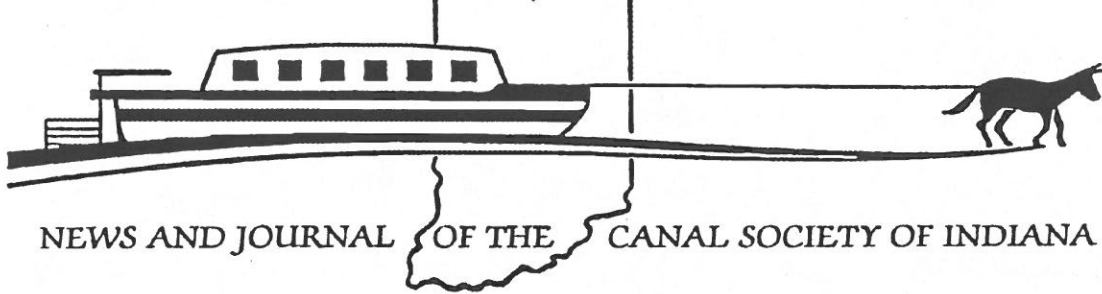


THE HOOSIER-PACKET



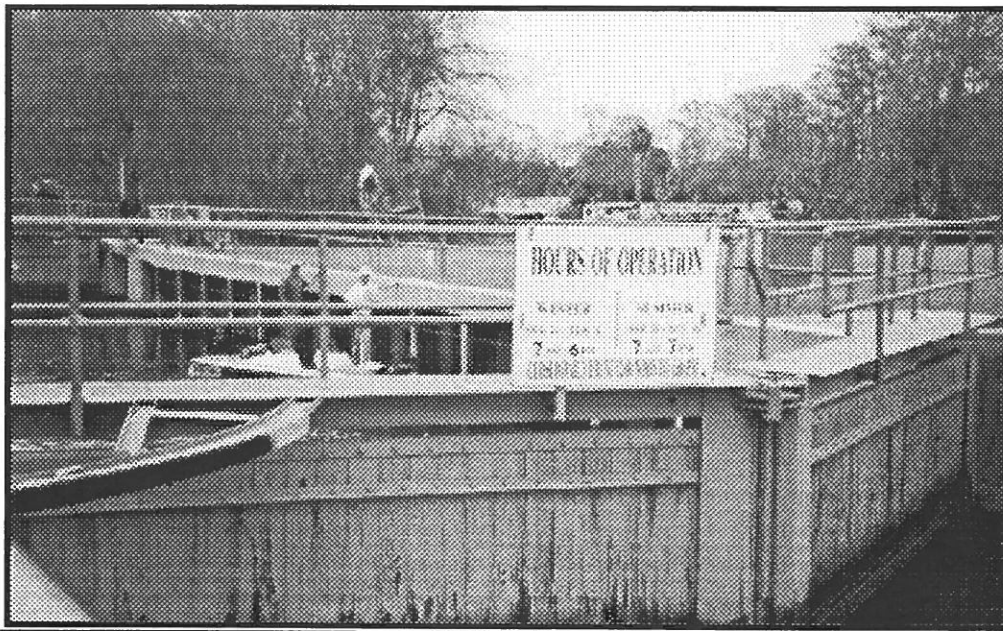
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

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JUNE 2002

LOCKING BETWEEN LAKES



Burrell Lock at Haines Creek near Leesburg in Lake County, Florida locks boats between Lake Eustis (7,000 acres) and Lake Griffin (16, 505 acres) in the Ocklawaha chain. Its hours of operation are posted on the mitre gate of the lock. Electric motors open the lock gates.

Photo by Sue Simerman

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BURRELL LOCK & DAM

By Carolyn Schmidt

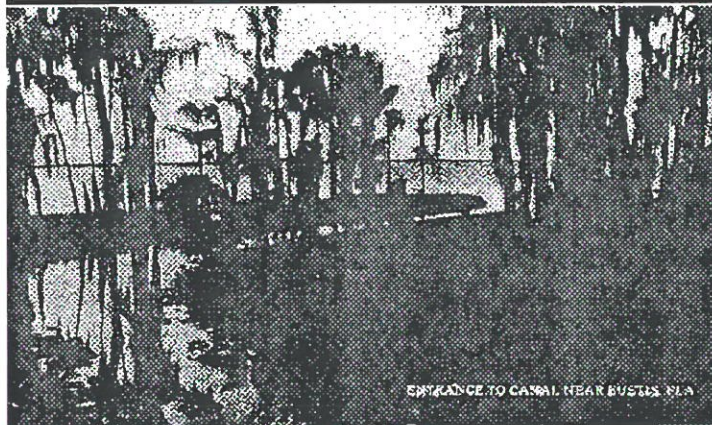
Puffy white clouds floating across a clear blue sky, turkey vultures sitting amid Spanish moss covered branches of old cypress trees, and alligators and crocodiles peeking through lily pads greet visitors to Burrell Lock and Dam. It is located on a four mile long canal connecting Lake Eustis and Lake Griffin near Leesburg in central Florida. The lock park can be found behind a mobile home retirement community on Lock Rd. at the intersection of S.R. 473 and S.R. 44.

Sue Simerman, CSI board member from Ossian, IN found a postcard from 1920 showing the entrance to the canal at Lake Eustis. She and her husband, Steve, visited

EDITOR: CAROLYN SCHMIDT

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ENTRANCE TO CANAL NEAR BUSTUS, FLA

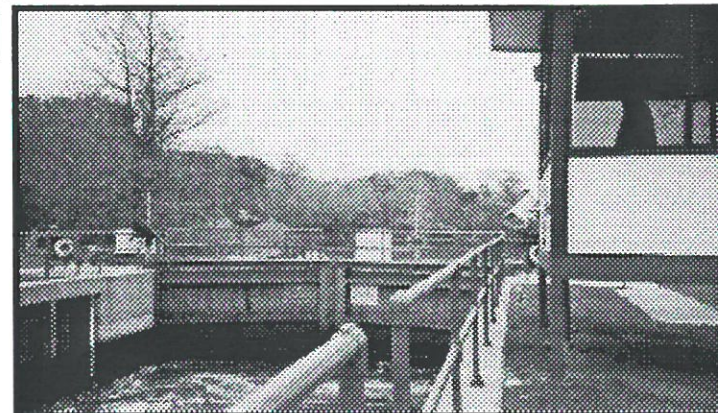
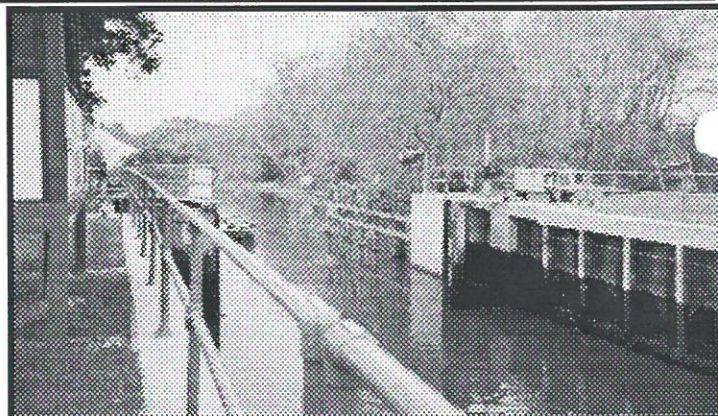
This 1920 postcard led the Simermans to Burrell Lock and Dam

the site this past summer and took pictures. She told Bob and Carolyn Schmidt, CSI President and CSI Editor, about the canal. They too visited it this summer, took pictures and interviewed the locktender.

This canal, constructed for pleasure craft to access the lakes, has a series of locks and dams that are managed by the St. John's River Water Management District and operated under contract by C & S Maintenance. The other sites are Moss Bluff Lock and Dam, the largest, built in 1965 and located on the Ocklawaha River about 11 miles north of Lake Griffin and the Apopka Lock and Dam, the smallest, built in 1959 and currently not in operation due to low water levels.

Burrell Lock, built in 1962, is the middle lock of the system and is located at Haines Creek. It has the most traffic. Locktender Don Ward, a former offshore tug boat operator, sits in a small raised building alongside the lock waiting to raise or lower the water in the chamber and to open the gates to lock through the boats. There is no radio contact with the boats -- no horns, conch shells, or bells -- to signal if the boat wishes the lock to be readied. Don watches closely to see if a boat makes a broad U-turn to return in the direction from which it came or heads directly toward the lock while its captain points toward the lock. If the captain wishes to lock through, Don moves to a control panel, which has a series of lights and buttons that control steel plates. If the water level in the lock chamber is the same as the level on which the boat is approaching, he electronically opens a pair of huge mitre gates found at either end of the chamber and lets the boat into the chamber. However, if the water level in the lock needs to be raised or lowered to admit the boat, he must first push controls to operate steel plates, which slide over huge tubes through which water enters or exists the lock by gravity flow. Once the water in the lock is the same level as that of the canal he may open the mitre gates.

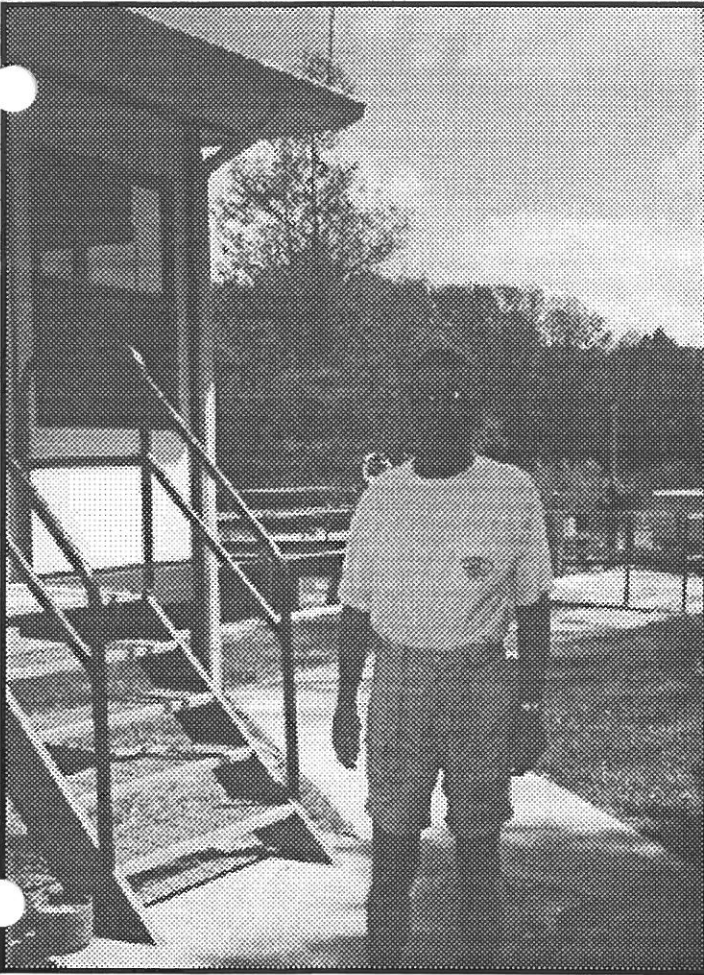
The lock is constructed with concrete at the gate



1. The downstream mitre gates are opened as a small boat waits to enter the lock. Photos by Sue Simerman
2. Water rushes into the lock chamber by gravity flow when sliding gates are raised in the side of the lock.

recess and steel side walls with wooden cross beams inside the chamber. It is not smoothly lined as early Indiana canal locks. Boats are not tied to snubbing posts while being raised or lowered within the chamber. The crew simply holds onto a cable at the side of the lock as the water level is changed by approximately 6 feet. This has led to disaster. One boat, while being raised in the lock, got its side caught beneath one of the cross timbers and ended up sinking. Its crew had to swim to a ladder inside the chamber and crawl out. Luckily no crocodiles or alligators were within it at the time. The lock had to be drained and the boat removed, which put the lock out of operation for a time.

Most of the boats passing through the lock are small. Pontoon boats, which range in length from 18-20 feet, are the most common type of craft passing through it. Burrell Lock is approximately 60 feet long and 30 feet wide. Nine of these pontoon boats fit into its chamber at one time. The locktender places a line of three down each lock wall and a line of three down the center. This is a very economical way of operating the lock, but it is not common to have nine boats waiting to go the same direction at the same time. Three years of drought in Florida have resulted in low water levels. It is necessary to keep down the number of lockages (the time it takes



1. Don Ward stands in front of the Locktender's control tower with the upstream gate of the Burrell Lock behind him.
2. Upstream from the lock alligators and crocodiles were seen amid the lily pads and turkey buzzards roosted in the tree on the small island. Photos by Bob Schmidt

to fill or empty the lock).

A locktender must take a thirty day training course. He learns lock operation, record keeping and weather recording. He must keep daily records of the type of boat, where it originated, its destination, the

number of passengers on board, the boat registration number, and whether it is going upstream or downstream. He also counts the number of lockages per day. During the week approximately 29 lockages are made, but on the weekend it is not unusual to have as many as 59 lockages for 116 boats. Each lockage takes approximately 8 minutes. He is also responsible for taking water level readings, checking the rain gauge, the evaporation tank level, the wind velocity, and then telephoning his findings to the Weather Station at Melborne each day. From these readings they calculate how he should adjust the steel panels that admit or release the water in the chamber. He is not responsible for the bypass (tumble). That is overseen by the state.

