Cemetery</u>	<u>Place</u>	<u>Marriage</u>	<u>Place</u>
Baker, Andrew H. L.	1817	PA	10-26-1862	Old Montezuma	Montezuma IN		Parke Co IN
m1 Cunningham, Martha Nealy	8-11-1825		1-14-1850	Old Montezuma	Montezuma IN	5-03-1848	Parke Co IN
Baker, Thomas Jefferson	4-24-1849		48 hrs,	Old Montezuma	Montezuma IN		
m2 Bratton, Isabella	11-30-1826		9-10-1859	Old Montezuma	Morlan's Mill	8-23-1851	Parke Co IN
Baker, Bradshaw			9-29-1858	Old Montezuma	Montezuma IN		
m3 Lewis, Virginia Jane*	8-10-1832	VA	10-05-1898	Mt Moriah	Union Twp	5-28-1860	Parke Co IN
Lewis, Jesse (Virginia's son)	12-03-1853	VA	8-25-1940	Rockville	Rockville IN	6-30-1892	Vigo Co IN
m, Jordan, Ella	2-15-1864		8-12-1912			6-30-1892	Vigo Co IN
Baker, Drucilla	1862		3-10-1939	Rockville	Rockville IN	9-07-1881	Parke Co IN
m. Hatfield, Wesley	2-22-1859		8-06-1940			9-07-18881	
Hatfield, Brooks	1891		12-14-1946	Memory Garden	Rockville IN		
Hatfield, Jesse Marie	1-13-1883		12-??-1946	Bethany	Wash. twp	9-29-1902	Parke Co IN
m. Craig, William Otto	1881		1-03-1951	Bethany	Wash. twp	9-29-1902	Parke Co IN
Craig, Archie Hatfield	2-27-1908	Paris IL	6-21-1974	Bethany	Wash. twp		
m1. McKee, Viola V						3-02-1940	
m2 Riddler, Jennie	4-15-1908		7-31-1950	Oak Ridge	Lansing IL	10-29-1949	
Infant			8-22-1950				
m3 Devries, Gertrude	12-13-1910		9-30-2000	Oak Ridge	Lansing IL	6-18-1954	Parke Co IN
Craig, Homer	1913		5-??-1952	St Margaret	Menasha WI		
m. Mottel, Clara	3-08-1912	WI					
Craig, Bill							
Craig, Carol Marie							
Craig, Lima Odetta	2-06-1905	Judson	9-05-1967	Memory Garden	Rockville IN	4-17-1928	Parke Co IN
m. Cottrell, Cyril C	1-10-1906		8-12-1972	Memory Garden	Rockville IN	4-17-1928	Parke Co IN
Cottrell, Earl Paul	9-09-1929		1-29-1984	Memory Garden	Rockville IN	1958	
m. Nevins, Lois Ann							
Cottrell, Chadwick M	1961						
Cottrell, Bradley	1964						
Cottrell, Paula Ann	1976						
*Lewis, Virginia J(after Andrew died)	1832		1898				
m3.. Jessup, John	4-20-1812	OH	8-15-1882	Miller	Adams twp	12-21-1863	Parke Co IN
Jessup, George Washington	11-10-1864		9-03-1948	Mt Moriah		9-08-1892	Parke Co IN
m. Swaim, Alice E	2-23-1866		1944	Mt Moriah		9-08-1892	Parke Co IN

Jessup, Morris K.	1900	1959 Mt. Moriah	
Jessup, Majorie	11-22-1902	5-15-1987 Mt Moriah	10-06-1925 Parke Co IN
m. Case, Max E	12-04-1900 Brazil IN	7-09-1950 Mt. Olivet	10-06-1925 Parke Co IN
Case, Seba H	7-03-1926		3-??-1947
m. Hartman, Blanche			3-??-1947 Parke Co IN
Case, Celia Marie			
Case, Max Stuart			
Case, Susan Elizabeth			
Case, George Hiram	9-18-1929	12-11-1975	6-??-1953
m. Lowe, Arletta			6-??-1953
Case, Brenda Ann			
Case, Jerome			
Case, Carla Jean			
Case, Lisa Gay			
Case, Cora Collen	12-27-1932		
m. Roberts, Richard E			
Father, Lewis Charles	1802	8-20-1877 Barnes	Wash. twp
Mother, Lewis, Martha Ann	3-10-1805	4-24-1897 Barnes	Wash. twp

JAMES MUSHETT'S FAMILY

Compiled by Charles and Mary J. Davis

<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Cemetery</u>	<u>Place</u>	<u>Marriage</u>	<u>Place</u>
Mushett, James	1822	Wash. Co NY	6-11-1909	Oakland	Montezuma IN	8-14-1862	Parke Co IN
m. Smith, Arvilla Jane*	7-26-1833	NewCastle IN	4-12-1916	Oakland	Montezuma IN	8-14-1862	Parke Co IN
*Father, Frederick Slagle	1810		1869			1-16-1831	Bethel OH
Mother, Reeder, Susannah	1812		1850			1-16-1831	Bethel OH
Arvilla's 1st husband Smith, Amos Asl	1821		1899			8-03-1851	Grant IN
m. and divorced before 1860							
Smith, Amos Ashby Jr4.	1852		1881	Riverside	Cass Co IN		
Smith, Peter	1853						



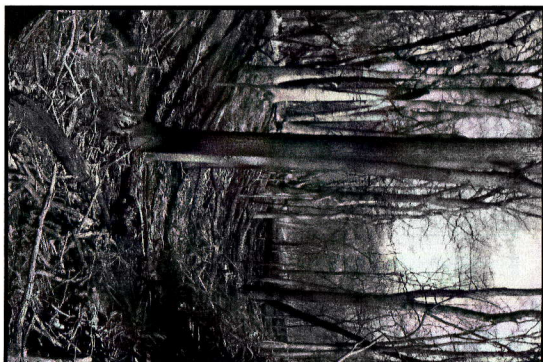
Headstone for
James Mushett
1822-1909
and
Arvilla Jane Mushett 1833

in Montezuma's
Oakland Cemetery.

This marker faces the
Wabash & Erie Canal
that runs along
the west side
of the cemetery.

The marker is located
to the right
of the canal
in the
bottom picture.

Photos by Charles Davis



ing up an important commercial center and resort at this point. Though his plans were much more visionary than substantial, he proved his faith by his works in the building of a large warehouse and a commodious hotel, having a large number of rooms and numerous outlooks, a house of greater proportions and pretensions than any hotel building now in the county. This building, however, was never completed and used as originally designed. The town which he laid out at this point in 1852 was named Bellaire, from the circumstance that Mr. Baker had lived for a time at Bellaire, Harford county, Maryland. He, too, engaged in canalling, and owned and operated the boat known as the Eight O's. The Julia Dean, which was owned and run by James Mushett, did business regularly at Bellaire, and made occasional trips to Bowling Green. Mr. Baker was succeeded in business by Lewis Row, who bought and shipped a great deal of grain." Travis. *History of Clay County* Vol. 1, New York, Chicago: The Lewis Publishing Company, 1909, pp. 40-41.

After this venture played out, Andrew probably lacked the necessary funds to complete it and went broke. He went back to Morlan's Mill.

Isabella Baker, his wife, died on September 10, 1859 at the age of 32. Her obituary in the *Rockville Republican* calls Andrew "Col. Baker." It states that she died at her residence, Morlan's Mill and was a lady of great vigor of mind. She was a member of the M. E. Church. Her funeral was preached at the mill and her body taken to Montezuma and interred in the Old Montezuma cemetery.

Following Isabella's death Andrew sold the mill and moved to Armiesburg. There he worked as a miller in the Armiesburg Mill owned by Chambers Young Patterson. *The Indiana State Gazetteer and Business Directory for 1858-1859* and the Parke county census of 1860, which lists him as "Miller."

On May 28, 1860 Andrew was married to Virginia Jane Lewis. One child, Drucilla, was born to this union.

