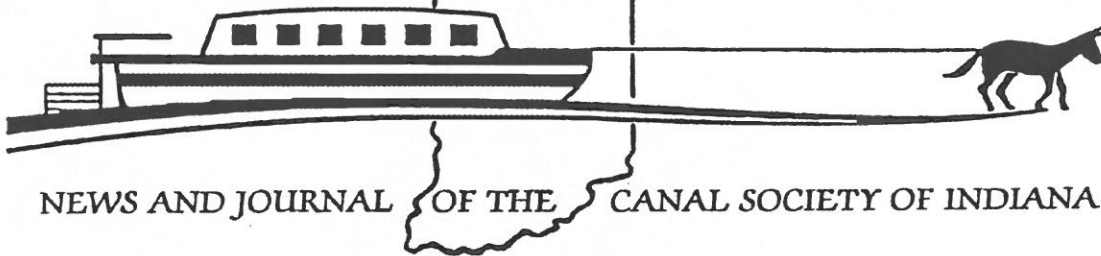


THE
HOOSIER-PACKET



NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 1 NO. 7

P.O. BOX 40087 FORT WAYNE, IN 46804

NOVEMBER 2002

W & E STRUCTURES DISCOVERED



Timbers of Culvert 52 of the Wabash & Erie Canal in Wabash county, IN were discovered by Charlie White. This photo was taken looking toward the south and is of the east span of the culvert. Photo by Tom Castaldi

Features

1. Wabash & Erie Canal Culvert 52 Found
2. Wabash & Erie Lock 49 Rediscovered
3. Speakers Bureau
4. World Canal Conference - Montreal
5. Calvin Fletcher Attends Opening of the W & E
8. Canawlers At Rest: Major Samuel S. Edsall
11. News From Delphi - Internet Brings Volunteers, W & E Center Underway, Wilson Bridge Walk, Volunteers Cut Walnut Planks
13. In The News - British Boat Lift Reopened, Delphi Builds Boat Cabin, NY Delaware & Hudson Canal Trip, War Memorial To Be Near Lawrenceburg, IN Canal Basin, Riley Lock Grant, Museum Exhibits Being Built, French Canal Shortcut To Mediterranean
17. Broad Ripple Without Bounds
18. "Letter From Montezuma" W & E Connections

WABASH & ERIE CULVERT 52 FOUND

By Tom Castaldi

Although my research and writing of *Wabash & Erie Canal Notebook III: Wabash and Miami Counties* has been progressing slowly, the effort has continued with research of structures, stories and people of Wabash County. On September 9, 2002 in the 92-degree sun shiny afternoon, Canal Society of Indiana (CSI) members Jack Miller of Wabash, Indiana; Charlie White of Auburn, Alabama and myself Tom Castaldi of Fort Wayne, Indiana visited the McDonald Lock No. 12 in Wabash County.

While returning east by walking along the dry bed of the old canal that has now been replaced by the just as drought ridden Rager Creek, I passed a place that was

overgrown with vines and saplings and covered by pushed over wire fencing. Charlie, who was following, noticed some old timbers protruding from the south bank. After taking a closer look it appears to be Culvert 52 ("of wood, 2 spans, 10 feet by 2 feet - submerged" - Jesse Lynch Williams 1847 Engineers Report) about 130 feet east of the lock.

None of the foundation wood could be seen, but the lateral timbers and portions of three top timbers (15" wide x 12" high) of varying lengths ranging from 2 feet to 7 feet extended from the bank. These are the ones that are exposed and seem to be part of the eastern most span of the culvert. More near the lock, another part of a lateral timber was seen protruding from the north bank approximately 3 feet and mostly buried in the canal bed. It may be the western most member of the west span.

Thanks to Charlie White's keen sense of observation we enjoyed seeing another piece of history albeit an old decaying structure. It was quite a nice addition to having seen a rather intact Lock 12 with a portion of a tumble on its west end.

