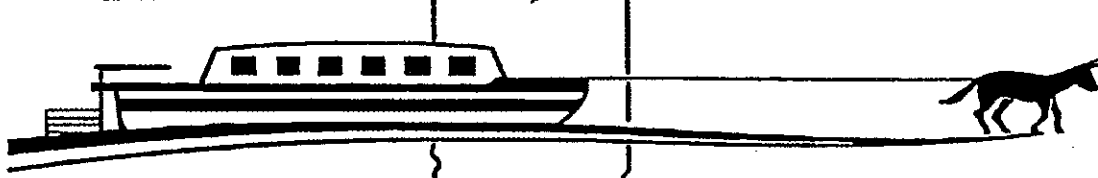


THE
HOOSIER-PACKET



NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 15 NO. 11

P.O. BOX 10808 FORT WAYNE, IN 46854

NOVEMBER 2016

FORT TO PORT



After viewing this lock in Maumee Sidecut Park, Mary Timmers and Diane Fledderjohann walk to another lock. The six locks once lowered canal boats from the Miami/Wabash & Erie Canal to the Maumee River. Photo by Sue Simerman

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FORT TO PORT

Since the 1960s residents from Fort Wayne to Toledo have wanted to replace the old winding U.S. 24 that followed the Maumee River and the Miami/Wabash & Erie Canal. Finally in 2012 the dual lane Fort to Port highway was completed between these two cities. It also links around Fort Wayne with the Hoosier Highland Highway to carry the dual lane concept all the way from Fort Wayne to Lafayette.

The Canal Society of Indiana followed the

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Photo by Bob Schmidt

Tour:

Fall: August 26-27, 2016

"Fort to Port" Wabash & Erie Canal from Ft. Wayne to Toledo with tours of Maumee Sidecut Park, National Museum of the Great Lakes at the Toledo Maritime Center

Hotel: Best Western Luxbury Inn, 5501 Coventry Lane, Ft. Wayne, IN

Friday Dinner: The Lodge at Coyote Creek, 4938 Hillegas Rd., Ft. Wayne
Speaker: From ARCH, "Ft. Wayne in 1816," CSI Update Bob Schmidt
Centerpieces: Sue Simerman

Saturday: Coach tour close to route of Miami/Wabash & Erie Canal from Ft. Wayne to Toledo and return

Saturday Lunch: Frickers, 14185 Reynolds Rd, Maumee, OH

Sunday: Options given for venues in Ft. Wayne - Old Fort Wayne re-enactment

Tour route planners & Docents: Mike Morthorst, Bob & Carolyn Schmidt

Tour book: Mike Morthorst

Registration/confirmation, Goodie bags, Name tags, Thank you notes: Carolyn Schmidt

Saturday Refreshments, Budget, Hotel arrangements, Maps: Bob Schmidt

Tour Attendees: 39 Illinois 4, Indiana 28, Ohio 7 Sunday: 11

Friday/Saturday: Sally Bancroft, Karl & Demi Black, Barbara Boyd, Tom & Linda Castaldi, Tom & Diane Fledderjohann, Don & Betty Haack, Phyllis Hess, Gerald & Jean Hulslander, Dave & Bernie Krieg, Jerry & Barbara Lehman, Sam & Jo Ligget, Ron & Pauline Meyer, Dr. Ron Morris, Mike & Tom Morthorst, Gene & Joyce Paschka, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Dan Schuster, Kay Sheldon, Steve & Sue Simerman, Frank & Mary Timmers, Earl & Marilynn Toops, Larry Turner

Sunday: Tom Castaldi, Jerry & Barbara Lehman, Sam & Jo Ligget, Frank & May Timmers, Earl & Marilynn Toops, Mike & Tom Morthorst

CANAWLERS
AT REST

CAPTAIN
GAYLE (GALE)
FORD

Find-A-Grave #96594588

b. 1815

d. 1894

By Carolyn I. Schmidt



Captain Gayle Ford was born in Virginia to Mr. & Mrs. Silas Ford around 1815. Silas, who was a native of Virginia, moved his family west to John Conner's Trading Post (today's Connersville, Indiana) in 1817 when Gayle was about 2 years old. Silas was a friend of John Conner. Silas had a store in Connersville prior to 1821, the year in which he began keeping a hotel there on the west side of Eastern Avenue at the south corner of the alley. He also manufactured spinning wheels in Connersville into the 1830s.

As a teenager, Gayle Ford, our subject, handed rails for 33 cents a day. However, when he could not collect the wages owed to him he became discouraged and left home at the age of 16 in 1831 to try for another job in Cincinnati, Ohio. Exactly how long he stayed there or what kind of employment he had, we do not know. However, he returned to Connersville, Indiana, where he later met and married Elizabeth, also known as "Eliza" or "Betsey," Woodcock on March 19, 1837.

Gayle became interested in the activities of both the Whitewater Canal and the Cincinnati & Whitewater Canal while in Connersville. He built and owned two of the finest packet boats in service on that canal. Each boat cost \$1,500 and provided food and a

place to sleep for its passengers as they traveled to and from Cincinnati. Their fare for the round trip from Connersville to Cincinnati, which took about a week, was \$3.00 and included all their meals. Part of this time was a stop over in Cincinnati allowing time to conduct business there.

Connersville in the 1840s had a local fleet of canal boats numbering about 25. These boats were often named after their owners or captains such as "The Abraham Conwell," "The George Frybarger," "The James Heron" and "The Gayle Ford." We aren't sure what his other boat was named.

Gayle's claim to fame was that after the Whitewater Canal was completed to Connersville in June 1845 "The Patriot," under his command, was the first boat to reach Connersville. It was owned by A. Rockafeller. The Patriot was the first canal boat to navigate above the Feeder Dam #5 and enter Connersville. Gayle was best known as Captain Ford.

By 1842 canal boat passengers going to Cincinnati from Brookville, Indiana, could take the Whitewater Canal all the way to Lawrenceburg, Indiana and there board a steamer on the Ohio and travel the rest of the way to Cincinnati, Ohio. The following advertise-

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ment was in the "Indiana American" of Brookville in April 1842:

NEW LINE Cincinnati & Brookville CANAL AND STEAM BOAT LINE

The owners of the Canal Boats PATRIOT and CHESAPEAKE inform their friends and the public in general that they have formed a REGULAR LINE with the STEAM BOAT WM. PENN, and are prepared to take freight and passengers on the most reasonable terms. One of the above Canal Boats will leave Brookville on Mondays, Tuesdays, Thursdays, and Fridays at 9 o'clock AM and arrive at Lawrenceburg on the evening of the same day, where the freight and passengers for Cincinnati can take the Steam Boat next morning at 7½ o'clock, and arrive at Cincinnati 10½. The Steamer Wm. Penn. will leave Cincinnati regularly on Tuesdays, Wednesdays, Fridays, and Saturdays at 3 o'clock PM and Chesapeake, will be in readiness to receive on board all passengers and freight, and arrive at Brookville at 7 next morning.

The undersigned are determined to do all in their power to please all who favor them with their custom, and their prices shall be in accordance with the hard times.

WAREHOUSE

We have a New Large Warehouse immediately at the head of the Canal at Brookville, where all freight designed for the above line will be stored free of charge.

THOS. H. BARWISE,
Owner of Chesapeake.
A. ROCKAFELLER.

According to the 1860 U.S. Federal Census, Gayle and "Elizabeth" had two children, Austen Ford age 20 and Alva Ford age 17. Gayle was Connersville's City Marshal at this time.

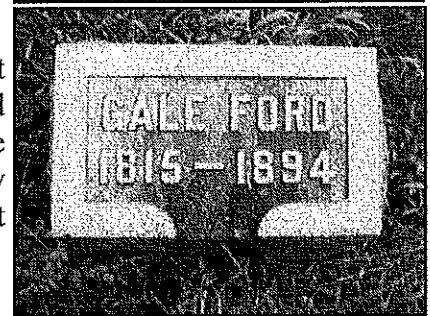
The 1870 census shows Gayle was a day laborer and Elizabeth was keeping house. Their child Alvey Ford age 25, was living with them as well as Alvey's wife, Mary Ford age 22. and their children Lowella Ford age 4 and Rossa Ford age 1. Alvey was a teamster.

The 1880 census shows that all the children have left home. Gayle is age 64 and Elizabeth age 61. Gayle is a drayman.

Elizabeth Ford, Gayle's wife, passed away on March 25, 1887. She was laid to rest in Connersville City Cemetery. She was born in 1819 and was 68 years old.

Gayle died at age 79 in 1894 and was laid to rest in the Connersville City Cemetery. Note that his stone reads:

GALE FORD
1815-1894



Sources:

Ancestry.com

Indiana, Index to Select Marriages, 1780-1992

Indiana, Marriage Index, 1800-1941

U.S. Federal Census: 1840, 1860, 1870, 1880

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Find-A-Grave: Gale & Elizabeth Ford

History of Fayette County, Indiana. Chicago, IL: Warner Beers Co., 1885.

Indiana American. Brookville, IN. April 1842.

Indiana Magazine of History. Vol. 17. Indiana Historical Society., 1921.

Smith, Harry M. *Connersville, Indiana: A Pictorial History.* Connersville, IN: G. Bradley Publishers., 1993.