On October 26, 1862, near the age of 45, Andrew H. L. Baker died of consumption. He was laid to rest beside his first and second wives and his children who died very young. His only offspring to survive and marry was Drucilla.

James Mushett was born at Washington county, New York in 1822. At present his parents' names are unknown. Like A.H.L. Baker he is difficult to trace. He was a subscriber to the 1874 Parke county Atlas. On page A41 it states the above nativity and that he came to Parke county in 1847. In the *Rockville Tribune* of June 16, 1909, his obitu-

ary says he "was an interesting conversationalist being a man of good learning and was a classmate of the late Senator Daniel W. Voorhees."

Senator Voorhees, born in 1827 at Butler county, Ohio, at age two moved with his family to Fountain county and lived ten miles from the town of Covington, Indiana. He lived there until 1845. He entered Asbury University (DePauw) in Greencastle, Indiana and was graduated in 1849. Whether James and Daniel attended school together or not is speculative. However, if James came to Parke county in 1847 maybe he and Voorhees attended grade school together.

James' obituary goes on, "his early manhood was spent in buying furs from the Indians and white pioneers in the territories of Indiana and Illinois, later he had charge of a line of boats that plied the canal."

Although we do not know what his trade was, it looks like the construction of the canal had something to do with it. A short time later we see he is boating on the canal in Clay county in the very early 1850s with A.H.L. Baker of Bellaire.

Wycliffe Vanlandingham came to Montezuma on March 1, 1844 when the canal was being constructed through Parke county. He recalled that James Mushett was the first man to drive a canal boat into Montezuma in 1848. "Old Time in Montezuma, Reminiscences of Dr. and Mrs. Ben J. Franklin Hudson and Wycliffe Vanlandingham," *Rockville Tribune*, April 21, 1914.

James named his packet boat the "Julia Dean." The 1860 census shows James living in Harrison township, Vigo county, Indiana. More than likely he met Arvilla Jane Smith at Terre Haute. They were married in Parke county on August 14, 1862. She was a cook on the "Julia Dean." James was the captain. This was their home while plying between Toledo, Ohio and Evansville, Indiana. The boat made regular stops at the warehouse dock on Benson's Basin in Montezuma doing business with Erastus M. Benson and John G. Davis, the owners.

By 1870 James and Arvilla had quit the canal and set up a grocery store and tavern in the canal town of Armiesburg, which they ran for fifteen years. Upon retirement they moved to Montezuma and lived there until their deaths. When James died Arvilla had him buried facing the canal that passes by the west side of Oakland Cemetery. She rests beside him. Their only living relative was Arvilla's half sister. They will spend eternity beside the canal.

WABASH & ERIE CANAL BRIDGES

Indiana's canals had major structures as well as the canal prism built. Usually aqueducts, culverts, locks, and waste weirs are mentioned in articles about the canals. However, little is ever written about road/street bridges that crossed the canal. Some of what we know about them comes from letters like the following. It was written after the State of Indiana turned the Wabash & Erie Canal over to the bondholders. Indiana's legislature required that a complete report of the bridges rebuilt, repaired or under contract be given them. This letter from Resident Engineer Thomas Dowling is the trustees report fulfilling that requirement.

COMMUNICATION.

Indianapolis, February, 1852

DR. JOHN W. DAVIS,

Speaker of the House of Representatives:

SIR:—A resolution was adopted by the House over which you preside, on the 25th ultimo, calling for information in regard to canal bridges on the Wabash and Erie canal, constructed or repaired since the commencement of the Trust in 1847.

On the 26th January, I had the honor to address a short communication to the House, expressing a readiness to furnish the information desired, at the earliest practicable period, but, at the same time respectfully suggesting that some time must elapse before the necessary data could be obtained upon which to prepare a formal and full reply. Having now done so, I am enabled to make the promised communication.

The trustees are requested to furnish the House full and detailed information under several heads and specifications.

1st. How many bridges they have built or repaired across said canal since that work came into their possession, specifying the locality and cost of each bridge?

For convenience, and the more full elucidation of the subject, this information will be given under two general divisions. First, as to the bridges built and under contract for construction on the portion of canal remaining unfinished at the commencement of the Trust, extending from Coal creek to Evansville; and, second, as to bridges rebuilt or repaired on that portion of the canal which was received from the State as finished, extending from Coal creek to the State line, north.

In the location and construction of the new canal, south of Coal creek, the bridges erected or under contract number about one hundred, costing, including embankments, \$54,272.64-100, as nearly as it can now be estimated. Their particular location has, of course, been governed, mainly, by the previous location of roads and traveled highways crossing the line of the canal, so as to subserve the necessary wants of the traveling public. In this matter, the trustees have aimed to meet the general interests affected, while, at the same time, they were following, exactly, the practice adopted by the State authorities in the previous management of the canal. In the conflicts of *local* interests, they have endeavored to give general satisfaction, without daring to hope that, in every case, *individuals* would cease to complain. In following the course adopted by the State herself, the trustees considered it both safe and satisfactory, as a rule in this as in other cases, where the requirements of the law have been found contradictory or uncertain.

The location and cost of bridges, south of Coal creek, are as follows: See exhibit A

On the division of canal between Coal creek and the State line, (north), which was received from the State as finished, bridges have been rebuilt and repaired, or are now under contract, as follows: See exhibit B

The foregoing lists of expenditures for bridges, both north and south of Coal creek, show that the Trustees have expended about \$65,000 for that object since the commencement of the trust.

The resolution of the House inquires, secondly, "What bridges, if any, on State and county roads crossing said canal, or on streets of any of the towns through which the canal passes, are out of repair, or need to be rebuilt, and the reason, if any, why the same have not been repaired or rebuilt?"

In their late annual report, to which reference is respectfully made, the trustees have stated that "of the seventy-one bridges erected by the State for roads of this class (State or county roads) nearly one half have been rebuilt, and the remainder will be rebuilt within the next and ensuing year." The bridges are rebuilt as their condition indicates the need of a new structure. The particular time for commencing the rebuilding of each bridge, is, of course, left to the discretion of the local superintendents, having reference to the safety of the travel, and the trustees have no reason to believe that there has been any material error of the

EXHIBIT A

List of Bridges built by the Trustees in the progress of construction of the W & E Canal from Coal Creek, in Parke.co., to Evansville, in Vanderburgh co., with the cost of the same.

No.	Sec #		\$	No.	Sec #		\$
		Road bridge Over Coal Creek, Parke co.	1,500.00	41	11	Bridge over feeder & embankments Clay co	314.52
1	98	Bridge & embankment, Parke co	632.19	42	38	" " "	306.20
2	102	" " "	450.00	43	40	" " "	273.91
3	105	" " "	607.94	44	43	" " "	100.00
4	108	" " "	517.98	45	52	" " "	491.75
5	110	" " "	546.72	46	55	" " "	298.47
6	110	" " "	588.35	47	58	Bridge & embankment, Clay co	494.95
7	114	" " "	671.37	48	1	Bridge & embankment, feeder, Clay co	179.00
8		Bridge at Montezuma & embankment Parke co	908.00	49	72	" " "	385.20
9		" " "	358.40	50	80	Bridge & embankment, Pt. Commerce, Greene co	475.20
10	118	Bridge & embankment Parke co.	225.00	51	81	Washington "	248.00
11	121	" " "	427.08	52	82	" " "	306.00
12	125	" " "	489.85	53	90	" " "	517.39
13	128	" " "	352.76	54	94	" " "	906.71
14	133	" " "	430.04	55	995	" " "	466.54
15	137	Bridge/embankment opposite Clinton, Parke co	310.12	56	100	" " "	462.10
16	137	" " "	450.00	57	103	" " "	286.00
17	141	Bridge at Numa - Parke co	440.00	58	114	Newberry " "	300.00
18	151	Bridge at Vigo co	888.90	59	118	" " "	282.40
19	152	" " "	497.32	60	121	" " "	410.28
20	157	" " "	492.03	61	125	" " "	390.80
21	157	" " "	1,096.43	62	131	" " Daviess co	277.55
22		Bridge/embankment Terre Haute Vigo co	911.22	63	133	" " "	350.64
23		Bridge at 1st street, Terre Haute	556.44	64	137	" " "	417.16
24		Bridge at Market street, Terre Haute	227.20	65	146	" " "	443.44
25		Bridge at foot of locks, Terre Haute	328.00	66	151	" " "	504.13
26		Pivot bridge/embankment, Lafayette Rd Terre Haute	556.40	67	154	" " "	470.85
27		Bridge at 4th street, Terre Haute	242.00	68	158	" " "	432.52
28		Pivot bridge 5th street, Terre Haute	500.00	69	160	Maysville " "	607.60
29		Bridge over county road	284.72	70	166	" " "	311.60
30		Bridge over National road	405.24	71	172	" " "	392.42
31		Bridge over Bloomington road	477.40	72	176	" " "	809.12
32		Bridge at Dean's 2 miles below Terre Haute	383.56	73	191	" " Pike co	226.88
33		Bridge over Louisville road	200.00	74	192	" " "	916.40
34		Bridge & embankment, Vigo co	300.26	75	196	Petersburg " "	350.00
35	6	" " "	218.15			Est. cost bridges under contract Petersburg-Evansville	20,975.50
36	8	" " "	393.60				
37	14	Bridge & embankment, Vigo co	90.00			Total cost bridges from Coal Creek to Evansville	\$54,272.64
38	18	" " "	228.00				=====
39	24	" " "	459.00				
40	26	" " "	225.00				