Burrell Lock operates seven days a week. Its hours are 7 a.m. to 7 p.m. during the summer and 7 a.m. to 6 p.m. during the winter. It closes from 12 noon to 1 p.m. daily for the locktender's lunch break. This year the lock will be closed during the month of June for a complete rework of the structure and replacement of the mitre gates.

When asked about the wildlife around the lock, Don replied that there were lots of alligators and two 6-foot-long crocodiles, which were probably released by tourists who purchased them at exotic pet stores. Various types of egrets and heron walk along the shore. The turkey buzzards swoop overhead looking for anything that is dead to eat. Near the lock an old alligator was found dead about three days earlier and they were busily devouring it. Apparently the alligators in the canal are facing the same unknown nervous system disease that has killed more than 390 alligators, which were over five feet long, in Lake Griffin since 1997. Some fish species and other wildlife are also affected. Hopefully the largemouth bass and bluegill, which are the goal of anglers on the 14-square-mile lake, will remain plentiful.

Don says that the buzzards are particularly bad at the Moss Bluff Dam. There they will eat anything black such as windshield wiper blades and automobile tires. Unsuspecting lock visitors often find scratches from the claws of the buzzards all over their vehicles.

Other wildlife seen at Burrell Lock are teenagers on spring break that have had too much to drink. When they are on a boat within the lock where there is no air stirring and the temperature soars, they begin shouting at Don, throwing beer bottles, and even flashing their tops trying to get him to speed up the lockage. However, he can't control gravity flow. Once a lockage begins they have to sit it out. Although Don doesn't enjoy this part of locktending, he said the canal is usually serene and a nice place to work.

MIAMI RESERVATION VISIT

Nathaniel Bolton, later Appointed Register of the Land Office by President Polk in March 1845

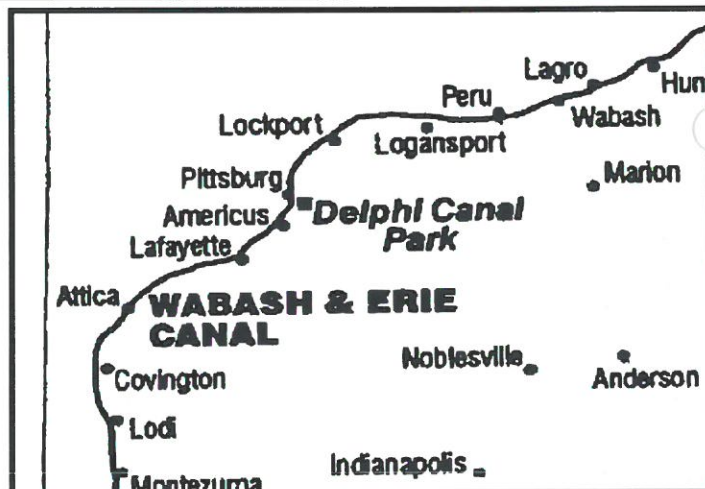
Indiana State Sentinel, 27 Nov. 1845; p. 2, c. 4-5.

Sketch of the late Miami Reservations in Indiana — the Upper Wabash — Canal Advantages.

Dear Chapman --- I had intended, ere this, to have given you a sketch of a flying visit across the Miami Reservation, made during the past month; but have been prevented until now. The importance this section of the State is about to assure in the State, so soon as the lands are surveyed, and shall have come into market, induces me to give a few of my observations to the public.

About the first of October myself and wife, [she was Sarah T. Bolton, writer of poetry that was published in the *Indiana State Sentinel*.] with a buggy and an Indian pony left Indianapolis for Peru on the Wabash Erie Canal, taking our route through what appears upon the map as the Great Miami Reservation. Unfortunately for us, the day we left, the rains, which continued, at that time, for about two weeks, began to fall. We, however, pressed on, and the third morning after we left, we found ourselves entering Tipton county in the Reserve, not laid down upon the maps; but which has been nearly two years organized. Although the lands, with a small exception, have not as yet been surveyed, settlers are flocking in and making claims in all directions. The lands in this county, are very level, and, being covered with heavy timber, are apparently too wet for cultivation in many parts; but experience has proved, where the lands have been cleared up, that no fears need be apprehended, on this score. The settlers are a hardy and enterprising set of pioneers, who deserve the highest praise for their industry and perseverance, and are well deserving the best efforts of the members of our National Legislature.

We found amongst the female portion of the population, especially, a rare specimen of all the daring and bravery that characterized the early mothers of the West. We found one female, a young married lady, that had been in the Reserve for the past two or three years, and whose information, on most subjects, was equal to the most polished in our State, and who, when my wife enquired how she endured the want of society to which she had been hitherto accustomed, replied, that she took her gun and ranged the forest for recreation. She was an excellent shot and served us up a dinner of venison, with other dainties, that would make the mouth of the veriest epicure to water. They had a delightful situation, near a small stream, with a spring gushing forth near their residence.



The next or middle county of the Reserve is called Richardville, after the Miami Chief of that name. These two counties are ten or twelve miles wide and between twenty-five and thirty in length. The balance of the Reserve, North, bordering on the Wabash, is attached, or rather comprises portions of the counties of Cass and Miami. Near the centre of the Reserve and in the county of Richardville Wild Cat river winds its way, which is situated at distances ranging from fifteen to eighteen miles from the Wabash river and Wabash and Erie Canal. Along this stream, and for miles on either side, is the finest timbered country I have ever seen in the West, and land which has proved to be almost unsurpassed in fertility. Tall poplars rear their branches, as it were, almost to the Heavens; many of them are from four to six feet in diameter and will make from six to eight saw logs twelve feet in length. Indeed many of these giants of the forest appeared to us capable of furnishing lumber for a respectable building from a single tree. We saw thousands of these trees covering the country miles, interspersed with the finest sugar



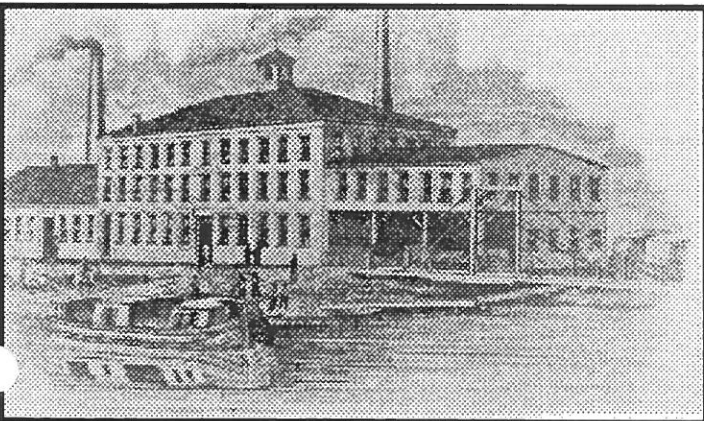
The home of Miami Chief John Baptiste Richardville next to Osage Village near Peru, IN was built by the U. S. government as a good will token. A treaty signed in 1840 forced the Miamis to cede more of their land to the U. S. and called for their removal by 1845. Exempt were Frances Slocum; the families of chiefs Godfroy, Lafontaine, Meshingomesia, and Richardville; and other Maimis who had intermarried with whites. Photo by Brian Migliore

orchards any country can boast of. To give some idea of the population of these counties, Richardville gave at the last elections between four and five hundred votes.

Passing over the heavily timbered and fertile country for a distance of forty miles, we arrived at Peru on the Wabash river, which is situated on the northern bank of that stream. The Canal passes through it and a feeder dam across the Wabash river affords several beautiful sites for water power, which are being improved by the erection of two large merchant flouring mills and other manufacturing establishments. The town, at this time, contains some six hundred inhabitants, and must be one of the finest locations on the Wabash, whenever the Miami Reservation shall have been brought into market, as its rapid and permanent settlement, will immediately follow. The fine Eel river country on the North will throw into its lap an almost boundless commerce.

We tarried at this beautiful village for a day; but the weather was unfavorable for a minute survey; and we amused ourselves with a conversation with several of the Miamis, males and females, who were there for the purpose of trading. They were dressed in the richest and gayest Indian style, themselves and ponies being fantastically arrayed and the Indians painted in their holiday colors.

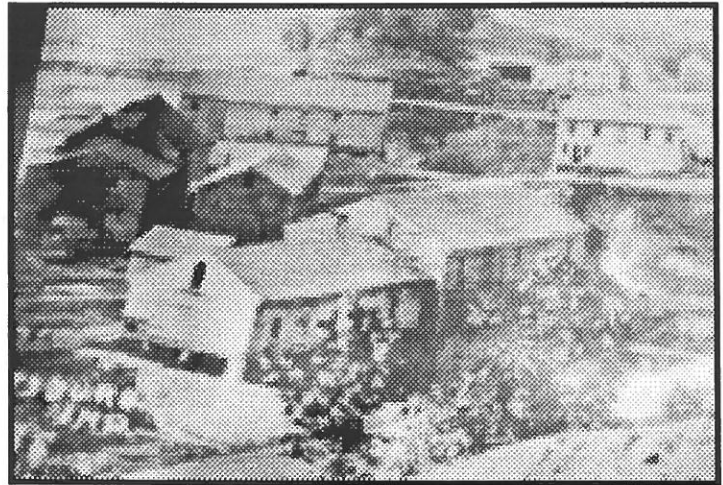
We next proceeded down the Wabash river, to the city of Logansport, whose fine water power, beautiful buildings and other advantages are too well known to be described. Situated in the forks of the Wabash and Eel rivers, with a river on either boundary, and the Canal passing through the center, there is something truly grand and picturesque in the scenery, and it is destined to be one of the most beautiful cities in the West. The Miami Reserve also comes up to the Wabash, at this place, and must give Logansport great advantages, whenever the Reserve shall be brought into market.



By the 1860s the Nash Foundry was located on the Wabash & Erie Canal near 5th and High Streets in Logansport, IN.

After a pleasant tarry of half a day at the hotel of my old friend Cyrus Vigus [brother of Jordan Vigus], one of the most accomplished of landlords in the country, whom I could not pass by, on account of political differences, in consequence of many pleasant reminiscences of days lang syne, we proceeded on our journey.

Our next stopping place, down the river, was at Delphi, located in one of the most fertile counties on the Wabash. It is a thriving village and a place of much trade. On the opposite or western side of the Wabash is the village of Pittsburgh, a location unsurpassed for permanent water power by any on the Wabash. The pool dam for the purpose of crossing canal boats from one side of the Wabash to the other — the canal here changing sides of the Wabash river — will render it, in a few years, as second Pittsburgh indeed. The mills and



A photo taken in 1885 shows Pittsburgh, Indiana's industry along the W & E Canal and the Wabash River on the upper left with the bridge to Delphi in the background.

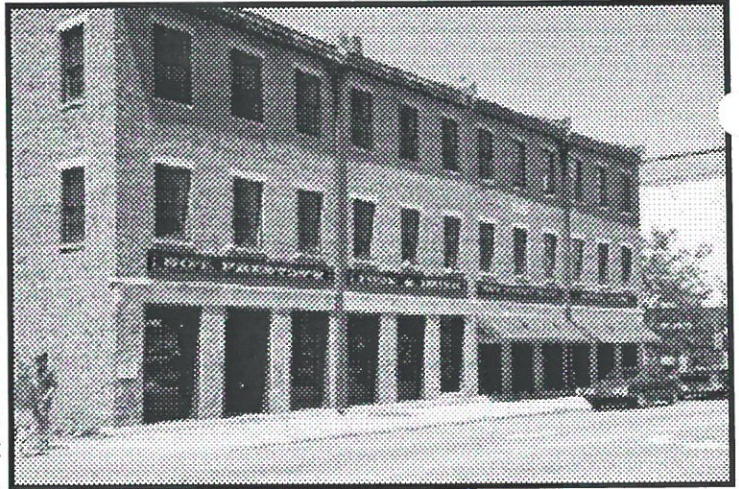
machinery here located have the whole Wabash to supply them with water. Its trade now comes from as low down as the upper part of Tippecanoe county; but its chief reliance is the arms of the grand prairie, watered by the Tippecanoe river and its tributaries, constituting of thousands and thousands of acres now in cultivation, and having, in prospect, more cultivated country than any part of equal extent in the West. The Tippecanoe river is the best stream for water-power with which I am conversant. It appears to be about the size of White river at Indianapolis; but contains double the quantity of water in consequence of the rapidity of its current. It has been estimated, that from Monticello, the county seat of White county, to its mouth, the fall is more than one hundred feet, a greater descent, in the same distance, than on any other stream in the State.

We next proceeded down the river, through the

Tippecanoe Battle Ground, to Lafayette. We tarried at this spot, near an hour for the gratification of my lady, who has given vent to her own reflections in poetry, as a contribution to the Louisville, Kentucky Democrat, of which she is a regular correspondent; which I will append with your leave, to this letter.