**FIVE MILE LOCK
ON THE OHIO CANAL**
From Canal Comments No. 91
By Terry K. Woods

Long time readers of the “new” CANAL COMMENTS will remember one of the Column’s subject was the Four Mile Lock south of Cleveland. In it we mentioned, that as late as 1824, the Ohio Canal’s terminus was slated for Newburgh, some six miles up the Cuyahoga River from Cleveland. A vote of the Canal Commissioners at Wooster early in 1825 led to the canal being extended down the right bank of the river to the village of Cleveland where its lake port facilities were being improved by the Federal Government. Contracts for extending the canal down the right bank of the river from the “Lower Rapids” was initially let on February 9, 1826. That new stretch of canal was divided into sections 110 through 116. Stone locks were to be constructed in sections 110 and 111. A wooden outlet lock into the river was planned for section 116.¹ Persons Rathburn obtained the contract for the lock in section 110, Five Mile Lock (No. 41), and the firm of Johnson, Finn, and Johnson received the contract for the Four Mile lock (No. 42) in section 111.² Later, on the 27th of February, 1827, contracts were let for additional two sections of canal, 117 and 118. These sections bracketed what became known as Murwin’s Basin and contained two stone Sloop Locks, Nos. 43 and 44.³ Apparently these two stone Sloop Locks replaced the wooden Outlet Lock into the river originally planned for section 116.

The northern section of the Ohio Canal, from Akron to just above Lock No. 43 was opened for commercial traffic on July 4, 1827, and aside from some water shortage problems in the early fall of that year, navigation went well. However, the canal suffered severe flood damage that winter (1827-1828). \$10,000 was authorized for repair of that damage to the canal channel and structures, and to add protection against future flooding. One aspect of this protection was the driving of 30 protective pilings each at the sites of 20 of the locks, no.’s 17 through 42.⁴

During canal days, the area around Five Mile Lock was a particular scenic one. The forerunner of

Harvard Avenue crossed the lower end of the lock upon a high, narrow bridge. A favorite watering hole, “Tiebolts,” or the “Dutchman’s” was located here along the towpath. There was also a widewater, or basin just below the lock.

Just north of the lock was the location of the Austin Powder Works. The Austin brothers, who had produced black powder in Akron since 1833, acquired the property of the Cleveland Powder Company here in 1867 and proceeded to build a large explosive manufacturing facility. Boatmen in the latter days of canal operation would literally “hold their breath” until they were safely past this area.

The ‘Powder Works’ experienced a series of, often fatal, explosions over the years. Several were boisterous enough to break plate-glass windows in Cleveland, more than five miles away. Finally, in 1907, the operation was leveled by an explosion and never rebuilt. A new plant was constructed in the Solon/Twinsburg area known as Glen Willow, but shifting population eastward from Cleveland forced the operation to be moved to rural McArthur in southern Ohio in the 1930s.⁵

An undated listing of the northern division’s locks and lifts by Henry Howe, states that “the Four Mile lock at Cleveland (No. 42) was removed and the life ‘transferred to Cleveland.’” The Board of Public Works Report for the year 1837 lists an expenditure of \$26,312.62 – “for raising Four Mile Level.” There was also an expenditure in 1840 of \$1,182.16 for that same project.

An item in the Board of Public Works Report for the year 1879 states:

“Boats were permitted to draw three feet six inches of water during the entire season. Were it not for the condition of Five Mile Lock some parts of the season, a good boat could go into Cleveland with safety and ease, drawing much more than three feet six inches. The mitre sill of this lock is now situated that, in order to draw more than three feet six inches, it is necessary to swell the boat out of the lock.”

The Public Works Report for 1906 stated that

the Five Mile Lock was cut down to a four foot lift (confirmed by Howe's undated report) when Lock No. 42 was removed.⁶ We speculated in the previous column that the canal was raised by removing the Four Mile lock and reducing the lift in Five Mile lock probably, to minimize flooding in the canal in the canal immediately above Cleveland. The low lift of Five Mile Lock became a problem, however, when one of the goals of the early 1900s attempted refurbishing of the northern division of the Ohio Canal was to dredge that portion of the canal to a minimum depth of five feet.

The Board of Public Works Report for the year 1907 states:

"It will be necessary to take out all of lock 41 and lower the bed timbers about fourteen inches. This entails an expenditure not contemplated at first as the lock is apparently in nice condition, and only needed slight repairs, but it was found impractical to get a depth of five feet on the mitre sill except by sinking the lock"

We don't have many first-hand accounts of "boating," but thanks to Pearl R. Nye, we do have the following account of running through Five Mile Lock around 1888:⁷

"Now that we are actually in the canal again, we pass first through the Dog Pond. Great piles of cord-wood line the Heel Path bank along here. Next we pass the paper mill in Newburgh, then the Powder Mill and Stink Works (Fertilizer Plant).

"The canal north of the Valley Mills usually runs red with waste water from the Newburgh steel mills. It makes the hulls of the canal boats iron color (red) wherever it touches them. Many north-end boatmen have had their boats painted iron red so it won't be so noticeable. You can usually tell a north-end boat by their red hulls. Southern division boats are usually nice and clean - white hulls with cabins trimmed in green or black.

"Five Mile Lock is coming up next and Tiebolt's - (The Dutchman's) Saloon . The house here at Brown's Basin is empty. I never saw that before as it is such a pretty place. But many changes are taking

place along the canal these days. I remember one time we were coming out of Cleveland with match lumber on and a boat was sunk here in Brown's Basin. The Captain refused our help in raising her, said the State Robber (State Maintenance boat and crew) were expected any minute. Well, that was the beginning of his end. For he contracted Pneumonia and he died in Cleveland. I was told this by a boatman who knew all about it."

The remnants of Five Mile lock now lay buried beneath the Harvard Avenue Bridge and little is left of the canal, itself, in the general area. Modern Harvard Avenue is heavily used by commercial traffic and the chances of excavating the site for archaeological purposes seem slim.

¹ANNALS OF CLEVELAND, The Cleveland Herald, January 26, 1826.

²ANNALS OF CLEVELAND, The Cleveland Herald, February 10, 1826.

³ANNALS OF CLEVELAND, The Cleveland Herald, February 12, 1828.

⁴ANNALS OF CLEVELAND, The Cleveland Herald, April 25, 1828.

⁵THE OHIO & ERIE CANAL IN CUYAHOGA COUNTY, a tour booklet published for the Canal Society of Ohio's October 1999 tour of the area.

⁶The Rebuild of the Ohio Canal, Frank Trevorrow, TOWPATHS, Issue No. 1, 1990. In this reference, Engineer Paul calls Lock No. 42, Three Mile lock.

⁷Pearl Nye wrote a "fictionalized" account of a trip his family took along the entire Ohio Canal. It was never published, but though "fiction" the description of the canal appears to be accurately told.

WABASH & ERIE CANAL IN WABASH, INDIANA

The Plain Dealer - Wabash
July 2, 1886

Mr. Woods, an enterprising citizen of Lagro, has built a small steamboat at that town and launched the same in the canal and promises soon to begin regular trips to this city, carrying freight and passengers. We heartily wish Mr. Woods success, and can see no reason why his venture will not pay and at the same time be of great convenience to many.

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There is no prettier place anywhere than Hanging Rock for a picnic, and with a first class water way, connecting Wabash with the same, well adapted for steam and row boats, we see no great reason why the same should not be fully utilized.

The officers of the Hydraulic Company inform us that the canal is free to anyone wishing to use a canoe or new boat on the same. The Hydraulic Company has now owned that part of the canal between Lagro and Charley Creek for over a year and have invested all of the earnings in permanent improvements. All of the wood work has been rebuilt, except the dam, the feeder and shallow places have been cleaned out, all weak places in the banks have been strengthened and it is now proposed, as soon as practical, to raise the embankments at all low places, concrete the dam at Lagro and increase the volume of water in the canal.

There is now a working head of ten feet at the Lock Mills in this city and the fall from there to Charley creek is as much more, which will permit, by excavating below the lock, a further increase of five or six feet in the head at the lock, and still allow ample fall for the escape of waste water into Charley creek. This being done would leave at least a fall of fifteen feet at the lock, and a two foot turbine wheel with this head would afford a net thirty-five horse power, which could be transmitted to any factory along the canal by wire cable, at nominal cost.

For some unaccountable reason a few persons at one time, who are prone to attend to other peoples' business more than their own, were disposed to find fault with the Company for taking charge of and improving the property, and did what they could to slander the Company's title, but no attention was paid to any of this, and the opposition has happily subsided, and the hope of all good citizens now is that the Company may be able to improve their property and provide this city with cheap power and thus add to the material prosperity of us all. Should the dam at Lagro fail and not be rebuilt, the damage to this city would be great, for without the water in the canal there would be no fire protection for the business part of the town, and every factory would be compelled to close for lack of water until some sort of water works were put in, and

this would be a special hardship to factory hands. Let the Company have the commendation of the public for what they have done and are seeking to accomplish for the public good.

Pete Jones, CSI member, Wabash, Indiana

TRIP COSTS ON WHITEWATER CANAL

At first there were twenty or thirty boats in operation on the Whitewater Canal, and as these were inadequate for the rapidly increasing business, many more were built and there was soon quite a fleet of them. Many passengers were carried on the comfortable packet boats and excursion parties were quite numerous. The fare to Cincinnati and return, including board and lodging was \$3, and the trip took the greater part of a week. During the early days of the canal it was considered a great treat to take a trip on the canal to Lawrenceburg and then go up the Ohio to Cincinnati or down to Louisville on a river steamer, and one who took such a trip was looked upon as one who had seen much of the world.

From three to six freight boats unloaded daily at most of the towns and boat owners prospered, as they often made a net profit of from \$200 to \$300 on a single trip. The toll was usually \$25 per trip for an empty boat and \$75 for a loaded one.

To be captain of a canal boat was considered quite an honor, and those who were so fortunate as to get these positions were looked upon as prominent persons in their communities. The crew of a boat usually consisted of a captain, two steersmen, a cook and a driver.

