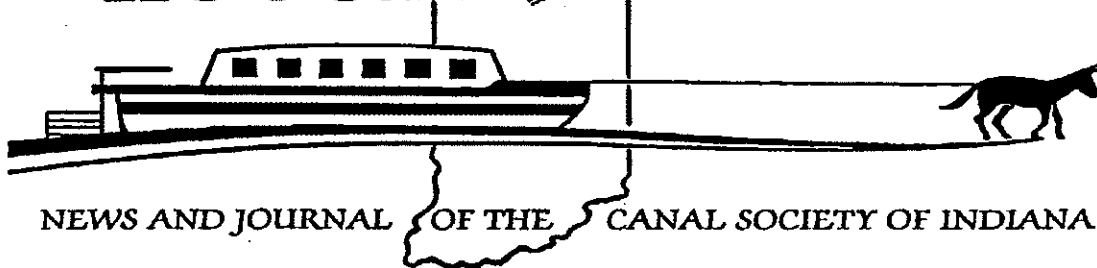


THE
HOOSIER-PACKET



VOL. 14 NO. 4

P.O. BOX 10808 FORT WAYNE, IN 46854

APRIL 2015

WIDEWATER



Many dead trees have been felled and the brush lays in piles in this photo of the Wabash River in flood, a truck driving on the road atop the towpath of the Wabash & Erie Canal, the canal prism, and the canal's wadewater on the right. Photo by Brian Lynch 2011

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WIDEWATER

When Jerry Lehman, CSI director from Terre Haute, was corresponding with Brian Lynch of West Lafayette, Indiana, about scion* wood from Jerry's persimmon orchard for grafting, Brian mentioned that his farm is along the Wabash & Erie Canal. Jerry asked Brian if the canal was still visible. Brian replied that it was and sent the two pictures used in this article. They clearly show the Wabash River at flood stage, the old canal towpath that is now a road between the river and the canal, the canal prism and a wadewater to the right in the pictures.

*A shoot or bud of a plant that can be used for planting or grafting.

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The Wabash River in flood is shown on the left, the towpath of the Wabash & Erie Canal with a road on top of it is in the middle, the prism of the canal is seen to the right in the foreground, and the widewater beyond the driveway to the right with trees standing in it in the background.

Photo by Brian Lynch

Articles in *The Hoosier Packet* usually talk about the canal prism or bed, the towpath on which the towing animals walked, the berm bank that was the bank opposite the towpath that was usually built through low lying areas, and canal basins where canal boats could turn around and be loaded/unloaded with passengers and freight. We seldom mention widewaters. In *Canal Terminology of the United States* by Thomas Swiftwater Hahn and Emory L. Kemp they define widewater as:

Widewater: 1. The wide portion of a canal, usually resulting from the existing topography. Rather than build a berm bank, the water was allowed to flood the area between the towpath and a nearby hillside. 2. A basin for docks and the turning of boats.

We did see this widewater on a previous canal tour, but it was not flooded. These pictures clearly show the water flooding the area between the canal and the nearby hillside—a widewater.

Brian wrote that the canal runs the length of his orchard. The first picture was taken in 2011 during a flood. The picture above was taken the same day and better shows the widewater.

Brian said that in April 2013 the widewater stayed filled for a couple of weeks and that the only thing that survived in it were pear trees. Since then he has planted the whole area with pear trees. Apparently flooding killed a lot of his trees prior to the 2011 flood since piles of brush await disposal in the first picture.

CANAWLERS AT REST

JIRAH BARLOW

b. 1811

d. May 8, 1873

By Carolyn I. Schmidt

Jirah Barlow was born in 1811 in Vermont to William Wyatt and Ruth (Rich) Barlow. His grandparents were William and Content Barlow. What Jirah's early life was like we do not know.

Jirah and his brother, Wilson Barlow (some census records say W. B. Barlow and a more recent book says Nelson Barlow), moved to Lagro, Indiana in 1834. The Humbolt Hotel, a brick structure, was built in Lagro around 1835 at the time when Wabash county was incorporated. The brothers operated the hotel and John Townsend, a deaf and dumb man, operated the post office in the hotel. After several years the hotel was abandoned and a new home for the post office had to be found.

The 1840 U.S. Census shows Jirah and W. B. Barlow living in Lagro, Wabash county, Indiana. On January 10, 1842 Jirah became the Notary for Wabash county, Indi-

ana. In 1843 Jirah and Wilson opened a store in Lagro, Indiana after the Wabash & Erie Canal linked Lafayette, Indiana to Toledo, Ohio. On April 28 of that year Jirah was appointed a U.S. Postmaster and operated the post office from there. It is likely that the mail was carried by canal boat to Lagro. The *Register of All Offices and Agents Civil, Military and Naval in the Service of the United States as of the Thirtieth September 1845* shows that Jirah Barlow was compensated to the 3rd February \$58.08 with net proceeds of \$207.04 and William B. Barlow was compensated \$34.46 with net proceeds of \$58.28 for their postal work.

In 1847 Jirah was appointed the toll collector for the Wabash & Erie Canal according to *Orders, Rules, Regulations and Rates of Toll for the Wabash & Erie Canal 1847 Board of Trustees*. His salary was \$500 per year. Lagro was one of seven toll collection spots on the Wabash & Erie Canal in Indiana. The others were at Ft. Wayne, Logansport, Lafayette, Covington, Terre Haute, and Evansville. The duties of Indiana's W&E Canal toll collectors can be found on page 7, February 2013 and for Ohio's O&E Canal toll collectors on page 11, October 2013 of *The Hoosier Packet*. Besides collecting tolls these men actually policed what was being carried on the canal, what it weighed, its travel from point to point etc. and reported those who did not follow the rules. It was an important position.

The 1850 Census lists Jirah as a merchant with real estate valued at \$1,400. His wife is Mary Barlow, age 27, who was born in Ohio, and daughters Adaline C. Barlow age 7 and Helen A. Barlow age 3/12, both born in Indiana. Living with them are Marcus Starr, 21, a school teacher; Cornelius Driskel, age 20, a store clerk; and Mary Baker, age 16. Apparently his wife and daughter, Adaline, died before 1860.

Jirah Barlow's Family							
Name	Birth	Place	Death	Place	Marriage	Place	
Barlow, William	1742						
m. ?, Content	1743		1828				
Barlow, William Wyatt	1770	Rochester, Ply. MA				Pittsford, Rutland, VT.	
m. Rich, Ruth							
Barlow, Wilson* (Nelson, W.B.)							
Barlow, Jirah (Josiah)	1811	Vermont	5-08-1873	Huron Co., OH			
m1. ?, Mary							
Barlow, Adaline C.	About 1843	Indiana					
Barlow, Helen A.	About 1849	Indiana					
m2. Snow, Jane Chloe**	2-?-1829	Madison Co. NY	2-17-1904	Greenspring, Seneca Co. OH	3-13-1860	Noble Co., IN	
Barlow, Anna	12-19-1865	Wabash Co. IN	12-16-1928	Greenspring, Seneca Co. OH			
m. Hinkley, H. L.	10-18-1857						
Barlow, H.	1870	Wabash Co. IN					

* Three different names are given for Jirah's brother: Wilson, W. B., and Nelson and in some places Jirah is listed as Josiah
 ** Jane Chloe Snow Barlow's second marriage was to Francis Wright.

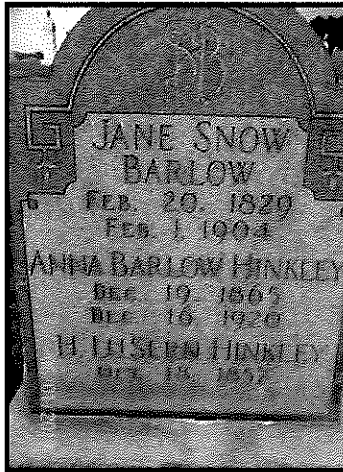
THE HOOSIER PACKET - APRIL 2015

In May of 1854 Jirah donated \$7.00 to construct the Presbyterian church in Lagro. The money was received by Rev. A. Hawes.

On March 13, 1860 Jirah was married to Jane Chloe Snow in Noble county, Indiana. Jane was born on February 20, 1829. The 1860 Census taken on June 1 shows Jirah at age 49 as the canal collector with real estate valued at \$2,000 and a personal estate of \$700. Living with him are his wife, Jane C. Barlow age 31, who was born in New York, and Helen, Jirah's 10 year old daughter.

The 1870 Census does not list Jirah Barlow living in Lagro. The head of the household is J. C. (Jane Chloe) Barlow. Living with her are her daughters A. P. (Anna) Barlow age 4 and H. Barlow age 4/12 both born in Indiana.

Jirah Barlow died in North Fairfield, Huron county, Ohio on May 8, 1873. We assume he was buried in the old North Fairfield Cemetery since his wife Jane Chloe Barlow is buried there. She died on February 1, 1904 and her stone stands in the cemetery. Since the cemetery is reportedly in



JSB
Find-A-Grave # 111654783

JANE SNOW
BARLOW
Feb. 20, 1829
Feb. 1, 1904

ANNA BARLOW HINKLEY
Dec. 19, 1865
Dec. 16, 1920

H. LUSERN HINKLEY
Oct. 18, 1857

Courtesy: SavingRecordsForOurFuture

very poor condition, in all likelihood Jirah's stone is missing.

Jane's stone also marks the graves of their daughter Anna Barlow and her daughter's husband H. LuSern Hinkley. It is not known when their son died or his burial place.

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- Barlow, Josiah <http://trees.ancestry.com/tree/48084962/person/12849280416?ssrc=>
- Barlow, William Wyatt <http://trees.ancestry.com/tree/68947041/person/322192406>
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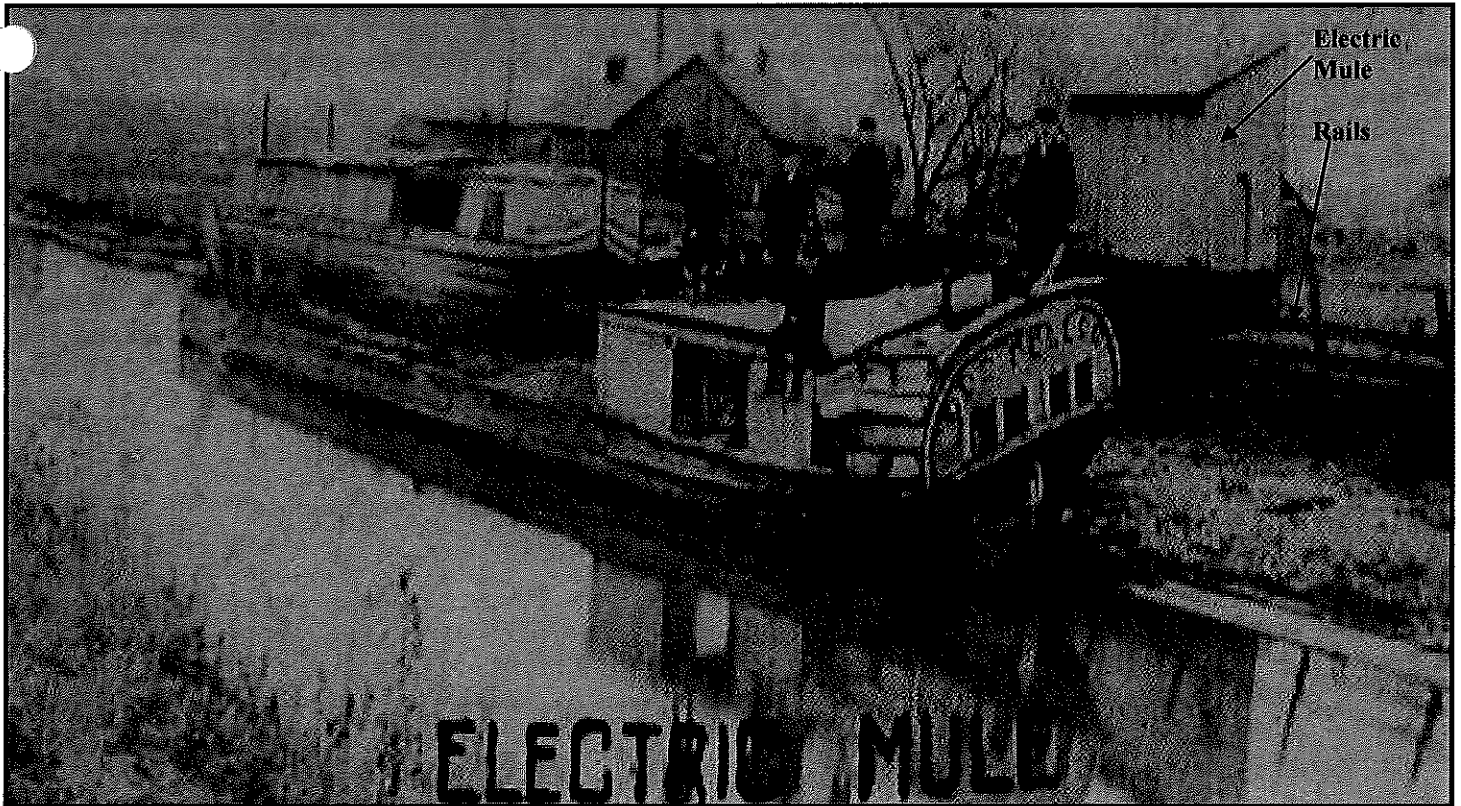
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OHIO'S ELECTRIC MULE¹