A description of the battle-ground is unnecessary from me, as it has been described in hundreds of ways, during the last six or seven years. The site was donated to the State by the late General Tipton, and the State of Indiana expended some seven hundred dollars for its enclosure. This was done by a common board fence around the nine acres donated. It is now in a wretched state of repair, whole panels having fallen down and been abducted — leaving ample room, in many places, for the free passage of wagons. The common grave, where the bones of Daviess, Spencer and Warrick and their gallant compatriots were collected some years since and buried, is now scarcely discernible, and could not be found by this traveller, unacquainted with the circumstance of burial. The cattle of the neighborhood have free passage over this sacred spot; no monument, but a rapidly decaying board fence, marking the battle ground of Tippecanoe and the grave of its gallant spirits. It is not for me now to say whether this should be so, but I feel I have some interest in perpetuating the memory of the gallant spirits who perished there.

Seven miles below the battle-ground stands the city of Lafayette, the head of Steam-Boat navigation on the Wabash, destined, beyond all controversy, to be the Queen city of Indiana. It now boasts of more cultivated land in the neighborhood, than any city of the West, for an equal extent of country, Cincinnati not excepted. We tarried for a short time at the Lafayette House and took a general view of the city. It is literally filled with rubbish from the numerous buildings which are in a state of progress, a large new Court House being amongst the number. The roof is just being placed on a row of buildings [The Purdue Block], near the river, about four hundred feet in length three stories high, which I am told is already engaged for business houses, at an annual rent of a small fortune for each year. The prosperity of this city as well as that of Terre Haute, Vincennes and many others on the Wabash is closely connected with the location of some great city on the Ohio or Mississippi, that will cause a direct trade with the Wabash country, and I am pleased to see that four millions of capital has been raised by a Company for making a site for a great city at the mouth of the Ohio, which has been well remarked, is the best location to command the Southern trade, in the Western world. Operations are to commence at Cairo in January next. It is to be hoped that the results of the recent Convention at Memphis will eventuate in a handsome appropriation



In his artical, Nathaniel Bolten mentions completeing the roof of three story buildings near the Wabash River. These would have been The Purdue Block of which only a portion remains today.

Photo by Bob Schmidt

The Purdue Block

Erected on this site in 1845 by John Purdue (October 31, 1802-September 12, 1876) the John Purdue Block was a collection of 12 stores, each 22 feet wide, occupying the complete block between Columbia and South streets in Lafayette. At that time, it was the largest brick masonry building west of New York City.

Cargo was delivered to the Purdue Block by way of the Wabash and Erie Canal which passed some 100 feet behind this building. The first railroad came through Lafayette in 1851.

John Purdue sold the buildings in the 1860's during the time he was active in the building or Purdue University.

A variety of tenants have made use of the buildings. In 1850, the Northern Indiana Medical College was located here. By 1881, businesses included W. & L.L. Ross Mercantile and Purdue, Brown & Company. In 1885 Augustus Peret opened a buggy carriage and harness manufacturing company.

By 1925 there were six businesses on the block: The Duffy & Means Candy Company; Central Top and Battery Company (manufacturers of soft auto tops); W. W. Steele Wire & Iron Works; Johnson Hardware Company (dealer of farm machinery) and The Glenn Auto Electric Company.

Dennis D. Dunn and Edwin F. Hargitt purchased the building in November 1980 from Glenn Auto and initiated restoration. During the process, on August 7, 1981, a major portion of the building collapsed.

Dedicated to saving this valuable community asset, Dunn & Hargitt brought in architect Peter Goelzer of Minneapolis and Kettelhut Construction, Inc. of Lafayette, to take over and complete the project.

Restoration was completed in the spring of 1983. The building is listed on the National Register of Historic Places.

for the Wabash river. Money making appears to be the great characteristic of the citizens of Lafayette. No one that I heard speak appeared to have a moment for any thing else. The splendid Seminary, on a beautiful eminence, three stories high, however, looks as if Literature had an outside show in the city, and it is to be hoped that the profits of her commerce will give ample compensation to teachers and Professors.

While at the Lafayette House, a canal-boat arrived, in three and a half days from Toledo, in which Mr. Piatt, one of the early pioneers of the neighborhood of Cincinnati was a passenger. Mr. Piatt now resides at Covington on the Wabash, the present terminus of the Wabash and Erie Canal. He is largely interested in property at Toledo and represents the business of the city as beyond all calculation — there being a great deficiency of boats, at this time, to carry on the Lake Commerce. This is also the case on the Wabash and Erie Canal; but what boats there are are actively engaged. As an evidence of this, Mr. Piatt arrived at Lafayette at noon on the day I saw him, and the Captain of the boat called on him to take his leave, just as we were going in to supper on the same evening — having unloaded his cargo, reloaded and prepared for departure in six hours. Mr. Piatt said, he had, during the last war, whilst engaged in the service of his country, fixed on Toledo as a favorite point, having heard from the Indians that they had passed in pirogues and canoes from the waters of the Lake to those of the Wabash. He was enthusiastic in his praise of our canal and of the Wabash valley as the great and most direct connecting link between the East and the South. No country, of equal extent, can boast of more agricultural advantages, and the surprise is, that emigrants will pass Indiana for a more Western location. Our State indebtedness, it is true, has alarmed many on account of taxation, but a survey of the whole ground, I am inclined to believe, will ere long induce hundreds to alter their determination and make their locations in our State, and I am pleased to learn, that the early survey and sale of the Miami Reservation will take place; Gov. Whitcomb having received a letter from the Commissioner of the General Land Office stating that the survey has been ordered as soon after the 28th of the present month as practicable. Lafayette is nearer Toledo than Cincinnati, and considerably nearer the mouth of the Ohio; and when the Rapids of the Wabash shall have been improved and the Wabash and Erie Canal completed to Evansville, of which there can be no longer a doubt, and that too, at an early period, there can be no reason why Lafayette shall not outstrip even Cincinnati in commercial advantages. They will not be rivals, as there is room enough in this broad valley for hundreds of cities. A Railroad can be made on the direct routes from Indianapolis to Lafayette at trifling expense — being a level country and only a distance of fifty-nine miles, as the State road now runs. There are now no canal-boats running on the Wabash and Erie Canal, in this State for the exclusive accommodation of passengers; but the accommodations are good on the other boats. In the spring a line of passenger boats will be put in operation, and then the distance between Lafayette and Toledo will be accomplished in two or two and a half days.

I must bring this letter to a close by appending the effusion above alluded to, hoping that the time will

soon come when the munificence of the city of Lafayette, along with other portions of Indiana, will be brought into requisition for the erection of a suitable monument on the battle-field of Tippecanoe.

Carl Leiter, CSI member, Kokomo, IN



Rockville, IN

Jeff Koehler, Clay County Historian and CSI board of directors, spoke at the 108th annual meeting of the Parke County Historical Society held in the community hall of St. Joseph Church in Rockville on Thursday, April 11, 2002. Present were over fifty members and friends including John Harris from the Indiana State Historical Society. Jeff showed slides of canal sites in Parke County and repeated humorous incidents that happened during canal times. The audience seemed especially interested in the Canal War. They asked many questions. Jeff had CSI brochures for all those in attendance.

WELCOME NEW MEMBERS

CSI welcomes aboard the following new members who have joined at the membership rate unless otherwise noted.

Jeff & Mary Ogan - Ossian, IN

“Dearly Departed”

A Stroll Through Lindenwood Cemetery

Fort Wayne, Indiana

May 19, 2002 1-4 p.m.

Sponsored by: ARCH, The History Center and Settlers

One of the voices from the past will be that of Jesse Lynch Williams, who came to Fort Wayne in 1832 at the age of 25 to become the Chief Engineer of the Wabash & Erie Canal. Born May 6, 1907 in Stokes County, North Carolina, he moved with his Quaker family to Cincinnati as a young lad. He gained his knowledge of civil engineering and canal building by working on Ohio's canals. On November 15, 1832, he married Susan Creighton, daughter of congressman William Creighton of Chillicothe, OH. In 1836 Jesse became the Chief Engineer for all of Indiana's canals that were authorized by the Internal Improvement Bill. He supervised canal work from the Whitewater valley to Indianapolis and in northern Indiana. In 1864 after canal construction ended, he was appointed General Director of the Union Pacific Railroad by President Lincoln. He and Susan were closely associated with First Presbyterian Church. The current church is built on their home site. He died in 1886 and is buried in Lindenwood Cemetery. Both are remembered today by Williams and Creighton streets in Fort Wayne.

CSI president Bob Schmidt will portray Williams.

CANAWLERS AT REST

PLINY HOAGLAND

b. July 31, 1810

d. January 11, 1884

By Sue Simerman

Drawing by Morris R. Perry from
"Pioneers Resting in Historic Lindenwood"



Pliny Hoagland was born July 31, 1810 near New Philadelphia, Ohio in Tuscarawas County. In 1834 he worked as an engineer on an Ohio Canal. Several years later in 1838 he became Chief Engineer for the Ohio division of the Wabash and Erie Canal.

Hoagland moved to Fort Wayne in 1845 and became involved with the building of the Ohio and Indiana Railroad. His help at first was being involved with legislative action and then with the actual building.

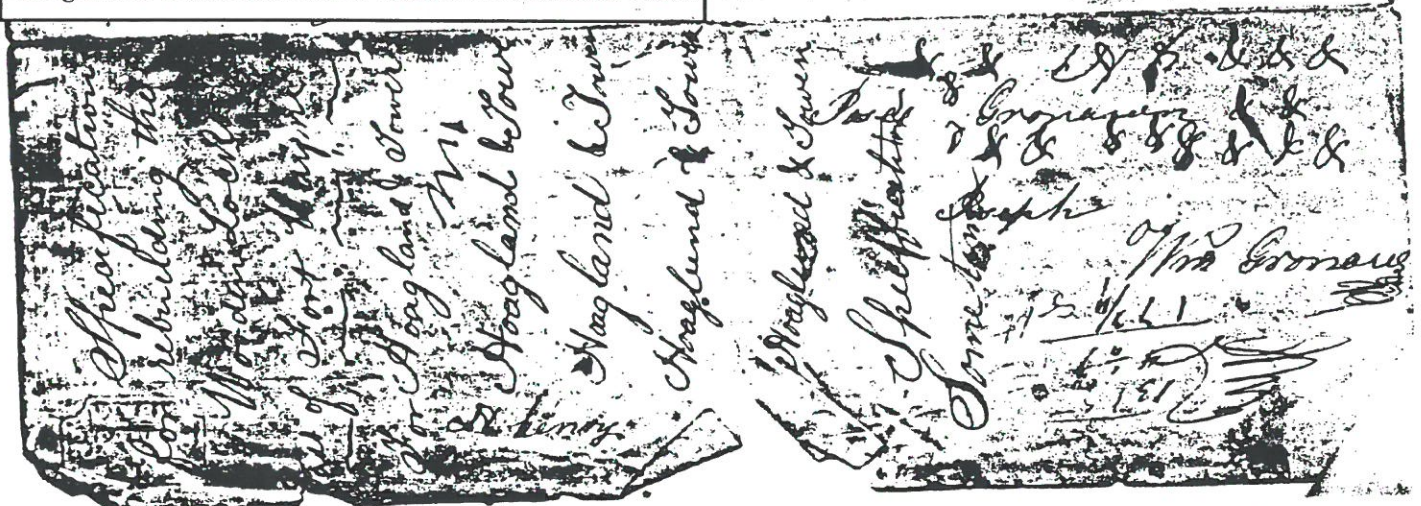
Hoagland and Benjamin Tower were responsible for the rebuilding of the Gronauer Lock near New Haven, IN in 1849. Joseph Gronauer's great-great-grandson Mel Gronauer gave a copy of the contract to CSI.

In 1852 Mr. Hoagland's friend Samuel Hanna asked him and William Mitchell to work with him undertaking a contract to build a railroad from Crestline, Ohio to Fort Wayne that would be 132 miles in length. The project was stopped and resumed largely because of the persistence of these three men. He became director of the Pittsburgh, Chicago and Fort Wayne Railroad and of the Grand Rapids and Indiana Railroad.

In 1856 Hoagland was elected a state representative. He was also director of the Branch of the Bank of the State of Indiana.

After the death of his wife, Merica, on December

Hoagland & Tower contract to rebuild the Gronauer Lock.



6, 1861, he went on to become a state senator in 1862. He also became more involved with banking and accepted the job as Vice-President of the Fort Wayne National Bank.

According to Fort Wayne and Allen County directories, he resided at 110 W. Berry. (Today this is the address of National City Bank that had been Fort Wayne National Bank for many years.) At this same time of 1867 he was one of the proprietors of City Mills. It was just west of Clinton Street located near a swing bridge over the Wabash and Erie Canal. In 1872 he is listed as residing at 106 W. Berry and is still Vice-President of Fort Wayne National Bank. A little later he became involved with Hoagland and Tresselt, a milling firm.

Hoagland was a well respected citizen and friend. He gave a great deal of this time and knowledge to make Fort Wayne a prosperous city. He was respected enough that the town of Hoagland, on the railroad from Crestline, OH to Fort Wayne, was named in his honor.