The boats were drawn by two horses or mules hitched tandem, and according to a State law could not make more than four miles an hour. Many of the freight boats had stalls on board where the tired animals could rest by turns. However, some changed teams at certain stations. These places were Connersville, Brookville, Harrison, and Cleves.

Boat building and repairing became a great industry. Boat yards were instituted at many places.

Memoirs of Wayne County. Madison, Wisconsin, 1912.

IN THEIR WORDS

REPORT OF LAZARUS B. WILSON
TO JESSE L. WILLIAMS,
PRINCIPAL ENGINEER,
WABASH & ERIE CANAL
NOVEMBER 30, 1835 - LOGANSFORT

Sir —

In obedience to your instructions which were based upon an act of the last Legislature, directing me to make a location of that part of the Wabash & Erie Canal which lies between Ft. Wayne and the State of Ohio: and also to run a line diverging at a point in the line contemplated in the foregoing directions, with a view of dropping down to take in a feeder at "Bull Rapids," and thence on that level to the State line, I now

REPORT

That in compliance with these instructions, the survey was commenced at the eastern end of section No. 3, east, at present under the progress of construction and continued along the bluff of the Maumee river, a distance of half a mile to a point where the river recedes from the high ground, thence along the northern slope of the hill, or high ground, crossing Taylor's and Coleman's runs, whose valleys present the only broken feature in this division to Lock No. 1, east. [This lock is now buried beneath the railroad tracks due north of where Grant street intersects Wayne street in Ft. Wayne — Moot's/Taylor's Lock] Here the summit section terminates, being 26 miles and 15 chains in length including the length of the St. Joseph's Feeder [6 miles and 34 chains], and extends 5 miles and 19 [?] chains east of the mouth of this feeder.

From Lock No. 1, the line passes over a country of very gentle inclination to the north a distance of 4 miles and 22 chains to Lock No. 2 [Gronauer's Lock], crossing McIntosh's, Six and Seven Mile creeks whose valleys are narrow and depressed ten or fifteen feet below the level of the adjacent country, hence to the State line, the country is peculiarly favorable to the construction of a cheap canal. The deep ravines through the wet lands are drained to the river,

present the only obstructions; and these are short and mostly crosses at their heads. Lock No. 3 [Lock No. 1, Saylor's Lock] has been located 35 chains west of the State line. The whole line has been marked and laid off into sections of convenient length preparatory to its being passed under contract.

As the country bordering on the Canal line is but sparsely inhabited, a large amount of surplus produce cannot be expected for the consumption of those employed in constructing the work: and as the excess over that furnished by the inhabitants must be brought from the more densely populated parts of the State, or from the State of Ohio, the cost of the work has in consequence been estimated at prices equal to about 10 per cent, upon those paid for similar work executed upon the line heretofore completed, or upon that which is in progress of construction.

Stone of suitable quality for building is not found in this portion of the State; the estimates are consequently upon the supposition that wood will be used in the construction of Locks and Culverts. But as the Canal will be completed from Ft. Wayne to the vicinity of the Wabash, where good stone can be had, before these Locks will be constructed, the propriety of erecting them of wood may be very questionable.

The length of the *upper route* is 19 miles 30 chains, and is subdivided into 30 sections. The total cost of which, including 5 per cent for superintendence and engineering, as per abstract in here annexed, is \$154,113.13. Or, per mile \$7,952.17. This route embraces 22 feet of lockage, and occupies the high level.

The length of the *lower level* [near the Maumee river], is 20 miles and 76½ chains divided into 43 sections, and embraces a feeder 5½ chains in length. The estimated cost of this route is \$254,817.52. Or, per mile \$12,159.64.

This line for a distance of 5½ miles is maintained on the *low level*, embraces five Lift Locks equal to 39 feet lockage, one Dam and Guard Lock. Both lines occupy the same ground for a distance of 15 miles, and are consequently of equal cost to that point, thence to the State line, the average cost of the *upper*

route will be \$34,643.02. Or, per mile \$7,909.36. This division embraces one Lift Lock of 7 feet. The cost of the *lower route* from the same point to the State line will be \$126,547.10. Or, per mile \$21,246.82. This includes 3 Lift Locks 8 feet each, a Dam and Guard Lock.

The great cost of this subdivision is not chargeable alone to the construction of the Dam and Locks. A dam of 10 feet in height was supposed to be the most favorable elevation, and to lock down to the most desirable position for its erection, deep excavations had to be encountered: and besides, the canal bank below that point must necessarily be placed at the base of the high washed bluff of the Maumee, which requires protection from abrasion by the floods, for a distance of 2½ miles. It may, however, be found cheaper to erect the dam 10 or 15 chains below its present site and to raise it two or three feet higher, by which the deep excavations could be avoided, and the quantity of embankment lessened: but the protection would still be required. The propriety of this change, however, can only be ascertained by more minute examination, which will no doubt be made before the line shall be put under contract.

If, in connection with the construction of this work, a prospective view be taken of the probably amount of trade which will accumulate at Ft. Wayne, seeking in that direction an outlet to a northern market; after the dormant wealth of the Wabash, White River and White Water valleys shall have been developed, true policy would seem to require its enlargement, in its *primary construction* to the dimensions suited to the wants of the country, ten years after the Canal shall have been opened to the Lake. But these are suggestions called forth by the anticipated wealth of the country and not demanded by your instructions.

Herewith you will receive the Map, Profile, and estimates of the routes, all of which are respectfully submitted.

L. B. Wilson

Ed. Note: When constructed in 1837 they used the upper route and prism dimensions were increased from 40 ft. to 60 ft. wide from Moot's/Taylor's Lock to the State Line per Wilson's recommendation.

**JESSE L. WILLIAMS SURVEY OF THE
WABASH & ERIE CANAL FROM FORT
WAYNE TO THE STATE LINE
DECEMBER 15, 1835 - INDIANAPOLIS**

The general features of the Maumee valley are found to be different from most of the main valleys of the country. The high hills and abrupt undulations which are usually found bordering valleys like this, are not seen here, but on the contrary the level table land comes in many places directly to the streams. The immediate valley is narrow, and the river in passing through it very frequently comes in contact with the high land, forming washed banks along which the construction of a Canal, if on a low level will be attended with great expense. But the washed banks or bluffs are not in any case very high — the most of them rising only 30 or 35 feet above the water, and so long as a level can be maintained high enough to command these bluffs a very cheap and safe line can be obtained.

To what extent the high level can be preserved in descending the Maumee valley, depends wholly upon the plan which may be adopted for supplying the Canal with water. The supply which can properly be drawn east from the summit level after passing the necessary quantity westwardly, will probably be exhausted by the time it reaches the vicinity of the State line. In order to avoid the heavy cost and circuitous location which will be involved if the line be dropped down to the level of the Maumee river, to receive a Feeder, the plan of supplying the canal by means of reservoirs has been proposed [Six Mile Reservoir at Antwerp, OH] Whether the saving of expense will justify the adoption of a less perfect mode of supplying the canal, is a question which can be more properly settled after further examinations shall have been made, and when all the important considerations having a bearing upon it are properly appreciated. While it is evident the high level has important advantages, and should be preferred if an adequate supply of water can be provided, it is nevertheless certain that these advantages should not induce a location which would in any degree affect the usefulness of the work, especially when it is considered that the Wabash & Erie Canal must form the outlet for the trade of an extensive coun-

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try, embracing the greater part of Indiana and a portion of Illinois. Indeed when we consider the great augmentation of business that the Canal must receive as it approaches the Lake, through the various projected improvements destined to connect with it, there would seem to be a propriety in enlarging the dimensions of the eastern section, as has been suggested, rather than to diminish its capacity by making it dependant upon a limited or uncertain supply of water. The important questions connected with this location cannot be properly determined without a full knowledge of the line and all its dependencies and connections, from the summit to the mouth of the Auglaize [river], in Ohio;

and for this reason it is obvious that there should be cooperation between the Engineers of Ohio and those who may be charged with the location in this State.

A careful survey and estimate from Fort Wayne to the State line has been made by L. B. Wilson, Esq., acting generally under my advice, whose report is respectfully referred to for the particulars of the location and for the cost of the canal. One line has been run upon the principal of maintaining the high level for the whole distance, and another upon the plan of taking in a Feeder at the "Bull Rapids," five miles above the State line.

NEWS FROM DELPHI

LABOR DAY WEEKEND AND THE BRIDGE BASH

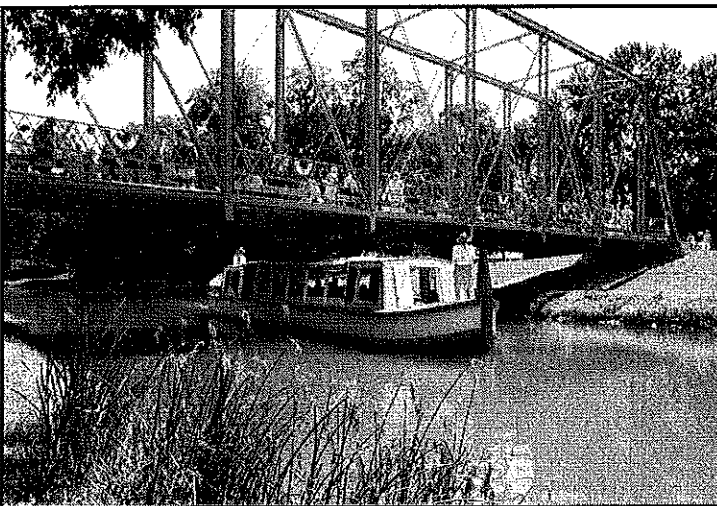
The three-day Labor Day weekend September 3, 4 and 5 in Delphi's Canal Park was final summer weekend for "The Delphi," a replica canal boat. It was also the park's first annual "Bridge Bash" that took place on Saturday September 3. The "Bridge Bash" celebration was for adults 21 years of age and older and involved enjoying beer tasting. It was held on the plank deck of the graceful Gray Bridge that links the two sides of the historic waterway near downtown Delphi. The Ale Craft Biergarten was open from 3:00 to 6:00 pm for 'tasting' on Saturday only. The event was a fundraiser planned by Vicky. Sickler, Vice President in charge of Canal Park operations. Visitors tasted up

to 12 different craft ales.