Wabash & Erie Lock 49 Rediscovered

By Carolyn Schmidt

On September 21, 2002, CSI board member Jeff Koehler of Center Point went exploring the Wabash & Erie Canal near Riley, IN. Even though Jeff has talked to numerous groups about the canal and done much exploring, he has been unable to find the location of Lock 49.

Asking permission to follow the canal through the back yard of a home to look for the lock, he was told yes he could go back and look at it. The owner of the property knew there were timbers there all along, but later, when Jeff spoke with the

owner of the neighboring property, the neighbor had no idea it was there.

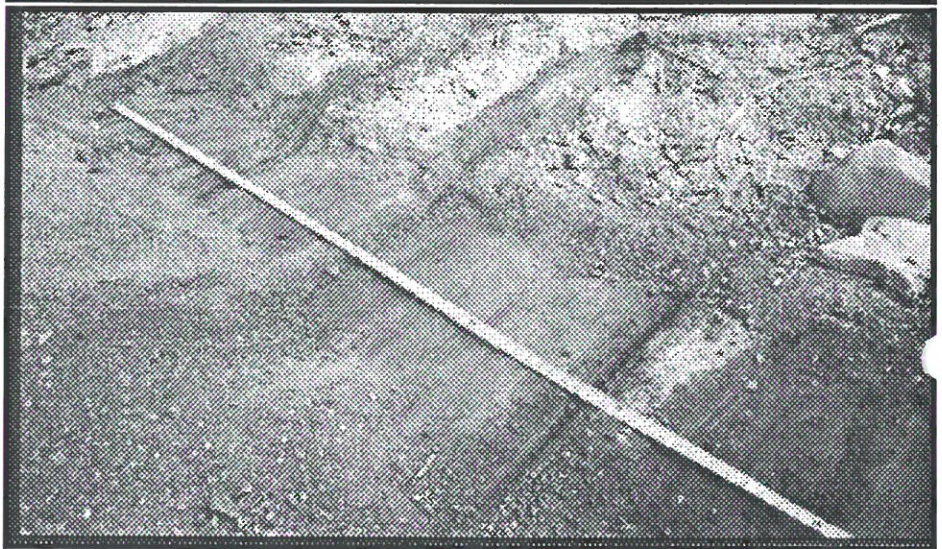
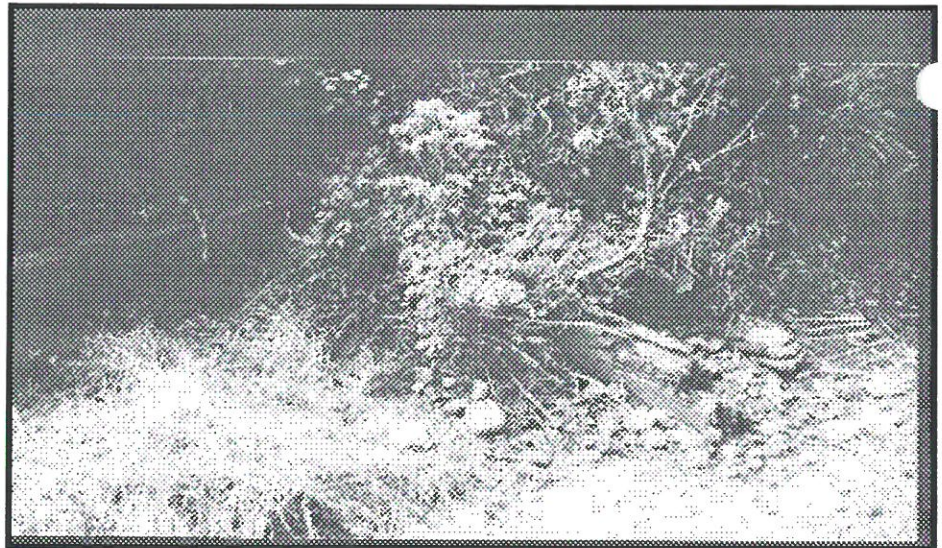
Jeff found the lock beneath a dense canopy of trees. The huge foundation timbers were seen with one completely submerged. Jeff believes some of the cribs are still at the side but are covered with dirt. He had to step outside the leafy canopy to take the GPS reading of N 39° 223.331" W 87° 17.768".