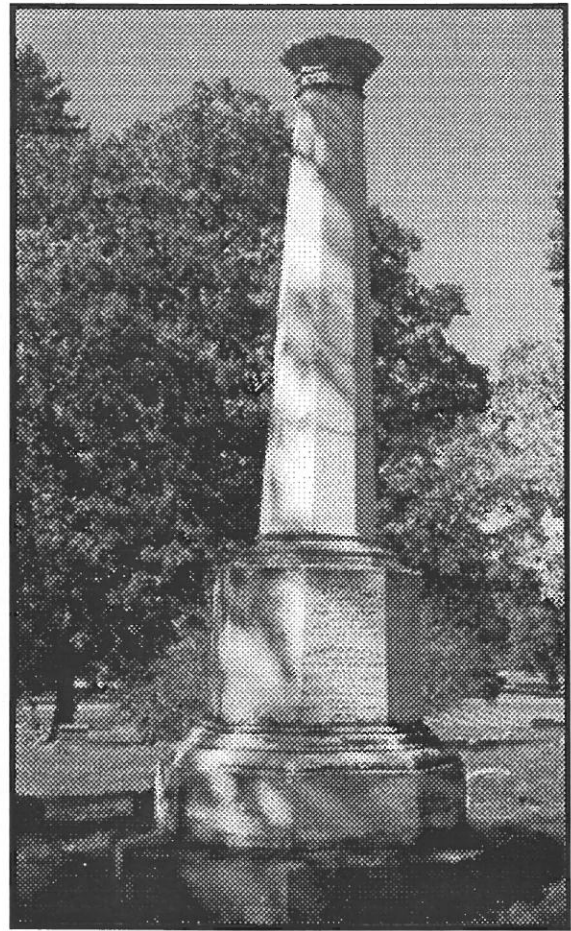
Pliny Hoagland died January 11, 1884 and is buried in Lindenwood Cemetery, Section H Lot 29. His obituary reads:

PLINY HOAGLAND

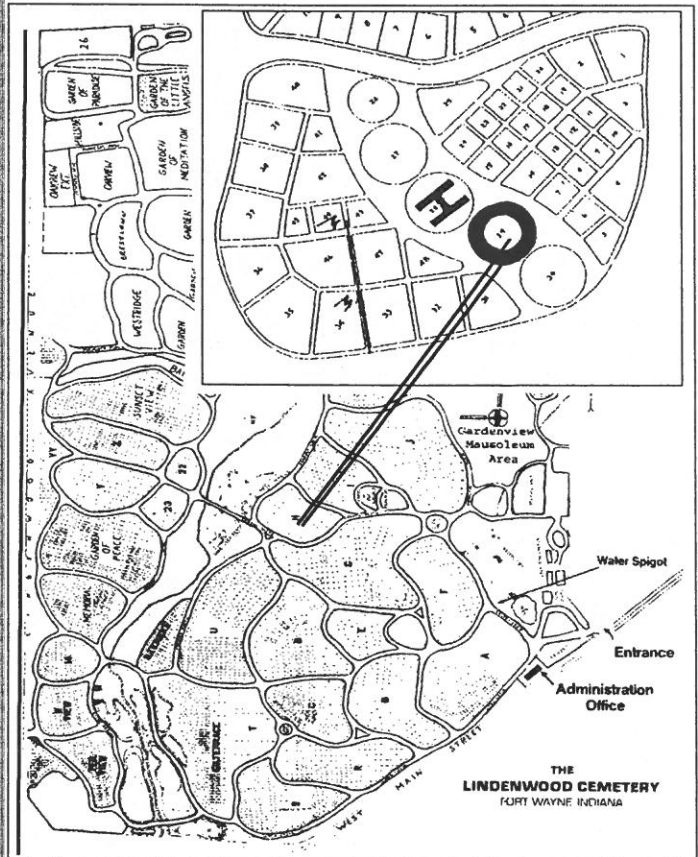
Death of this old Citizen this Afternoon.

Mention of the sickness of Hon. Pliny Hoagland has already been made. He was believed by himself and family and physician to be better. Yesterday he told Dr. Myers he would take no more medicine. He shaved himself and was cheerful. This afternoon at 2 o'clock, he began sinking rapidly, and died within half an hour, a few moments before the physician reached the house. He was Vice-President of the P., F. W. & C. R. R. Co., a director in the Fort Wayne National Bank, and was otherwise prominent in business affairs.

The funeral of the late Hon. Pliny Hoagland will take place from his late residence, 106 West Berry street, on Monday morning, January 14th, at half past 10 o'clock. Deceased was in the 74th year of his age. Death was caused by heart disease, which suddenly attacked him as he was recovering from a ten days illness with a severe cold.



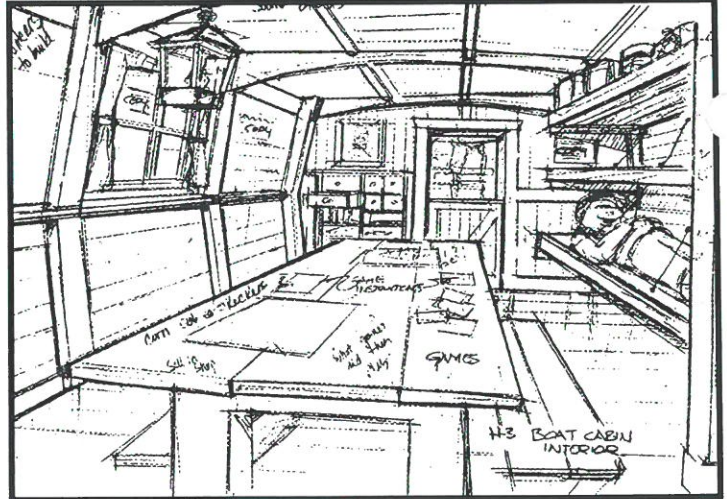
LINDENWOOD CEMETERY, FT. WAYNE, IN



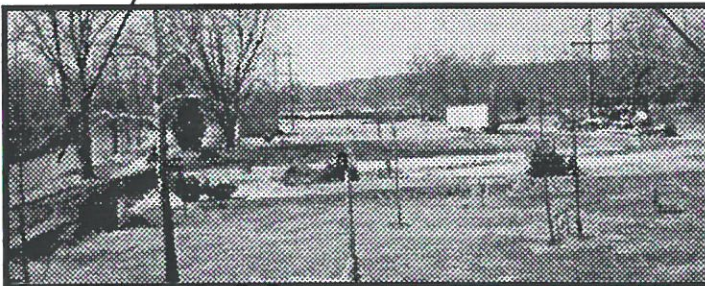
NEWS FROM DELPHI

Carroll County Wabash & Erie Canal, Inc. in Delphi has a wealth of volunteers working together to build the foundation for their new Canal Interpretive Center Museum and others gearing-up to construct the exhibits. Contractor Leo "Joe" Brown's crew leveled the land for the foundation, trucked in the sand fill, leveled it and thought they were ready for the concrete when they learned that the sand will have to settle for 90 days before the concrete can be poured. This is due to difficult soil conditions at Canal Park adjacent to the Wabash & Erie Canal.

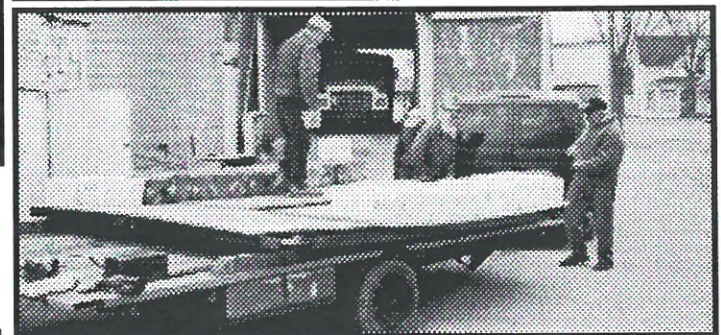
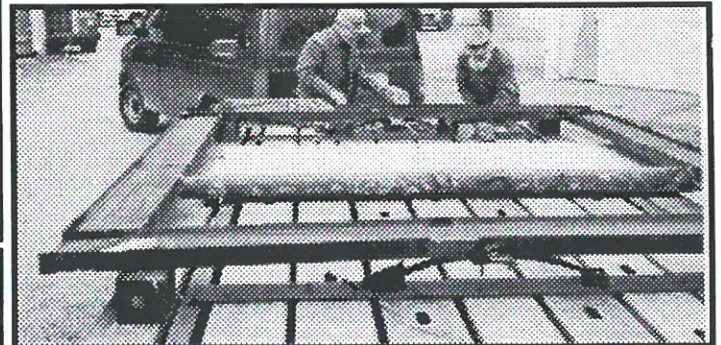
All Photos by Dan McCain



Once the building is completed volunteers will install the exhibits. Two of the full scale exhibits, a lock gate and a canal boat cabin (illustrated above), will show their physical size and limitations. Currently Ron Dust, a retired engineer; Bill Draper, a retired cabinet maker; Ed Gruber, a retired airline pilot; Dan McCain, a retired agronomist coordinator are working with Roy Patrick, a retired welder, as he builds a trial model of the cabin floor with springs beneath it to make visitors feel like it is on water. The men evaluated the springs by loading a ton of salt blocks on top of the boat cabin floor frame.



The section of canal near the museum site has been dredged, sealed and rewatered. Walking paths were built on both sides of the 60' wide reconstructed waterway. Canadian geese swim and nest there.

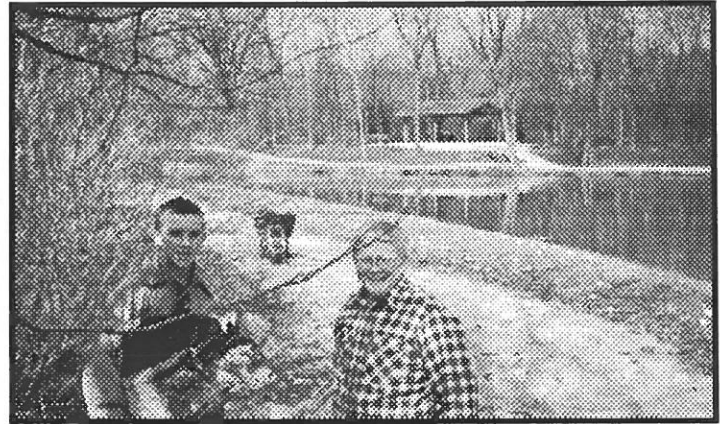


Work on the trails in Canal Park and Canal Park Annex is well underway. On March 16, 2002, a workday was held. Even Judge Joe Carey arrived to help make another "trail treasure" flower bed near the 1873 iron bridge over the canal and the stone arch road bridge. He was kidded as being sent there to do "Community Service" work by the court. (Carey in baseball cap)

THE HOOSIER PACKET - June 2002



Elsewhere Boy Scout Tom Walton and his father Ken worked on trail cleanup in Canal Park Annex. They cleaned the area where the canal boat turn around was once located and is now to the right of the Rotary Shelter House.



You can be a part of developing Delphi's Canal Park and Museum. Call Dan McCain at (765) 564-6297 for further information.

GALLERIES:

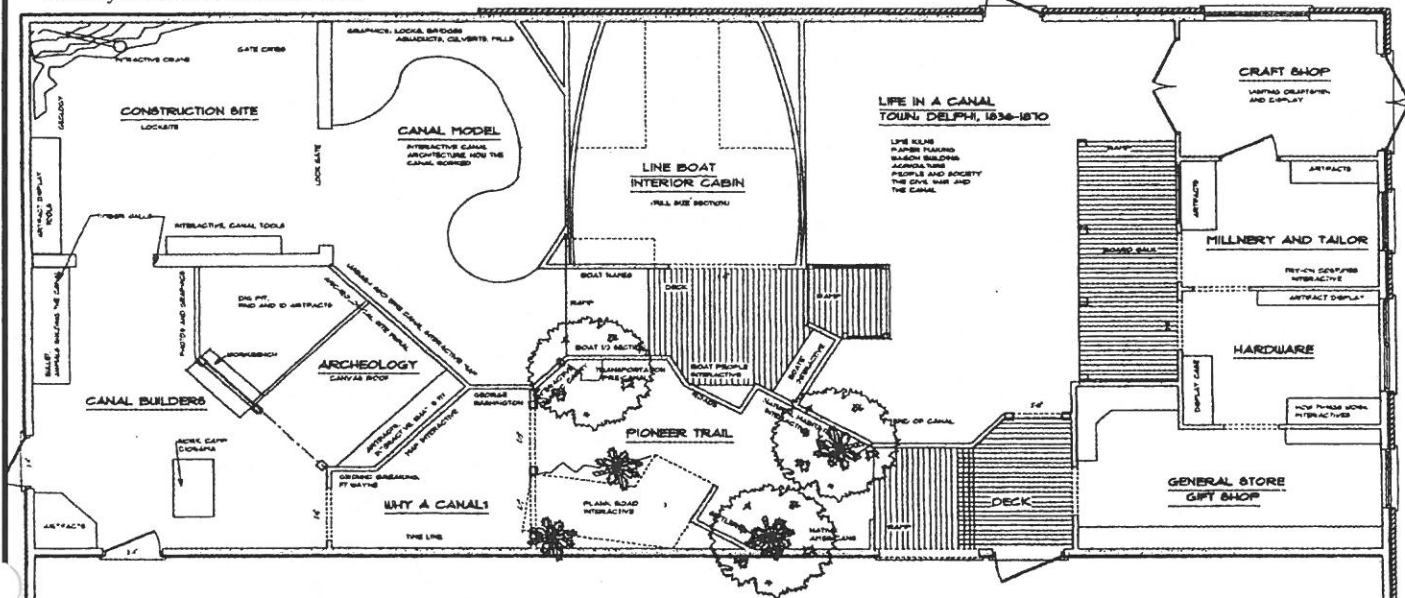
- A. Entrance Deck
- B. Pioneer Trail
- C. Why A Canal?
- D. Archeology
- E. The Canal Builders
- F. A Construction Site

- G. Canal Model
- H. Canal Boats
- I. Life In A Canal Town
- J. End Of The Canal
- K. Town Shops (canal town)

- 1. Canal Model
- 2. Line Boat Interior
- 3. Hardware Store
- 4. Millinery Shop
- 5. Lock Construction Diorama
- 6. Work Camp Diorama
- 7. General Store

PRIMARY EXHIBITS:

Courtesy LIFESPACE DESIGN INC.