Although the "Bridge Bash" was the highlight of the last summer weekend, visitors enjoyed riding the canal boat for the last time of the year. The 54-foot long 1850s boat, "The Delphi," logged a very successful season with many hundreds of riders. The boat ran all three days of the Labor Day weekend at 1:30, 2:30 and 3:30 pm. The final run before being 'dry docked' was on Oct. 6th when Indiana's Bicentennial Torch made its entry into Canal Park being carried on the deck into the cheering crowd.

The Gray Bridge connects the older historic part of Canal Park called the Pioneer Village (1850s vintage) to the newly developed area across the way containing the recently acquired 1880s German Lutheran Church. The crossing allows a generational transition much as Conner Prairie exhibits define different areas in their campus by using a 'covered bridge' to trend the times.

Visitors to this newer part of Canal Park allowed then to see the recent efforts of the regular year-around volunteer crew. Just finished was the restoration of the exterior of the 1889 church. The building's move from nearby North Delphi occurred last fall utilizing both a grant from Tippecanoe Arts Federation in Lafayette that allowed NCHS funding and the volunteers' efforts to successfully complete the exterior. The next phase for 2017 is finishing the inside so that it might be used for weddings, meetings and reunions.



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For the Labor Day weekend, crafters and artisans were onsite in the Pioneer Village on Saturday and Sunday. In Pioneer Village events included children's activities, crafts, various music groups and a garden talk at 1:00 p.m. Saturday. Parking and entrance to Canal Park was free, as were visits to the numerous log cabins, the Fouts House, blacksmith shop, broom maker's shop, papermaking cabin, cooper shop, and the 1845 log schoolhouse.

CYCLING THROUGH THE COUNTY

The Wabash & Erie Canal Association sponsored a bike ride on Saturday, September 10th from 9:00 a.m. to 3:00 p.m. beginning at Canal Park, 1030 North Washington St. in Delphi. The cost was \$25 per rider or \$40 per family. All proceeds benefited the Wabash & Erie Canal Association.

There were 3 courses laid out to provide interesting routes through Carroll County's varied terrain and numerous scenic spots. They traversed historic traces near and along the Wabash River where the Canal once operated. Route #1 was 11.2 miles out and back; #2 was a 25.7 mile long loop; and #3 was 34.5 miles in length overall. There were SAGS points for stops along the way, and support vehicles assisted when needed. A special route for small children was laid out in Canal Park following the towpath trail.

CEMETERY LOCATED

An article in *The Journal Gazette* of Fort Wayne on September 4, 2016 said that Stan Schmitt, Vanderburgh county historian and CSI member from Evansville, and Dennis Au, the county's historic preservation officer, hope to have a historical marker installed for the McGary cemetery near the intersection of Fourth and Vine streets in Evansville.

Hugh McGary was the founder of Evansville and donated all his property in Vanderburgh county on which to build the town. In his documents it clearly stated that there was a cemetery that should remain forever. It was Evansville's main burial ground. McGary's first wife and several of his children were buried there. However the site of this cemetery was

unknown for years.

In the 1980's Stan found references to this graveyard in early government records. It fell into disuse when a new cemetery was formed in 1844 so that the city could grow. The Central/Wabash & Erie Canal and its basin were dug near this location. When streets were widened, churches built, and the downtown expanded developers stumbled upon human remains. In 1908 a skull was found. In 1916, while sewer pipes were laid, four complete skeletons were unearthed. And what it thought to be McGary's wife's skull was found beneath the German Methodist Church across from the courthouse, which now sits in the old canal basin. These clues helped lay out the cemetery's boundaries. The state of Indiana recognized it in 2012. Sue Jesse & Tom Castaldi, CSI members, Fort Wayne, IN

SPEAKERS BUREAU

TERRE HAUTE - OCTOBER 26, 2016

Sam Ligget, CSI director from Terre Haute, spoke about the "Wabash & Erie Canal in the Vigo County Area" to residents at Westminster Village in Terre Haute on Wednesday, October 26, 2016 at 1:30 p.m. His hour and a half program told how the Wabash & Erie Canal was a part of the massive internal improvement project of the State of Indiana in the 19th century. The canal reached Terre Haute in 1849 and was completed to Lamasco [Evansville] on the Ohio River in 1853. He talked about some of the structures on the canal such as waste weirs, locks, etc.. They heard about the Cross-Cut Canal, Splunge Creek Reservoir, packet and freight boats, and other canal-related places and terms. His presentation was part of Westminster Village's bicentennial programs.

DONATIONS TO CSI

CSI wishes to thank the following for their donations to the CSI archives:

Diane Fledderjohann - Tour photos
Gerald Hulslander - Tour photos
Mary Kelly - "The Hoosier Packet," 72 back issues (2007-2012)
David Krieg - Over 50 three ring binders of various sizes
Linn Loomis - A. G. Zimmerman's *A Canal Bibliography*
Sue Simerman - Tour photos

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FORT TO PORT

(Continued from page 1)

new "Fort to Port" U.S. 24 on Saturday, August 27, 2016 as we journeyed to Toledo to visit the National Museum of the Great Lakes.

To begin the tour weekend we gathered at "The Lodge" at Coyote Creek for a banquet of pork roast and barbecued chicken on Friday night. All 39 persons who signed up for this tour were there. After our meal Jill McDevitt from ARCH, the local historic preservation group, gave a PowerPoint presentation about the development of the Fort Wayne area from the early French settlement, through the Indian wars, the French and Indian War, the Revolutionary War and the War of 1812 — all of which had an impact on local settlement. The reconstructed fort in Fort Wayne today represents Major Whistler's fort built about 1816, but the whole works was abandoned in 1819 when the soldiers left as the frontier moved further west.

Jill's presentation provided a good background for why the Fort Wayne portage area was so important in the development of the city. Benjamin Stickney, who was the Indian Agent for the federal government in Fort Wayne, was one of the early proponents of a canal at this location. Stickney wrote a letter to Dewitt Clinton describing how the Erie Canal project, then under construction, would connect to Lake Erie and that a canal across Ohio and into Indiana, following the Fort Wayne portage, could bring the project all the way to the Ohio and Mississippi Valleys. Clinton liked the idea.

The Fort Wayne portage is the remains of the huge outlet of Glacial Lake Maumee. That lake was formed as the Wisconsin Glacier blocked the eastern outlets and rivers. The meltwater of the glacier sought the lowest level outlet to the southwest, which occurs in Fort Wayne. For thousands of years the melt water of the glacier poured through this valley leaving miles of deeply buried sand and gravel, which is still harvested today.

On Saturday morning we boarded our bus for Toledo at the Best Western Hotel, which is located at

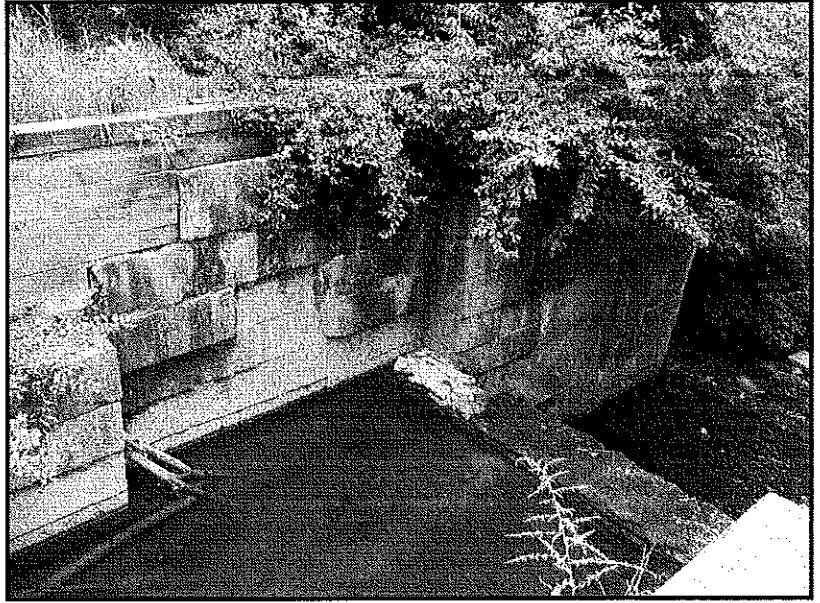
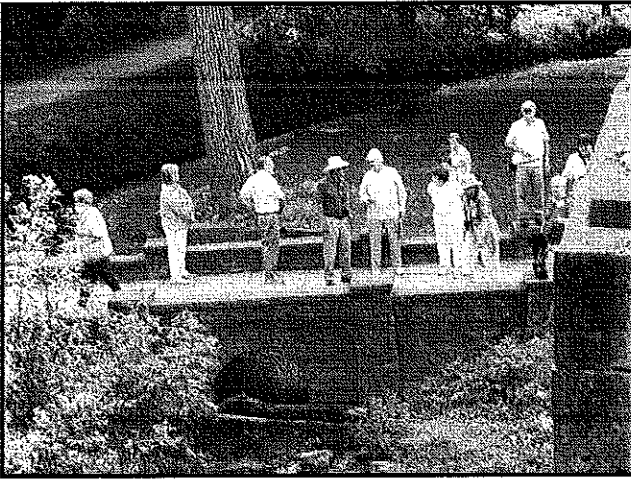
the junction of U.S. 24 and I-69, just a ¼ mile from the Wabash & Erie Canal as it flowed on the north side of the portage, today's Eagle Marsh. We pointed out that we were on the summit level of the canal. Bypassing Fort Wayne to the north we crossed over the St Joseph River a couple of miles above the actual location of the St. Joseph feeder dam for the canal. (The Hoosier Packet July 2016)