EXHIBIT B

Bridges on W & E Canal from Coal Creek, Parke co. to State Line, Allen co. being rebuilt, repaired or under contract

<u>No.</u>	<u>\$</u>	<u>No.</u>	<u>\$</u>
1 New Haven, Allen co.	190.00	30 Lascelle's Mill, Cass co.	210.00
2 6 Mile Creek, Allen co.	200.00	31 Above Georgetown, Cass co.	210.00
3 McDonald's, Allen co.	213.00	32 Georgetown, Cass co.	75.00
4 Maumee rd., Ft. Wayne, Allen co.	205.00	33 Below Georgetown, Cass co.	195.00
5 Barr st., Ft. Wayne, Allen co.	200.00	34 Upper rd. Lockport, Carroll co.	75.00
6 Lima rd., St. Joseph feeder, Allen co.	205.00	35 2 miles below Lockport, Carroll co.	210.00
7 Columbia rd., Allen co.	205.00	36 Rattlesnake, Carroll co.	195.00
8 Lewis, Huntington co.	205.00	37 Carrollton, Carroll co.	75.00
9 Stone Tavern, Huntington, Huntington co.	205.00	38 Bolle's warehouse in Delphi, Carroll co.	335.00
10 Basin in Huntington, Huntington co.	300.00	39 Red warehouse in Delphi, Carroll co.	283.00
11 Lower rd. in Huntington, Huntington co.	195.00	40 Americus, Tippecanoe co.	100.00
12 County Line rd. Wabash co.	195.00	41 Wildcat, Tippecanoe co.	125.00
13 Upper rd. in Lagro, Wabash co.	50.00	42 Hull's Mill, Lafayette	230.00
14 Lower rd. in Lagro, Wabash co.	200.00	43 Caswell's warehouse, Tippecanoe co.	250.00
15 Main rd. in Wabash, Wabash co.	300.00	44 Near Brun's, Lafayette, Tippecanoe co.	250.00
16 Main rd. west of Wabash, Wabash co.	195.00	45 Two miles below Granville, Tippecanoe co.	250.00
17 Fishers, Wabash co.	388.13	46 Repair bridges 51, 52, 52 1/2, 53 at Lafayette, Tipp. co.	281.87
18 Mouth of Mississinewa, Miami co.	190.00	47 Independence rd., Fountain co.	250.00
19 Peru Dam, Miami co.	246.00	48 Hemphill's warehouse, Attica, Fountain co.	251.00
20 Col. Reyburn's, Miami co.	150.00	49 Needer's warehouse, Attica, Fountain co.	25.00
21 Miller's, Miami co.	210.00	50 Ferry rd., Portland, Fountain co.	216.00
22 Lewisburg, Cass co.	210.00	51 Two and a half miles above Covington, Fountain co.	275.00
23 Parker's lock, Cass co.	210.00	52 Rawley's warehouse, Covington, Fountain co.	325.00
24 Lock in Logansport, Cass co.	250.00	53 Silver Island, Fountain co.	200.00
25 Market st., Logansport	388.20	54 Vicksburg, Fountain co.	326.00
26 Broadway st., Logansport	270.00		
27 East side of Eel River, Logansport	220.00	Total from Coal Creek to State Line	----- \$ 11,463.20 -----
28 West side of Eel River, Logansport	200.00		
29 Chicago rd. in west Logan, Cass co.	50.00		

judgment as to the time of erecting new bridges. There may have been delays, inseparable from the nature of the business confided to those superintendents; but the trustees feel assured that no improper neglect can be rightfully charged to those officers.

In the case of bridges at village or city streets, where there is no State or county road, and from the repair of which, by the terms of the law, the Trust is clearly exempted, there may have been seeming delay in a few instances, resulting from a misunderstanding of the law. All urgent cases of this kind, it is believed, have been provided for, and where an obligation exists, the trustees have no disposition to evade its performance. To assume the repair of street bridges would be, as they humbly conceive, a burthen which the law does not impose, and a tax upon the trust fund not contemplated by either party to the State debt arrangement.

Under the State management, bridges were erected at all leading highways in actual use for travel at the time of constructing the canal, after which they were left to the care of the counties, towns or cities, to be maintained and rebuilt at local expense, and not out of the canal fund. This being, also, the well understood practice in the adjoining State of Ohio, and other States owning canals, there was no uncertainty among the people as to where the burthen rested, and no delay in assuming it. In the town of Fort Wayne, where the bridges were most decayed, those over the streets and leading State roads were rebuilt by a local subscription, just prior to the passage of the State debt act, the canal fund bearing no part of the expense. The same of Evansville and Lamasco, at the southern terminus of the canal, have assumed the charge of keeping their canal bridges in repair, neither expecting nor desiring to tax the canal revenues with the maintenance of these structures. The city authorities of Logansport have, to some extent, followed the example of her more southern sister city.

3d. "Whether the bridge on the Chicago road, near Logansport, is yet built, and if not, the reason of such negligence."

If the trustees understand this inquiry, it refers to a road recently opened and worked upon, crossing the canal in the village of West Logan, not heretofore traveled in the vicinity of the canal. The old road has been changed, for some local reason, and a new one opened. In reply to an inquiry addressed to Chancey Carter, Esq., he writes as follows: "The road on which the bridge is to be erected is a change in that road, made since the trustees took charge of

the canal. The road originally made a circuit of about three fourths of a mile to avoid a morass. The citizens procured the change on this new route in 1849, and have expended about \$600 in making the road and bridge. The trustees, in 1850, donated \$50 towards the bridge, which I paid in the fall of that year, for the hewn timber, and forwarded the voucher for that payment to the trust office at Terre Haute. The bent of the bridge, standing in the canal, was raised while the water was out of the canal in the spring of 1851, and the remaining timber nearly framed, and was nearly ready to raise, when the heavy rains fell and the work was suspended, in consequence of the difficulty of handling the timber in the morass. Before the ground was sufficiently dry to commence work, some mischievous persons threw down the bent standing in the canal, and it was, consequently, impossible to erect the bridge until the water is out of the canal this spring." This, I presume, is a correct history of the case, as related by an old and well known citizen of the vicinity. The work was undertaken by individuals interested, and an application was made to the trustees for aid, which was granted to the extent indicated in the letter of Mr. Carter.

4th. "To specify the comparative cost of bridges in the towns of Lafayette, Terre Haute, Logansport, Wabash, and Fort Wayne; and the reason, if any, why larger sums of money were appropriated to build the same number of bridges in some of those towns than in others?"