The property owner said CSI could tour the property sometime.

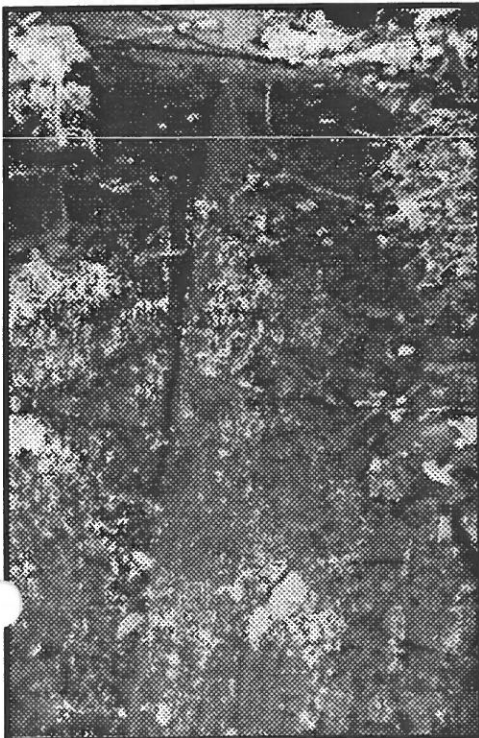
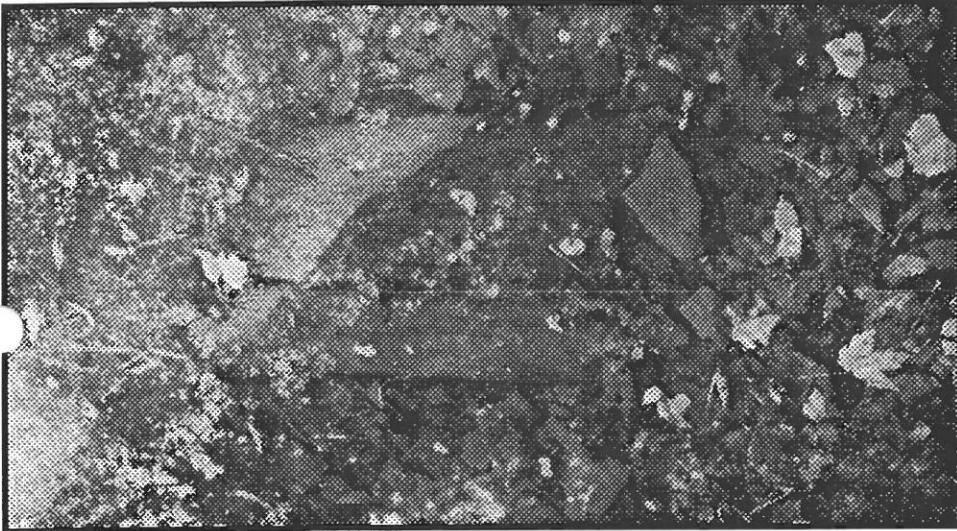
Another gentlemen talked to Jeff and said that as a child he remembered the lock had 3-4 feet of water in it. He swam in it and fished for blue gill.

Jeff is hoping to get this lock included in the trail that will eventually be built from Riley Lock 47. A trail of one mile would extend from Lock 47, pass Culvert 154, pass Lock 48, to Lock 49. Four structures would thus be seen by towpath walkers. The trail would have to cross State Road 46.

