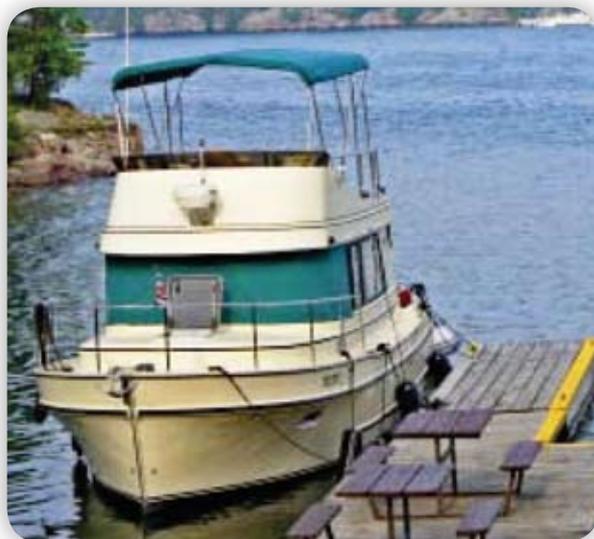




In a communication with a customer of Trawlers Midwest, the Schuler's found out that Hal and Jan Linscott had completed an interesting boat trip in Canada and we asked them to share some details of their excursion. We are presenting their story here. This Triangle Trip involved traveling just over 300 miles in three weeks from their home port of Kingston, Ontario, down the St. Lawrence Seaway to the Old Port of Montreal in the Province of Quebec, then from Montreal up the Ottawa River to the City of Ottawa, Canada's capital, and back to Kingston on the Rideau Canal. This route is known as the "Triangle" because of its shape and is a frequent side trip for boaters doing the Great Loop.

2007 Triangle Trip Onboard Liaison *Part One*

By Hal & Jan Linscott



Liaison is a 31' Camano Trawler

Jan and Hal live in Kingston, Ontario, and have been boating for the past five years. In the fall of 2005 we purchased a 2004 Camano Troll, a Canadian made 31 foot trawler, through the boat's brokers, Ken and Karen Schuler of Trawlers Midwest. We named our boat "Liaison", a combination of our grandchildren's names; our grandson Liam and our granddaughter Allison.

In the summer of 2007, our second boating season with the Camano, we undertook our biggest trip to date,

travelling just over 300 miles in three weeks from our home port of Kingston, Ontario down the St. Lawrence Seaway to the Old Port of Montreal in the Province of Quebec, then from Montreal up the Ottawa River to the City of Ottawa, Canada's capital, and back to Kingston on the Rideau Canal. This route is known as the "Triangle" because of its shape and is a frequent side trip for boaters doing the Great Loop.

Kingston, Ontario, a city with a population of approximately 120,000, is located at the junction of the St. Lawrence River, Rideau Canal and Lake Ontario about midway between Toronto and Montreal. Known as the "fresh water sailing capital" of the world because of its strong and reliable southwest winds, Kingston was the location for the 1976 Montreal Olympic sailing events. We moor our boat, Liaison, at the city owned Portsmouth Olympic Harbour marina which was built for the Olympics. Portsmouth Olympic Harbour remains the site for the annual August sailing regatta CORK, "Canadian Olympic Regatta", which sees sailors from around the world compete in one of international yachting's most popular events.

Kingston was also the host of the Volvo Youth Sailing ISAF World Championships in July, 2007. For three days, as a warm up for our upcoming trip around the "Triangle", we volunteered Liaison and ourselves as a "coach boat and crew" to transport coaches

from the United States, Bermuda, Poland, Croatia, and Germany out to the Yellow Course race site where they could observe the races and coach their sailors between races. The American Girls 29'er crew won their category in heavy winds and some of the biggest waves we have ever boated in - we were warmed up and ready for our trip!