Four of the towns are upon the finished portion of the canal—finished before its management devolved upon the trustees—where the necessary bridges, with the embankments, had been built by the State, leaving nothing further to be done but the renewal of the wood work. This mere statement will make it obvious that any difference in the "comparative cost" will be explained without extended remark, for the embankment if often much the larger item in the construction of bridges. The other town named (Terre Haute), is on the division first constructed by the trustees, where the expense of the embankments (all new, of course,) as well as the wood work, had to be increased. In Terre Haute, no appropriation has been made for the rebuilding of bridges, the expenditure having been for the original construction, under which head the embankments are included, while in the four towns named north of Coal creek, no appropriation has been required for the embankments, but merely for the renewal of the wood work. From this dissimilarity of circumstances, a statement of the bridge expenditures in the towns on the finished and unfinished canal, north and south of Coal creek, would throw no light upon the question of "comparative cost." The trustees will remark, however, that a uniform plan of wooden superstruc-

THE HOOSIER PACKET - DECEMBER 2015

ure, prepared by the Chief Engineer, has been adopted throughout the whole canal, from the State line to Evansville, and that they have been governed by the same general rules and considerations in determining the width and limiting the cost of bridges on all parts of the line. The varying length and the amount of embankments, which depend, of course, upon the locality, will account for any difference of cost that may appear. In two instances at Terre Haute, pivot bridges were substituted for the ordinary plan, the citizens agreeing to pay the difference of cost; and in rebuilding certain bridges in the towns of Fort Wayne, Logansport and Lafayette, where the increasing business and travel required a greater width than was adopted by the State, the plan has been so changed, the citizens interested paying the difference of cost.

Within the town of Terre Haute, nine bridges have been built, at a total cost, including both embankments and wood work, of \$3,578. Deducting the cost of embankments, the average will be about the same as at the other towns named.

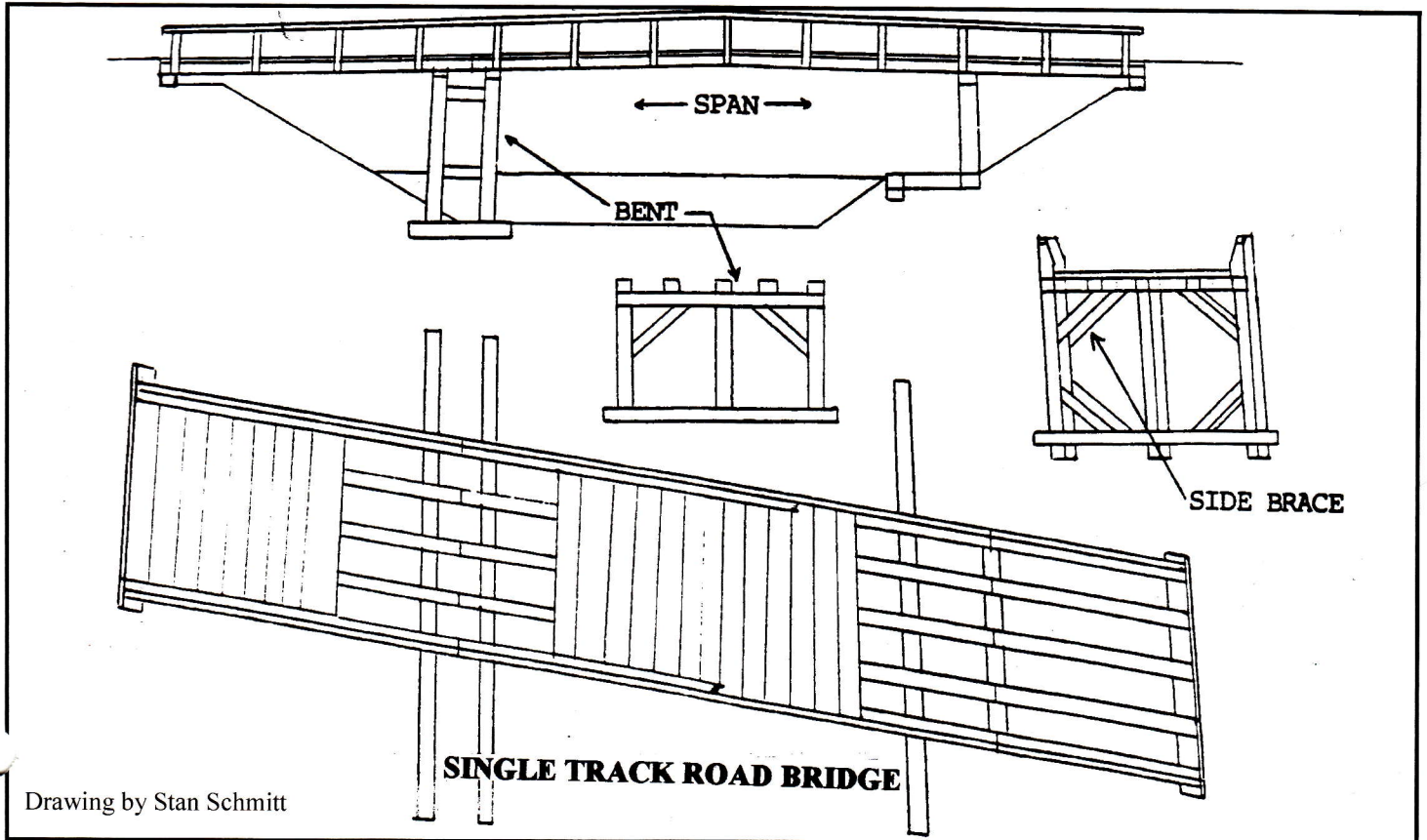
The disparity in the number of bridges in the several towns results from the peculiar location of the canal in each case. At Fort Wayne, Wabash, and Lafayette, it runs at one side of the town, intercepting but few traveled highways, while Logansport and Terre Haute are divided into two parts, leaving a large body of the inhabitants and businesses on either side, requiring a greater number of bridges. At Terre Haute, the canal, as located by the State, performs more than half the circuit of the town, passing the whole length of two sides, and part way of the third side. Between the points of entrance and departure is a distance of over two miles.

Taking the four towns north of Coal creek, named in this resolution (and all of them on that part of the canal finished by the State) the sum expended in each for rebuilding the wood work only, is as follows:

In Fort Wayne, two bridges.....	\$ 405
In Wabash, one bridge.....	300
In Logansport, five bridges.....	1,193
In Lafayette, two bridges.....	480

Very respectfully,
Your obedient servant,
THOS. DOWLING,
Resident Trustee.

Source:
Documents of the General Assembly of Indiana at the Thirty-sixth Session, Commencing December 1, 1851. Indianapolis, IN: J. P. Chapman, State Printer, 1852.



Drawing by Stan Schmitt

NO BOAT NAMED FOR HIM

John W. Ewing,¹ who fought for the building of the Wabash & Erie Canal, was greatly displeased when he saw no boat at the Canal dock in Lafayette, Indiana named for him. Dr. W. F. Stott,² President of Franklin College,³ likewise fought for road building in Indiana. In the *Fortieth Annual Report of the Indiana State Board of Agriculture 1890-1891* Dr. Stott read a paper he wrote to the Board in which the information about Ewing was given. He said:

“Now I am able to see that what I have emphasized may, to some, seem to be emphasized too greatly. That is to be expected. But I am willing to bide my time, and I shall not grow misanthropic if no monument should ever be erected to perpetuate the memory of him who suggests and pleads for parallel roads lined with shade trees. I am warned by the example of John Ewing, of our State, who fought for and finally secured the construction of the Wabash and Erie Canal. Long after his great victory he was one day walking along the canal docks at Lafayette, looking at the numerous boats with their names. He looked in vain to see his own, and not finding it he railed out in a great rage that so great a benefactor as he was should not have even the small appreciation of having his name on a canal boat. I shall not fall into a rage, but, rather, like Fischli,⁴ of Jeffersonville, who first suggested a railroad from that place to Indianapolis, I shall be sure that if such roads as I plead for are not built in the nineteenth century they will be in the twentieth.”