Wabash & Erie Canal Interpretive Center EXHIBIT AREA

IN THE NEWS

March 28, 2002 - Ft., Wayne, IN

"Renovation Planned For Historic Landing" was the title of an article in the Ft. Wayne News-Sentinel. During the canal era Columbia street in Ft. Wayne, Indiana was actually the street behind the buildings that faced the Wabash & Erie Canal where boats docked to unload passengers and cargo. But as time passed the canal was closed and filled in. Proprietors in the buildings changed their main entrances to Columbia Street

The street was several blocks long until the 1960s when bull dozers moved in to make way for the City-County Building, the Fort Wayne Museum of Art and the Performing Arts Center. Preservationists rose up in arms so then Mayor Harold Zeis appointed a committee to salvage the block of Columbia street that lies between Harrison and Calhoun streets. Through their work "The Landing" as it was dubbed was dedicated with a torchlight parade on October 23, 1965. Once again men and women strolled down the street that was now lit with newly installed gas lights and planted with ornamental trees. It was an entertainment and restaurant area.

Then in 1975 fire broke out in the 100-year-old Rosemarie Hotel and the adjacent Bash Building destroying them. In 1980 while undergoing renovation the "Drug Building" collapsed. The past 20 years have seen further deterioration.

The Ft. Wayne Redevelopment Commission hopes to attract private investment to restore "The Landing's" attractiveness, correct safety concerns such as broken sidewalks and tree roots, and

perhaps add new lamps and benches. This could carry a \$150,000 price tag. There is talk about offering incentives to attract business. The committee sees "The Landing" as the first step in invigorating all of downtown Ft. Wayne.

Bob Schmidt, CSI president, Ft. Wayne, IN

April 5, 2002 - Grand Rapids, OH

The Sentinel-Tribune ran an article entitled "Canal Fever, Lock Tender Daniel Burns Follows In Path Of Ancestor," which had Burns pictured at Isaac Ludwig Mill in Providence Metro Park by a lock of the (Miami) Wabash & Erie Canal. It said that for the past three years Burns has volunteered over 200 hours as locktender on one of Ohio's few operating locks while portraying Matthew Burns, his great-great-grandfather. Matthew operated an iron furnace at Cecil, OH in the 1860s and got iron ore via the canal to produce rails. Depletion of his wood supply caused him to close his mill.

Daniel Burns, dressed in canal era clothing, plays his harmonica, greets visitors, and instructs canal boat passengers on how a lock works, while operating the lock gates 14 times per day. He points out the grooves in the stones near the gate entrance where tow ropes wore away the stone over 150 years ago. The limestone blocks from which the lock was built were quarried in the 1830s at Kelley's Island and weigh about a ton apiece. He tells how canal boats often had as long as an hour and a half wait before going through the lock. Fights would break out between boat crews trying to lock through first. Peaceable crews spent their time shooting dice or playing cards. He says his g-g-grandfather met his g-g-grandmother a Kate's Landing near Cecil.

When Burns, a retired stocks and bonds investigator with the SEC, New York City, volunteered to work for the Metro Park system, he

specifically asked for an outside job. Besides being the locktender he helps with the 60-70 programs for school children each year, participates in the Lantern Tour, demonstrates candle dipping, assists with archeological events and runs the courtesy cart. He has met people from Australia, Austria, Belgium, Brazil, England and Japan while sticking to the dialogue and authenticity of the canal era. He says he is near his 84 year old mother, who lives in Defiance, and that the canal is a "great place to play."

Dick Kudner, CSI member, Perrysburg, OH

Spring 2002 - Delphi, IN

The Carroll County Historical Society Museum Newsletter said that the Burnetts' Creek Arch project needs \$40,000 to purchase the land surrounding arch culvert #100, which once carried the Wabash & Erie Canal across the creek. They wish to create a park that allows access to the structure. The current owner denies access.

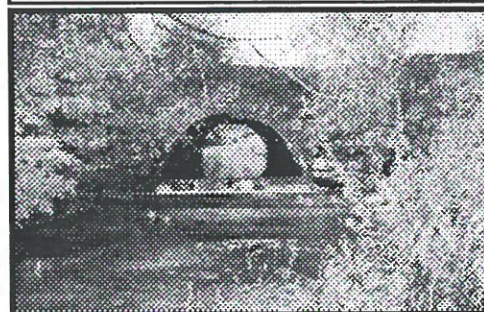
Recognition for donations will be displayed at the Carroll County Historical Society Museum, on the ground floor level of the Courthouse, and through the media. They have set the following levels of contributions:

Copper	up to \$99
Bronze	\$100-\$249
Silver	\$250-\$499
Gold	\$500-\$999
Platinum	\$1000 to \$2499
Keystone	\$2500 and above

Mail contributions to:

Carroll County Historical Society
PO Box 277, Delphi, IN 46923

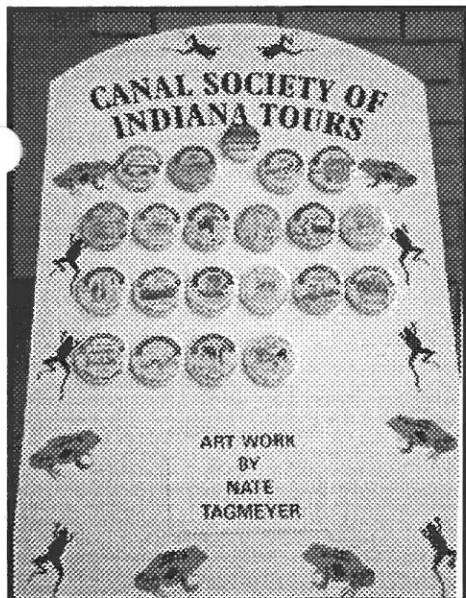
Burnett's Creek Arch Photo by Bob Schmidt



"CANALABRATION"

By Carolyn Schmidt

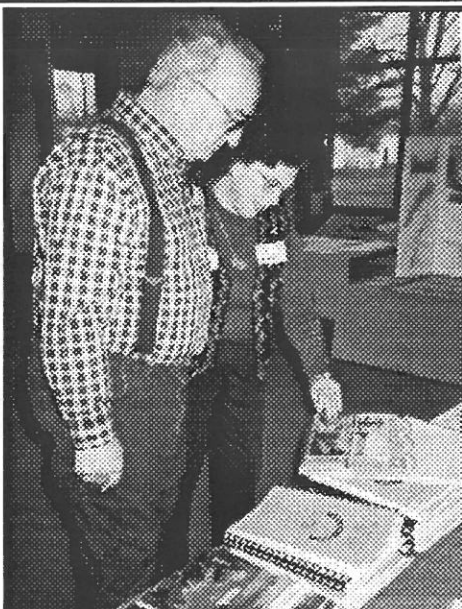
Excited canawlers gathered at Bethel United Methodist Church in Ft. Wayne, Indiana on Friday evening April 5, 2002 to kick off the Canal Society of Indiana's 20th Anniversary weekend. As they entered the building they saw displays about the Wabash & Erie Canal in the Fort Wayne area and a board displaying all of the society's past tour buttons designed by Nate Tagmeyer, one of CSI's founders and current board member from Ft. Wayne. Jim Ellis, CSI board and tour committee member from Ft. Wayne, had the board designed especially for this event. Frogs bordered the board since they are the mascot of CSI and the theme for the weekend - two frogs "canalabrating."



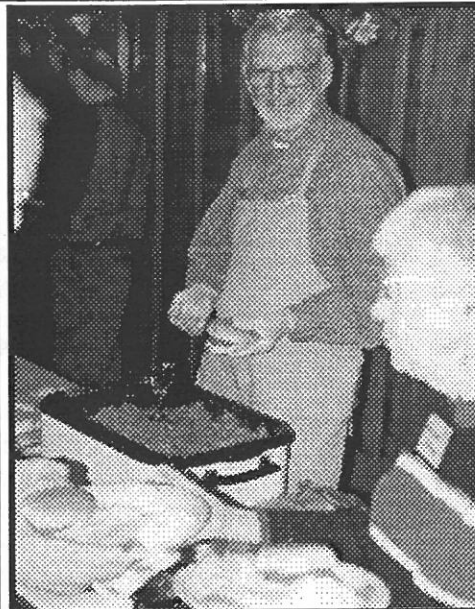
CSI past tour buttons Photo by Bob Schmidt

After members picked up their tour guide books and packets they were greeted by Don & Betty Haack, CSI members from Ft. Wayne, who manned the book sale table. Don brought his collection of canal post cards for everyone to see.

Once everyone had gathered in the community hall of the church the tour committee served a picnic supper of barbecue pork sandwiches,



Don Haack shows Sue Simerman his canal post card collection at the book sale table. Photo by Bob Schmidt



Jim Ellis loaded the buns with barbecue. Photo by Gene Paschka



The tour committee served the picnic supper (left to right): Carolyn Schmidt, Gene Paschka, Sue Simerman, Jim Ellis, Cynthia Powers, & Bob Schmidt Photo by Ed Powers

potato salad, cole slaw, potato chips, celery and carrot sticks with blue cheese dip, chocolate or yellow cake, and ice cold lemonade. Sue Simerman, CSI board member from Ossian, was in charge of the picnic.

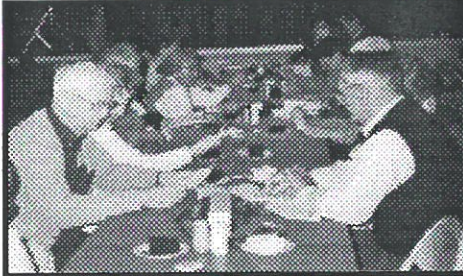


Cynthia Powers dressed in canal era garb served potato salad to the long line of hungry canawlers. Photo by Gene Paschka



Canawlers made new or renewed friendships before the program. Photos by Gene Paschka & Bob Schmidt

Bob Schmidt, CSI president from Ft. Wayne, welcomed everyone and asked for area reports. Darrell Bakken, CSI member from



Canawlers listened to canal area reports. Dan McCain reported on the Canal Interpretive Center Museum being built in Delphi. Photos by Bob Schmidt

Indianapolis reported that he has written a book about the Central Canal for the Indianapolis Water Company from which he retired as an engineer. The book contains many old pictures of the canal that were found recently at the Water Company and have never been published. He also told how a group of canawlers in Indianapolis have formed a group called "Discovering the Central" and are mapping its route.

Jerry Mattheis, CSI board

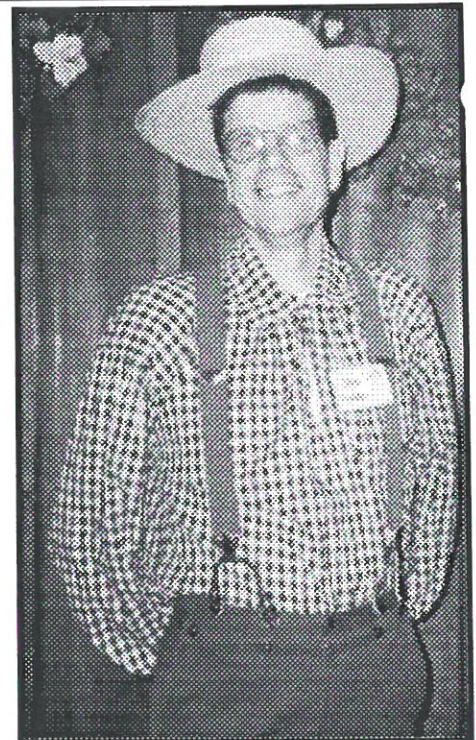
member from Cambridge City, thanked CSI for its contributions to the Vinton House, an old canal and National Road Inn, and to the Whitewater Valley Railroad for signage of locks on the Whitewater Canal along the train route. He said that Western Wayne Heritage really enjoyed hosting last fall's tour at the Vinton House.

Jeff Koehler, CSI board member and Clay County historian, said grants were being sought to rebuild the side wall of the lock at Riley and create a lock park. He thanked CSI for placing the canal books and videos in Clay County schools from the memorials to John Baumunk.

Tom Castaldi, CSI advisory council and Allen County historian, reported that the new Indiana State Museum would open this summer. A small portion of the Gronauer Lock will be displayed in the canal exhibit.