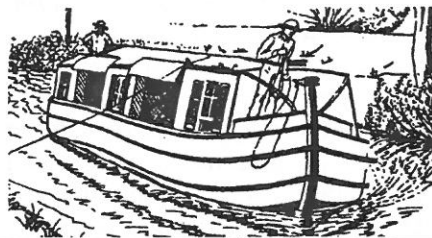
The above two articles point



The top photo is of the east span of Culvert 52 rediscovered by Charlie White. It was taken looking to the southwest. The second photo is of the foundation timbers with the sediment brushed away. One of the timbers measured 22 inches across. We do not know how thick the timber might be - maybe 14 inches thick. The timbers are under what would have been the west span of the culvert. Photos by Tom Castaldi



out the need for further exploration of Indiana's canals by CSI members. What may be casually walked over one time may come to light at another. Lock and culvert floor timbers are often silted over. A hard rain may flush out the silt and expose them.



These three photos show the huge foundation timbers of Lock 49 that were seen beneath the water near Riley, IN. by Jeff Koehler The timbers are located beneath a dense canopy of trees. They were covered with dirt.

Photos by Jeff Koehler



Speakers Bureau

Ft. Wayne, IN

Carolyn Schmidt as Miss Caroline spoke at a dinner meeting of 32 members at Peace Lutheran Church in Fort Wayne at 7 p.m. on September 4, 2002. She told of her travels by canal boat, passed out CSI brochures and canal maps, and answered canal related questions.

Fort Wayne, IN

Casey Drudge, CSI member from Fort Wayne, spoke to about 300 people from the American Electric Power Company in the Johnny Appleseed Room of the Memorial Coliseum on September 26, 2002 for about 40 minutes. His slide presentation of Robison Park, the trolley park built after the canal era at the dam on the St. Joseph River that pooled water to feed the St. Joe Feeder Canal and the Wabash & Erie Canal, was well received. Casey offered those present a walking tour of the park and canal remains on Saturday September 28, 2002. He also exhibited maps and artifacts, which attracted much attention.

Hagerstown, IN

Phyllis and Jerry Mattheis, CSI board of directors from Cambridge City, IN, presented a program about the Hagerstown Canal on Tuesday night September 24 at the Hagerstown Museum. They were dressed in canal era costumes and arrived in grand style on the trolley Jerry just purchased from the city of Lafayette, IN. They even took the museum director by surprise.

The Mattheis' presentation was well received by the 33 people of Historic Hagerstown, Inc. They talked about the history of canals in

general and the Hagerstown Canal in detail. You will recall that the merchants of Hagerstown wanted the Whitewater Canal to be extended to their town. They banded together to raise the funds to continue the canal northward. Although many maps show this portion of the canal as part of the Whitewater Canal, they would be more correct to call it the Hagerstown extension. Jerry & Phyllis also exhibited charts, posters, and books prior to and after the talk.

Following the presentation many good questions were asked. One man brought an early Henry County history that noted goods from Petersburg were taken to Hagerstown for shipment on the canal. Another lady brought a copy of an 1846 letter from Dalton (Wayne Co. just north of Hagerstown) to West Tennessee that said in part -

"We have a canal in operation in twelve miles of us and I think by next fall it will be within five miles of us as they are at work at it at this time and I think will be a great help to this part of the country as the part that is finished helped the cause..."

The program was videotaped for a later cable TV program. This was the 3rd in a series that the station plans to video. Their son also taped it.

Terre Haute, IN

Jeffrey Koehler, CSI board of directors and Clay county historian from Center Point, presented slides and gave a talk about Indiana Canals and the Riley Lock, at the Metropolitan Planning Organization meeting held September 2-26 at Terre Haute. He spoke before 70 people. Other historic transportation facilities were also represented on the panel. Lock 47 at Riley is to be made into a lock park with trails though a \$400,000 Transportation Enhancement grant.