¹ John W. Ewing, a Whig from Knox county, according to Paul Fatout's book *Indiana Canals*, was “adept in party rough-and-tumble, he was a useful man at campaign rallies where his blarney and sarcasm delighted audiences and intimidated opponents. Sometimes called the father of internal improvements in Indiana, he had a claim to the title, having argued for improvements in the House and writing six long letters on the subject for the Indianapolis *Gazette*...Ewing, who favored financing the canal by land sales assisted by private loans, produced a fascinating mathematical analysis to show how the state might profit by his method.” At Vincennes he even published a rival paper called the *Wabash Telegraph* to further promote the building of a canal.

² Dr. W. F. Stott according to “The Standard” of January 28, 1909, was one of “Three great leaders have appeared among Indiana Baptists during the latter half of the nineteenth century, two gone on, one remaining... The third great leader is Rev. W. F. Stott LL.D., former president of Franklin College, and now superintendent of the State Sol-

diers and Sailors Orphans' Home, at Knightstown. Without any question he ranks first among all who have wrought heroically among our people. He is so easily first that there is no second. He was in the manner born and being a Hoosier always understood us. His long term as president of Franklin, his steady persistence, his striking ability as a teacher, his widespread personal influence among the churches, his greatness of soul, his boundless love for all of us, and his all-round greatness of character have left an impress on the state that no one else has equaled. He has recently written what must be for many years the standard history of the Baptist of Indiana. Its fault is that it must have been an autobiography to have been complete, for he filled the central place in our history.” [CSI will visit the old Soldiers and Sailors Home on its 2016 spring tour.]

³ Franklin College was founded in 1834 and is the fifth oldest college in Indiana. It was the first coeducational college in Indiana and seventh in the nation. It is a residential, liberal arts college. It is voluntarily associated with the American Baptist Church. Unfortunately Dr. Stott is not listed among its notables. However, Stott Hall at Franklin College was named in his honor.

⁴ John Fischli was a Swiss immigrant who owned the land on which he discovered a spring that contained iron and had properties to cure ills. On his thirteen acres he built a summer resort called Chalybeate Springs along Spring Street and north of Eleventh Street in Jeffersonville, Indiana. It had gambling and other entertainments. Once source describes it as follows:

“Fountains were arranged, bathhouses were erected, bowling alleys were established and all the attractions possible were made to catch the public. Cottages were at various places in the grounds, where visitors and their friends could spend the season and enjoy the brilliancy and attractiveness of the society which repaired to this Mecca from all over the South. In the summer season it was the gayest place in this part of the world... All the games were public and visitors were welcome to view or participate as they chose...In 1838 the owners built a big hotel at the foot of Broadway, near the river bank, and it was the finest hotel in Indiana and Kentucky when completed.”

Some celebrities who visited Chalybeate Springs were R. M. Johnson, vice-president under VanBuren, Henry Clay, Thomas Marshall, Humphrey Marshall, Ben Hardin and General Jackson. It was destroyed in 1907 when the Big Four expanded its facilities in the area. Fischli died in 1930 and was buried in Walnut Ridge Cemetery, Jeffersonville.

IN MEMORIAM



Carolyn Schmidt, **MarySue Meaux**, Curlis Meaux and Jim Ellis in the Vermilyea House on CSI's 2002 Spring Tour.
Photo by Bob Schmidt



A projector is readied for **Bob Vonderau** (left) to present his pictures of the Maumee Valley taken from his airplane to members of the Maumee Valley Heritage Corridor.
Photo by Bob

MarySue Meaux

Mary Sue Meaux, age 82, of Fort Wayne, passed away on Monday, September 14, 2015, at Parkview Regional Medical Center. She was born on June 16, 1933 to the late Wallace and Susie (Wade) Renkenberger in Fort Wayne where she lived most of her life, except for a brief time in Lafayette, Louisiana.

MarySue was graduated from South Side High School in 1951. In 1955, she married Curlis A. Meaux and started a family. She was employed at JCPenney from 1986 to 2009 as a seamstress. She was a member of St. Charles Borromeo Catholic Church, the Rosary Sodality and their sewing guild. She was also a member of Settler's, Inc., the History Center and the Canal Society of Indiana. She enjoyed theatre, herb and flower gardening, being an old fashioned homemaker, and was a wonderful cook.

MarySue is survived by her loving husband of nearly 61 years, Curlis A. Meaux of Fort Wayne; son, Duane (Deb) Meaux of Bartlett, Ill.; daughters, Nanette L. Meaux of Coeur d'Alene, Idaho and Leslie (Sean) Druley of Cincinnati, Ohio; grandchildren, Bryan Meaux of Bloomington, Ill., Kevin (Ashley) Meaux of North Aurora, Ill., Arden and Liam Druley, both of Cincinnati, Ohio.; and brother, David (Judi) Renkenberger of Fort Wayne. She was also preceded in death by her sister, Phyllis Swartz.

A memorial service was held at noon Saturday, September 19, 2015, at Hockemeyer & Miller Funeral Home, 6131 St. Joe Road, Fort Wayne. Memorials: Settler's, Inc., or St. Charles Borromeo Catholic Church

Robert "Bob" O. Vonderau

Bob Vonderau, 98, passed away Tuesday, September 15, 2015, at Woodview in Fort Wayne. He was the son of the late Paul and Emma (Rose-brock) Vonderau and was born in Fort Wayne.

As a U.S. Army Air Corps veteran, Bob served his country as a weather man during World War II. After 30 years as the owner/operator of Vonderau Plumbing and Heating he retired in 1981. He was a lifelong farmer, a private pilot for over 30 years, a member of the Maumee River Basin Commission, a board member of the Maumee Valley Heritage Corridor and past member of the Canal Society of Indiana. He was an active member of St. Peter's Lutheran Church, Fort Wayne where he held various offices.

Bob is survived by his children, Elaine (Dick) Nietert and Marshall (Connie) Vonderau both of New Haven; five grandchildren; and 10 great-grandchildren. He was also preceded in death by his wives, Alberta in 1966 and Henrietta in 2014; and siblings, Walter Vonderau, Ruth Juergens, Marie Moehring and Mildred Heine.

A memorial service was held at 10 a.m. Friday, September 18, 2015, at St. Peter's Lutheran Church, 7710 E. State Blvd., Fort Wayne with calling one hour prior. Pastor Steve Ahlersmeyer officiated. Burial was in the church cemetery with military honors.

Preferred memorials are to St. Peter's Lutheran Church Endowment Fund. Arrangements by E. Harper & Son Funeral Home.



This early 1900 postcard shows three canal boats that were abandoned in the Circleville, Ohio canal basin for the Ohio & Erie Canal.

Above photo found on E-bay by Neil Sowards, CSI member, Ft. Wayne, IN

The tow path and the Central Canal is seen passing alongside Fairview Park in Indianapolis, Indiana. Date unknown



Indianapolis, Ind., Tow Path along Fairview Park.

NEWS FROM DELPHI

45 YEARS AND GROWING:

What Canal Park Experienced In 2014-15

By Dan McCain

Over 1,000 school children (mostly 4th graders) visit Canal Park, the museum and the Boat per year. There are a dozen volunteer docents involved in this endeavor as well as covering the needs of special programs with visitors that are escorted through our venues. Bus tours come here for as little as two hours or stay longer, see more things and have a catered meal in the Center.

There are seven special weekend events in the summer although every weekend is "special" and we are open almost every day of the year from 1-4 pm. We draw people from near and far. We always appreciate "word of mouth" references to our site as it continues to bring many who might not have otherwise known about our site. We are an official Indiana Bicentennial Commemoration site.

We have had 205 reservations, 10 shelter uses and 14 days us of the Conference Room by our own Canal Association. Mary Crary, Reservations Coordinator, has counted 1865 people using the Conference Room at our Canal events and 8845 using it at other events that include business meetings, wedding receptions, etc. There is a significant multi-purpose use of our facilities.