Picture from our dock showing the Junior World Sailboats preparing to launch at Portsmouth Olympic Harbour

Kingston to Montreal

We depart Kingston mid-afternoon on Saturday, August 25 heading east on the St. Lawrence River. Loading and refueling had not gone as quickly as hoped, and with a thunder storm approaching from the west and after traveling only several miles we decide to overnight at the docks on Cedar Island, the most westerly island of the St. Lawrence Islands National Park of Canada. The marine park is made up of approximately 20 islands on the Canadian side of the St. Lawrence River in the 40 mile stretch between Kingston and Brockville with docks, mooring buoys, privies and walking trails. Extremely popular with boaters from Canada and the United States, the park islands are one of our favourite weekend boating destinations.

Cedar Island lies just south of Fort Henry which is one of Kingston's most famous attractions. Construction on the Fort was started after the War of 1812 -1814 between British Canada and the United States and protected the Rideau Canal, Kingston Harbour, and warship building facilities from potential American naval attack. Improving relations between the two countries meant an angry shot was never fired and Fort Henry is now a major tourist attraction. The Fort Henry Guard puts on a daily ceremonial retreat during the summer months and when the cannons fire, the unwary boater docked at Cedar Island can get quite a start. The winds die out in the evening and we use the time to make sure our electronic and paper charts are in order and our Ports Cruising Guides at hand. As it gets dark the stars appear, the guns of the Fort fire, and the southwest winds bring the faint sound of music from the Blues Festival in downtown Kingston.



Fort Henry at sunset from the Cedar Island Dock

Sunday, August 26, we leave Cedar Island just after 8 in the morning, heading east down the St. Lawrence River with our planned destination being Stovin Island, the most easterly of the marine park islands some thirty nautical miles away. Our entire trip today is in the Thousand Islands, one of North America's most popular tourist and boating destinations - a beautiful area in which to cruise. We follow the Canadian middle channel past the town of Gananoque and the village of Ivy Lea and under the Thousand Islands Bridge between Canada and the USA to Rockport at which point just west of Wellesley Island we join the main St. Lawrence Seaway shipping channel used by ocean going cargo ships, huge lake freighters as well as growing cruise ship traffic. It is a clear day and the shipping channel is well marked so navigation is straight forward, although we keep a good lookout for the big freighters particularly those which might overtake us from the stern. We expect that our radar reflector will create a good return on the big ships radar but move over to the edge of shipping channel leaving lots of room.

The seaway channel moves back and forth across the border and is monitored by the Coast Guards of both countries, as well as various police marine units. In our five years of boating we have yet to be stopped by either coast guard for a safety equipment

2007 Triangle Trip Onboard Liaison, continued

check. Apart from good luck we suspect that husband and wife boaters in their mid-fifties wearing inflatable life jackets and moving at trawler cruising speeds of 8 - 10 knots are not a high priority. Nevertheless, we are careful to ensure that the required safety equipment and charts are onboard and current.

Arriving at Stovin Island around noon, just west of the Canadian town of Brockville, we find that the docks are full of rafted boats enjoying the last summer weekend in August and in no hurry to head home for the work week. Rather than wait for a possible spot, we decide to travel the remaining several miles to the Brockville municipal marina. The main shipping channel travels through the Brockville Narrows and is busy with recreational boat traffic, a group of scuba divers exploring a wreck on one edge of the channel, and an approaching westbound ship, which is showing no sign of moving off the middle of the channel. As it passes, it throws off a huge wake and we and other small boats are forced to reduce speed to a crawl and change course to cross the wake - surprising behaviour for what we see is the Greenpeace ship, Rainbow Warrior. We tie up at the Brockville City Marina just before 2 in the afternoon and enjoy a relaxing evening in one of our favourite towns.

We leave Brockville at 9 a.m. on Monday, August 27. The St. Lawrence River narrows at this point and the channel follows the middle of the river between Canada and the United States. Eleven miles east of Brockville we pass the towns of Prescott on the Canadian side and Ogdensburg on the American side. Referred to as the "Burg", it was founded by the French and saw military action in the War of 1812. Twelve miles further east, we approach the Iroquois Control Dam and Lock. This will be the first time we have used an international seaway lock and we are a little nervous.