From CANAL COMMENTS: 53

By Terry K. Woods

During the twilight days of the 19th Century, *electricity* was a wonder and many people around the U.S. thought, or hoped, that a proper application of *electricity* could solve most, if not all, of man's age-old problems. Many also thought the proper application of *electricity* might prove to be an acceptable alternative to horse and mule drawn canal boats.

In 1871, the Canal Commissioners of the State of New York initiated a competition to devise the most practical method of propelling canal boats using electricity. A number of interesting proposals were made and trials of several of them were conducted. The Board of Public Works of the State of Ohio took a sincere interest in New York's activity in the area of electricity for canal boat propulsion and, in a news release dated March 8, 1901, stated that,

"Chief Engineer C. E. Perkins has prepared descriptive matter outlining different systems that have been devised for electric propulsion which it has been employed successfully in parts of Prussia. This plan is expensive in first cost and on a long stretch of canal is not to be thought of. A heavy chain is laid in the

bottom of the canal which the boat takes up as it passes, runs it around a drum turned by electrical power, and drops it again. An overhead wire feeds the motor on board, through a trolley, with electricity to run the drum.

"Another method is the aerial motor. This has been tried with poor success in New York. A light motor weighing 700 pounds runs, suspended on rollers upon a cable. It is fed with electricity from a trolley wire above it. Being so light, its pulling power is slight and yet this weight and the pulling on the cable often causes it to break.

"In the road tricycle system, an electric tricycle secures its power from a trolley wire running above the towpath. The tricycle travels along the towpath pulling the canal boat just as a mule would do. This method is used in some parts of Holland.

"The electric locomotive plan may be used with either the single or double rail. The single rail is of course cheaper than the modern double rail and is intended to be laid on the towpath, so as not to interfere with the towing of boats on the canal by animal power. Its use is limited. The use of double track for an electric locomotive is recognized as the most practical system yet devised. The track is to be laid on the berm bank, so as not to interfere with the use of animal power on the towpath. Special locomotives with a slow speed are necessary. They should not have a maximum speed of more than four miles an hour. Faster than that piles the water up in front of the boat and leaves the bottom of the canal at the stern uncovered."

This news release was, apparently a bit of an afterthought, as several years before, after a preliminary study by the Board, Thomas N. Fordyce of Detroit Michigan obtained permission to lay some double track along the bank of the Miami & Erie Canal near Cincinnati to conduct trials by towing several canal boats at a time with an electric locomotive. A committee had been appointed by the Board of Public Works to investigate the practicability of these trials. They were reported to be feasible in every way. The Board was so impressed with the results of the trials that a statement was released in June of 1900 as to the effect that a contract with Mr. Fordyce was being considered for him to provide an electric towing system along the entire length of the Miami & Erie Canal from Cincinnati to Toledo!

A contract was signed on March 29, 1901 by which Mr. Fordyce obtained a thirty year lease to occupy the towpath bank of the Miami & Erie Canal "for the purpose of building and operating thereon an electric railway for towing canal boats." The lease was to run from the *beginning* of operation. The Cincinnati to Dayton section was to be in operation within 2½ years of the signing of the agreement and the Dayton to Toledo section was to be operating within 4 years. The agreement stipulated that the towing speed should not exceed four miles per hour and that towing should be provided to non-company boats as well – at a reasonable charge, of course, and since the agreement allowed the Fordyce company to lay tracks upon the towpath, it also stipulated that a smooth, level roadbed be built up between and outside the rails to provide a good walking surface so towing animals could still be used.

The initial trials had been conducted for Fordyce by the Westinghouse Electric & Manufacturing Company. Once he had received the Franchise, however, Fordyce organized the Miami & Erie Transportation Company and hired the Cleveland Construction Company of Akron Ohio to act as engineers for the project. Their crews were at work on the 68 mile section from Cincinnati to Middletown by July of 1901. The first 42 miles (to Middletown) was in operation by the summer of 1903.

At first, track and pole material were distributed along the line by mule-drawn canal boats. As soon as a section of line was completed, though, it was connected to the 550 volt D.C. line of a neighboring railway. Construction trains were then used to distribute ballast and to transport laborers. Flat cars equipped with two Westinghouse 35HP motors, and weighted with rails, functioned as construction "locomotives." The entire Rolling Stock during the construction period consisted of four "locomotives," two eight

wheel flat cars, six 6-yard capacity side-dump cars and thirty-four 10-ton capacity center-dump cars. The construction "locomotives" were also used to tow canal boats, both for transporting construction materials and for regular freight service prior to installation of the company's own generating equipment.

The gang installing the overhead electrical line consisted of 100 to 150 men. They were housed in a three-boat "floating hotel." This crew ate and slept on the canal. A store boat also traveled in the "flotilla." The bonding gang had their own canal boat base, which followed their progress.

The tracks were laid along the towpath to minimize grading and fill requirements. Seventy pound rail was laid upon 6" x 8" x 8" white oak ties cut in southern Ohio and Kentucky. A four inch minimum thickness of fine gravel was tamped under the ties and the entire track area was then filled and tamped down to form a smooth and level road as per the agreement.

The maximum curvature on the main line was 25 degrees. However there were some very sharp curve requirements in Cincinnati, proper. The only real grades were at the locks and where locomotives had to duck under low bridges. These were to be to a maximum of 2%.

Railroad and street bridges within the city limits of Cincinnati could not be raised, so tracks had to be depressed enough to allow a six foot minimum clearance. Sometimes it was necessary to lay the tracks below the actual top of the canal's water surface. At one bridge, it was necessary to lay the roadbed ten feet below the surface of the canal! At all such places, concrete coffer dams were built between the right-of-way and the canal to keep track and equipment dry.

Locomotive change bridges presented a challenge to the design engineers. Where there was room for a central pier to act as a pivot point, a conventional swing bridge was used. When a narrow channel forbade this type of design, a rather unique bridge was employed. One end of the bridge was pivoted on the bank and the other end ran on a circular track embedded in the bottom of the canal. An induction motor would drive a pinion through a set of gears to turn on a rack at the bottom of the canal beside the submerged rail-guide. A water jet, driven by the same motor, was to keep the guide and track free of mud and grit. 'Temporary' hand-swing bridges of timber were used during construction, but these were to be replaced with the iron bridges as soon as traffic warranted. There is no evidence that these uniquely

designed change bridges were ever installed.

This electrical application – that of transmitting power over long distances with a single line; loads consisting of a small number of heavy units; steady continuous power drains for each unit – dictated that high tension alternating current be used. The Westinghouse Electric and Manufacturing Company designed and built the electrical system. It was the first application of alternating current to Traction Motors in the United States.

By 1904 the line had been built through to Dayton. There is some evidence that construction techniques used along the northern extension to Dayton did not equal the high quality of that used in and close to Cincinnati. Photographs taken and an article describing the early efforts of the Miami & Erie Canal Transportation Company in the November 7, 1903 issue of the STREET RAILWAY JOURNAL (all taken in and around Cincinnati) show well-ballasted track, sheet piling bank protection, and 8 foot high concrete protection walls that allowed locomotives to dip below water level when going under low bridges. However a photograph taken just south of Dayton shows an unballasted track running along an unprotected earthen canal bank as it ran down to water level before passing under a bridge. And there was no concrete wall protection at all between the road bed and canal.²

Long before the line reached Dayton, a controversy had erupted concerning the Transportation Company and its real reason for existence. Critics pointed out that all Company locomotives were equipped with M.C.B. couplers that allowed them to pull standard freight and passenger cars. This, they said, was evidence that the Company's real purpose was to capture the Miami & Erie towpath for an electric Interurban route, and not to tow canal boats.

A rather lengthy and quite bitter article denouncing the Miami & Erie Canal Transportation Company, appeared in the Akron Beacon Journal as early as February 11, 1902. "There is no longer any doubt," stated the article, "that the Fordyce Electric Mule projectors - - - have all along had designs on the canal for electric railway purposes . . ." The bulk of the article dealt with the proceedings of a meeting between former Secretary of State Daniel J. Ryan (Chief Counsel for the Miami & Erie Canal Transportation Company) and then Attorney General Sheets at which several Columbus newspapermen were present.

Sheets was in the process of drawing up a bill that would authorize the State of Ohio to abandon its canals.

Ryan's purpose in meeting with the Attorney General was, apparently, to protect the Miami & Erie Canal Transportation Company that had already spent \$800,000 laying track and making other improvements along the canal. Ryan wanted to make sure that the Company would have "first rights" to lease the canal property if the State abandoned it.

The apparent ease with which Mr. Ryan was able to forget his company's avowed purpose of providing "Electric Mule" service to tow canal boats and think purely in terms of an electric Interurban line, obviously upset the reporters present. The Attorney General's attitude also created a bad impression. Daniel Ryan attempted to placate the reporters by saying that he, personally, had been in favor of canal traffic for years and that his Company was opposed to abandoning the State-owned canals and perhaps a provision could be written into the Attorney General's bill that would allow the canal property to be leased for any purpose so that the Electric Mule people could continue running the canal as a private enterprise. Sheets reportedly ruined this attempt at diplomacy by adding, "Oh, but you wouldn't want to do that."

That attempt to abandon the State canals did not materialize and the Miami & Erie Canal Transportation continued to build their lines. They actually did tow canal boats with electric "mules," owned 20 serviceable boats and owned a dry-dock & boat yard at Lockland – some 12 miles north of Cincinnati.

Still, a lot of people felt that as soon as the line reached Toledo they would forget all about towing canal boats and concentrate on running an interurban line. It then became known that the Company's stock was controlled by the Weldner Interurban Combine of Philadelphia. Whether this control was gained with or without the knowledge of the Company's officers isn't known, but when bills were introduced in Columbus during 1904 to grant the Company perpetual rights to canal property for railway purposes, canal supporters rallied to the cause, the bills failed to pass, and the Miami & Erie Canal Transportation Company went into receivership.