The Canal Museum remains "free" to the public and we see sign-in registrations from a dozen states and one or two countries on the average per week during the six warmer months of the year. Boat Rides are on weekends and holidays at 1:30, 2:30 and 3:30 p.m. along with week day "charter runs." About 2,200 passengers ride the boat per season. We put up the boat after its last run of the fall on October 17.

The City of Delphi has used our backdrop for promotional things that brought our town a Stellar Communities Award designation. That is bringing 17 million dollars of downtown improvements over 3-4 years to buildings and infrastructure. The Opera House is key to the Court House Square historic redevelopment. Thirty-six store facades are being restored to the 1890s era and special lighting and streetscape design will bring the ambiance of this town of 3,000 into a rebirth not seen since the 1850s canal days. We do not receive money from either City or County government but have been quite successful with donations and

grants from organizations, foundations and corporations. Canal Society of Indiana has blessed us with many thousands of dollars over the past 15 years. Thank you CSI.

The Canal Park has seen improvements to the museum, buildings and trails in the past 45 years. Much of this work is done by a volunteer crew that is called the Monday-Wednesday-Friday Crew. They work three half days per week all year long. Most recent developments include the completion/decoration of the Loom House, the rehabilitation and placement of the Gray Iron Bridge, The Depot project featuring the Erie Lackawanna station from Leiters Ford in Fulton County, which was just dedicated on October 17, 2015. Plans are now to move a small old German Lutheran Church (if grant funds come to us) across the bridge from the park. Also we have already brought panels and boards from a one-room frame schoolhouse to the park for assembly this winter.

The Wabash & Erie Canal, Inc. developed a long range strategic plan a year ago calling for numerous significant projects, the reorganization of the Board allowing for three Vice-Presidents overseeing twenty committees, and goal of creating a two million dollar endowment fund. Our endowment fund to date has garnered nearly ten percent of that goal. We appreciate any and all donations to our Carroll County Community Foundation with specific designation CANAL ENDOWMENT FUND as it still can receive a match with the Lilly Foundation until the end of March 2016.

MOUNDS RESERVOIR DEFEATED

The plan to build a dam across the White River at Anderson, Indiana, that would back up water for 7 miles to Muncie and would flood an area that included Anderson's Mounds Mall, adjacent business properties, about 400 homes, part of Mounds State Park, the remains of the 1835 canal feeder dam near Daleville and the remains of the Anderson hydraulic feeder built in 1868-74 to bring water into Anderson's mills has been defeated. First proposed for economic development, it was found to be illegal to dam the waters of the United States for local economic development. Then it became a plan to supply water, but the potential buyers of water in central Indiana stated that the water was not needed. The feasibility study omitted key features such as telling residents if they would have lakefront or swampfront property, and no core drilling was done. Expert analysis led to the project's demise. Credit is given to concerned citizens and business leaders for leading the opposition against it. Daleville and Yorktown voted "No."

METAMORA "CANAL DAYS" A SUCCESS

Earlier this year when Historic Metamora, Inc., an organization that had sponsored "Canal Days" in the past, announced that they would no longer sponsor the event, we questioned whether it would be continued. One newspaper dropped "Historic" from Historic Metamora and reported that Metamora had dropped Canal Days. All the confusion as to whether or not Canal Days would take place led to much discussion, pulling together of businesses and local residents, sending out postcards advertising it and ultimately holding a successful event.

Canal Days was held on October 2-4, 2015 in Metamora. Foul weather was forecast for the first two days of the event and proved to be somewhat correct. However, Sunday was like a spring day, sunny and warm.

They gauged the attendance by the number of cars in the parking lots. Friday one lot was completely full. Although the crowd would probably have been much larger on Saturday if the weather had been better, Sunday's crowd made up for it and lots were full.

The parking lot at Gateway Park across U.S. 52 from old Metamora where the Whitewater Canal Scenic Byways Pavilion is located did its share in parking cars. WCSB depends on revenue from Canal Days parking to

help fund its pavilion.

Hundreds of vendors purchased spots on the lawns of some homes to set up their booths. Booths lined the Whitewater Canal and the streets. All kinds of wares from antiques to hand crafted items were sold. There were tons of food vendors, probably more than ever before. Businesses pulled together and were open. They had a flea market. Money was flowing to the benefit of the town and people of Metamora. This bodes well for continuing the event in the future. It is scheduled for October 7-9, 2016.

To view over 50 pictures of the event go to:

Metamora Canal Days Autumn Festival
<https://www.facebook.com/MetamoraCanalDays>

WHITEWATER CANAL TRAILS

On Saturday October 24, 2015 Whitewater Canal Trails volunteers met at Pennington Road and Route 52 in Metamora at 8:30 a.m. to cut down trees and widen areas along the Laurel Feeder Dam Trail. The trail follows the feeder canal for the Whitewater Canal from the Laurel Feeder Dam to Metamora.

The project is coming along well, but help is still needed to complete the project. Fall with its beautiful colors and crisp air was a perfect time for trail blazing.

CSI-CSO FALL TOUR

The Ohio & Erie Canal, Newark & Buckeye Lake

October 16-18, 2015

Hotel: Holiday Inn Express, 773 Hebron Road, Heath, Ohio

Friday night: Registration at Buckingham House/Licking County Historical Society, Preview of next day

Saturday: Car caravan to Newark, see Newark architecture, visit Midland Theatre, see Works Museum, then to Hupman residence on Buckeye Lake

Lunch: At Hupman residence
Caravan to Buckeye Lake Museum

Dinner Buffet: Buckingham House
Speaker: J-me Braid, Buckeye Lake Museum

Sunday: Visit Showman's Arch, an aqueduct over Raccoon Creek on Granville Feeder Canal

Committee: Andy Hite, Mike Morthorst, Kay Sheldon

Tour Book: Andy Hite, 36 pages

Driving Route: Mike Morthorst

Route Docents: Andy Hite, Mike Morthorst

Registration, Name Tags: Kay Sheldon

Restaurants/refreshments: Andy Hite, Mike Morthorst

Tour Attendees: 43
Illinois 2, Indiana 13, Michigan 2, Ohio 25, Pennsylvania 1

Dave & Marilyn Badger, Laurence & Elizabeth Bicking, Dave Bohla, Jim & Lisa Campbell, Tom & Diane Fledderjohann, Don & Betty Haack, Andy Hite, Gerry & Jean Hulslander, Don Hutzler, Jerry & Barbara Lehman, Jim Madden, Jerry & Phyllis Mattheis, Dave Meyer, Mike & Tom Morthorst, Barbara Pettit, Martha Rittinger & Guest, Bob & Carolyn Schmidt, Dan Schuster, Bruce & Kay Sheldon, Steve & Sue Simerman, Mary Starbuck, Priscilla Steele, Dee Stevenson, Steve & Pat Summers, Michael Thrall, Larry Turner, Dan & Judy Warkentien, and Dave Wright



Thirty-six members and friends of the Canal Societies of Indiana and Ohio posed on the steps of the Midland Theatre in Newark, Ohio on Saturday October 17, 2015 as part of the Fall Tour: The Ohio & Erie Canal, Newark and Buckeye Lake.

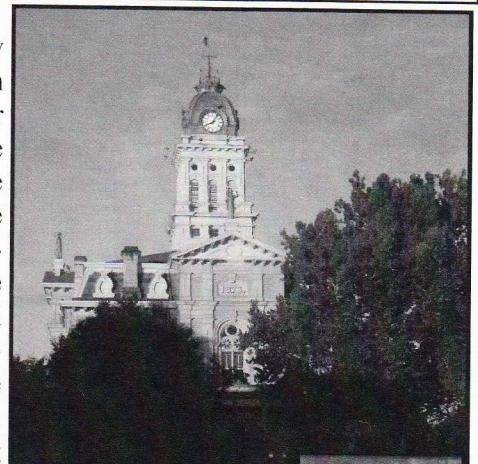
DAMS MATTER Photos by Bob Schmidt

Although the tour pointed out the route of the Ohio & Erie Canal through Newark and the Granville Feeder Canal, the main topic was the lowering of Buckeye Lake, an old canal reservoir, because its dam is failing. The effects of lowering the water are already being felt and there is no set date for when the dam's reinforcement will be completed leaving residents in a quandary. The tour really emphasized the importance of maintaining dams — dams matter.