The Iroquois dam controls the level of Lake Ontario and typically the elevation difference downstream is less than two feet such that it is possible, and somewhat surprisingly permitted, to bypass the lock and drive through the designated upstream and downstream dam sluices "at your own risk". However, the height clearance required to use the sluices is 8 feet or less, and Liaison with its flybridge and bimini has a height of almost 14 feet so we proceed to the small vessel dock at the lock, obtain our \$25 ticket from the automated machine and wait with several other small boats for our turn to lock through. That occurs within 25 minutes and we lock through, which given the small difference in water level consists of slowly driving into the open lock while the gate at the other end is opened so that we exit without having to stop. We travel for another 12 miles; our destination is Chrysler Park Marina on the Canadian side, adjacent to Upper Canada Village which is a re-creation of a 19th century village. Many of the buildings in the Village were moved to the site when the seaway was built in the late 1950's resulting in extensive flooding. On a Monday evening the marina is very quiet and we take the opportunity to check our engine water intake filter, fuel filters and oil level.

The next two days, Tuesday and Wednesday, the 28th and 29th of August, we continue east on the St. Lawrence River locking through six seaway locks, the first two on the American side and the remaining four within Canada. Priority is given to commercial seaway traffic, so we become used to tying up at the recreational boat dock, obtaining our ticket and waiting with the other small boaters for a break in commercial shipping traffic. For the most part, the wait at each lock is less than an hour and locking through is fairly straightforward. The American Eisenhower and Snell locks have floating buoys built into the lock walls for recreational boats to tie up to while the water levels are raised or lowered. Once tied up, Liaison is easy to control as the buoy drops with the lowering water levels. In the four Canadian locks there are no floating buoys and lock staff drop a bow and stern line which we hold onto as the water level goes down.

Wednesday we are determined to reach Montreal and so spend an eleven hour day travelling through the four Canadian locks, the Upper and Lower Beauharnois, St. Catherine's, and St. Lambert and under a number of bridges in the Montreal area including two that had to be raised to allow us to pass. At the last two locks we raft up to INSSA, a trawler from Annapolis, Maryland and meet a pleasant American couple who have been boating for the past three months and have just completed the Rideau Canal and Ottawa River. They completed the Great Loop three years ago. Like us they are traveling to the Old Port of Montreal and from there will travel to Annapolis via the Richelieu River to Lake Champlain, into the Hudson River and home. It has been a very hot humid day and as we clear the last lock we can see the thunderheads moving in from the west and so hurry out of the canal back into the St. Lawrence River where we head up stream for several miles in 6 - 8 knot currents hoping to reach the Port d'escale marina in the port of old Montreal before the thunderstorm arrives.

The Port d'escale marina is located at the docks of the Old Port of Montreal where the St. Lawrence River brought the first settlers and the river and port transformed a small

village into the international city of Montreal. We are greeted by helpful and bilingual marina staff who assist us in docking just before the thunderstorms arrive. The marina consists of floating docks located between 2 large cement piers that were designed to accommodate ocean going vessels and that rise high on the other side of us. The facilities are modern and well maintained, although this is the first time that we have seen marina washrooms, showers and office located on floating docks.

For the next three days we do our best to enjoy much of what Montreal has to offer - great shopping and restaurants, an historic old port area, and the islands of Jean Drapeau Park. This park was the site of Expo 67 and the swimming, diving, and rowing events of the 1976 Olympics. The American Pavilion from Expo 67 is one of the few buildings from Expo that remains in place and is now the Montreal Eco Centre.

Montreal to Ottawa

Sunday, September 2 arrives and time to leave for our next destination, the City of Ottawa. We cross to the Longueuil Marina on the south shore of the St. Lawrence River where we take on 283 litres (1 US gallon = 3.78 litres) of diesel fuel at a cost of \$1.16 Canadian/litre. We then head west retracing our steps back through the St. Lambert and St. Catherine's seaway locks and across Lake St. Louis to the Sainte-Anne-de-Bellevue Lock which marks the entrance into the Ottawa River.