¹This article appeared in the No. 4 issue of volume XII (1974) of TOWPATHS, the Quarterly publication of the Canal Society of Ohio.

²Issue #4, 1964, TOWPATHS, the Quarterly publication of the Canal Society of Ohio.

CONTRIBUTIONS TO CSI

The following contributed beyond the \$25 single/family membership since last month's Hoosier Packet.

Carl/Barbara Bauer \$175
Mike Beauchamp \$50

Guy Filchak \$50
Karl/Susanne Kettelhut \$50



JESSE LYNCH WILLIAMS' HOME ~ 330 W. WAYNE STREET

The home of Jesse Lynch Williams built around 1850 was razed in 1951 for a parking lot for Fort Wayne's First Presbyterian Church, which was being built at that time. His home stood on the north side of Wayne Street between Webster and Ewing streets. Jesse passed away in 1886 after living a full life. After helping his brother Miciah build canals in Ohio he came to Indiana to oversee the building of the Wabash & Erie Canal and eventually became the Chief Engineer of all of Indiana's canals. He was a ruling elder in the Presbyterian Church.

Shortly after moving to Ft. Wayne in 1831 Jesse and his new wife, Susan Creighton Williams, joined the Presbyterian church, which met in store buildings on East Columbia Street at that time. Several years later a church building was erected on East Berry Street.

Jesse's grandson, who remembers playing inside the home, said in a 1951 *News-Sentinel* article that the home had been beautiful. It had horsehair sofas and elaborate gas lights. Susan Williams entertained church members there while Jesse worked in his office located at the back of the house. They also hosted Presbyterian ministers who came to town. Clipping from Sue Simerman, CSI director, Ossian, IN

FROM TIMES PAST

Fort Wayne Times & People's Press

May 3, 1854

1853 ECKFORD LINE, PROPRIETORS & AGENTS.
J. W. PATTEN. & Co. Buffalo, Proprietors.
G. B. WILLIAMS. 127 Borad st., (up stairs)
JOSEPH NEWELL. New York.
MAXWELL & PATTEN, Long Wharf, Buffalo.
Through without Transhipment. April 18th, 1853.

Fort Wayne Times & People's Press

May 3, 1854

A break occurred in the canal, near Lewisburg, on Sunday. Navigation was interrupted several days. Business was resumed on Thursday.

Fort Wayne Times & People's Press

May 17, 1854

Break in the Canal. — The late freshets on the Wabash had done much damage, besides breaking the canal in many places between Lewisburgh on the west of Logansport, and Lafayette which has and will suspend navigation between these points for 10 days yet.

Fort Wayne Times & People's Press

May 17, 1854

Break in the Canal. — The canal is broken near Lafayette, Navigation will be suspended for two weeks beyond Peru. — Barmores' Adriatic Circus will therefore return East and en-route exhibit here on the night of the 24th inst. The time may vary, if so notice will be given.

Fort Wayne Times & People's Press

May 17, 1854

Back Again. — Barmores Grand Adriatic Circus having failed in their engagements at the West by reason of the interruption of navigation, returned this morning and will exhibit here this evening.

All that we might puff them wouldn't add one to their number for every body is going any how.

To these Bloomer curious gallants that insulted the lady on our streets on Friday night last, we would say that they can have their eyes satisfied by going to the circus to-night.

Go up there gentlemen (?) and look at the lady on horseback, and then go home to be wiser men, as for better we don't expect it.

Fort Wayne Times & People's Press

May 17, 1854

The extensive establishment has been performing for two days and nights past, in this City to crowded tents. Of the performance generally we can say, it more than filled public expectation with the exception of the attempt at the great moral drama, "Uncle Tom's Cabin" which was done in such an inferior manner as to do injustice to the drama itself.

The balance of the performances are far above any we have seen in this City. In fact the public will bear testimony of all we say, we doubt not that they will give general satisfaction wherever they shall go.

Fort Wayne Times & People's Press

May 17, 1854

A Sunday Walk on the Dock

There is more sold including liquor on the canal in this city, on Sunday, than any other day. We would like to tell what officer we saw dodge into one of the dens on last Sunday, when he saw us, but he might continue his contempt and that would be bad.

Fort Wayne Times & People's Press

May 17, 1854

Petree's Line of Packets. — It will be seen by this advertisement that Mr. Petree has started a morning and evening line of Packets from this to Toledo, leaving here at 6 o'clock A.M. and P.M.

This will be of vast advantage to the traveling public, and prevent the great inconvenience of so crowded a state of his boats.

Fort Wayne Times & People's Press

May 17, 1854

FACILITIES FOR TRAVELING.
TOLDEO & WABASH PACKETS.

The public are respectfully invited to take notice that the undersigned has recently established AN ADDITIONAL LINE OF CANAL PACKETS between Fort Wayne and Toledo, making now TWO REGULAR DAILY LINES.

Leaving Fort Wayne every morning and evening at 6 o'clock for Toledo.

Also a daily line Westward from Fort Wayne to Lafayette, leaving Fort Wayne at 9 o'clock A.M.

JORDAN PETREE, PROPRIETOR.

Ft Wayne May 16 1854.

Fort Wayne Times & People's Press

May 31, 1854

The heavy rain on Saturday last caused Deer Creek to overflow its banks; and the rise of the Wabash made back

water to the Paper Mills and Warehouses, causing damage to a great deal of property. The Canal is broke away in 6 or 7 places between this and Lewisburgh, and one or two places between this place and Lafayette—Reports say it will take one or two weeks to make repairs. — *Delphi Journal*

Fort Wayne Times & People's Press

June 7, 1854 [repeated from May 31, 1854]

The heavy rain on Saturday last caused Deer Creek to overflow its banks, and the rise of the Wabash made back water to the Paper Mills and Warehouses, causing damage to a great deal of property. The Canal is broke away in 6 or 7 places between this and Lewisburgh, and one or two places between this place and Lafayette. — Reports say it will take one or two weeks to make repairs. — *Delphi Journal*

Fort Wayne Times & People's Press

June 7, 1854

To Shippers. — A slip from the Prairie City at Terre Haute, says that H. B. Smith has purchased the steamer Wm. Philips and will make a connection with the canal boats at the Perrysville side cut by which a daily line will be kept up between Terre Haute and Toledo, both for freight and passengers during the building of Sugar Creek aqueduct.

Fort Wayne Times & People's Press

June 7, 1854

Locomotive Arrived. — On yesterday (Monday 12th) the Locomotive "Lima," and two platform cars arrived here by canal from Delphos for the Ohio and Indiana R. Road, which event will be regarded to by the antiquarian, as forming an era in the history of our city to be looked back to with pleasure, and from which the whole phase of affairs will experience an electrifying reformation.

It seemed to us as its iron bands, wheels, &c., and its whole machinery lay dead in the trough of an old scar, and formed the object of curiosity to the multitude many of whom approached it with fear, not real, as it were some powerful Mastodon that had lain down to rest a decade of centuries ago, and had become the prey of a pigmy race, who had in multitudes with thongs and withes [flexible willow twigs] and engines of their might bound it to subjection, but which once aroused and let loose in the forest and its course marked with iron bands and rails, would exhibit proportions of symmetry, and strength, and fury, terrifying to beholders and frightful to the beasts of the forest.

But soon will its purposes be felt, and its deformity be changed into a spectacle truly beautiful, as breath is put into its nostrils, and it de roaring capacities supplied to pro-

duce its ends. It is to be put on the track immediately by the construction department, which department with one engine and its complement of hands about 35 are able to lay down half mile of track per day, This together with the one at Delphos working this way will complete the road in at least 60 days from the time operations commence here.

Good luck to the Summit City.

Fort Wayne Times & People's Press

June 29, 1854 [See July 13, 1854 article]

Price of Flour. —There is one thing which we think it is our province to speak of and that because a large portion of the community are oppressed by it and the poor and laboring class, the policy toward whom should be a desire to foster and sustain rather than oppress and extort. In our city flour sells at \$9 per bbl. while in New York it does not exceed \$7.50 to \$7.75, at Cincinnati \$7.65, and New Orleans \$7.

Those who are able, this tax does not effect much, but to him who only earns his dollar a day, pays his rents and 4½ cents per pound for flour, it is oppressive. We do not complain of these high prices when we see a corresponding price elsewhere, but when it is \$1.50 higher here, than in Cincinnati and New York when it should be lower by the cost of transportation which would perhaps not exceed one dollar thus reducing it to a fair price, we have a right to speak out, and repudiate the demand. Poor men can not stand it, labor is oppressed, and once this is done it effects materially the whole business of the place.

Flour can be bought in Cincinnati and better indeed than is usually sold in this market and the cost of transportation paid and received at nearly \$1 per bbl. cheaper than it costs here.

Who is to blame for it, the injustice of it? This policy long pursued will drive even parties who are able to stand such prices to buy their flour elsewhere, and we wonder that many have not done so already.

Such a thing is uncharitable and while it results to the injury of large holders in their business standing, gives a bad name to our city, keeps hundreds from coming here on account of high living, &c. We hope that large holders will see and heed the extortion for the sake at least of those who are totally unable to stand the prices.

Fort Wayne Times & People's Press

July 13, 1854

Why Flour is High. — MR. EDITOR: In your paper of the 29th June I notice an article on the price of flour, charging the dealers here in that article with oppression and extortion. Terms which in considering the nature of circumstances are uncalled for. I have the charity to believe that you and many others are not aware of the circumstances and

difficulties which millers have that the City Mills have not shipped a barrel of flour east since last fall. It should be evident to every careful observer that the present stock of flour held by millers here has been purchased at extremely high prices in the wheat. The scarcity of wheat and the large demand for home consumption strongly urged the milling community here to pay equal with shippers and buy a supply even at high prices, while it was to be had, to meet the demand until the new crop comes into market. It was very generally believed last spring that there would not be more wheat in this section of country than would satisfy our home demand and draws could only be made of large holders by advance in price. There was \$1.90 a \$1.92½ paid for wheat at the City Mills, and I am informed that other mills paid about the same, I do not say that was paid for a very large amount neither was it expected that \$9.00 would be the price for flour for any great length of time. I am not aware that millers are bound to keep a public granary at their own risk entirely, neither do I claim that the dear people shall be an Insurance Company. Circumstances go to show that if the millers here had not ventured in the market and paid the going prices to secure the present stock when they did, it would now be in the eastern market, and Fort Wayne would have been dependent on other markets for supplies of flour and it is not to be expected in that case that prices would be much less oppressive than they are now. It is but charitable to believe that we are as likely to drop prices when we can afford to do it as dealers in other places generally. That flour in New York did not exceed \$7.75 at the publishing of that article I will take the responsibility to say is not correct, if it was meant to comprehend all qualities and grades of flour, for while the N. Y. Tribune quoted inferior quality at \$6.50 a \$7.00 it also quoted best brands at \$12.00. We do not expect to get along through the world without getting a "crack" sometimes, and for that reason we ask 'fair play.' A. Miller.

We are inclined to think the writer of the above article has placed the matter in its true light, so far it relates to

the operations of large buyers, to whom in our opinion is attributable the unfortunate position of the miller and others, but though his quotations are from a seeming authentic source, it doubtless is placed far too high, and the difference between brands, too great to be accurate. The quotations which we made in the article alluded to, we apprehend were nearer correct than the prices current of the N. Y. Tribune as to that market, and so far as we quoted Cincinnati prices we satisfied ourselves last week of their correctness and which indeed fell below our quoted prices.