When we reached the east side of Fort Wayne and the New Haven area, we observed the location of Lock #2, the Gronauer Lock, that was uncovered by road construction in 1991. Signage about the lock is nearby, but not really very close to the site itself. Bob Schmidt, our docent, noted that this portion of the canal was laid out by Engineer Lazarus Wilson. (The Hoosier Packet September 2009)

Just beyond the State Line we came to Antwerp, Ohio. Southeast of town we passed along Six Mile reservoir where water from the Fort Wayne feeder was carried down the main line canal in the spring and stored to be used during dry periods. Next we crossed from the south side of the Maumee river to the north side just west of Defiance and again were not near the canal all the way to Maumee, Ohio. Just before reaching the Monument for the 1794 Battle of Fallen Timbers we turned south to River Road, which led us to Maumee Sidecut Park.

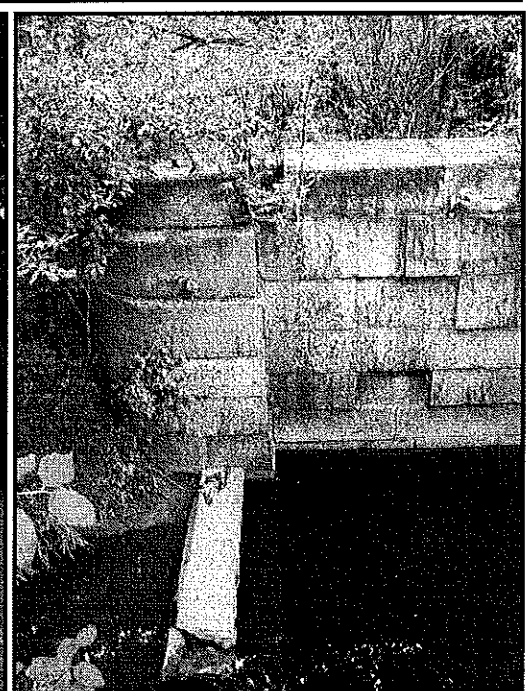
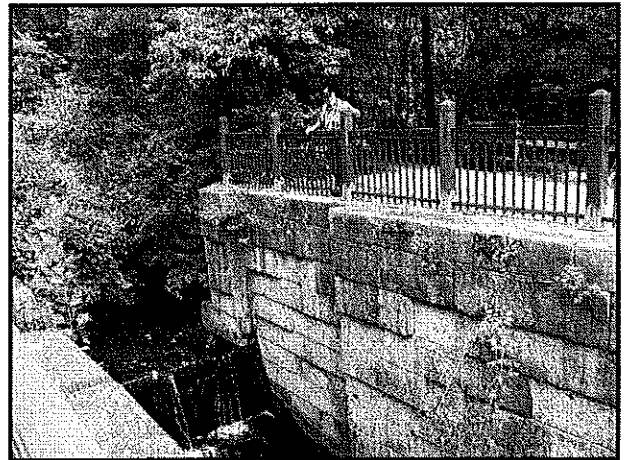
Maumee is the oldest city in the area and Lucas' first county seat. It grew up at the foot of the rapids of the Maumee river. The town made a claim that the canal should terminate here and canal boats be lowered into the Maumee river. Another community that supported this location was Perrysburg, which is just across the river. However, further along the north side toward Lake Erie were a series of other communities that thought the canal should end at their town. Toledo on Swan Creek was one of them and, near Lake Erie, was Manhattan, which was created by some New York investors who felt the canal should extend there. Manhattan was located 15 miles beyond the town of Maumee. Since the Ohio Canal Commissioners couldn't agree they eventually built three exits from the canal to the Maumee river: Maumee, Toledo, Manhattan. The most dramatic of these was the six

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Photos
Sue Simerman



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locks at today's Sidecut Park, our first stop of the day. These locks, constructed in 1837-39, had a lift of 63 feet over a distance of 1½ miles from the bluff to the river. This exit was abandoned by 1854. This historic park established in 1931 was the first Toledo Metropark in the Lucas county system.

It was a beautiful morning to tour these magnificent canal structures. The cut stone for the locks had been brought by boat from the Marblehead Quarry on the Sandusky Peninsula. Canallers wandered freely alongside the stone structures and marveled at their size and craftsmanship. Many snapped pictures to take home as souvenirs. All posed for a group photo on the steps to the Lamb Center, a covered pavilion.

Promptly at 10:45 we loaded our brand new bus furnished by Excursion Trailways of Fort Wayne. Our next stop was lunch at Fricker's restaurant. They were prepared for us and had reserved signs on the tables with a picture of a canal lock on them. By Noon we heading back to the bus.

Another major stop was at the National Museum of the Great Lakes. The museum, which opened in April 2014, covers transportation on the Great Lakes and even had some canal exhibits as the canal was part of the historic transportation link. It soon became evident that the 2 hours we had allotted for our visit would not be enough.

Some canallers chose to board the freighter "Col James M Schoonmaker" first before touring the museum. Here a guide gave a comprehensive tour from the hold to the engine room that lasted about 1 ½ hours. The "Schoonmaker" at 619 feet, the size of 2 football fields, was still smaller than the "Edmund Fitzgerald," which was 729 feet long. The "Fitzgerald" was the largest ship to ever sink in the Great Lakes. It sank in a severe storm on Lake Superior on November 10, 1975. Canadian Gordon Lightfoot immortalized this freighter in a poplar song.

It should be noted that it was extremely hot aboard the deck on the vessel and in its interior. The ladder like steps were hard to climb, but visiting was well worth while. These who toured the freighter only

got a short view of the museum.

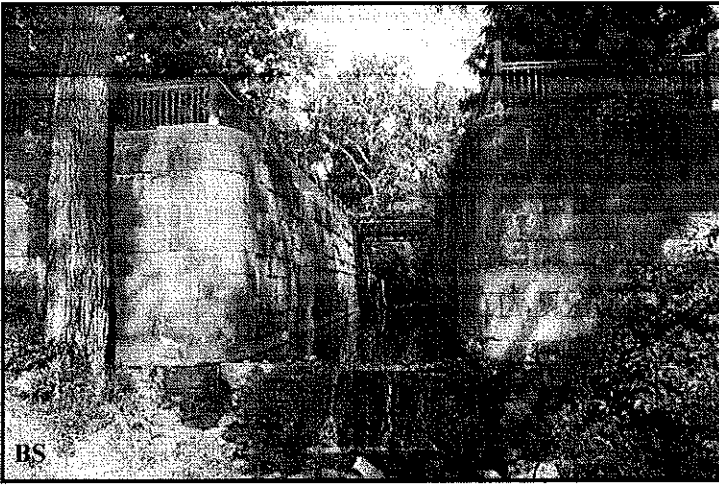
Others, who selected to only go to the museum, had more time to checkout the exhibits in detail. Especially interesting were exhibits telling about the depths of the various lakes, accidents on them, which was the most dangerous, etc. Other exhibits allowed youngsters and oldsters to throw imitation coal (black bean bags) into a simulated boiler. A certain amount of "coal" was required to produce enough steam to move the ship. One youngster, who was throwing in "coal" as fast as he could, exclaimed "this is a lot of work." The amount of coal required to stoke accelerated as you picked up speed on the freighter. There was also a safety/life boat exhibit, models of different types of sailing vessels used upon the lakes, relics from sunken ships, etc. There was also a nice gift shop and an all purpose room. In the latter they had booths set up by vendors for a special Great Lakes book and memorabilia sale. Several members added to their book collections.

Most everyone agreed that we surely needed to return again as this was an excellent stop to learn about shipping and the perils of the Great Lakes. Kay Sheldon, CSI member from Ohio, had a special interest as her father was the Captain of an oil tanker on the Great Lakes. Interesting enough our tour guide knew her father.

As we were leaving the museum and boarding the coach we could see a tremendous dark sky in the west. Shortly after boarding it began to rain very hard. Our driver made his way through the downpour and gusts of wind. We were to arrive by 3:15 p.m. at Providence Park near Grand Rapids for a canal boat ride upon "The Volunteer." Although we arrived prior to the prescribed time, just as we figured the canal boat was not running due to the weather.

We headed back to the Best Western in Fort Wayne on the Fort to Port highway and arrived about 5:30 ending the official tour. Attendees either went home or out to dinner with each other. On Sunday eleven of our tour group went to the special events at the old Fort in downtown Fort Wayne for a re-enactment.