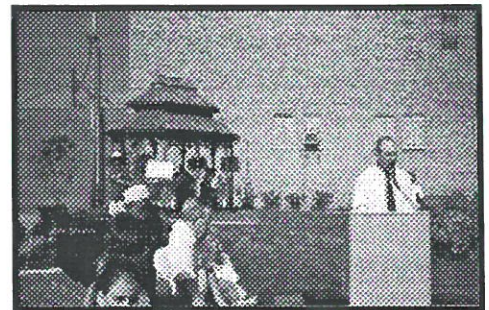
Dan McCain, CSI board member and Carroll County Wabash & Erie, Inc. president, said that the Canal Interpretive Center being built in Delphi has had the sand foundation leveled but has to wait for it to settle before further building can take place. Donations of money or objects for the museum are being sought.

Gene Paschka, CSI board and tour committee member from Ft. Wayne who was responsible for Saturday's tour and banquet, showed slides of the sites we would see on Saturday. He explained how the structures operated and answered questions from the audience. This was followed by Mike Morthorst, CSI board member from Cincinnati, OH, showing slides of the upcoming fall tour entitled "Pigs, Paper and Pilsner" of the Miami and Erie Canal in Ohio. Everyone was invited to attend. At the conclusion of the evening's events, canawlers returned to Baymont Inn, the host motel, for a good nights sleep.

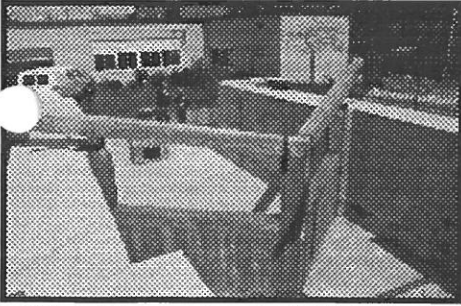


Gene Paschka showed slides of canal structures that would be seen Saturday. Photo by Bob Schmidt

Sunshine and chilly weather greeted 82 Canal Society of Indiana members and their friends as they boarded buses in Ft. Wayne, IN on Saturday morning for the tour of canal sites from Fort Wayne to Napoleon, OH along the (Miami) Wabash & Erie Canal. While en route docents Gene Paschka on the first bus and Bob & Carolyn Schmidt on the second bus told about the beach around glacial lake Maumee, saw the new Canal Landing Park in New Haven, IN, saw where the Gronauer Lock timbers were stored with the locktender's grave nearby, saw



Canal Landing is a new park that has opened in New Haven, IN where the Wabash & Erie Canal boats loaded and unloaded their cargoes. Photo by Bob Schmidt



The lock replica shows the balance beams that opened the gate and the hollow quoins in which the gate posts turned. Photo by Dr. Tom Grimes

replica has water in it during the summer months but was empty while the group was there. An informative sign gave details about the lock and the (Miami) Wabash & Erie Canal..

The group walked three blocks to the Maumee River to see the abutment of the old bridge that canal mules and horses crossed while the canal boats were poled across the slackwater created by the dam at Independence. Here the boats had to cross from the north to the south side of the river. Locks #38 and #39 once located here raised or lowered boats in the canal.



1. It was difficult to see the remains of the mule bridge abutment on the south side of the Maumee River at Defiance due to trees and brush. Photo Cynthia Powers
Canawlers stood where Locks #38 & #39 were once located and heard how the canal boats crossed the slackwater pool to re-enter the canal. Photo by Dr. Tom Grimes

The next stop was Lock #35. Returning to the bus they received Archway cookies and pop for their afternoon snack. Some canawlers measured the old concrete structure while others had a snowball fight.



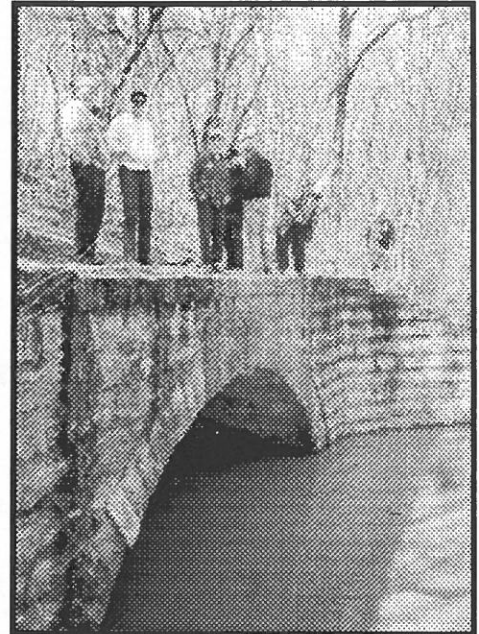
1. The original Lock #35 was replaced with concrete. When the area was made into a park the towpath and berm bank were removed. Photo by Dr. Tom Grimes
2. Ed Gruber tried estimating the size of the lock by stretching out his arms. Photo by Bob Schmidt

From there they went to Lock #34 and saw the lock with its tumble, which allowed water not needed during the locking process to pass the canal water onto the next level toward the Maumee River. They heard how the water was coming off the summit level of the canal at Ft. Wayne and falling all the way to Toledo, OH.



The tumble for Lock #34 is seen on the left of the lock. Photo by Cynthia Powers

Canawlers hiked across Six Mile Culvert, another very large stone arch culvert, near Junction, OH. There they could see the road and canal prism atop the structure.



Six Mile Culvert is in good condition. Photo by Cynthia Powers

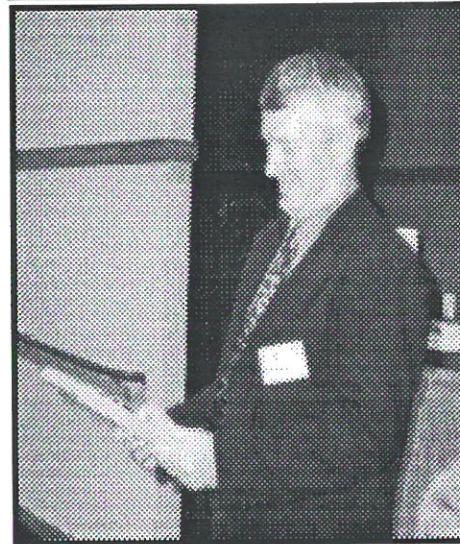
At Junction they saw where the Wabash and Erie Canal was joined by the Miami and Erie Canal, saw Little Flatrock Creek culvert, and learned how Junction was expected to become a major city during the canal era. Today only a few houses and trailers, a church and junk cars remain.

The tour continued on to cross the "high road" atop the bank built to contain water in Six Mile Reservoir that fed the canal during dry summer months. Passing down the center of the reservoir, which today is cropland with a few homes, they could see how immense it was. Dan McCain talked about the soil in this section of Ohio and how the land needed tile to drain it.

Remains of an old iron furnace were pointed out just before Antwerp where they saw the Harrman House located beside the canal. They headed back to Indiana where they paused briefly at the Gronauer Lock site, saw historical markers in Ft. Wayne and returned to

the hotel to rest and dress for the banquet that night.

Ivy Tech State College culinary arts students decorated their lunch room tables with white linen cloths and napkins, white china with gold Ivy Tech written on it, and small cups filled with fresh flowers. They were dressed in black slacks, white tuxedo shirts and black ties. They served us chicken consume, fresh bread rolls with butter rosettes, a mixed spring greens salad with tomatoes, pecans, and blue cheese topped with a vinigrette dressing, herb-encrusted beef tenderloin with red wine mushroom sauce, steamed baby bok choy, oven-roasted spicy



The 20th annual meeting of the Canal Society of Indiana was called to order by President Bob Schmidt. Jerry Mattheis presented the slate of board members up for re-election for a three year term. All of them were re-elected. Bob then read the proposal from the board to amend a bylaw, which would allow for the change of combining The CSI Newsletter and Indiana Canals into one publication entitled The Hoosier Packet. It was unanimously accepted.

Bob then introduced Angie Quinn, Executive Director of ARCH, who spoke about "Four Cousins, A Ditch and a Towpath to Freedom." She told how Jesse Lynch Williams' cousins had ties with the Underground Railroad and how the canal was used as one of their routes to freedom.

To close the evening's program, Carolyn Schmidt announced the candidates for CSI's most coveted plaque - The Kicks and Kapers Award. It is given on each tour to the person who adds a bit of fun or interest to the tour. This years nominees were:

Charlotte May for being so short that she had to place a telephone book on her chair before she could reach the table at the banquet.

Carolyn Schmidt for bumping her head and seeing stars while removing box lunches from a compartment located under the bus.

Ed Gruber and Dan McCain for attempting to measure a lock by extending their arms and estimating the number of feet. Knowing how precise Canal Society of Ohio members are in measuring canal structures, it was suggested that Ed and Dan return to Purdue to seek further engineering training.

A group of canawlers for turning into young boys and having a snowball fight after spotting a pile of snow at Lock #35. Not knowing who started



red potatoes, filled pate choux with raspberry sauce, coffee and tea. The liesurely dining afforded plenty of time for discussing events of the day. The banquet was followed by the presentation of the Canal Society of Indiana board of directors with frog "Canalabration" centerpieces that were made by Sue Simerman. Everyone then walked to the auditorium for comfortable seating.

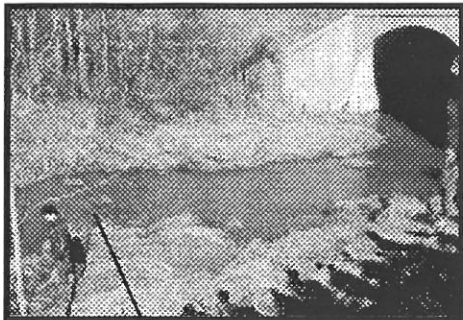
Left:

1. An elegant banquet was served by Ivy Tech students. Photo by Bob Schmidt
2. Gene Paschka, CSI member and culinary arts student, helped served canawlers. Photo by Bob Schmidt
3. The CSI board of directors present were acknowledged for past service. Photo by Dena Lyst
4. Frog centerpieces were given the board members. Photo by Bob Schmidt

Above:

1. Angie Quinn spoke about the canal in relation to the underground railroad. Photo by Bob Schmidt
2. Jeff Koehler was awarded the Kicks and Kapers award for stealing the docent's purse at Garrett Creek Culvert. Photo by Bob Schmidt

where the Gronauer Lock and the Saylor Lock were located and stopped to hike to Gar Creek culvert in Indiana. There they learned how a box culvert was built to pass the creek under the canal.

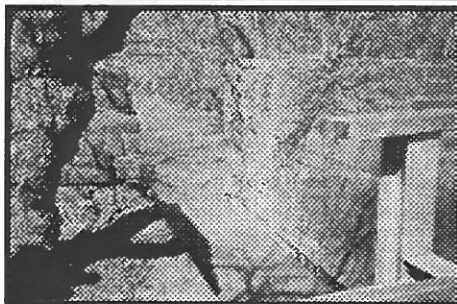


The bottom timbers of Culvert #8 over Gar Creek are seen by those who ventured down to the creek and those who remained above it - note their shadows. The concrete culvert is for U.S. 24. Photo by Dr. Tom Grimes

Entering Ohio, they headed straight for Independence Dam State Park where they saw guard lock #13 that let water backed up by the dam enter into the canal. The road to the old towpath and dam crosses the lock via a bridge. The bus dropped them off at the bridge and they walked the old towpath, took



1. Entrance to Independence Dam State Park Photo by Bob Schmidt
2. Canawlers arrive at the guard lock Photo by Dr. Tom Grimes

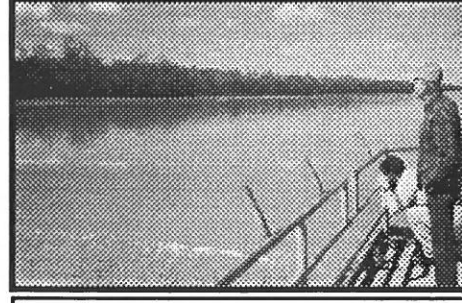
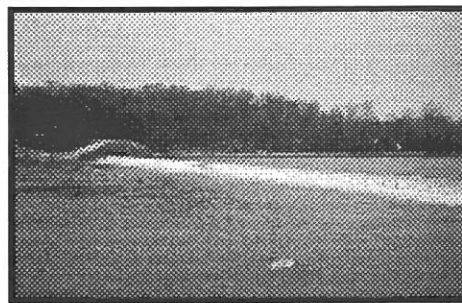


1. Gene Paschka tells canawlers how the guard lock operated.
2. The pooled water entered the canal and then the lock just upstream from the dam.
3. Canawlers read about the lock and dam and the two canals that joined at Junction, OH. Photos by Cynthia Powers

pictures of the dam and ate a box lunch of fried chicken, a ham sandwich, baked beans, potato chips, and cookies while overlooking the beautiful Maumee River.