We saw at Lawrenceburgh on the Ohio river 25 miles from Cincinnati, a most excellent grade of flour for family use, sell at retail at \$7.25 to 7.50; and we think if a prudent policy had been pursued here, flour would never have exceeded \$8, at any time more indeed that but for a short season. EDITOR TIMES

Fort Wayne Times & People's Press
July 13, 1854

We learn that the embankments of the great reservoir in Clay county, which was built for the purpose of supplying water to the Wabash and Erie Canal, were cut away a few nights since, causing immense damage. The reservoir covers about two thousand acres of land, from which the timber had never been cleared.—There is now standing in the large body of water a forest of trees, forming a habitation for frogs and other reptiles in an almost endless variety, and breeding disease throughout a neighborhood which was, before, one of the healthiest in the State. The citizens of that part of the county have several times threatened to cut away the embankments, and thus rid themselves of what they considered a nuisance, but, have been hitherto prevented by the Canal Company keeping a guard around the reservoir. Some daring fellows have, however, evaded the guard and accomplished their object, flooding the country around, and causing a damage which, it is thought, will cost near one hundred thousand dollars to repair. — *Ind. Jour.*

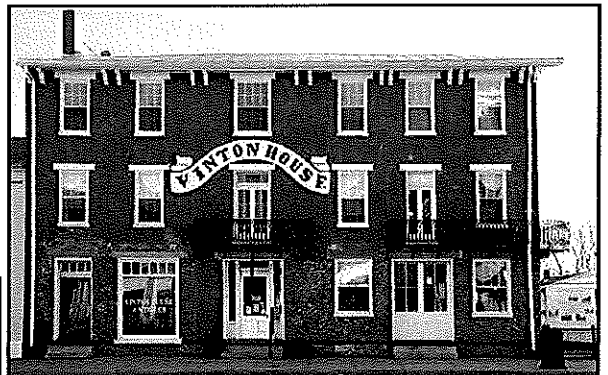
DID YOU KNOW?

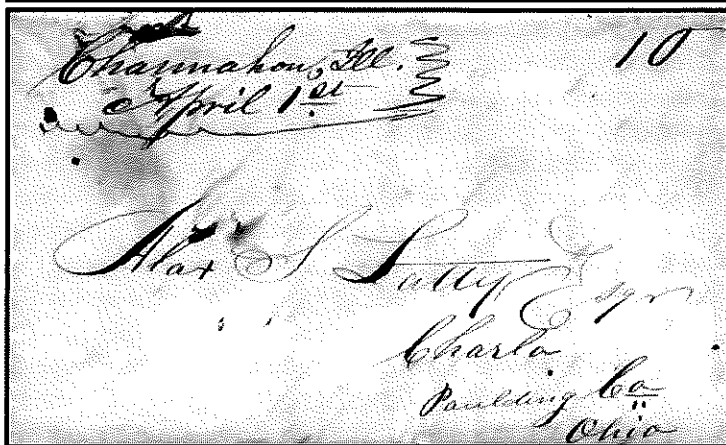
In 1847 the Vinton House was built at the intersection of the National Road and the Whitewater Canal in Cambridge City. The Vinton House Hotel accommodated travelers by canal boat or wagon and also served as a stage coach stop, a telegraph office, and post office. The canal basin was just a few feet from the rear door of the building. The 36 room Vinton House Hotel included a ballroom, fine dining rooms and a basement pub. Today this beautiful historic building is home to an antique shop and the Western Wayne Museum. The Vinton House is located at 20 West

Main Street, Cambridge City, on the Whitewater Canal Scenic

Byway, and is definitely worth the time to stop and visit!

Photo courtesy:
Whitewater
Canal Scenic
Byways





COMPLETION OF THE I&M CANAL

This letter dated April 1, 1848 concerns both a claim by Mr. Scott, which H. Henderson disputes, and the completion of the Illinois & Michigan Canal. It has a postmark of Channahon, Ill, Will County, dated April 1, 1848 with postage rate of 10 cents. It is addressed to Alex S. Latty Esq., Charloe, Paulding County, OH. It is from H Henderson, who is the Superintendent of the Illinois & Michigan Canal, for construction between Channahon and Peru.

“Channahon March 29th, ‘48

“ Dear Latty,

“Dear Sir, Yours of the 13th is to hand and reply. I could say what I think. Regard to Mr. Scott, if he is anxious to carry up his claim against me or get money that he has no right to, we have no other remedy but defend it. You will have to subpoena Wm. Nickels and John McCulloch and also Squire Mason to prove the settlement at this time who sues me first which yourself can prove. Also Wm. McCulloch can prove that David Scott (son of claimant) said at the time when the pottery was sold that I did not owe his father anything but he would try to save what he could for me as J. L. Willson was taking advantage of me for he and Scott was well as one. I did not owe Willson anything. Wm. Nickles can prove that he and Mr. Harris both got whiskey and goods from me. On Mr. Scotts own ??? and unlimited order for his men when working on the aqueduct. You can summon old Mr. Scott and have his testimony whether his men did not get the articles shown on my book and got bills from me to know how much each foreman had got before he would settle with his men. If he will proceed serve a notice on Mr. Scott to have depositions taken before on D. Dulittle Esq., Jolliat, Rueben Willard, Justice of the Peace at Channahon, Will county, Illinois. You can fix the date yourself giving me time to have them sent on for court.

“I have finished all my contract work in last December and have been Superintending for the State ever since. My division is from Channahon to Peru a distance of 48 miles. Mr. Baranett, a Scotchman, is Superintendent on Chicago division a distance of 50 miles. My division will be completed in three weeks from this date. Mr Baranett’s in two weeks. We are making arrangements for the Canal Celebration all along the line from Chicago to Peru and four packet boats is about finished in Chicago and some other line boats at different places to serve on the occasion.

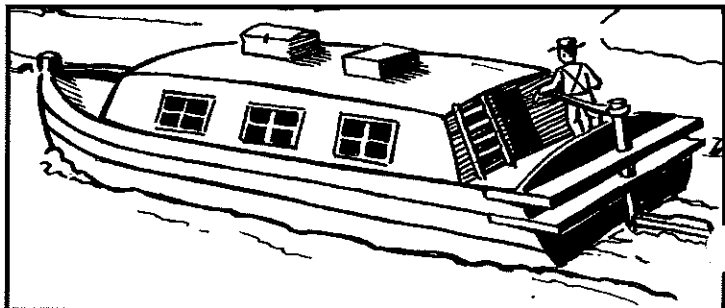
“Mr. Latty, Sir, I have the pleasure of stating to you which you will not be sorry to hear that if I do not profess to be unfortunate that chance here is one with me and that I have had a share of in America. I realized, out of my contract work, Seven Thousand Eight Hundred and Sixty-seven Dollars besides what I have made since I was appointed Superintendent. I have seven dollars & fifty cents per day for my own services and 8 teams of two and one quarter dollars per day and drives the best buggy in the state. Mr. Gooding, chief engineer states for me that he had letters from the Foreign Trustees to continue our???? to ??? Get here this Spring and they will continue us in the situation we hold after the canal is completed. Neither of us will except. We are going out to a letting this May on the Wabash Indiana. If I can spare the time I will probably pay you a visit.

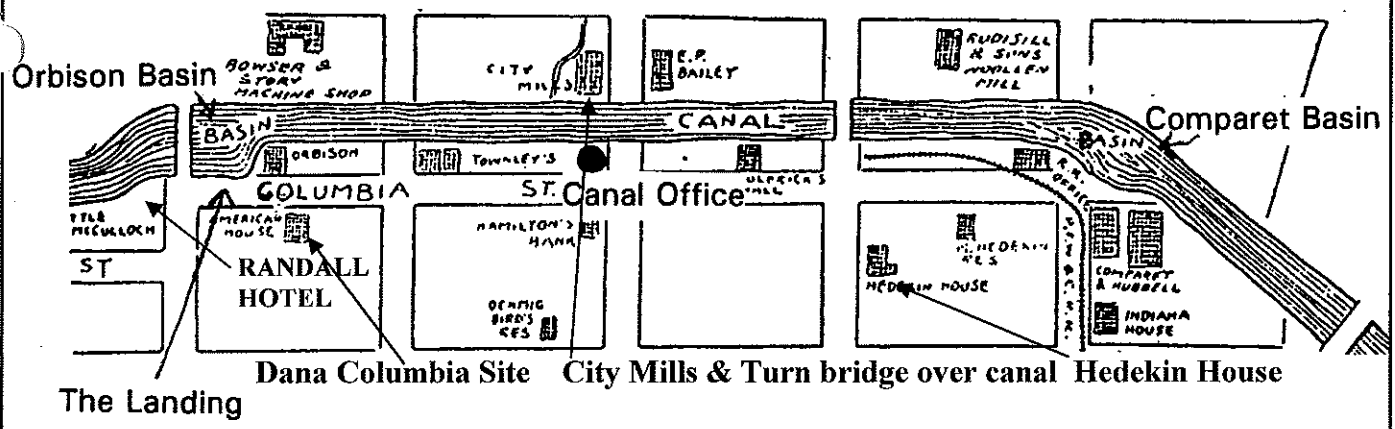
“I was sorry to hear of the people’s misfortune at the furnaces but little better could be expected. People here who want to be anything do not drink whiskey.”

Yours Respectfully,
H. Henderson”

“I can send you the deposition of Harris & others and I think you will have no trouble to defeat them but I still think that old Mr. Scott is not Scoundrel Enough to try. If he is I will find him out of Ohio sometime when 18 months is not the limitation law for book ?? and also Mr. Williams and make each of them pay the amount of my book ?? H Henderson”