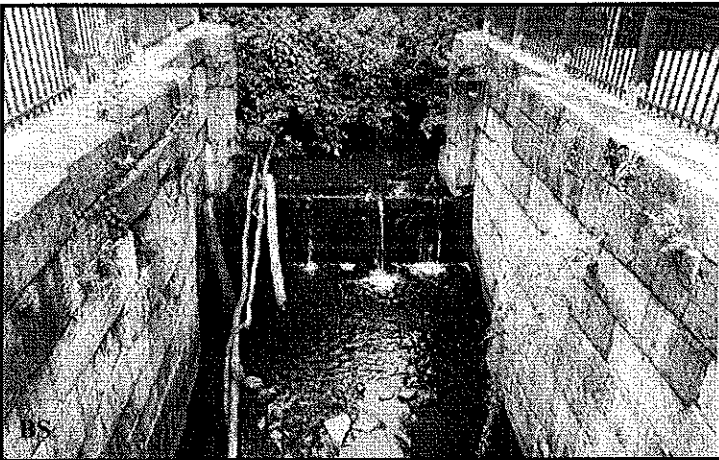
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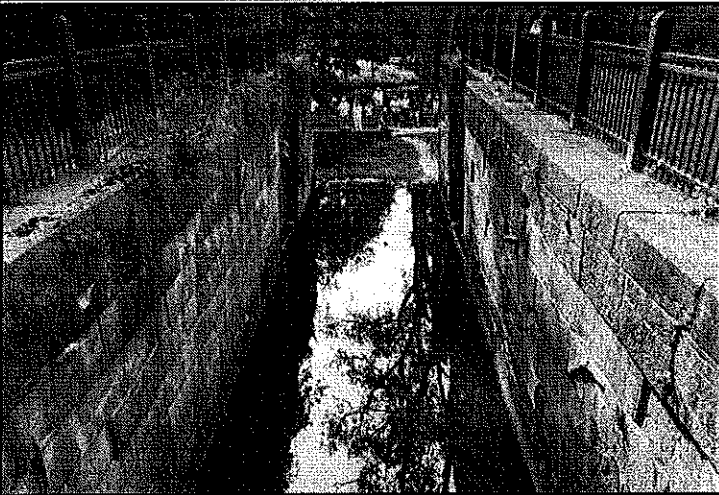
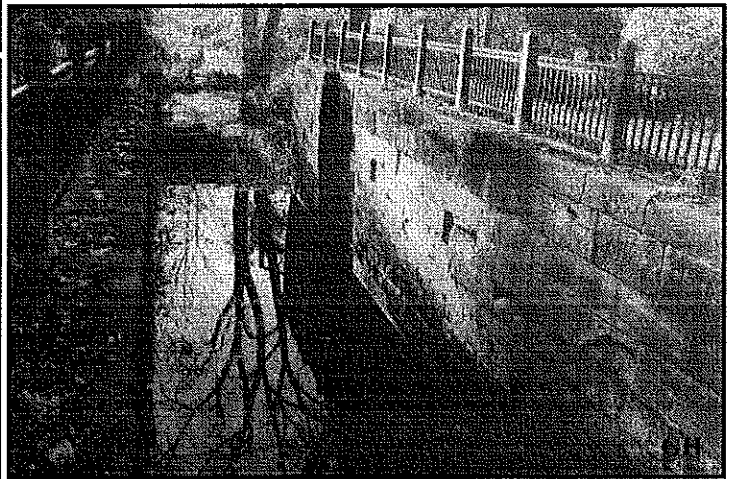
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Photos by: GH = Gerald Hulslander
BS = Bob Schmidt SS = Sue Simerman



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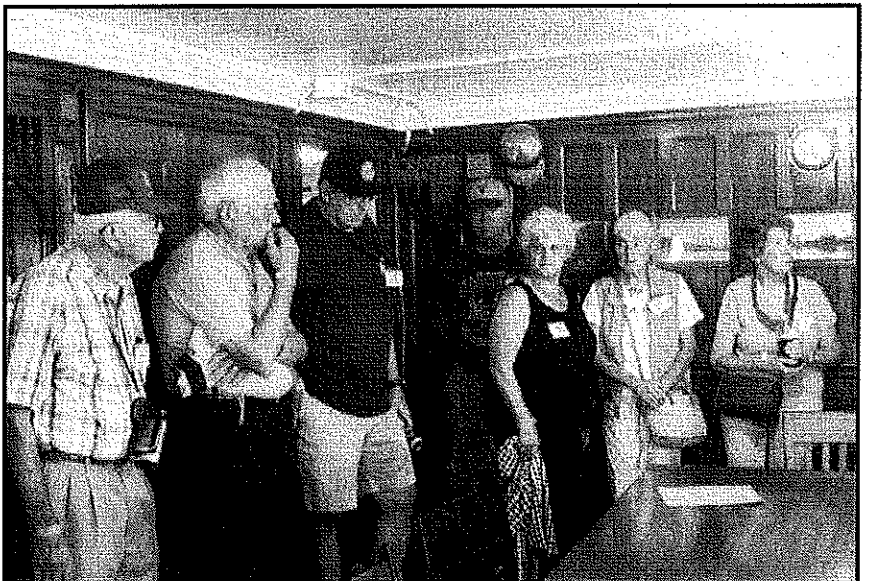
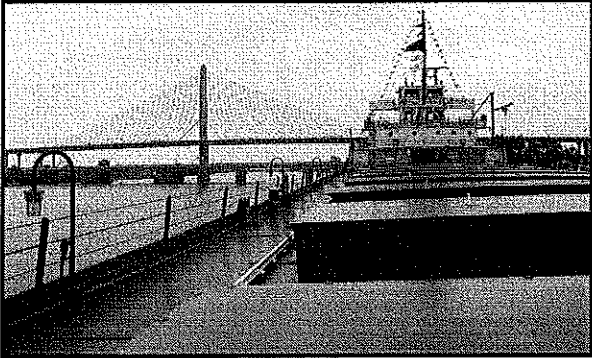
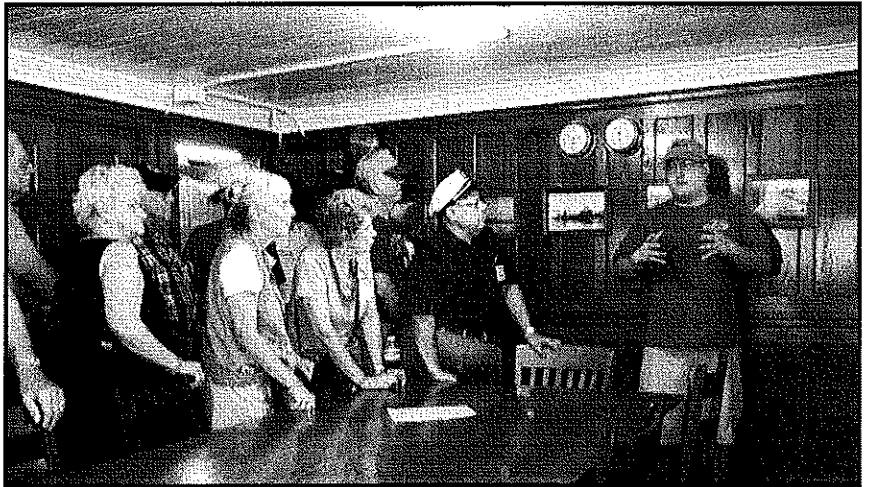
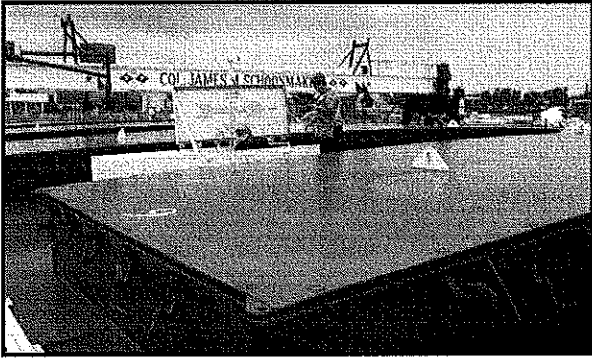
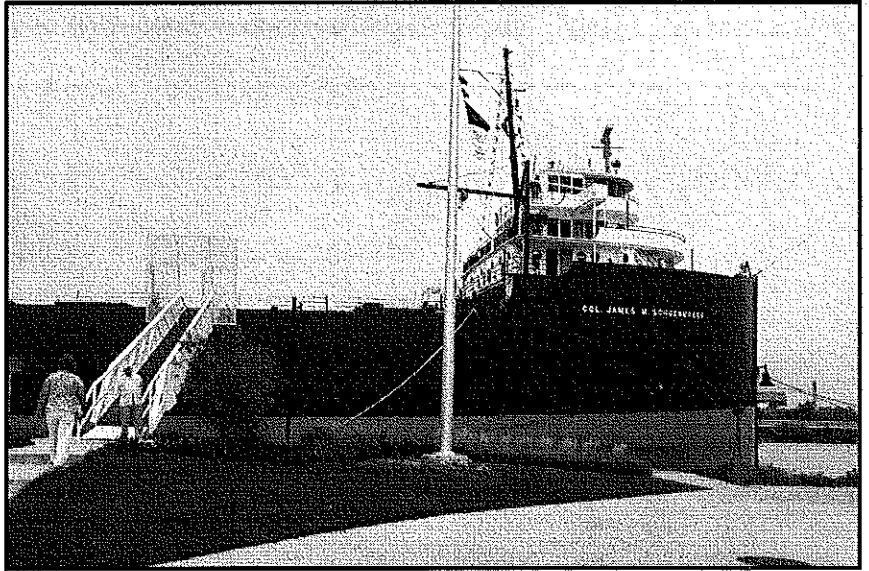