WORLD CANAL CONFERENCE MONTREAL, CANADA SEPT. 11-13, 2002

By Carolyn Schmidt

Traveling through upstate New York, Vermont and entering Montreal in early September was quite a treat. Flowers planted in the spring were at their peak. Overflowing hanging baskets of impatiens, begonias, petunias, and less frequently seen flowers adorned quaint buildings. Planters and window boxes caught the eye. Curbsides and road medians were ablaze with color. Maples were beginning to show color and Mountain Ash were loaded with red berries. Wineries, cheese factories, potteries, and Ben & Jerry's beckoned.

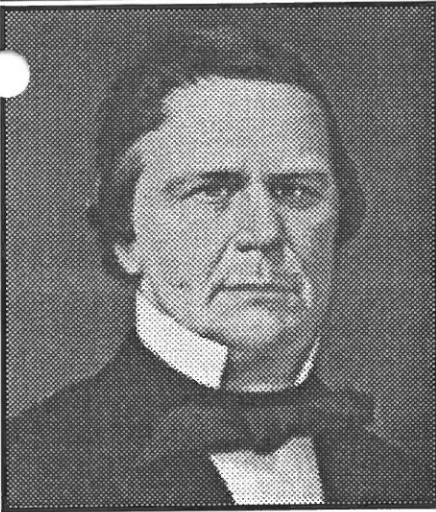
Crossing the border into Canada required little time. Its wise to have a birth certificate and several forms of I.D. but it was uneventful. Getting into Montreal via the highways tried one's patience with only one lane of the bridge open and road signs everywhere, but the hotel and conference center loomed ahead. We arrived tired, hungry, and anxious to see old friends.

The first event was a cocktail (wine and hors d'oeuvres) party, welcome and book signing by the author of *The Lachine Canal: Riding the Waves of Industrial and Urban Development 1860-1950*. We were told it was at a museum only three blocks from the hotel. What they didn't tell us was that it was three major streets plus many intervening streets straight up the hill from the hotel. The night was hot and by the time we made the half hour walk we were sweating. The room was completely packed with TV cameras and dignitaries. The program was first presented in French and then English. The best part of the evening was going upstairs to see the exhibit

about the Lachine Canal. It was well done with both French and English signage and showed the various sizes of the canal that eventually led to the St. Lawrence Seaway. We would be well acquainted with the canal by the end of the conference.

Registration was at 7:15 A.M. on Wednesday morning. With Montreal's time being an hour earlier than ours, we Hoosier's had to rise and shine early to pick up our packets along with over 300 other delegates. The theme that morning was "Of Canals and Cities." We heard about the Chesapeake & Ohio Canal in Washington, D.C.; Project 17 in Berlin, Germany; Canals of Milano, Italy; The Millennium Link connecting Glasgow and Edinburgh, Scotland; the Jonage Canal and Lyon, France; the Paddington Basin and London, England; and the Lachine Canal project in Montreal, Canada. After lunch we were bused to seven stops along the newly reopened Lachine Canal. We rode on the new canal boat. A cocktail party and 7 course banquet were held at Marche' Bonsecours that night.

Thursday's theme was "Of Canals and Cities" and began with a presentation on preservation and protection of ecosystems and environment in Canada's National Historic Canals. Two sets of five workshops were offered. We went to a wonderful workshop on the Salt River Project in Phoenix, Arizona, and a workshop on the archaeology of the Lachine Canal. After lunch we boarded buses to tour Fort-Chambly and Chambly Canal's Locks 1-3 and Basin 4 followed by seeing the single lock canal and fish-pass at Saint-Ours. That night a cocktail party was held at the Belvedere of the Science Center. The American Canal (continued on page 20)



Calvin Fletcher as he appeared to Jacob Cox, a portrait painter in 1833, two years before this event.