Neil Sowards, CSI member, Ft. Wayne, IN



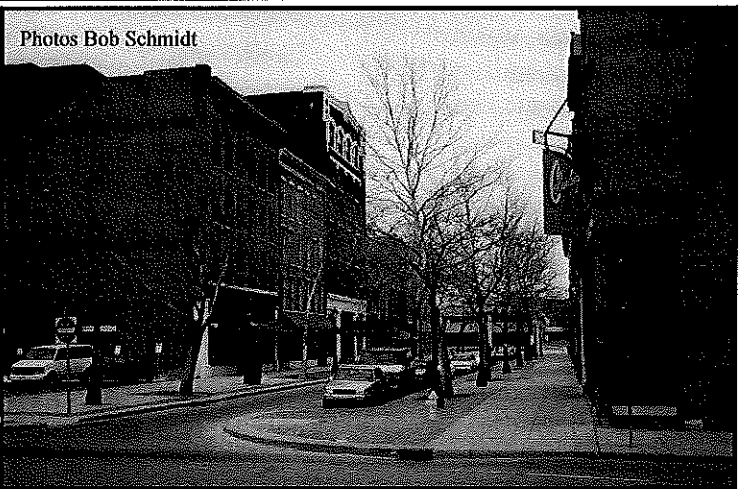


COLUMBIA STREET

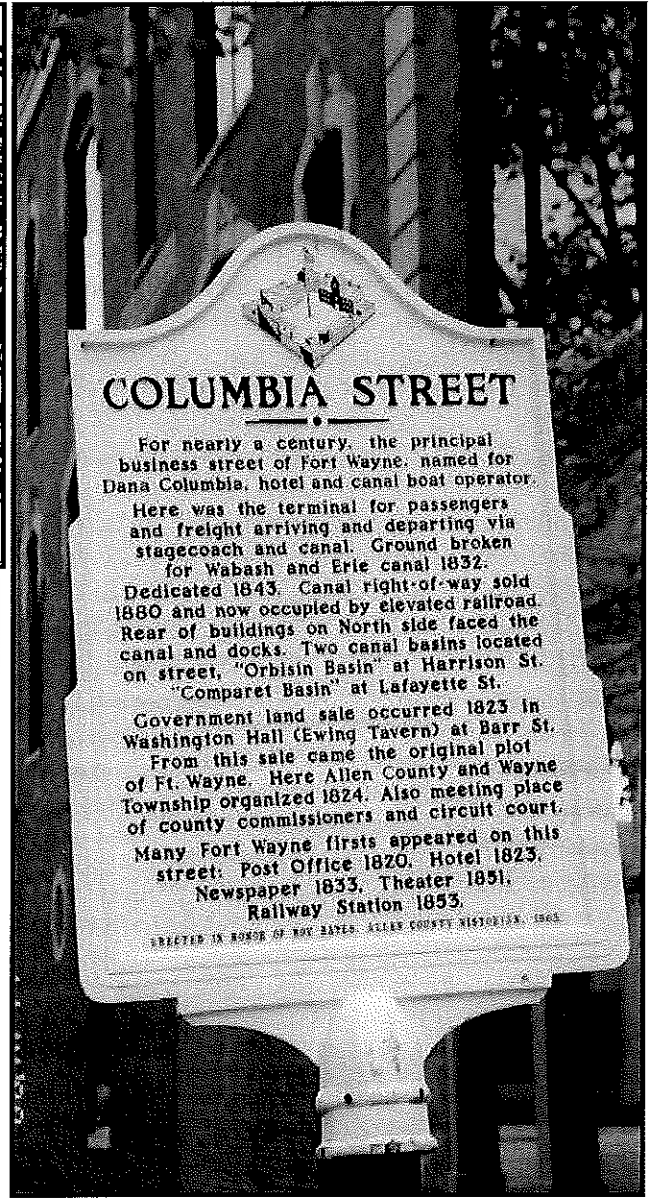
This map of Columbia Street from Harrison Street on the west to Lafayette Street on the east shows the Orbison Basin, The Landing, The Canal Office and the Comparet Basin in Fort Wayne, Indiana. North is at the top of the map.



COLUMBIA STREET Top: looking to the west with the Randall Hotel at its end. The Orbison Basin was to the right of the hotel. Bottom: looking east from the Randall Hotel.



Photos Bob Schmidt



COLUMBIA STREET

For nearly a century, the principal business street of Fort Wayne, named for Dana Columbia, hotel and canal boat operator.

Here was the terminal for passengers and freight arriving and departing via stagecoach and canal. Ground broken for Wabash and Erie canal 1832.

Dedicated 1843. Canal right-of-way sold 1880 and now occupied by elevated railroad. Rear of buildings on North side faced the canal and docks. Two canal basins located on street, "Orbison Basin" at Harrison St. "Comparet Basin" at Lafayette St.

Government land sale occurred 1823 in Washington Hall (Ewing Tavern) at Barr St.

From this sale came the original plot of Ft. Wayne. Here Allen County and Wayne Township organized 1824. Also meeting place of county commissioners and circuit court.

Many Fort Wayne firsts appeared on this street: Post Office 1820, Hotel 1823, Newspaper 1833, Theater 1851, Railway Station 1853.

ERECTOR IN HONOR OF ROY BAILEY, ALLEN COUNTY HISTORICAL SOCIETY

“THE LANDING” TO BE REVITALIZED

Fort Wayne’s Downtown Development Trust has announced plans to revitalize “The Landing” on Columbia Street, which was named after Dana Columbia, a canal boat captain. During canal times, the buildings along the street actually faced Dock Street to the north and the back of the buildings were on Columbia Street. Once the canal closed the buildings changed their entrances to Columbia Street. This historic street was brought back to life in the mid-1960s as “The Landing” with trendy restaurants, but over the years it has declined.

The Trust has purchased 2 parking lots and 7 buildings and hired Design Collaborative to come up with a new concept for the street. Plans in the making may include a brick street with the lower floors of the buildings serving as retail/restaurant space and the upper floors as office/apartment space. The street would be opened to traffic during the day for shopping and dining but closed at night so that tables, chairs and umbrellas could be set up for festive night life. It is hoped to once again become a destination.

Dana Columbia came to Fort Wayne prior to the canal. He, along with his brothers, operated a wagon factory. Later in this factory they produced a fleet of pirogues (hollowed out logs 30-40 feet long that were dried out and poled through the water as boats). Furs were loaded on the pirogues in the spring and carried downriver to Toledo by the river’s current, which sometimes reached speeds as high as 10 miles per hour. In Perrysburg, Ohio, they would be reloaded with foodstuffs and be poled back to Fort Wayne taking several weeks to make the return trip. Once the canal was in operation the fleet of pirogues was made obsolete and Dana Columbia became a canal boat captain. See June 2012 issue of *The Hoosier Packet* “Canawlers At Rest: Dana Columbia.”

Dana Columbia also built and operated a 22-room log hotel, “The Columbia,” on the waterfront in 1831. It was replaced by the American House in 1836, which was followed by a series of hotels that sat on the site. Dana’s home was south of Columbia Street on Clinton. In later life he moved to Junction, Ohio where the Wabash & Erie joined the Miami and Erie Canal to flow on to Toledo.

Columbia Street was the city’s main thoroughfare for more than a half century being home to an estimated 2,500 businesses over the years. Warehouses, wholesale houses, banks and hotels, such as the Hedekin House that was built in 1843, stood along its path. Local farmers patronized the harness shops, blacksmith shops, hardware

dealers, and shoe stores. The saloons were the favorites of all the traders being numerous and conveniently located. They offered a free counter lunch if the customer would purchase a 6-cent glass of beer, a 10-cent slug of whiskey, or a boilermaker and helper, a shot of whiskey with a glass of beer. The men met to discuss business or to visit after their crops were sold and their purchases made. Often their horses were shod and their wagons repaired while they waited.

On Columbia Street’s west end at Harrison Street was the Orbison Basin, a crescent shaped basin where canal boats could turn around. It was named for a miller, Alexander M. Orbison. The basin was lined with hotels and grain mills..

At the west end of Columbia Street, the Randall Hotel (originally the Robinson House) was built in 1856 along Harrison Street at the Orbison Basin. It had a canal boat landing where boat passengers could step right off the boat and enter the hotel. It was very modern for the time. A hydraulic ram powered by the canal pumped drinking water from three wells located in the hotel basement to the reservoir on the roof. This water served one tap on each floor of the hotel, which enabled the staff to put the water in pails and carry it to each room. If the canal was too low to power the ram, the water was pumped by hand. Ice water was also provided to the guests. Its elevator was operated by horse and turnstile. It even had its own sawmill, which cut up the firewood used by the hotel. One of its owners, J.H. Buckles, tried to get the city to purchase the feeder canal that ran from the feeder dam to downtown Fort Wayne and convert it into a city waterworks in the 1870s when the main canal was abandoned. Later the first interurban station was built beside the Randall on Pearl Street. It began operation on December 12, 1901.

The Hill and Orbison Mill, first to be located on the Orbison Basin, was followed by the enterprises of Solomon Bash and descendants. They built Mayflower Mills, Valiant Mills and Wayne Feeds.

To the west of the Orbison Basin was an earthen fill causeway that led to the Harrison Street bridge. Beyond it to the west was the George Basin. These two basins acted as switching yards for the canal and later the railroads.

The 100 block of East Columbia Street, which now hosts the Fort Wayne City County Building, had more changes in businesses over the years than any of the other four blocks. In 1855 the Wabash & Erie Canal General Of-

1830 - THE LANDING - 1982

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611	Mothers	
609	Pumps/Wdmks	
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605	Harness Mfg.	
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The above map shows a block at the west end of Columbia Street that was very active during the canal era. The buildings on the right side of the map faced Dock Street of the Wabash & Erie Canal. The shaded areas give the names of the buildings that were there in canal times. The curved lines show that some buildings occupied more than one lot. The Orbison Basin was one of the major basins in the city. Another was the Comparat Basin several blocks to the east.

The map is courtesy of Canal Society of Indiana member, Neil Sowards, and is taken from his and Lynne Shuman's book *A Guide to Three Rivers Region, Fort Wayne, and Northeast Indiana* published in 1982.

ices were on the second floor of a four-story brick building on the northwest corner of Columbia and Clinton streets where earlier the Allen Hamilton Company trading post stood. These offices included those of the canal superintendent and the toll collector, one of which was Oliver P. Morgan. The lower floor of the building was N. B. Freeman Co., a dry goods merchant. Also on this block the Maier grocery once stood. It was there that Fort Wayne was introduced to ice cream in the early 1860s from Maier's ice cream plant.

Tom Moore, the barber, had his home just around the corner of the 100 block of Columbia on Calhoun. Burrell Reed, the city's first black, lived with him and was a boot-black. Reed was murdered by a canal boatman.

Samuel Hanna operated a trading post on the northwest corner of Barr and Columbia in 1820. It served as the first post office with Hanna as the first postmaster. In 1822 the Alexander Ewing house was built followed by the Sutfenfield Tavern in 1823.

The businesses on the north side of Columbia Street had their front doors on the docks of the canal during canal times with their back doors on Columbia Street. This side of the street had no alleys since there were long frontages on

the docks. Today Dock Street, which is little more than an alley, replaces the docks. Probably as much business was done on the dock side as on the street side. The dock was like a boardwalk and much nicer than the mud streets and dingy store fronts. It was the city's most fashionable promenade. Noise and sweat mingled with the swish of silk skirts and the hawkers selling their merchandise. The Dixie Boys Minstrel was a showboat that seated 100 persons and gave several performances a night for a 25 cent admission. Ladies and gentlemen came to see the shows.

When visiting Columbia and Dock streets the cast iron fronts, fancy upper windows and roof adornment are seen. Those facing Dock Street seem to be wasted on an alley today.

The impetus to the growth at the eastern end of the early five block long Columbia Street was the Comparat Canal Basin. It was built on the flood plain where the St. Marys, St. Joseph, and Maumee rivers meet and became a turnaround for canal boats. Boat yards, such as the Deneal boat yard that operated until the 1840s, were established around it. They built and repaired canal boats.

Tom Castaldi, CSI Director from Fort Wayne, notified headquarters of the proposed revitalization of "The Landing."

This oil painting shows the Orbison Basin in 1866 at Harrison Street between Columbia Street on the south side of the Wabash & Erie Canal and Superior Street on the north side. It was painted on paperboard by Ralph Dillie in the 1920s. The view is from the Allen County Court House. North is toward the top of the picture.

Courtesy of the Allen County/Fort Wayne Historical Society and Tom Castaldi



Columbia Street was not without problems. In 1844 it rained so much that water collected on both sides of the Wabash & Erie Canal and the mud on the street was knee deep. This led I.D.G. Nelson to pay for tile to be made to drain the area. Then in 1851 the heavy rain flooded the city and canal boats floated on Columbia and Harrison streets.

In 1849 fires began to plague the buildings on the street. That year an entire block of 15 businesses was destroyed on Columbia and Main streets. Following this an official fire limit made buildings of wooden construction illegal in the area of Main, Barr, Harrison and the W & E Canal.