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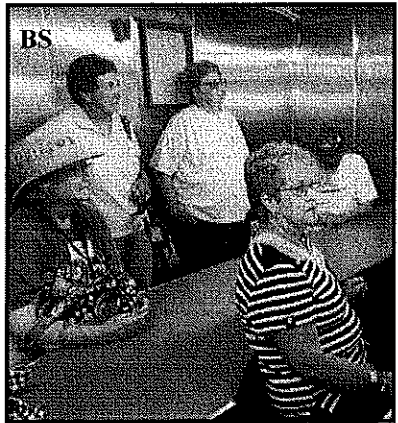
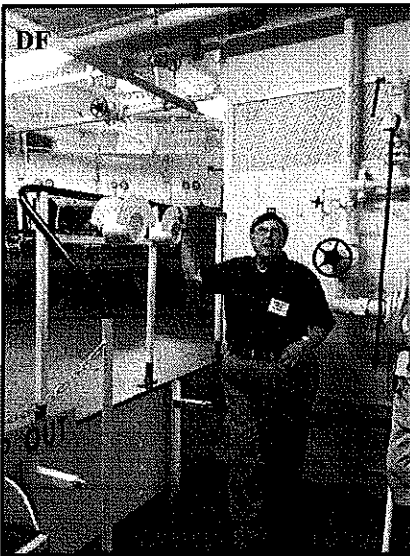
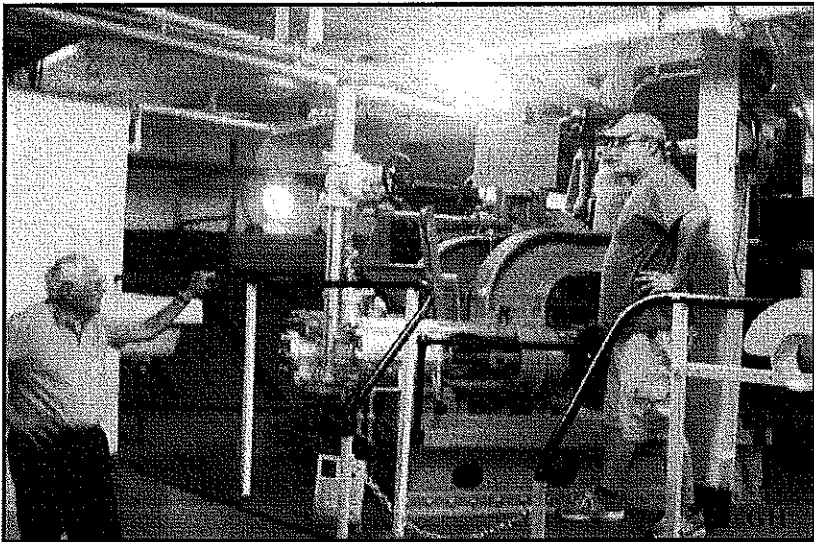
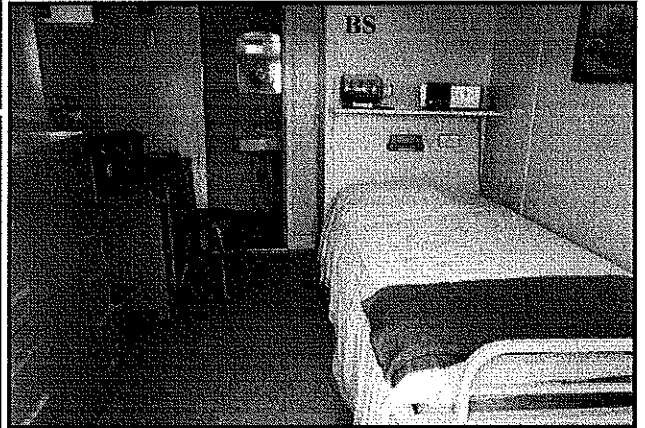
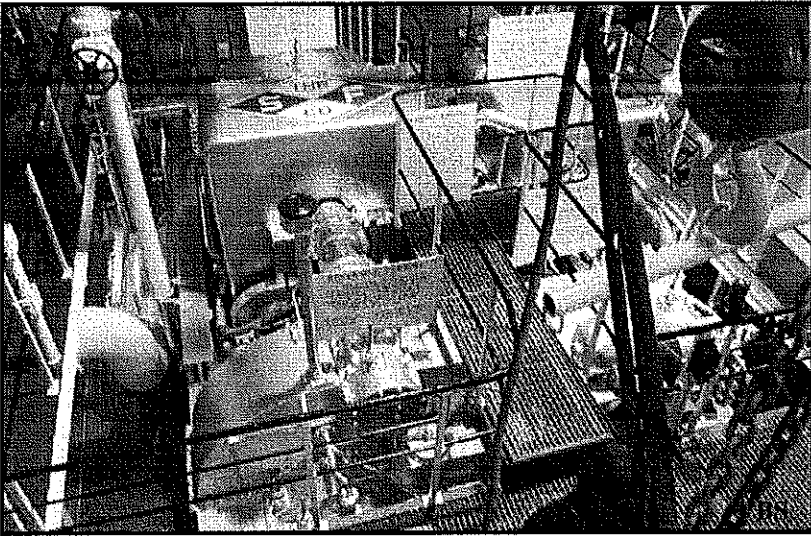
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1911—COL. JAMES M. SCHOONMAKER

Photos by Sue Simerman, lower right by Gerry Hulslander

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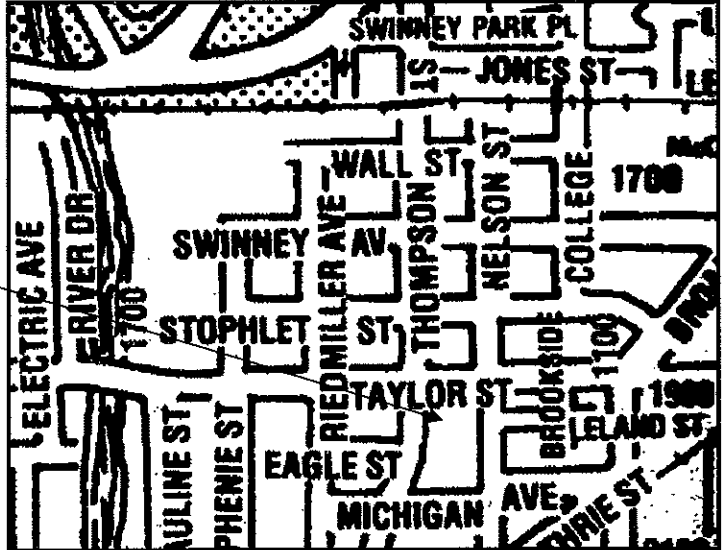
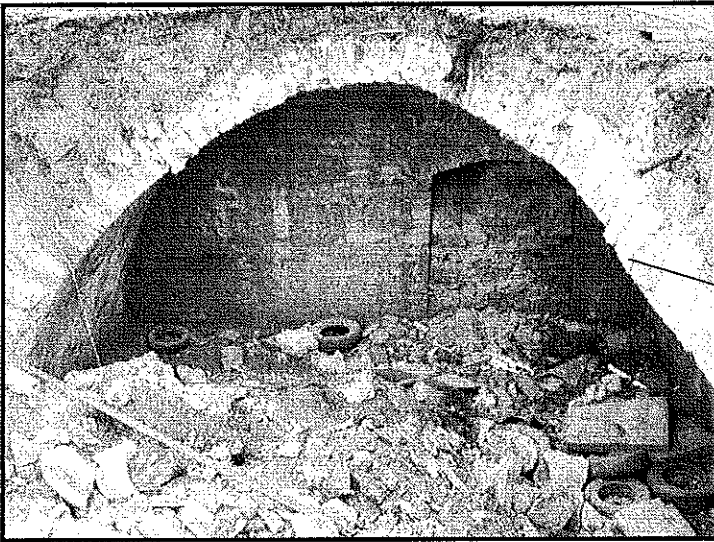


Photos by:

DF = Diane Fledderjohann
 GH = Gerald Hulslander
 BS = Bob Schmidt

"I get it. The steam goes up, around and around and the ship moves forward."

Which button do I push?



CANAL STRUCTURE?

The Canal Society of Indiana headquarters is often called about structures that are unearthed and asked if they had something to do with the Wabash & Erie Canal or other canals of Indiana. This September 2016 Ellsworth Smith, CSI director of Fort Wayne, was contacted by Tim Martin, a contractor who is demolishing a group of homes for the city as part of its Blight Elimination Program. When tearing down a home southeast of Taylor and Riedmiller streets his equipment dropped down when a huge stone structure collapsed. He wondered if it was canal related.

The answer was “No,” since it was located quite far from the canal route. However, when checked out, the structure was built in the same way stone canal culverts had been built earlier during the canal era. Huge stone blocks locked in place by key stones formed an arch beneath the earth. Instead of this arch being used to carry a stream beneath a canal, it was a stone cellar used to store beer for a brewery and keep it cool.

Researching the site we found several references to the Eagle Brewery that follow. You will note that the location and street names do not always agree, especially with the map of today’s streets. Eagle street in particular is in a different location on today’s map from that on an earlier map, which was of too poor quality to copy. The map here shows where the cellar was recently found.

In Kingman’s History of Allen County Indiana published in 1880 it states:

“In 1865, the Eagle Brewery was built by John M. Riedmiller on Out-Lot No. 11, Ewing’s Addition, on the east side of Eagle and north of Riedmiller street, who continued the business of brewing lager beer until the 26th of September, 1878, at which time he discontinued the business and leased the buildings to the Buckeye Lager Beer Company, of Toledo, who now use it as a storage for their beer. The following is the size and capacity of said works; Main building (frame), two stories, 26 x 40; power building (frame), 26 x 30; beer cooler building (frame), 25 x 35; ice-house, 26 x 45; stone cellars, 22 x 40; stable, 18 x 26. Capacity per annum in barrels, 300; number of men employed, 3; amount of capital invested (including ground), \$5,000.”