Courtesy Indiana Historical Society

Calvin Fletcher Attends Opening of the Wabash & Erie Canal on July 4, 1835

from Fletcher's Diary, edited for explanations by Carl Leiter

Calvin Fletcher [1798-1866] was born in Ludlow, Vermont, February 4, 1798, and headed west in 1817 to establish his career. He studied law in Urbana, Ohio, and after his admission to the bar in 1821, removed to Indianapolis then in its first year, before the first land sales. He and his new bride lived in a log cabin off Washington Street two blocks west of the State House when they arrived in Indianapolis, and Indianapolis became their permanent residence.

While Calvin Fletcher was not a great public figure, he did participate in public affairs from the start, serving as prosecuting attorney of the Fifth Judicial Circuit in 1822-23 and 1825-26; and as a state senator from 1826 to 1833 representing Marion, Hendricks, Hamilton and Madison counties with as many as ten central Indiana cities at the time.

The Fetters arrived in Indianapolis "virtually penniless" in 1821, according to one biographer, and in 1865, the year before his death, he was the highest income taxpayer in the city. Not only was he a member of one of the leading law firms in the state with his partners Simon Yandes and Ovid Butler (founder of Butler University), but he bought land to farm and for speculation to the point that his farming and banking interests led his law practice later in his life. His diary, published by the Indiana Historical Society in 1972 in nine volumes, recounts his keen interests in nature, travel, education, religion and the public welfare.

Fletcher traveled extensively in connection with his land speculations throughout Indiana and his private banking business and family visits to New England

carried him outside the state as well. He is said to have traveled "...on foot, on horseback, by canoe and skiff, by stagecoach and canal boat, and finally by rail." His diary provides us with information on the conveyances he used, the conditions and hazards he encountered, and the accommodations travelers could expect in Indiana's pioneer period through the Civil War. The following account reviews his trip from Indianapolis to Fort Wayne in July, 1835, to participate in the opening of the Wabash and Erie Canal. It is copied verbatim from *The Diary of Calvin Fletcher, Volume I, 1817-1838*, pp. 260-263, and my explanatory comments were obtained from documentation in Volume I and other sources. These are enclosed in brackets, i.e. [].

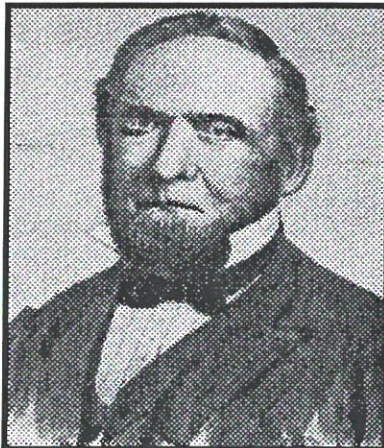
(June) 29 Monday. Pleasant. Preparing to go with Messrs. Hand & Stansbury to Ft. Wayne to celebrate 4th of July. [Charles J. Hand with Fletcher and Nicholas McCarty had purchased about a thousand acres of W & E Canal lands in Allen, Huntington & Wabash counties that summer; and Col. Howard Stansbury was an engineer of the U.S. Topographical Bureau who headed the survey for the W & E Canal and other internal improvement projects].

30 June. Mrs. F[letcher] taken very unwell. Doubt the propriety of my leaving home. She has a fever. Send for Dr. Coe who says he thinks I best go. Mr. Hand calls & says he cant leave with us - must attend to other buseness. Write to Messrs. Joe(?) & Drake & prepare to leave with (...). At 9 o clock called on Col. Stansbery who boards at Mr. Hendersons. He is the chief of the Engineer corpse in this State detailed by the W(ar) dep(artment) to run several routes for Railroads, a gent. about 30 formerly imploid as a surveyor with Messrs. Moore & Shriver [both Asa Moore and James Shriver were assigned by Congress to survey the W & E canal route and both came down with Malaria] in the survey of the Wabash & E. canal. We left at 10. Mrs. F. desires me to go but I apprehended she is liable to a severe attack. Very cool. Waters getting down. Corn about waist high in my lot. Garden corn tassling & tasseled. We proceede after an agreeable ride to Pendleton. Very cold - I fear frost. Had a fire made up for us. Called on by Messrs. Silver (who had a hay making at his farm where we passed) Shanklin Mershon & Noble [all four of these men - Thomas Silver, Andrew Shanklin, William H. Mershon and D.S. Noble, were early settlers of Madison County].