In 1834 the first fire department had been organized consisting of a manually operated pump, hose, hook and ladder. By 1841 each house was required to have its own supply of fire buckets. But these didn't stop the 1849 fire. On April 22, 1864 the fire limit was extended to Clay, Wayne, Webster and the W & E Canal, but fires continued and by October 31, 1865, nine fire cisterns for water storage were built with several of them under Columbia Street. Canal water filled the cisterns. Unscrupulous businesses drew their water supply from the cisterns. One of the cisterns led to the death of a man in 1861. He fell in and drowned. Over the time period of 1849-1857 it was said that over one fourth of Fort Wayne had been destroyed by fire.

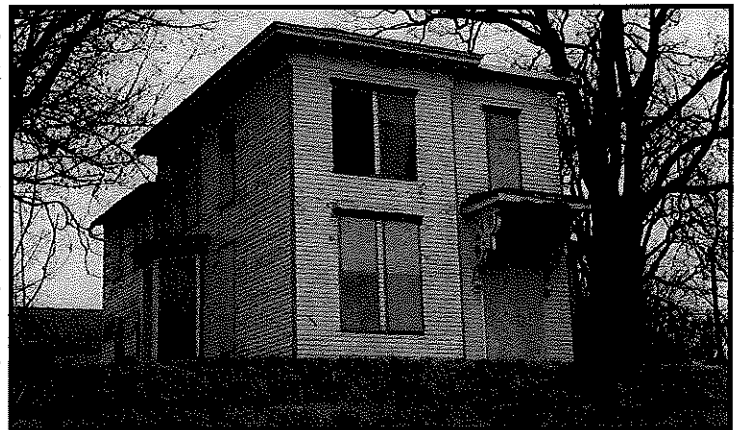
ASA FAIRFIELD SUBJECT OF LECTURE

On January 31 as part of the 2015 ARCH lecture series, Johnny Warren, vice-president of ARCH's Board of Directors, spoke at the Allen County Public Library's downtown location in Meeting Room C about "A Yankee Sea Captain on the Indiana Frontier: The Life and Times of Capt. Asa Fairfield." He covered Fairfield's colorful life in the nineteenth century, which took Fairfield from the shores of Maine to command at sea and events during the War of 1812.

Capt. Fairfield later moved to the rough and tumble town of Fort Wayne, and became one of its Founding Fathers as well as a prosperous businessman, operator on the Wabash & Erie Canal, civic leader, and gentleman farmer and land owner.

Cyrus Fairfield, son of Asa Fairfield, said in a 1916 interview, "My father brought more money to Fort Wayne than any man who preceded him. He was an old sea captain and had with him \$30,000. Mrs Thompson, the wife of Dr. L. G. Thompson, told him several times he ought to be careful about the money, so he gave it to her for safekeeping. She sewed the money in one of her mattresses, where she kept it until my father could look around to see where he could best invest it."

With some of this money Fairfield established a large farm south of Fort Wayne purchasing 240 acres at \$12 an acre. There he raised hogs, sheep, and garden crops. He also invested in a number of local enterprises including a soap and candle factory. He bought the first grist mill, which had been established in 1827 by Samuel Hanna and James Barnett, and served as one of the first directors of the Fort Wayne Branch of the State Bank of Indiana.



Warren also spoke about the ongoing restoration of Fairfield's 1859 Italianate styles house on Creighton Street in the section of Fort Wayne called South Wayne. In 1868 Asa Fairfield died at this two-story house. Photo Bob Schmidt

SUNKEN CANAL BOATS FOUND

Two divers from the Rochester area of New York recently announced that they found two mid-1800s sunken canal boats in Lake Ontario within a few miles of each other mid-way between Oswego and Sackets Harbor. They were able to video both the 65-foot-long and 78-foot-long canal boats that were more than 200 feet below the surface of the lake. It seems that the boat owners took a risk and tried to ship by these canal boats on the lake. The boats were built for the shallow water of the Erie Canal and could not stand the changes that quickly occurred upon the lake. They hope to be able to obtain more information about these boats in the future.

LST 325 BOOK

Canawlers who attended the October 22-23, 2010 CSI "Rappites, Riverboats & Pirates" tour that visited LST 325 may want to learn more about this Landing Ship Tank. Capt. Robert D. Jornlin, the man who took a small crew of Navy veterans to a small town in Crete to piece the LST back together, has written a book entitled "Bringing Back A Hero." He tells what it took politically and mechanically to ready it to cross the Atlantic Ocean, the obstacles during the voyage to the U.S., etc. Eventually its home port became Evansville, Indiana.

Jornlin has given hundreds of talks about the ship, the voyage and restoring it. After hearing his presentation many people told him to write a book. He did and says that it might even be made into a movie. The book is available at: 1st325heroship.org, Amazon.com or CreateSpace.com.

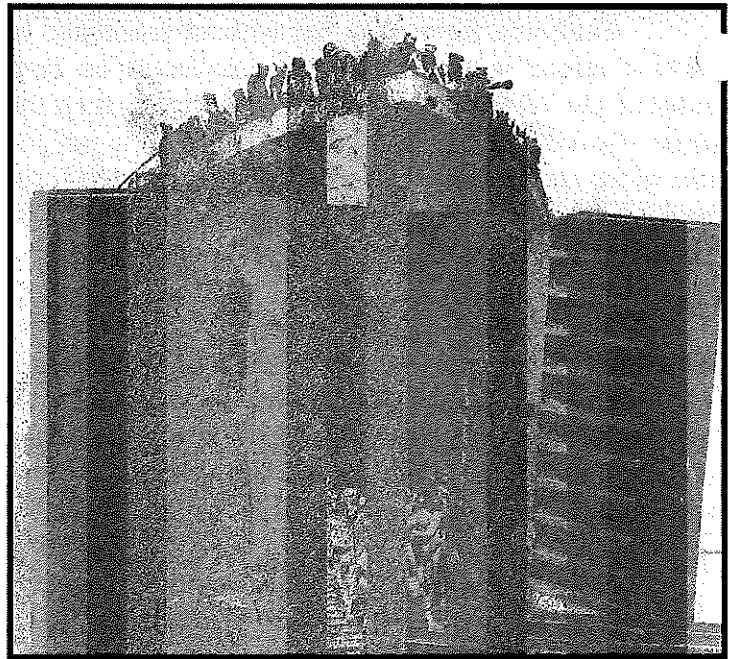
Jornlin retired as captain of the ship in 2014. A special ceremony was held in Evansville that November. He was noted for his 14 years of work on its restoration and taking it to 45 cities on inland rivers as well as bringing it to the United States.

Gerald Hulslander, CSI member, Marseilles, IL

LST 325 MEMORIAL

USS LST 325, now docked in Evansville, is listed in the National Register of Historic Places. LST stands for Landing Ship Tank. These huge 330-foot-long ships with flat bottomed hulls were designed to carry 19 Sherman tanks with their crews and hundreds of soldiers as well as 4 smaller LCVPS (landing craft) and cargo during World War II. The LST could actually be beached by the crew through the use of winches and anchors. Its bow had hinges at its sides that allowed it to be opened and a ramp lowered that tanks could roll directly into combat from the ship. After it was unloaded it could pull back into deeper waters often carrying wounded soldiers or prisoners of war. It earned the nickname of "Workhorse of the Navy."

Before the use of LSTs troops had to secure and prepare a port before they could unload their heavy equipment. During World War II the Allies had no secure ports from which to launch their attacks and recapture territory after France had fallen and the Japanese had attacked Pearl Harbor. Plus the Nazi's had invaded the Soviet Union and were knocking the Soviets out of the war. The British Admiralty requested in November 1941 that LSTs be built and built quickly by U. S. Naval Shipyards. The first LST was



Above: Tanks and troops could be loaded/unloaded directly onto the land from the bow of an LST.

Courtesy Evansville Museum & Historical Society

Below: Tanks and troops were unloaded down this ramp.

Photo by Bob Schmidt



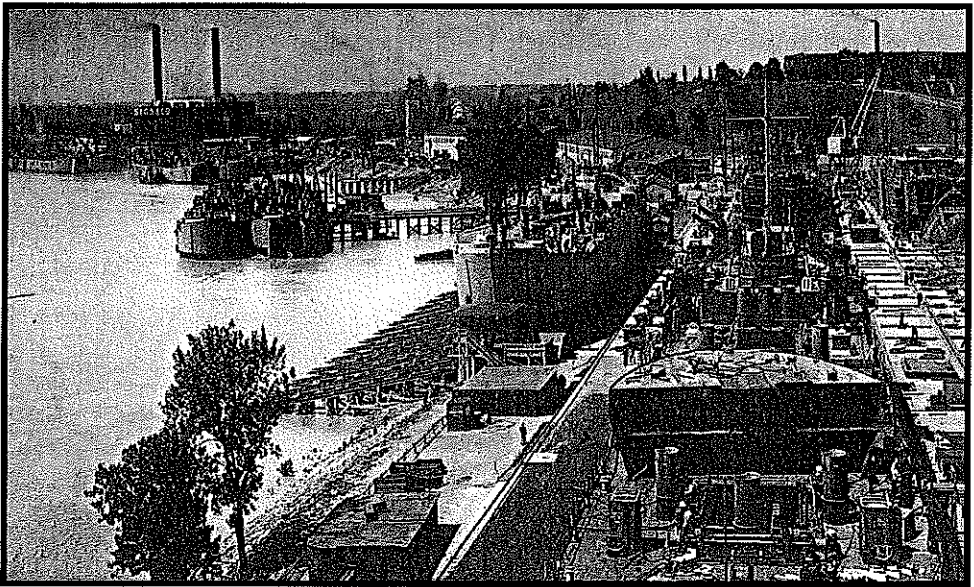
completed in June 1942 and sent into action to play a major role in our national defense.

LSTs were such slow moving vessels and had very little fire power by which to protect themselves so their crews suggested that LST stood for Large Slow Target. They were usually escorted to where they were going to protect them and their crew.

Although LST 325 was built in the Naval Shipyards in Philadelphia, Pennsylvania, she is identical to those that were built in Evansville, Indiana. Evansville was chosen as

shipyard due to its strategic location on the Ohio River. The Gulf of Mexico could be reached via the Ohio and Mississippi Rivers from Evansville. It also had the access to railroads and highways that were needed to bring in the steel and lumber* used in heavy industry. Being inland it was safe from foreign sabotage or U-boat attack. Plus Evansville had built boats before and had the facilities to quickly get started building and assembling them.

*Your editor's father worked at an Evansville lumber company buying much of the lumber used in the LSTs. His job was considered so important to the LST project that it kept him from having to go to war.



LSTs being built along the Ohio River in the Evansville shipyard in May 1943. Courtesy Evansville Museum & Historical Society

At its peak of production, the Evansville Shipyard, which covered 45-acres, completed 2 LSTs per week and employed a workforce of over 19,000. According to its original contract it was to produce 24 ships, 167 LSTs and 35 other vessels. On December 12, 1945 the last LST was launched down the Ohio River.

Very few LSTs are left in the world. LST 325,* owned by LST 325 Memorial, Inc. was located in New Orleans before they decided to move her to Evansville. Once she arrived here, the Indiana Division of Historic Preservation and Archaeology offered and then assisted her board in preparing an application for listing on the National Register.

LST 325 has a distinguished history. She carried the elements of the U. S. 1st Armored Division for the invasion of Sicily on July 11, 1943; the 40th British Royal Tank Regiment for the invasion of Salerno, Italy on September 13, 1943; and was part of the backup force for Omaha Beach landing 59 vehicles, 31 officers and 408 enlisted men on her first trip on D-Day, June 6, 1944. During the following months she made 44 round trips between England and Normandy

for the liberation of France. She ran supply trips between England and France afterwards. She returned to the United States in March 1945 and was decommissioned on July 2, 1946 at Green Cove Springs, Florida. Two battle stars were earned by her crew during World War II.