From a book about breweries found on the internet:

“Eagle Brewery 1874-1878

“John M. Riedmiller was the owner of this small brewery, located on the south and corner of Taylor and Riedmiller streets on Fort Wayne’s residential southwest side. The immediately adjacent Riedmiller and Eagle streets were named after our subject before 1900, when the area was platted for houses.

“Riedmiller closed the brewery in 1878 and leased the buildings to the Buckeye Lager Beer Com-

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pany of Toledo, which used them for storage. By 1903 he was an agent for Centlivre Brewing Company.”

The **Illustrated Historical Atlas of Indiana, circa 1870-1880**, carries an advertisement from J. M. Riedmiller, brewer. He advertises his brewery, The Eagle Brewery, located on the south-west corner of Taylor and Broadway, only a few blocks from Riedmiller Street.

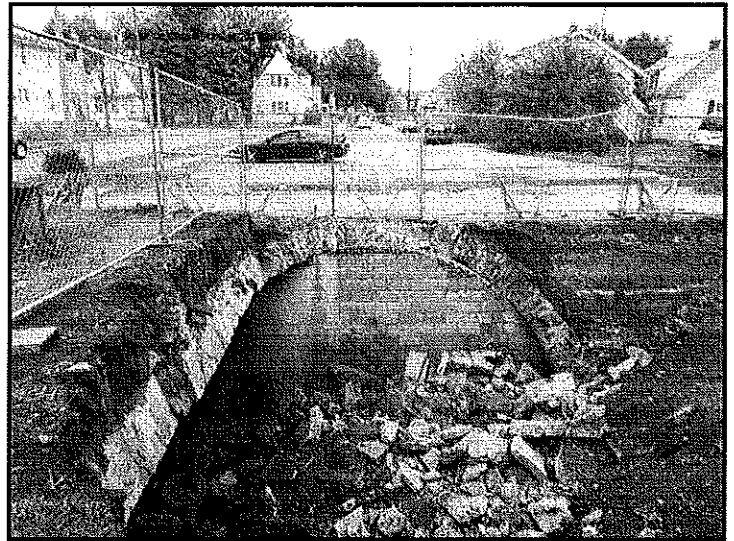
Jacob Piatt Dunn in his **Memorial and Genealogical Record of Representative Citizens of Indiana** gives the following information:

John M. Riedmiller “established the Eagle brewery on Taylor street, Fort Wayne, Indiana, naming the plant after the old Eagle volunteer fire company. He later abandoned the brewing end of the business and conducted a bottling establishment and distributing house, bottling and selling products of breweries of other cities.” He died in 1886 and his son, John M. Riedmiller, Jr., age 19, took charge of the plant and was its manager until 1893, when he disposed of his holdings and entered the employ of the Centlivre Brewing Company as sales manager and later became its director.

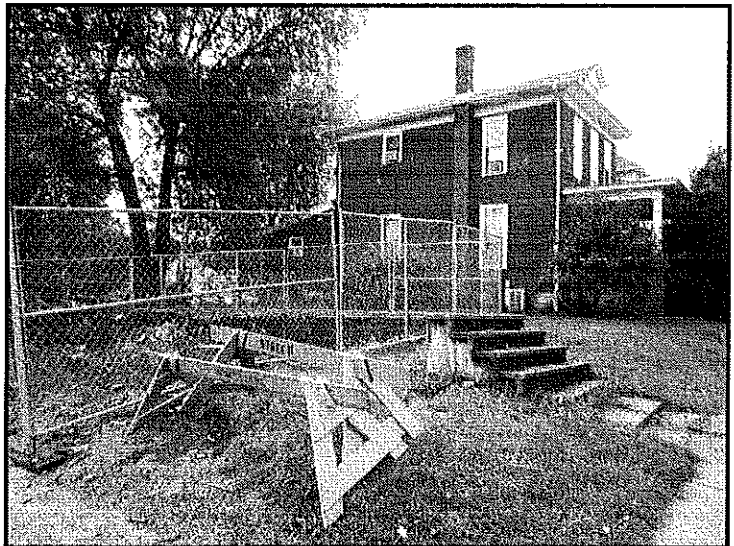
John M. Riedmiller was a German immigrant. We now know that this wonderful barrel vaulted beer storage room for his Eagle brewery was simply covered over with earth probably around 1905 when the rest of the brewery site was likely demolished. At that time John M. Riedmiller’s widow platted the land for residential lots. Two houses, one built around 1875, were apparently moved to these lots and sat atop the old cellar. Removing the first of these houses resulted in most of the stone cellar’s ceiling collapsing to the floor.

According to Creagor Smith, who is with ARCH, Fort Wayne’s preservation group:

“It’s a beautiful piece of masonry. It was totally self-supporting and built only of cut and shaped stone. There was an opening at the south end that led from the vault to stairs up to grade level. It appears this opening was filled c.1905, so the stairs could be filled.



Above: This end of the cellar was blocked in over 20 years ago when the alley behind the barriers collapsed into it. It was filled in behind the wall. Riedmiller street on the left and intersects with Taylor street that runs left to right beyond the parking lot. Below: Only the steps remain of the house that sat atop the stone cellar. Photos by Bob Schmidt



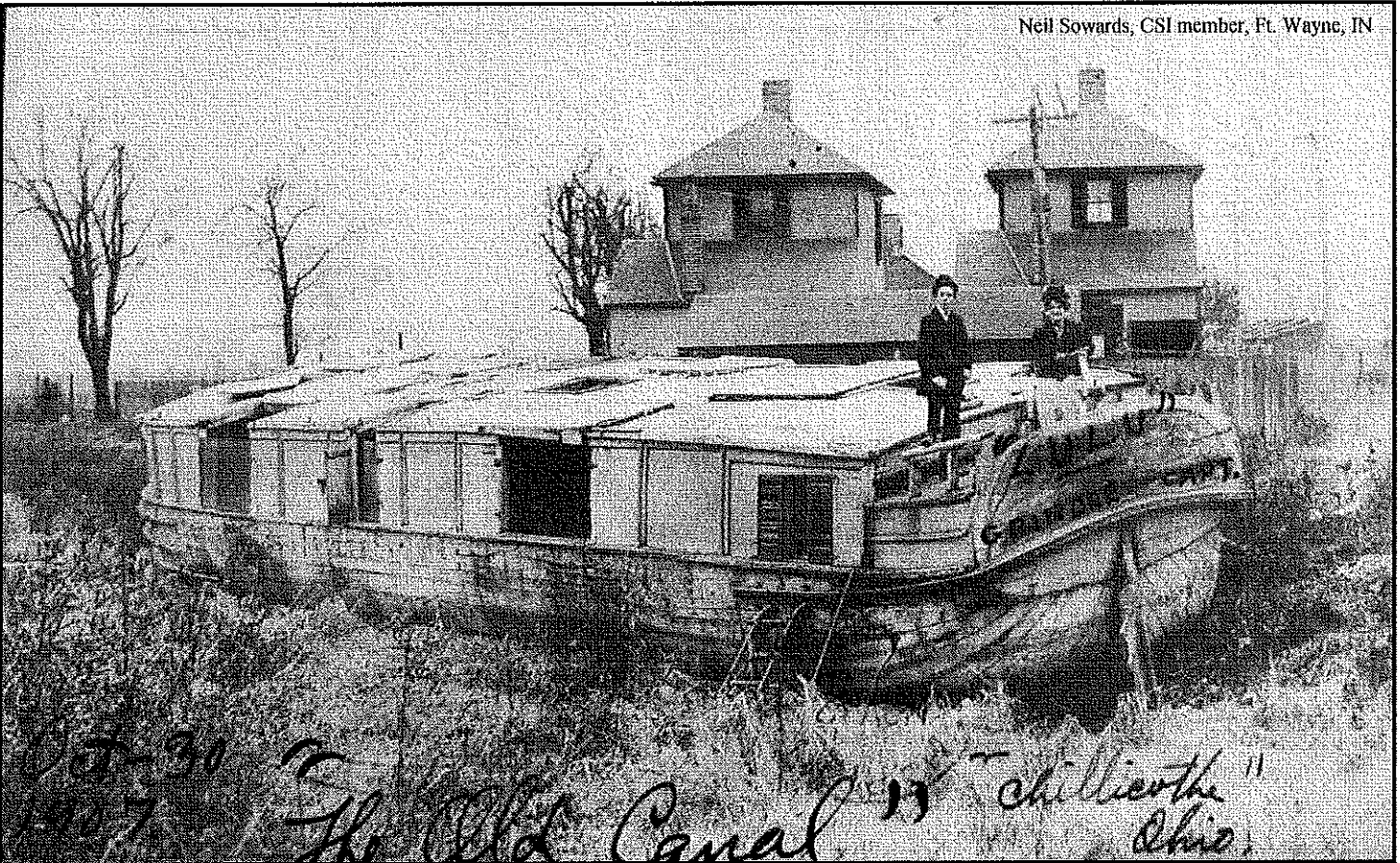
The north end went beneath an alley. It collapsed 20-40 years ago, and it was filled as well to allow the alley to remain in use.

“An archaeologist from the Indiana State Historic Preservation office inspected the site and performed some documentation. The city owns the property and will consult with the state about how to move forward. Indiana state laws protect archaeological sites that date prior to December 31, 1870, and we know the brewery was there on that date!”

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ABANDONED CANAL BOAT "LULU," Capt. Grindle, "The Old Canal" Chillicothe, Ohio 10-30-1907

Neil Sowards, CSI member, Ft. Wayne, IN



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