It is the September holiday long weekend and the approach walls to the locks are packed with rafted boats and boaters enjoying a beautiful sunny day observing each other and the marine equivalent of a Montreal side walk café. We tie up at the last available spot on the "blue line" dock which is reserved for boaters waiting to lock through. There are boats of all shapes and sizes including numerous high powered cigarette boats, the majority of which are crewed by men in their late 30's and early 40's and attractive and scantily clad women in their 20's. Isn't summer grand! We enter the locks which fill up with boats, the second last a marine police RIB and at the very last moment a cigarette boat. All eyes are on the four young male police officers who struggle in vain to maintain their air of professionalism and not stare at the beautiful young women in the cigarette boat that has rafted to the police RIB.

The Ottawa River is one of Canada's most historic rivers and was a main route of the 17th century French fur traders on their way to the west. Canals and locks were constructed for military purposes around a number of rapids between 1819 to 1830 and throughout the mid and late 19th century the river was the main route supporting a flourishing timber export industry. Leaving the lock, we continue upstream for an hour to the Yacht Club de Pointe-aux-Anglais where we stay overnight. It has been an eleven hour day for us, including a 3 hour delay at the St. Lambert Lock as we waited for commercial shipping traffic to pass through.

Monday, September 3, we decide to have a leisurely morning leaving the marina dock at 12:30 p.m. and only traveling for several hours as far as the Carillon Lock, where we overnight on the downstream dock. Our season's overnight docking pass for the St. Lawrence River National Parks Islands located just east of Kingston also applies to the docks at the locks on the Ottawa River and the Rideau Canal - a cost saving measure after having blown the budget in Montreal. We visit the small village of Carillon, a 10 minute walk and restock our supply of ice and beer at the village store.



Port d'escale Marina, Old Port of Montreal



St Sainte-Anne-de-Bellevue Lock, Province of Quebec



2007 Triangle Trip Onboard Liaison

By Hal & Jan Linscott

Carillon Locks to the Cities of Ottawa and Hull

Tuesday, September 4 - After spending the night below the Carillon Lock we continue our trip up the historic Ottawa River passing through the guillotine lock.



Carillon Lock

There are a number of pretty villages and marinas on either side of the river but we continue on, needing to make some distance after several leisurely days. We pass by the historic Montebello Hotel and marina on the Quebec side of the river which only days earlier had been the site of the North American Summit between

President Bush, Prime Minister Harper of Canada, and President Calderone of Mexico. During the summit, security had been very tight and the river subject to being closed to boat traffic. After an eight hour day and approximately 52 nautical miles we arrive at Hull, Quebec just across the river from the City of Ottawa

where we stay at the Hull Marina.

Visiting Hull and Ottawa

Wednesday, September 5 - The Hull Marina is a full service marina, with helpful staff, gated access, barbecues and a lovely view of Ottawa, Canada's national capital and the Canadian Parliament Buildings on the other side of the river. A public boat ramp can be observed from our dock and as we watch amphibious tour buses take to the water, we wonder what the tourists on board would think if they knew that several years ago, an amphibious bus of a different design had sunk nearby with loss of life. After breakfast on board, we lift the engine hatch in the salon and check water intake and fuel filters and fluid levels - all are fine.

It is now time to enjoy a walking tour of the Hull waterfront and downtown Ottawa. We walk across the Alexander Bridge from Hull to Ottawa and visit the locks at the start of the Rideau Canal to see what we will be transiting tomorrow morning. We then walk past the Parliament Buildings, the Canadian equivalent of Capital Hill in Washington, and down the street to the Supreme Court of Canada Building where we take a brief tour. Walking several blocks we arrive at the Spark Street Mall and visit several shops before enjoying lunch at a street side patio. After lunch we head for the Byward Market a 15 - 20 minute walk where we shop for food and then back to Hull and the boat.

Rideau Canal - Ottawa to Kingston

The Rideau Canal lies between Ottawa and Kingston, a 125 mile water route comprised of a system of lakes and rivers connected by 49 locks. The canal was constructed in the five year period between 1827 and 1832 by Colonel John By, a British military officer, to provide an alternative military water supply route to western Ontario should hostilities between Great Britain and the United States cut off the St. Lawrence River. In 2007 the canal, together with the military fortifications at Kingston, were declared a UNESCO world heritage site.