Following the war the U. S. government donated the ship and others like her to the Greek Navy, which used her for decades. After they retired her, the USS LST Ship Memorial, Inc. sought the best preserved LST in Greek hands. Through international approval and hours of repair by a volunteer crew of 30 working in 100°F temperatures at times, she was made sea worthy and sailed back to the U.S. arriving on January 10, 2001 in Mobile, Alabama. Her captain on this voyage was Robert Jornlin from Earlville, Illinois. There volunteers continued restoring her features. Today volunteers maintain the ship in Evansville for tours and cruise to other ports for tours in August and September.

Carolyn I. Schmidt, CSI Editor, Ft. Wayne, IN
*John Hatton, CSI member from Louisville, KY is a board and crew member.

LST CHARACTERISTICS

Armament:

- 2 twin 40 mm gun mounts
- 4 single 40 mm gun mounts
- 12 single 20 mm gun mounts

Beam:

50 ft

Boats/ landing craft carried:

2 LCVPs

Complement:

7 officers, 104 enlisted

Displacement:

1,625 long tons — light
4,080 long tons — full

Draft:

Light: 2 ft 4 in forward
7 ft. 6 in aft
Sea-going: 8 ft 3 in forward
14 ft 1 in aft
Landing: (with 500 ton load)
3 ft 11 in forward
9 ft 10 in aft

Length:

327 ft 9 in

Propulsion:

2 General Motors 12-567
900 hp diesel engines
2 shafts, twin rudders

Range:

24,000 mi at 9kn (10 mph)

Speed:

12 knots (14 mph)

THE MORRIS CANAL FIELD GUIDE

The *Field Guide to the Morris Canal in New Jersey* by Jakob Franke has just been published. It is an easy-to-use, 8.5 by 11-inch full color guide. Its 160 pages are wire-bound, so that it can be folded back on itself. The guide includes a brief history of the canal, a table of significant features, a glossary and a bibliography. It covers the 102-mile canal in 23 sections of about 4.5 miles each.

This long-awaited book is a mile-by-mile, turn-by-turn guide for following the Morris Canal from Phillipsburg to Jersey City. Follow the canal and see how the Morris Canal Greenway is developing in all of the counties along the route. Visit the unique pocket parks, including Inclined Plane 9 West in Stewartville, the Bread Lock Park in New Village, the Morris Canal Park in Ledgewood, and Hugh Force Park in Wharton. The *Field Guide to the Morris Canal in New Jersey* was produced by six members of the Canal Society of New Jersey. Maps were created by Gary Kleinedler, their professional cartographer.

To order: Send your check for \$25 plus \$5 shipping, payable to Jakob Franke, 424 Tappan Road, Northvale, NJ 07647-1418; 201-768-3612; jf31@columbia.edu.
Linda Barth, CSI member, Somerville, NJ

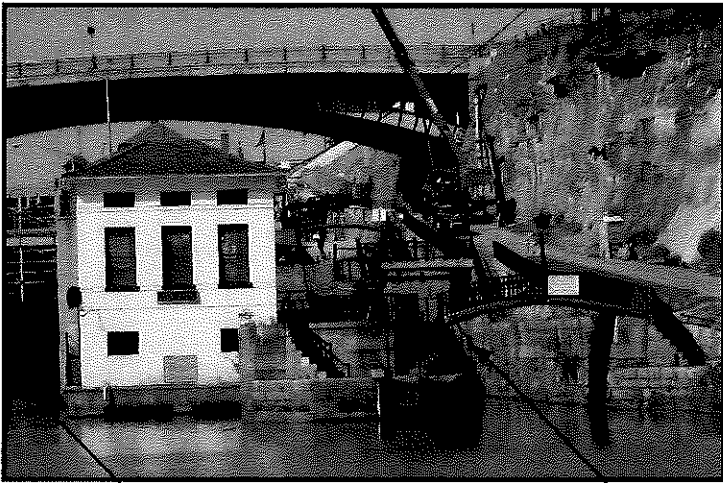
THE MORRIS CANAL GREENWAY

by Joseph Macasek

In areas across New Jersey, interest in the Morris Canal Greenway continues to grow and preservation projects move forward. Passaic and Warren counties and Jersey City have adopted professionally planned Greenway plans.

In Morris County, the Canal Society of New Jersey (CSNJ) is supporting existing projects in the towns of Boonton, Rockaway Borough, Wharton, Montville, Roxbury, and Mt. Olive, and helping finance new projects. CSNJ members are also on the executive committee of the North Jersey Transportation and Planning Authority's Morris Canal Greenway Working Group.

Roxbury Township—The Morris County Preservation Trust awarded the CSNJ a grant to acquire a piece of Morris Canal Greenway property at Shippenport. When the sale is completed, the property will be donated to Roxbury Township, and, with adjacent properties, become part of the township's trail system and the Morris Canal Greenway. This project includes parcels already owned by Roxbury land donated by a developer who plans to build a trail



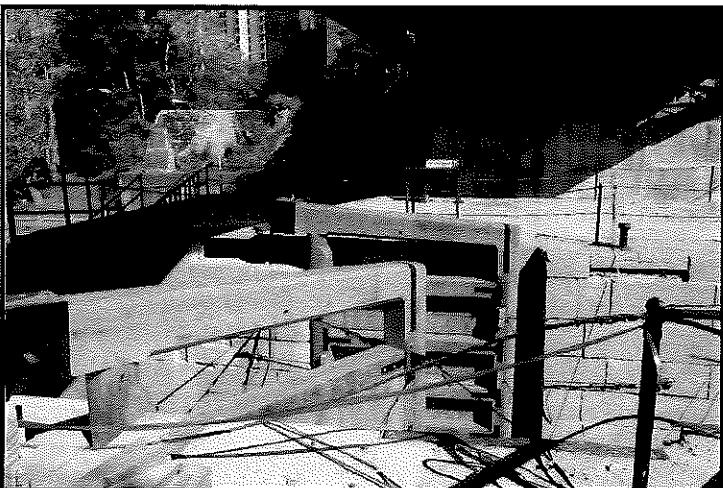
Flight of Five—Lockport, New York
Now 2 large locks we went through Restored 5 locks

FLIGHT OF FIVE DEMONSTRATIONS

The work being done on the one Flight of Five locks visited in Lockport, New York during the CSI 2014 tour of the Erie Canal is to be completed by this spring. Some volunteers will manually demonstrate the opening and closing of the lock gates from 10 a.m. until noon every Friday—Monday from Memorial Day to Locktoberfest in October. Other volunteer tour guides will lead groups from the Erie Canal Discovery Center to the locks area.

The Locks Heritage District Committee has found the beams are best operated by teams of six people—three people on one gate and three on the opposite gate. The gates are almost impossible to open or close if there is a slight difference between the water in or the water outside of the lock.

A set of new gates with balance beams will be operated by volunteers to show how to open/close a lock. Photos by Bob Schmidt



cross it to connect with the new recreation facility on Landing Road, and the Lake Hopatcong Foundation's newly acquired historic train station headquarters and visitor center.

Treaty Ground 29th
May 6 1834

For CSNJ, the project's important feature will be the preservation of the historic canal features at Shippenport, where Inclined Plane 1 East raised and lowered canal boats, and provided water power to operate both a sawmill and bloomery forge. Parts of the plane, towpath, and the waterpower system are still extant.

Additional projects include a grant application to establish a Greenway corridor from Plane 3 East through Canal Park in Ledgewood including archaeology, landscaping, and signage at Plane 2 East. A multi-panel kiosk will be installed along Main Street as mitigation in a bridge replacement project.

Rockaway Borough—CSNJ will partner with Rockaway Borough to preserve a second Greenway location. Morris County Preservation Trust awarded Rockaway a grant to acquire land for a trail connection around a privately owned parcel. CSNJ will cover the cost of closing the deal.

Lock 2 East—Wharton—Capstones were reinstalled on the tops of the lock walls and new miter gates placed at the lower end of the lock. Now fabrication of additional lock hardware, including machinery to open and close the miter gates as well as the upper drop gate and other operating equipment will be started.

Passaic County—Although construction of the trail between Paterson and Clifton is stalled awaiting federal funds, CSNJ is working with the Department of Planning & Economic Development to create an interpretive area on property that is already owned by the Pompton Feeder Lock. Improved access, signage and parking are needed as well as stabilization of the lock remains.

Linda Barth, CSI member, Somerville, NJ

LETTER TO TIPTON FROM BURR

In this letter David Burr responds to a letter he received earlier from General John Tipton, U.S. Senator from Indiana in Washington City. Burr, who was at the Treaty Ground in Indiana, was mapping out the plat for the town of Wabash. It talks about building the Wabash & Erie Canal, Indian affairs, and state and federal monetary policy. His handwriting was difficult to read and a few words may be incorrect. More about Burr and Tipton follows this letter which is quoted in its entirety.

Dear Sir,

I received yours of March 5th by the last mail and hasten to acknowledge its receipt. Our work on the canal is not going forward with rapidity which I could desire, during the last and present month although the weather has been rather more than ordinarily fair, for all field operations.

A scarcity of provisions prevails to an alarming extent; and many of the contractors within three or four of the last days, having dismissed their hands. We need some one very much with Capital who would have gone to Cincinnati and purchased about 50,000 pounds of bacon and brought it to Lafayette in a steam boat, and sold it at a moderate profit. There is no one willing however to risque it, and we will have to depend on what will be brought to the country in wagons for sale.

There is some bacon came to Miamisport and I hope in a few days our prospects will be better.

I have within a few days heard it rumored that Mr. Representative McCarty is moving the waters in respect to the Indian treaties, made at Chicago and Indiana. I have only heard a bare surmise or suggestion to that effect, and without the intuition in the least degree of pressing on your confidence would be pleased to hear from you in relation to that subject. I know he is a bitter man, and as chairman of the Committee of Indian Affairs — a station I am told he occupied in the House— I suppose he has it in his power to be troublesome.

We are here as far as removed I suppose from the pressure of the times as any other place, but it would be needless to disguise the fact, that it has reached us also, there is every day less confidence in the stability of the State local banks, and the paper of the U.S. Bank has almost disappeared entirely—in receiving a sum of money four fifths of it at least will be in State Bank notes. From the great withdrawal of the circulating Medium which is now rapidly going on, the value of property of every kind in the Western country will greatly depreciate: unless in Congress you can pass on some measure, which will quiet the public mind. I think General Jackson will be sustained in this state under any circumstances, but that it will be a hard matter to induce the people to sustain the "heir apparent," I scarcely converse with a single Jackson man who does not regret the removal of the deposits and although they will not fall out with the President on that account, they will remember Mr. Van Buren in the presidential election as the author of the evil— I have not the least hope that the deposits will be restored or any measures adopted which can lessen the pressure in Monetary affairs because the U.S. Bank must be wound up and call in its debts: no other institution of a

NEWS FROM DELPHI

similar kind can be established until after 1836; and as it calls in its debts the means in its possession will be abundant to draw from the State banks their specie equivalent funds; and it is not in the nature of things for them to pursue a State bank paper to accumulate on their hands and therefore must limit within narrower bounds the amount of currency in circulation, this pressure I suppose will increase and if anything can, it will work a change of parties in the time of the successor of the old Roman. So far as I can discover a "deep feeling" is silently to be sure, but steadily operating against the Dutchman, which if it does not prevent his election will make his pillow anything but a bed of quietness, satisfaction, or repose.