Registration with snacks was held Friday night at the Buckingham House of the Licking County Historical Society in Newark, Ohio. Directions for Saturday's tour route were given by Mike Morthorst followed by a slide presentation showing the places we would visit by Andy Hite. Bob Schmidt passed out information about CSI's 2016 spring tour and the Panama Canal tour in the spring of 2017.

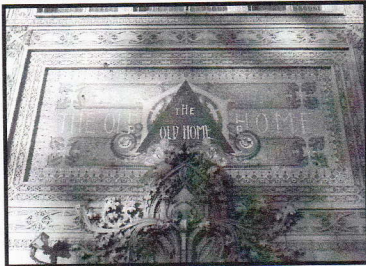
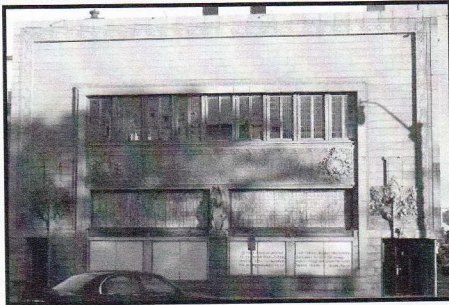


Saturday morning the sun shone and the air was brisk as we walked around the courthouse square dodging street construction to see the old refurbished buildings. A hanging had taken place near an old tavern. The bank building



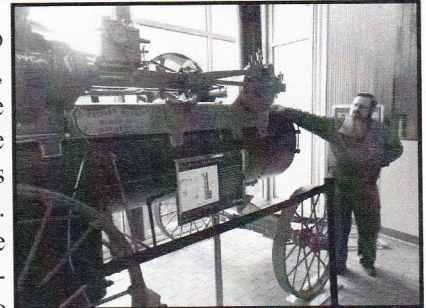
had the face of Adam Kiesel, who had burned down Slum Row. The old jail sat alongside the canal where a new farmers' market is being built.

THE HOOSIER PACKET - DECEMBER 2015

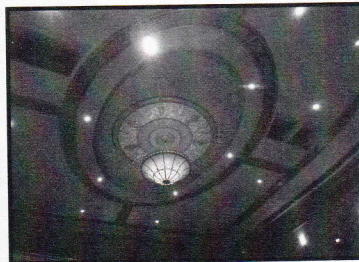
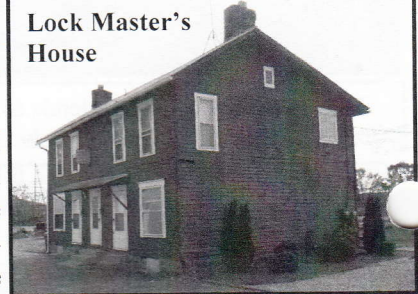


On the architectural tour we saw the Old Home Bank designed by Louis Sullivan, several other structures, the Newark Arcade and the McCune-Stimson House before going to the Midland Theatre where a statue of Mark Twain sat outside. In the theatre Nancy Anderson told us it was opened in 1928, fell into decline, and in 1992 underwent a \$8.5 million dollar, 8 year renovation funded by Dave Longaberger of basket fame. It is now a cultural center for the surrounding area. Besides the usual events it has a cabaret event several times a year and brings in school children.

We then went to *The Works* museum, which is located in the old Scheidler Machine Works building that sits beside the canal route. We were greeted by the curator, Fred Montgomery, who showed us one of Scheidler's steam engines and said while testing an engine it blew up and Scheidler was killed. The museum has several adjacent buildings and outdoor displays. He took us to a reconstruction of Lock #9 of the



Lock Master's House

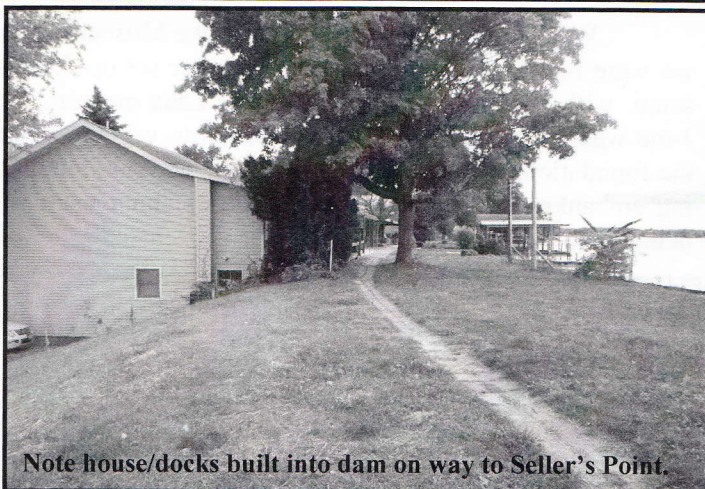
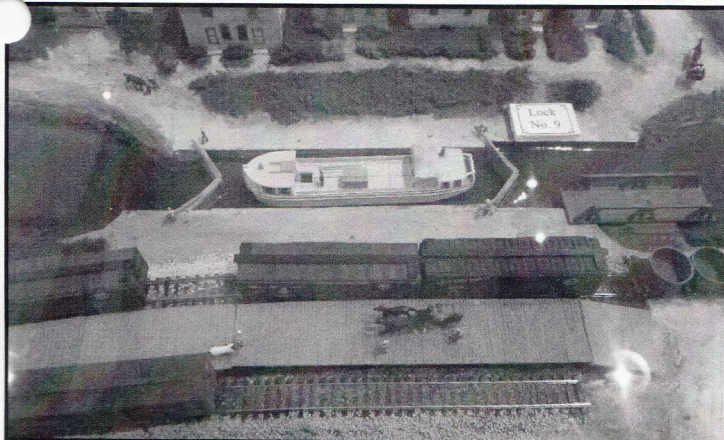


**Lock #9
O&E Canal**

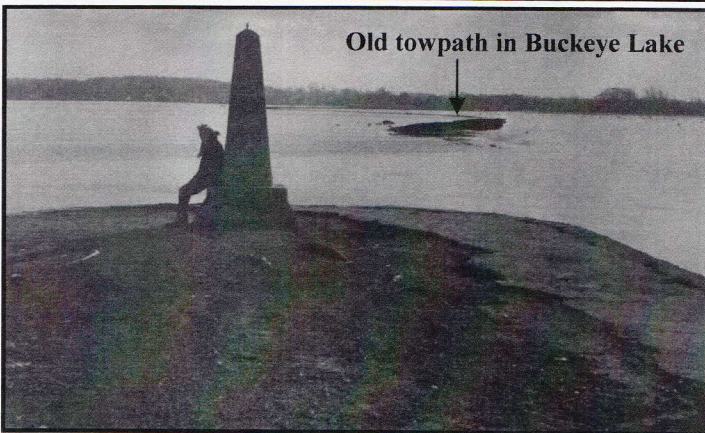
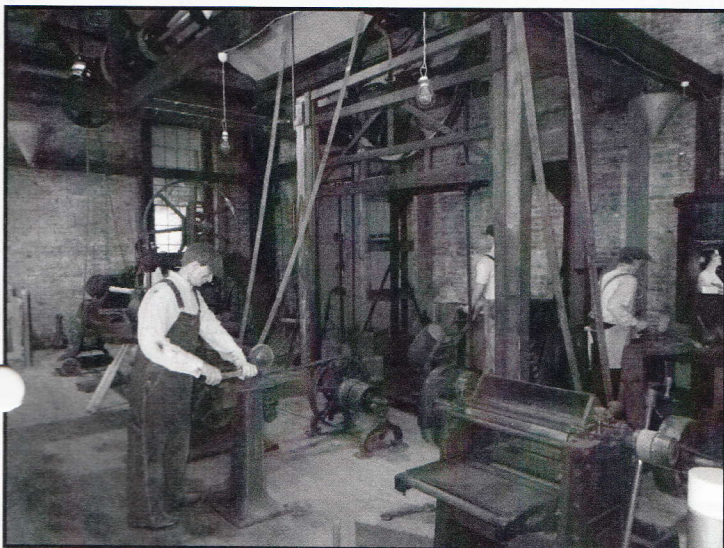


Ohio & Erie Canal across the street on the canal route with a wonderful mural on one end and the lock master's house nearby. Returning inside we saw the hands-on learning labs for children and a glass studio where they were blowing glass pumpkins. Upstairs was a extensive diorama showing the canal through Newark, a canal video, many historical displays, a group of shops and a factory floor replica.