Thursday morning we are up bright and early and take the short boat trip across the Ottawa River to the foot of the Rideau Canal, where we wait for the lock masters to arrive and the locks to open. We

had hoped that our early arrival would mean the first lockage would start at the bottom of the eight locks where we were docked, rather than having to wait for upstream boats to lock down first, but it was not to be. However, our turn arrives and we lock up the eight locks with one other small boat. Locking

through in our bow thruster equipped 31' Camano is a relatively relaxed experience for two people. Moving slowly into a lock, the stern is placed against the side of the lock adjacent to a mooring cable around which a line is looped by the "deckhand", who ties it to a cleat temporarily and then moves forward to loop a bow line against a forward mooring cable. The bow thruster is used as necessary to keep the bow against the lock wall so the "deckhand" can take their time moving safely forward to a nearby mooring cable, at which point the engine is turned off and the skipper moves to the stern line.

Leaving the eight flight locks, we slowly motor through the beautiful Ottawa downtown initially surrounded by large buildings which transition into residential neighborhoods with walking and biking routes on both sides of the canal. In the four miles to the next lock, we pass under 8 bridges only one of which must be raised to allow us to pass under. Passing through Dow's Lake we lock through Hartwell Locks, a double lock, and the Hog's Back Lock, another double lock, continuing to Black Rapids Lock where we tie up at the "grey-line" docks which indicate where boaters may stay overnight. Black Rapids Lock is one of only several on the Rideau Canal that are not manually operated by the lockmasters using the winch and cable design from when the canal was first built in the 1830's.

Black Rapids Lock to Poonamalie Lock

We are staying overnight on the docks at Black Rapids in order to visit family members who live nearby in Ottawa. Black Rapids is still within urban Ottawa near the airport and no sooner are we tied up and enjoying a cold beer on the flybridge of the boat but we are entertained by the Snow Birds, a Canadian military acrobatics team, which is practicing for an upcoming air show. The Snow Birds put on an entertaining but loud show. We have purchased two season's passes, one to use the lock system and a second that allows us to dock overnight at the grey docks at all 49 locks on the way to Kingston and we plan to make good use of both over the next 10 days as we travel back home to Kingston.

Friday, September 7, we leave Black Rapids Lock around 8:30 am, having enjoyed a pleasant dinner and evening with family. Our trip today lasts just over 4 hours of engine time and we pass by the river communities of Manotick, Kars and Kemptville, arriving at the village of Burritt's Rapids. Our trip has taken us through only 3 locks at Long Island and this section of the Rideau Canal is very much a river with beautiful

2007 Triangle Trip Onboard Liaison, cont.

homes and cottages in many areas and pastoral farm fields in others. We tie up to the overnight dock at the Burritt's Rapids Lock and decide to take advantage of the fact that shore power is available here, although not included in our season's dock pass and therefore an additional \$8.00. Many of the overnight docks at the canal locks do not have shore power as it was felt this would put them in competition with privately owned marinas, although that is slowly changing particularly in areas where there is no nearby marina. Today is an extremely hot and humid day and shore power will allow us to run our air conditioning. Unfortunately, for some reason the air conditioning will not work and we fall back on that other method of cooling down on a hot day - a swim followed by a cool drink.

Saturday is a beautiful sunny day and the humidity is gone, so we decide to stay put and explore the nearby village of Burritt's Rapids a ten minute walk away and to admire its historic buildings as well as the ice cream at the village store. We have not taken bicycles with us on our boating trips, but the beautiful countryside of the Rideau Canal makes us wish we had so that our explorations could be a bit further than on foot allows. Something for our Christmas list or for the annual January Toronto boat show.