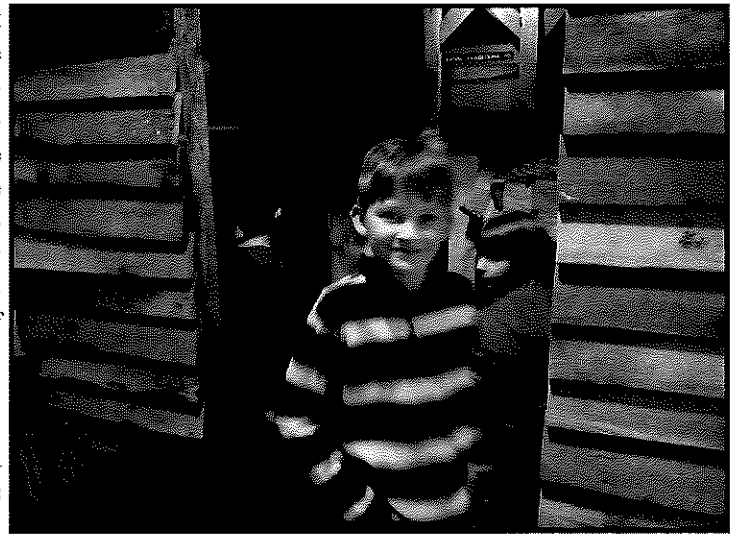
John Tipton, U.S. Senate With great respect, D. Burr

Note in margin. We will put the canal under contract to a short distance below, this month of May, Mississinewa this year to this point _____ from the Wabash.

David Burr, a cartographer, topographer and surveyor, was the official cartographer for the United States Postal Department. He made many detailed maps showing routes of roads, canals, and railroads from 1832-1838. On June 15, 1835 the board of county commissioners met in the home of David Burr in the town of Wabash. In 1838-1840 he was the draftsman for the U.S. House of Representatives. In 1852 the U.S. Senate appointed him as draftsman to make maps of the Federal Surveys that had been conducted. In 1854 he published his Map of the United States. From 1853-1855 he was draftsman for the U.S. Senate. From 1855-1857 he was the Surveyor General for the state of Utah. David Burr helped found Wabash, Indiana.

John Tipton was in the Battle of Tippecanoe in 1811 and the War of 1812. In 1823 he became the U.S. Indian agent for the Potawatomi and Miami tribes. In 1826 Tipton met with representatives of the Potawatomi and Miami tribes at Paradise Spring, which resulted in two significant treaties. The first one opened Indian territory in Northern Indiana and Southern Michigan to white settlers. The second provided for a canal to be built across Indian territory. Once the Wabash & Erie Canal was built it provided impetus for the settlement of towns along its route. In 1831 Tipton was elected to the U.S. Senate from Indiana. From 1837-1839 he served on the committees on Indian affairs and of roads and canals. In 1839 he organized the forced removal of 859 Potawatomi from the area around Plymouth, Indiana. During the "Potawatomi Trail of Death" to Kansas, 40 of them died. John Tipton founded Columbus and Logansport, Indiana.

Neil Sowards, CSI member, Ft. Wayne, IN



HISTORY SEEKERS CLUB

Photos by Mark Smith

Third graders from Delphi Community Elementary School, who belong to the History Seekers Club, went to the Canal Interpretive Center on Tuesday January 26, 2015 to learn about the Wabash & Erie Canal and the part it played in the development of Indiana. Ben Stewart, above, and classmates found the canal construction camp shanty crowded but interesting. Other students enjoyed pushing the canal boats down the watered canal and through the locks on the water table.



NEW YORK CANAL FESTIVAL

This year is the 100th anniversary of the Erie Barge Canal in the Village of Waterford, New York. The town has announced a festival to be held on Saturday May 16, 2015. It will be their 29th canal festival. They will celebrate the anniversary of Erie Barge Canal Lock #2 and the historic and world record-breaking Waterford Flight of Locks (May 15, 1915—May 15, 2015) from 9 a.m. to 6 pm. at Erie Canal Lock #2 and the Waterford Harbor & Visitor Center. Admission is free and there will be free activities.

By 1903 the second enlargement of the Erie Canal was inadequate and New York decided to construct what they termed the "Barge Canal" that would accommodate even larger canal boats/barges. It would not only include the Erie Canal but also the Champagne Canal, the Oswego Canal, and the Cayuga and Seneca Canal. Its was to cost \$101 million dollars to build and accommodate boats weighing up to 1000 tons.

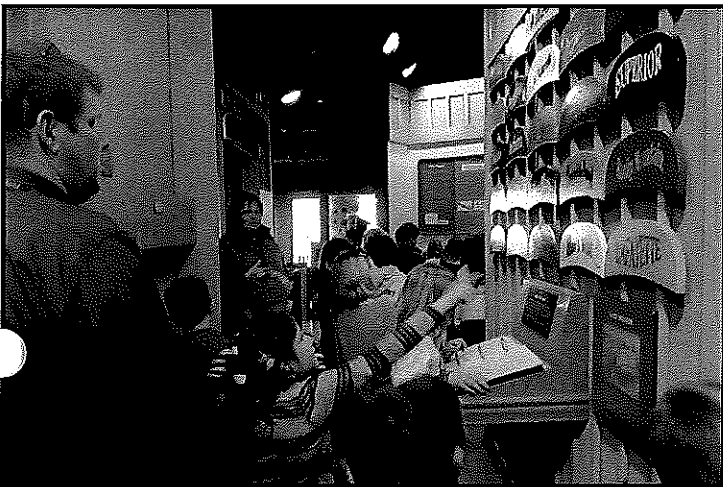
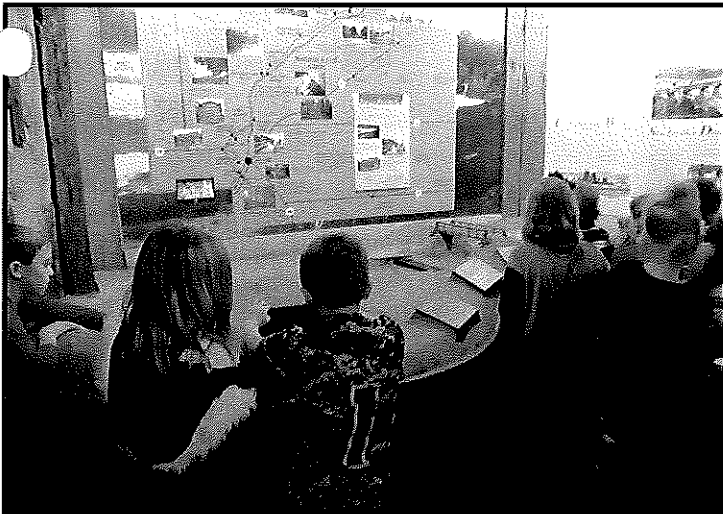
Not everyone was in favor of the canal. They argued that the railroads, which were faster, more reliable, and carried larger loads in many cars, were taking over and canal transportation slowing down. The Chenango Canal that once joined the Erie Canal had closed 30 years earlier.

Others argued that the barge canal would be deeper, larger, and more modern. New barges could be built that would either be towed by tug boats or be self-propelled no longer necessitating the use of horses or mules. Locks could be built more cheaply with concrete instead of stone. The old ditch would be replaced at points by nearby rivers and lakes for navigation. The barge canal could transport 100 times that of the old Erie Canal.

When 1,100,000 voters went to the polls on November 3, 1903, over 75% of them voted in favor of the Barge Canal. Although they had authorized the expenditure of \$101 million, costs eventually amounted to \$170 million.

Ground was broken in 1905 and the Barge Canal was entirely completed on May 15, 1918. It was 12-14 feet deep, 120-200 feet wide, and 363 miles long extending from Albany to Buffalo. It consisted of 57 (some say 58, but one lock number was skipped) locks to raise/lower barges from 6-40 feet that were carrying up to 3000 tons of cargo.

Commercial traffic on the canal reached its height in 1951. The machinery installed in 1918 is still in use and is in excellent condition as seen on CSI's Erie Canal cruise.

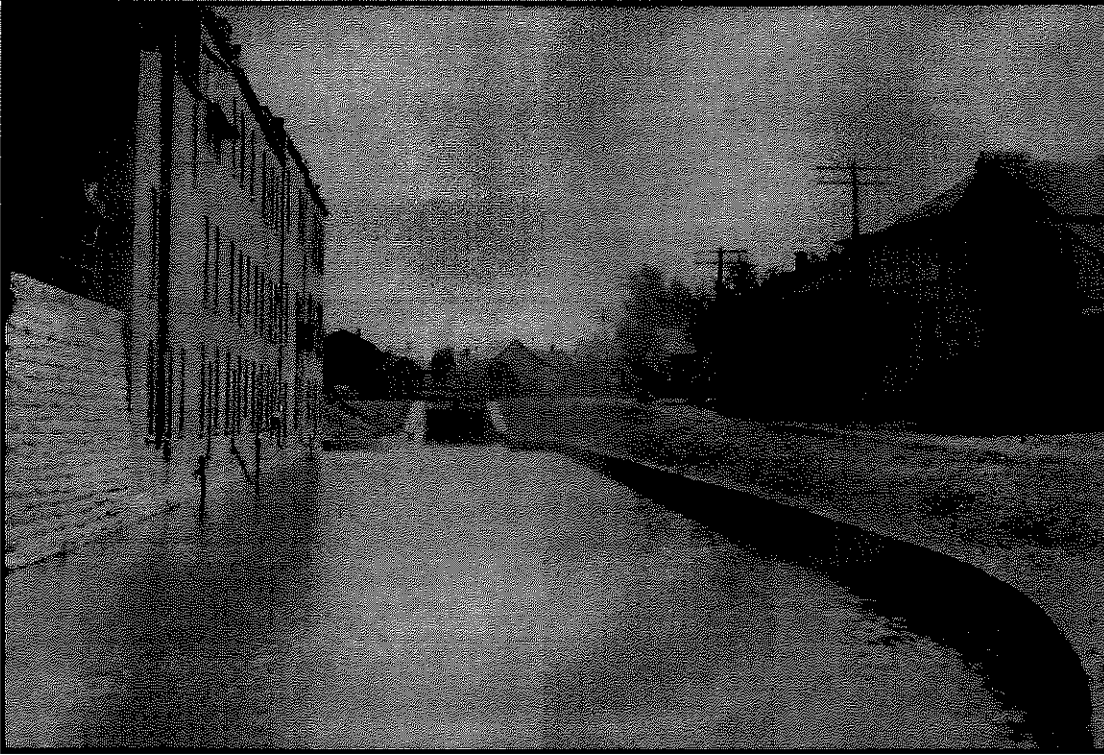


Above: Bill Shidler and Vicki Sickler told how the boats were named in the canal boat gallery.

Below: Vicki also told children how the horses and mules were shod by a blacksmith at the livery stable.



THE HOOSIER PACKET - APRIL 2015



CANAL LOCK AT ST. MARYS, OHIO

This picture is from a real photo postcard that was taken by Fred A. Yacmett, a photographers who had his studio in St. Marys, Ohio.

It shows a canal lock in St. Marys, Ohio. On the Miami and Erie Canal in St. Marys there were 2 locks, Nos. 12 & 13. The Hydraulic Canal split off from the Miami and Erie between these locks and was at a higher level. Water from Hydraulic Canal was used to power waterwheels for factories with belt driven equipment before the expanded use of steam boilers or use of electric motors.

WELCOME NEW MEMBERS

The following have joined the Canal Society of Indiana at the \$25 single/family membership rate unless otherwise noted:

David & Heather Bauer - Fishers, IN gift

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



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