THE HOOSIER PACKET - DECEMBER 2015



Note house/docks built into dam on way to Seller's Point.



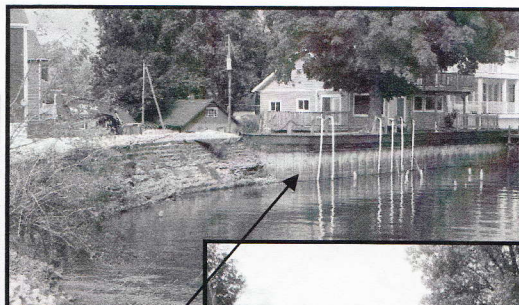
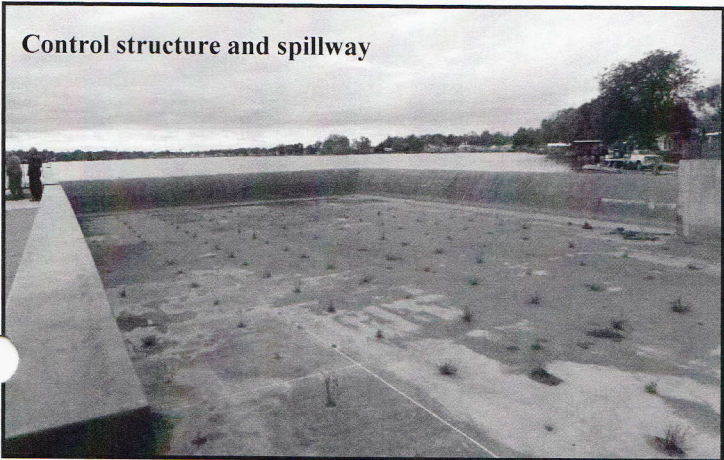
Old towpath in Buckeye Lake

We then drove to the Hupman residence on Lieb's Island at the southwest corner of Buckeye Lake for our lunch. Due to the cold weather we picked up our box lunches, chili and beverages outside and ate inside their home. After lunch we went to Seller's Point to see the control structure and spillway, which was by the Minthorn Lock. From there we walked out to the point to see where the old towpath crossed the lake as seen in an old photo.

Originally Buckeye Lake's dam carried the towpath for the canal. The reservoir was found to be insufficient so another dam was built and additional acreage flooded. This left the towpath between the two bodies of water with openings in the towpath. It was later lowered and covered by the lake. We saw historic homes built into the dam along the North Bank and learned how the Minthorn Lock and

the canal interacted with the lake. The leaking dam has led to the water being lowered.

Control structure and spillway

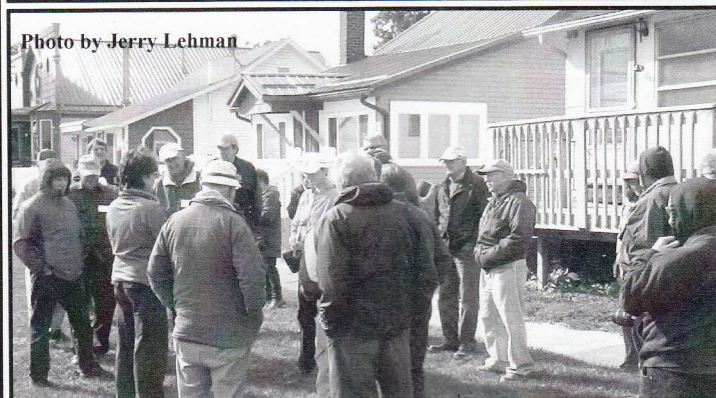


Note the lowered pool and the height of the dam behind this home.



THE HOOSIER PACKET - DECEMBER 2015

We then drove to the Buckeye Lake Museum where we were met by J-me Braid, whose mother set up the museum with her collection of Buckeye Lake memorabilia. J-me walked us out to the lake to see how vegetation and the foundations of the buildings have affected the impounding embankment. She answered questions about what was being done with the lake.



Saturday night we enjoyed an Italian buffet at the Buckingham House followed by an animated talk about the dam project by Doris, a Buckeye Lake resident. She said the residents are always the last to know the plan.

Sunday a group of about ten went to see Showman's Arch Aqueduct on the Granville Feeder Canal west of Newark. It is now used to carry Cherry Valley Road over Raccoon Creek.

More photos by CSI members will be in the next issue.





CANAL SOCIETY OF INDIANA ~ SPRING TOUR THE HAGERSTOWN EXTENSION

Of The Whitewater Canal in Wayne County, Indiana

April 8-10, 2016

Headquartered in

NEW CASTLE, INDIANA

Steve Alford All-American Inn

21 East Executive Drive (off Memorial Dr.)

Toll free 877-55STEVE or 765-593-1212

Room rate \$56.00 + tax

Minimal breakfast / Steak and Shake next door

Book your room now: under Canal Society of Indiana, Robert Schmidt

Tour registration forms will be in *The Hoosier Packet* later on

“Extend The Canal”

Friday afternoon:

1 p.m. Choose a tour:

Abbots Candies (free) in Hagerstown

Indiana Basketball Hall of Fame Museum (\$4 seniors on own) in New Castle

3 p.m. Tour of Wilbur Wright Birthplace (included in tour price)

Friday dinner:

Montgomery's Steak House, New Castle/Spiceland

Speaker: Beth Edstene, Director of Henry County Historical Museum

Topic: Hagerstown Extension's Chief Engineer John Minesinger and the Civil War

CSI Annual Meeting, Election of Directors

Saturday morning:

Car caravan to sites all day

See John Minesinger's grave in New Castle cemetery

Soldiers and Sailors Home in Knightstown, which was opened for honorably discharged destitute and disabled

soldiers, sailors, marines, and nurses following the Civil War, then became an orphanage, and is now the

National Guard's Hoosier Youth Challenge Academy, docent Amelia Perkins, Post Residential Advisor

Hoosier Gym where the movie "Hoosiers" was filmed in Knightstown

Saturday lunch: American Legion, Knightstown

Saturday afternoon:

See Vinton House and canal exhibit, canal mural and canal basin adjacent to it

Visit Overbeck Museum in Cambridge City library with pottery and painting collection of Overbeck sisters

See Whitewater Canal culvert over City Run and lock in Milton, Indiana

See route of the Hagerstown Extension Canal from Cambridge City through Crietz's Park and northward to Hagerstown

See the remains of Hagerstown Extension Canal culvert at Scout Lake in Hagerstown

See marker for Extension Canal in Hagerstown

Saturday dinner:

Willie & Red's (formerly Wellivers) in Hagerstown

Saturday night:

Game night at All American Inn— cards provided or bring a board game

THE HOOSIER PACKET - DECEMBER 2015



Lock #9 of the Ohio & Erie Canal in Newark, Ohio was seen on CSI-CSO's Fall Tour. It was excavated by archeologists and then redone with a mural at on end on the side of a building. The lock master's home is on the right. Photo by Jerry Lehman

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.

Name: _____

Address: _____

City: _____ State: _____

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

E-Mail: _____

- \$ 15.00 Institution / Non-profit
- \$ 25.00 Single / Family
- \$ 50.00 Contributor
- \$ 75.00 Patron
- \$ 100.00 Frog Prince
- \$ _____ Other
- \$ 1,000.00 Life Membership



Mail to: Canal Society of Indiana
P.O. Box 10808, Fort Wayne, Indiana 46854
(260) 432-0279