Sunday morning we go for a jog followed by a refreshing swim and cast off just before 10am. We are headed for one of our favorite places on the Rideau, but it has meant making some difficult choices not to stop overnight at either Merrickville or Smith Falls which we will pass on the way. Merrickville is a beautiful village with many historic buildings, lots of restaurants and shops lining the main streets - a very popular destination for people visiting from Ottawa. Smith Falls with a population of 9000 is half way between Kingston and Ottawa and has a lovely waterfront and nearby downtown. It is the headquarters for the Parks Canada Rideau Canal administration and the site of the Rideau Canal museum. Our trip to Poonamalie will take us through 16 locks and a fairly long day, although much of it at the locks as our engine clock only shows 4 hours of running time.

Poonamalie Lock to Chaffey's Locks

The Poonamalie Lock is located on a canal that was cut around a section of the Ottawa River at which a dam and weir are located that control the water levels of the Lower and Big Rideau Lakes that lie to the south west. The lock and canal are off the beaten path and at night there is no one around other than at the lock master's house and other boaters. In the early evening we share the overnight dock with one other boat, but after dinner they leave to return to their nearby marina and we have



Chaffey's Locks

the place all to ourselves to enjoy a star filled sky. As we admire the night time sky we marvel at how much shorter the days are in early September compared to our other favorite time for boating in late June, just before the busy summer boating season starts, and when daylight is at its longest. We are amused when we realize how much longer we sleep when on the boat in the longer nights of the fall than in early summer.

Monday morning, September 10 we depart Poonamalie with our destination Colonel By Island on the Big Rideau Lake. Today's trip will see us move from a river and canal environment into a series of lakes joined by short interconnecting canals and locks.

We are still "locking up" in elevation from a low point in Ottawa but in several days will reach the watershed point at Newboro, at which point we will start to descend until we reach Kingston and the St. Lawrence River. Shortly after leaving Poonamalie we enter Lower Rideau Ferry Lake, a shallow but pretty lake that takes us past the village of Rideau Ferry and into Big Rideau Lake. In the late 60's and early 70's Rideau Ferry had a popular summer dance hall that one of the author's of this article remembers with nostalgia.

Big Rideau Lake is a beautiful large lake with many islands and lots of bays for boaters to visit and anchor. It is a deep lake, as much as 300' in a few areas and its cool waters provide excellent lake trout fishing. Our destination is the overnight docks at Colonel By Island which is owned by Parks Canada. However for many years it was privately owned - used first as summer pasture and later as a fishing resort and then as a private summer residence by a New Yorker who is reputed to have hosted such folks as Paul Anka, Fanny Bryce and David McNevin. After tying up at the dock and

taking advantage of our season's mooring pass, we walk around the island admiring the boarded up summer residence and dilapidated but still in use tennis court.

We depart the island Tuesday morning and lock through the Narrows Lock into Upper Rideau Lake on our way to the village of Westport for lunch and to do grocery shopping. On our way to Westport we see something we have never seen before, several flocks of up to 70 loons gathering together presumably in advance of migrating south at a later point in the fall. We have spent our summers on the many lakes of Ontario canoeing, camping and backpacking before growing up and starting to boat and are therefore used to the beautiful sight and sound of loons but never before have we seen more than a pair and their young together at one time. From afar we stop to admire and take pictures, not wanting to approach too closely and disturb such a unique gathering.

After our visit to Westport, we pass through the Newboro Locks on our way to Chaffey's Locks which is three lakes away. Newboro is the highest point on the Rideau Canal and from here to Kingston we will be descending. This means that rather than entering a lock at its lowest water level and going up, we will be entering the lock at its highest level and then going down. Our experience is that entering a lock at its highest level is more challenging as the water level within the lock can be within several inches of the top of the lock wall, so that the boat is riding very high and it can be difficult to lean out of the boat and attach a line around the lock mooring cables, particularly in high winds. It is also difficult to fend off the lock wall, so proper fender placement is important. As always, the lock master and staff are helpful in making sure everyone locks through safely.

Initially we had planned to stay at the overnight docks at Newboro but strong winds were expected and from past experience we knew that it would be a rough overnight stay so after some debate we decided to press on to the more sheltered docks at Chaffey's, hoping that the predicted thunderstorm would hold off until after our arrival, which it did.