These canawlers pulled their picnic table out of the shelter house to enjoy the sunshine while eating their box lunches. Photo by Bob Schmidt



1. Independence Dam was a wooden structure built to pool water to feed the Wabash & Erie Canal. It was replaced with concrete later on. Photo by Bob Schmidt
2 & 3. Gene Paschka explains how the dam pooled the water for the canal at the dam overlook. Photos by Dr. Tom Grimes
4. Many canawlers took pictures at the dam overlook. Photo by Bob Schmidt

Reboarding the buses, the group headed to Garrett Creek culvert, a stone arch culvert that was constructed differently from the box culvert seen earlier. They were met by Beth Clark of Napoleon, Ohio, who greeted the group, brought literature about Napoleon and spoke 20 minutes explaining how the wing-



The Maumee River was high so that only the top of the arch culvert could be seen. The new concrete retaining wall is made to look like stone. Photo by Dr. Tom Grimes

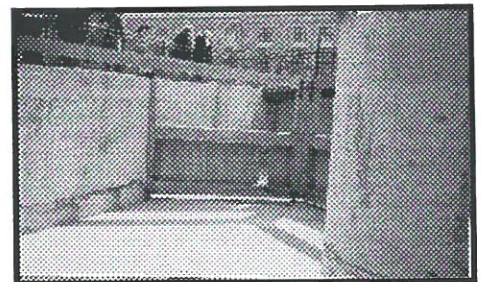


1. Canawlers listen to Beth Clark (r) tell about the restoration of Garrett Creek Culvert in Napoleon. Photo Bob Schmidt
2. The wing walls and face of the culvert adjacent the Maumee River were repaired and a retaining wall built that is behind the group. Photo by Dr. Tom Grimes

walls and entrance to the culvert on the side adjacent to the Maumee river have been repaired. With the river so high only the top of the culvert was seen. Beth also showed them how Ritter Park has had a new wall built near the highway and told about the parks along the Maumee River at Napoleon. She said that Simon Girty once lived on Girty's Island and talked about his life.

Heading to Defiance, OH the bus followed the old watered canal for miles. If it was cleared of trees and debris it would be an excellent place to canoe.

In Defiance they stopped at Lock #37 Park to have a group photo taken in the outdoor amphitheater. Gene Paschka then told how the lock gates operated using the lock replica which is just the lower gate of the lock. The upper end is buried under the parking lot. The lock gates pointed upstream toward the summit of the canal at Ft. Wayne. The



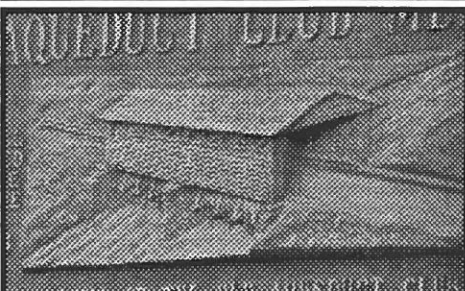
A portion of Lock #37 has been reconstructed in concrete. Photo by Cynthia Powers



Canawlers posed for a group picture in the amphitheater at Lock #37 Park in Defiance, OH.

Photo by Tom Grimes

young boys who once swam in the old aqueduct and later formed the Old Aqueduct Club. On the side of the monument is a bronze plaque with a likeness of the St. Marys Aqueduct on it. Other plaques name the boys who were in the club. They also saw the home of movie star Carole Lombard that is now a bed and breakfast across the street. They were told that where they stood was once Edsall's Mill, a flouring mill that got its water from the canal and discharged it into the St. Marys River.



1. "Let's Go Swimmin" statue
Plaque on base of statue shows St. Marys Aqueduct Photos by Lynette Kross
3. Carole Lombard's home

Other drive -bys were the W & E Canal groundbreaking marker, the home of Thomas Swinney and the Mary Tyler Rockhill home. On the grounds below Swinney's home was held the Grand Canal Celebration in 1843 when the Wabash & Erie Canal was opened from Lafayette, IN to Toledo, OH. The Mary Tyler Rockhill home, now often called the Van Buren House for the street on which it is located, was built for her by her father, William Rockhill, who erected a similar one for himself. Rockhill built the first stretch of the Wabash & Erie Canal at Ft. Wayne.

**WABASH AND ERIE CANAL
GROUNDBREAKING**

On February 22, 1832, ground was broken two blocks north for the canal, which would link Lake Erie at Toledo with the Ohio River at Evansville. Jordan Vigus, Canal Commissioner, Charles W. Ewing, Samuel Hanna, and Elias Murray participated in the ceremony.



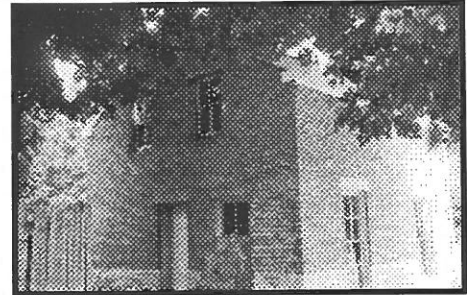
The Thomas Swinney Homestead
Photo by Lynette Kross

THOMAS SWINNEY HOUSE

Original construction of the house was begun in 1844. The second story, wing, and rear portion was added in 1885.

Colonel Swinney bequeathed this house and about 240 acres of land to the city as a park which was to "remain open and free to the public..."

This was the first land donated for that purpose to the city. The Historical Society occupied the house in 1924. An earlier log cabin was built behind this one about 1826.



The Van Buren or Mary Tyler Rockhill house is being restored to use to teach about the canal era. Photo by Bob Schmidt

The car caravan left the city of Fort Wayne heading for Roanoke, IN. It split into two groups with one group doing a reverse of the other so everyone could see all the sites and only half of the canawlers would tour the very beautifully restored Vermilyea House at a time.

They drove past the canal era Blee Manse, home of the Blee family who cut and transported timber via the canal and held neighborhood church services in their home. At Roanoke they saw the marker erected for Dickey Lock No. 4 of the W & E Canal and the foundation remains of a wooden culvert nearby. They also stopped at Aboite Creek Aqueduct, an open trunk aqueduct. The foundation timbers and stone abutments were clearly visible.

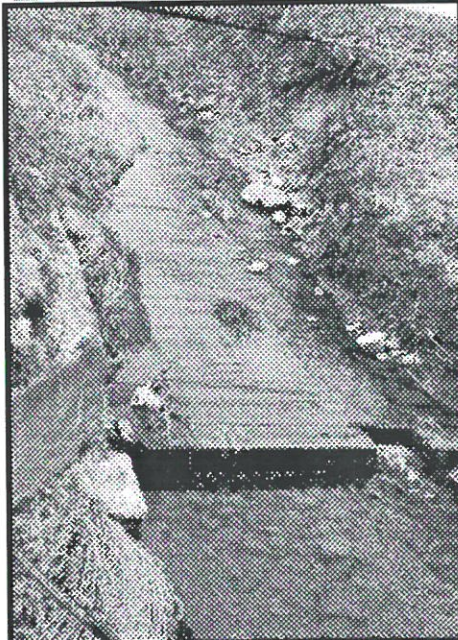


The Blee Manse Photos by Lynette Kross
The Dickey Lock Marker at Roanoke



WABASH & ERIE CANAL LOCK 4

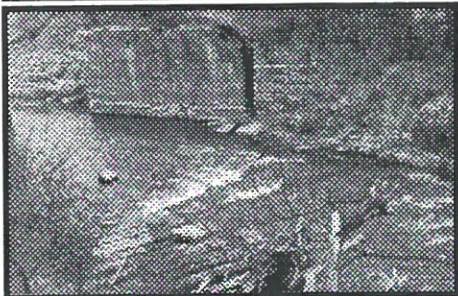
First lock west of summit level of Wabash and Erie Canal (connected Lake Erie with Ohio River in 1853). Know as Dickey Lock. Built as Lock 1, 1834-1835, of wood construction; renumbered Lock 4 as result of canal completion to Ohio line (1840). Remnant of arch culvert nearby. Canal important to founding of Roanoke.



Above: The timber foundation of a culvert still remains in the creek near the Dickey Lock Marker.

Below: The timber foundation and cut stone abutments of the Aboite Creek Aqueduct are clearly visible.

Photos by Lynette Kross



The last stop was at the home of Jesse Vermilyea, a canal contractor, who had a dock and turning basin on his property. He and his wife Maria died young and left their children to be raised by Hugh

McCulloch and Maria's sister. Todd Freeland, current owner of the home, and Jim Ellis, past owner, gave a wonderful tour of the restored and newly constructed areas of the home. They pointed out the desk from which Jesse distributed the mail brought by the canal boats and the pictures of Jesse and Maria. Members were truly delighted by a canal mural that adorns the powder room. Careful attention was taken to make the old and new sections of the home as historically correct as possible. Sections of plaster lathe and old brick have been left exposed to show how the home was constructed. Todd Ellis was given a copy of the tour guide and the 1876 Illustrated Historical Atlas of Indiana by Baskins and Forster in appreciation for opening the home for the tour.

The tour was a resounding success if judged by the nineteen E-mails, phone calls and thank you notes received at CSI headquarters. There seemed to be a tie for the tour highlight between the banquet at Ivy Tech and the tour of the Vermilyea house. Some liked seeing this part of the canal because their ancestors had worked on it. One said that for the first time she understood how the canal boats locked down into the slackwater at Defiance. Others appreciated seeing slides of sites to be seen the following day and having a tasty meal provided Friday night. Many said that in their opinions the tours get better every time. Even the frog theme was a hit. Almost everyone said they were looking forward to the next tour and thanked those responsible for this one.



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Canal Society of Indiana

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Fort Wayne, IN 46804

Bob Schmidt presents Todd Ellis with an atlas and tour guide as Todd's son looks on.

Photo by Carolyn Schmidt

April 5-7, 2002

20th Annual Meeting

Baymont Inn, Fort Wayne

Theme: Canalabration? Frogs Celebrating 20 Years

Friday Night: Reception at Bethel United Methodist Church - Tour Committee Catered Barbecue Picnic

Saturday Noon: Independence Dam State Park - Box Lunches from Kroger

Saturday Night: Ivy Tech State College - Banquet by Catering Class

Tour Committee: Jim Ellis, Gene Paschka, Cynthia Powers, Bob & Carolyn Schmidt, Sue Simerman

Docents: Gene Pashka, Bob & Carolyn Schmidt, Dan McCain, Beth Clark

Tour Refreshments: Cynthia Powers, Dan White, Ruth Ellis, Bob Schmidt

Logo: Nate Tagmeyer Button Badges: Stein Design - Kendallville

Frog Centerpieces - Sue Simerman

Tour Book: Carolyn Schmidt, Sue Simerman proof read, Ellis & Powers articles

Goodies Bags: Jim Ellis, Cynthia Powers, Carolyn Schmidt, Sue Simerman, Copy

Solutions, Lutheran Hospital, Allen County Fort Wayne VCB, The Greater

Defiance Area TVB, Napoleon Henry County Chamber of Commerce,

Independence Dam State Park

Name Tags, Recognition Gifts: Carolyn Schmidt

F. Program: Slides Ft. Wayne to Napoleon - Gene Paschka, Fall Tour Mike Morthorst

S. Program: "Four Cousins, a Ditch and a Towpath" - Angie Quinn ARCH

Tour: Saturday - The (Miami) Wabash & Erie Canal from Ft. Wayne to Napoleon, OH

Buses: Excellent Adventures

Tour Sunday - Fort Wayne to Roanoke canal sites & bldgs., Vermilyea House

Board Elections: Jerry Mattheis presented slate. All board and officers re-elected

Also bylaws amended for "The Hoosier Packet"

Kicks & Kapers Winner: Jeff Koehler presented by Carolyn Schmidt

82 Attended 86 Registered States Represented: Alabama, Indiana, Illinois, Ohio, New Jersey

the fight, which quickly escalated into a free for all, it was decided that there were too many of them to get an award.

Jeff Koehler for stealing Beth Clark's purse at Garrett Creek Culvert. Jeff, who owns a huge farm in Clay County, had told Bob Schmidt that "farming is never good" when Bob asked about his crops earlier that day. It was suggested that if he needed a loan to help out he should contact Jim Ellis, CSI treasurer, instead of stealing from little old ladies. Actually Jeff was trying to do a good deed. As the group left the culvert he saw a purse belonging to docent Beth Clark and took it to the bus thinking it belonged to a CSI member. He did a lot of running back and forth between the two buses becoming winded while trying to find the owner of the purse.

The Kicks and Kapers Award was presented to Jeff Koehler as the audience clapped. He will return the plaque at the next tour to be given to another unsuspecting canawler.

The meeting was adjourned. The board of directors met following the meeting to elect officers. Re-elected were Robert Schmidt - president, Charles Huppert - vice-president, Cynthia Powers - secretary, and James Ellis - treasurer.

Sunday morning canawlers lined up their cars outside the Baymont Inn, passed out walkie-talkies, tied yellow or pink ribbons to their cars, and started the tour of canal and canal related sites around Ft. Wayne. The tour route with explanations of what they were seeing was in the tour guide for those things we drove past. Their first stop was the old stone canal house on Superior (Water) street. Gene Paschka gave the history of the building while canawlers walked around it and read the plaques located there. They then walked under the Nickel Plate railroad that is raised over the site of the old canal

bed. Other signs were there for them to read. They walked down Columbia Street named after Captain Dana Columbia, read more plaques, and learned of all the businesses that were there during canal times. They took many pictures of the sites and the plaques telling about them.