Chaffey's Lock home to Kingston

Chaffey's is a beautiful village with several marinas and a number of summer resorts. Since the late 19th century it has been a popular fishing destination for families who would stay at one of the resorts and go fishing with one of the guides. While fishing guides are still available, most of today's fishermen rely on their own skills and modern technology such as fish finders and GPS to catch the big one but Chaffey's remains a popular summer destination. Tying up at the overnight dock beside the lock, we take advantage of the available shore power. After dinner we go for a walk through the village and through the grounds of one of the resort landmarks, the Opinicon Hotel.

Wednesday we travel from Chaffey's to the village of Jones Falls where we stay overnight at the lock docks and enjoy dinner out at the Hotel Kenney, another resort on the Rideau. The hotel, which has been in the same family for several generations, is now up for sale as the current owners are getting to the point where



Dam at Jones Falls

retirement is approaching and younger family members have not followed in the hotel business.

This is a challenge faced by many of the traditional Rideau Canal resorts including the Opinicon at Chaffey's Locks. There are four locks at Jones Falls built by Colonel By, as well as a dam over 60 feet high that is now almost 180 years old.



Liaison at Kingston Mills

Thursday and Friday we continue our leisurely pass through the remainder of the Rideau Canal arriving at Kingston Mills where we pass through the last 4 locks in the system and into the Cataraqui River which several miles downstream connects with Lake Ontario at Kingston. The last

2007 Triangle Trip Onboard Liaison, cont.

7 locks have been traversed in heavy winds and the weather forecast is for winds from the south up to 30 mph so we debate whether to continue to our home port of Portsmouth Olympic Harbour at Kingston or stay overnight at the protected Kingston Mills lower dock. Caution wins out over a desire to get home and we settle into the dock at Kingston Mills.

The next morning the sun is out and the winds have died down. As we enjoy breakfast, a number of rowing shells from the Kingston Rowing Club appear.

After breakfast we take the hour long trip to our homeport of Portsmouth Olympic Harbour, Kingston. It has

been a great three week trip from Kingston down the St. Lawrence River to Montreal, from there up the Ottawa River to Ottawa and then down the Rideau Canal system back to Kingston - we have completed the "triangle" trip, our longest trip on Liaison to this point.



Kingston Rowing Club

Editor's Note: While looking for content for this month's issue of Boats & Notes I ran across this article. I thought it might be interesting to share. This is just part of the article, but I'll let you pick its real origin.

Indiana Mascot May Have Riverment Origins

It first came into general usage in the 1830s. John Finley of Richmond, Indiana wrote a poem, *The Hoosier's Nest*, which was used as the "Carrier's Address" of the *Indianapolis Journal*, January 1, 1833. As it came into common usage, the debates about the term's origin began.

Jacob Piatt Dunn would be the most serious historian looking into the origin of the term "Hoosier" as a term used to describe citizens of Indiana.

Some folkloric etymologies

Frontier banter

This idea suggests the term was a greeting. When approaching a man's home in those early frontier days, you shouted from afar, "Hello, the cabin!" to avoid being shot. The inhabitants would then shout back "Wbo'sh 'ere?" (who's there). As it got slurred together over time, the country folk came to be called Hoosiers.

A variant of this story combines "Who's" and "your", such as in "Who'shyer 'pa?". Additionally, the poet James Whitcomb Riley facetiously suggested that the fierce brawling that took place in Indiana involved enough ear biting that the expression "Whose ear?" was common enough to be notable.

Pugilistic boatmen

Indiana rivermen were so spectacularly successful in trouncing or "hushing" their adversaries in the brawling that was then common that they became known as "hushers." "Mr. Hoosier's men"

One possible origin of the term "Hoosier" comes from the construction of the Louisville and Portland Canal

A contractor reportedly named Samuel Hoosier preferred to hire workers from Indiana during the construction of the Louisville and Portland Canal (1826-1831) in Louisville. His employees became known as "Hoosier's men" and finally just "Hoosiers."

Source: Wikipedia