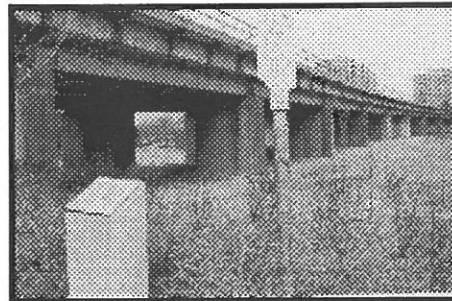
The Canal House built by John Brown in 1832 is used for Arts United offices today. Photo by Lynette Kross

THE CANAL HOUSE

In 1832, John Brown, a stonemason, built this last remaining vestige of the early canal era in Fort Wayne. A native of Glasgow, Scotland, Brown came by canal boat to Allen County in 1847 with his wife Mary. He and his Scottish business partner, James Humphrey, were contractors for such area projects as canal locks, the county jail, and the Barr Street Market. In 1862, Brown sold "The Canal House" to Heinrich Drover, a German immigrant and canal boat captain who in later years served on the Fort Wayne City Council. During the 1870s, in the last years of the canal, "The Canal House" was home to several successive German families, all of whom also worked on the canal. Later the Nickel Plate Railroad used the home for storage.

Fort Wayne was called the "Summit City" during canal times because it marked the highest elevation on the Wabash & Erie Canal. As a major canal town, it attracted many immigrants.

As a project of the national Bicentennial in 1976, the home was saved under the direction of ARCH, the Fort Wayne architectural heritage society, and became the central offices of Arts United of Greater Fort Wayne.



The Nickel Plate Railroad runs above the old Wabash & Erie Canal bed. Note plaque on pillar about the railroad and the post with the sign about the canal.

Photos by Lynette Kross

THE NICKEL PLATE RAILROAD

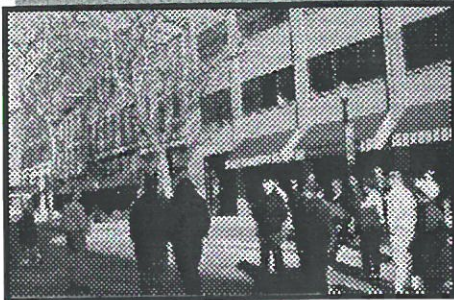
In 1880, the New York, Chicago, and St. Louis Railroad known commonly as "The Nickel Plate Road," purchased from the Wabash & Erie Canal the right-of-way through central Fort Wayne. The construction of the railroad on the site of the old canal took place from 1881 to 1882, when William H. Vanderbilt purchased the system.

While the Nickel Plate put Fort Wayne on another major east-west trunk line, the railroad also divided the city discouraging growth on the north side. The call to "Elevate the Nickel Plate" became a community issue throughout the first half of the twentieth century. In 1947, Mayor Harry Balls signed an agreement with the railroad to elevate the tracks, but it was not until 1953 that ground was broken for the project. Temporary tracks were laid and construction of the elevation itself began on August 27, 1954; the project was completed on July 29, 1956, inaugurating an era of expansion to the north of the city.

THE WABASH AND ERIE CANAL

Past this point flowed the Wabash and Erie Canal begun at Fort Wayne in 1832 and dedicated at Fort Wayne July 4, 1843. In its final phase the canal ran from Maumee Bay on Lake Erie, through Fort Wayne and southwestward to Lafayette and thence to the Ohio River. It was

abandoned in 1874, sold in 1877, and its path through Fort Wayne sold in 1881 to the Nickel Plate Railroad for its roadbed. The last boat was seen on the canal in 1882.



Only one block remains of Columbia Street where the canal docks were located in Fort Wayne. Photo Lynette Kross

COLUMBIA STREET

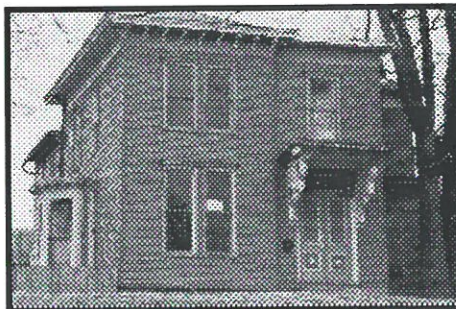
For nearly a century, the principal business street of Fort Wayne, named for Dana Columbia, hotel and canal boat operator.

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, "Orbisin Basin" at Harrison St. "Comparet Basin" at Lafayette St.

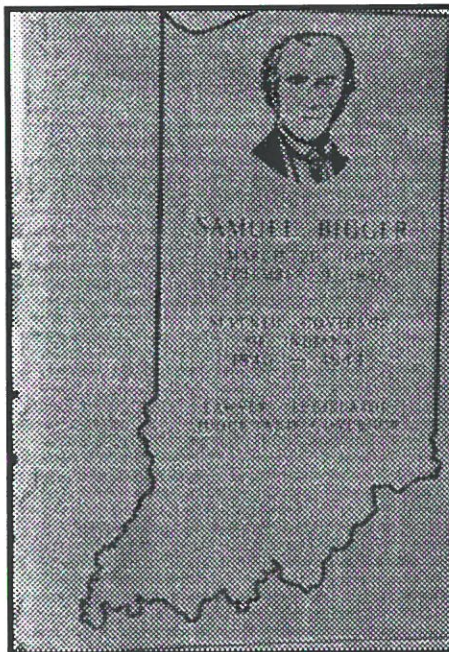
Government land sale occurred 1823 in Washington Hall (Ewing Tavern) at Barr St. From this sale came the original plot of Ft. Wayne. Here Allen County and Wayne Township organized 1824. Also meeting place of county commissioners and circuit court. Many Fort Wayne firsts appeared on this street: Post Office 1820, Hotel 1823, Newspaper 1833, Theater 1851, Railway Station 1853.

The caravan then passed the Edsall house, another of Fort Waynes old homes, and headed for the neighborhood where canal boat captain Asa Fairfield had his home and farm. They crossed Williams and Creighton streets named for Jesse

Lynch Williams and his wife, Susan Creighton Williams. Fairfield's house sits on a hill back from the other houses on the block. A few years ago the house became endangered of demolition. ARCH was able to get Wells Fargo Bank's mortgage department to spend 30 hours searching out liens on the property so that the owner could get clear title to the home and property. Today Stanley and Patricia Patterson are restoring the home.

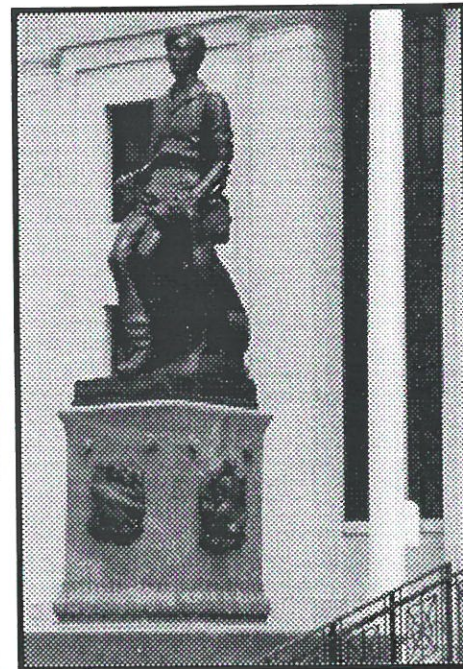


Above: Captain Asa Fairfield's home is being restored. Photos by Lynette Kross
Below: Samuel Bigger is the only grave not moved to Lindenwood Cemetery.



McCulloch park just outside the gates of General Electric. It was once City Cemetery. All the graves were moved to Lindenwood Cemetery except that of Indiana's 7th governor, Samuel Bigger, whose relatives could not be found to give

their permission. The city erected a marker in his honor. We also passed the bronze statue of Lincoln as a young man located on the steps of the Lincoln Life building. Those canawlers who attended our 15th anniversary tour will remember the presentation about this statue.



Abraham Lincoln, The Hoosier Youth depicts him at age 21. Photo by Lynette Kross

They saw several markers telling about Fort Wayne's forts.

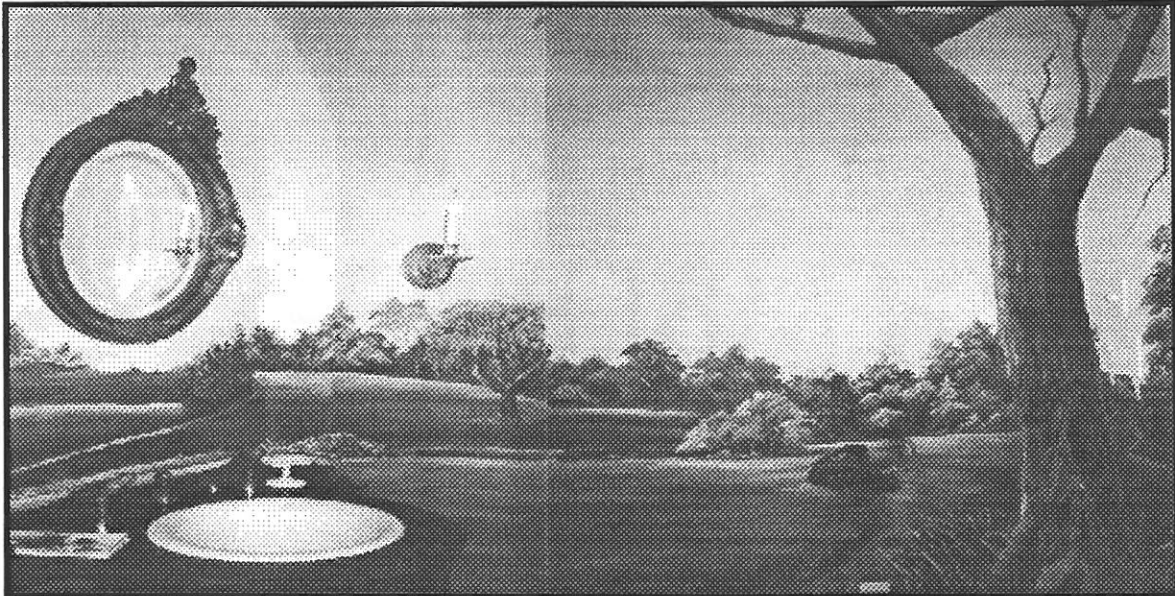
FORT MIAMIS

French built a palisaded fort on this strategic site in 1722; named Fort Saint Philippe des Miamis. One of three French forts built in what is now Indiana to protect French fur trade from encroaching English. First of five forts built over time within a square mile of the center of present-day Fort Wayne.

The second stop was were the old covered bridge style aqueduct once crossed the St. Marys River. They saw the stone abutment remains of the aqueduct and the "Let's Go Swimmin" statue in Orfi Park nearby. The bronze statue of two young boys with their pants legs rolled up is part of a memorial to

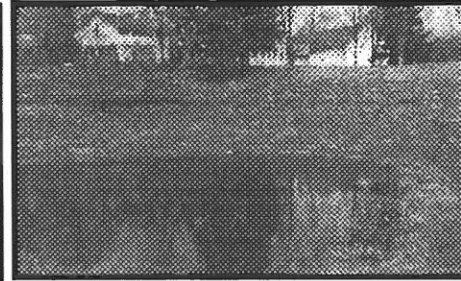
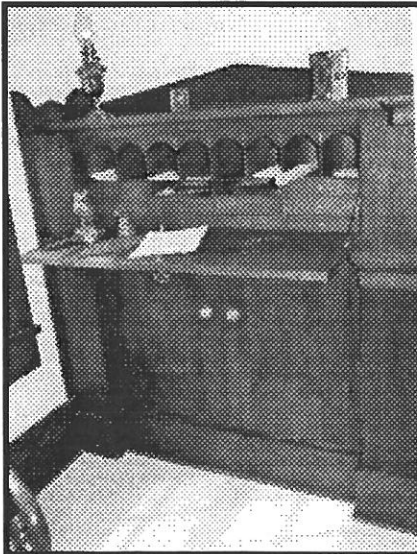


This mural wrapped completely around a rectangular powder room that had its corners rounded off in the Vermilyea House. A packet boat pulled by mules approaches the home as it was originally built from Janoke. Passengers await at the dock. On the other side of the sink a canal freight boat heads toward Ft. Wayne. Note the water closet is hidden by the mural. P-Bob Schmidt



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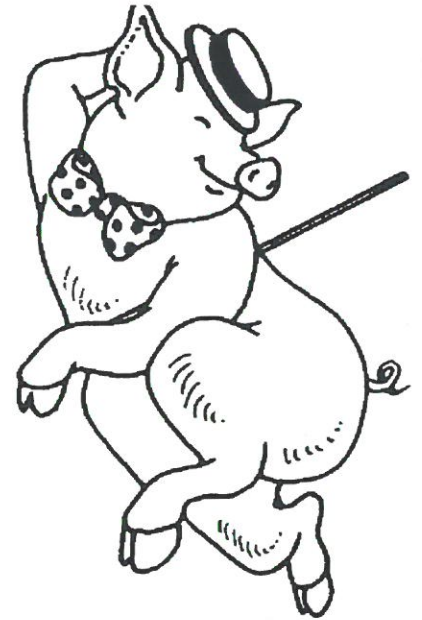


Jesse paid canal workers from this desk. The house faced the canal. Now the back is the front and guests enter at the large pillars. Canawlers wore blue hospital booties provided by Jim Ellis to tour the house. The canal turning basin has water in it. Photos - L. Kross

ANNOUNCING
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