July 1st. Some frost. Very cold but no injury to vegetation. Left P[endleton] at sunrise. Rode with a (...) to Andersontown. Breakfasted at A. with Andrew Jackson [a local sheriff who was later a state senator and a farmer and miller of Madison County]. Great complaint of the people of A. that the feeder to W(hite)

R(iver) passed north of the town on the other side of the River. Left A. at 9 o proceeded up Kill buck 10 miles on the road direct to Marion. Over took Surveyors of Canal route. Passed on to Palmers on the summit level & arrived at Marion about Sundown. There found a Dr. Trask from Vt. & staid with him over night [Dr. Ezra Stiles Trask who came to Marion two years earlier and was Grant County's third physician]. Could not procure grain for horses. Dr. had a pleasant family. Breakfasted.

2d July. & proceeded to Lagro on the Wabash. Cool but pleasant. No flies. Arrived at Lagro about 2 P. M. Found Mr. Findly of Richmond candidate for Congress [John Finley was running in the Fifth Congressional District, then made up of Allen, Delaware, Fayette, Grant, Henry, Huntington, La Grange, Randolph, Union, Wabash and Wayne counties. Finley was defeated by Jonathan McCarty in the election]. Messrs. Burr & Hugh Hanner also arrived here. [Hugh Hanna came to Fort Wayne in 1824 and in 1834, with David Burr, platted the town of Wabash and lived there until his death in 1869. His brother Samuel Hanna, 1797-1866, was an Indiana



Samuel Hanna

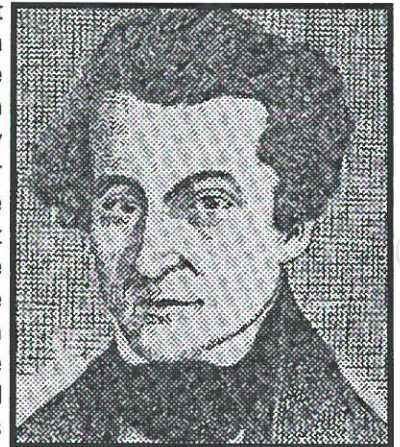
By Morris R. Perry courtesy of Pioneers Resting in Historic Lindenwood

state legislator in the House (1826-27, 1831-32; and 1840-41) and Indiana Senate 1832-35. He was a delegate to the Republican National Convention from Indiana in 1856, was a Presbyterian and a Freemason who is buried in Lindenwood Cemetery in Fort Wayne, Indiana]. Here we dined & fed & at 3 oclock left for Huntingdon where we staid overnight. Mrs. Burr & Hanner with their childrin came up. Slep with Col. Stansbery.

July 3d. We left & proceeded with Genl. Tipton along the canal line to Huntington at the locks East of that place. [John Tipton, 1786-1839, was born in Tennessee in 1786 and served under William Henry Harrison at the Battle of Tippecanoe in 1811. He was a public figure in Indiana, serving as a Democrat in the Indiana H. of Reps. and was Indian Agent of the Miami Indians at the agency in Fort Wayne which he led in moving to the town he helped found, Logansport, in 1828. Tipton was elected U.S. Senator of Indiana and served 1832-39. He died in 1839 and is buried in Mt. Hope Cemetery, Logansport, Indiana. Tipton County is among those sites named for him.] The canal is finished to Ft. W(ayne) 25 Ms. Here we Breakfasted. Met with a military company commanded by Capt. Fate a Dr.

residing at H. I Breakfasted at Helveys [Joel and Champion Helvey were brothers who were the first settlers at the site of Huntington, Indiana. Their double log cabin named the Flint Springs Hotel was a favorite tavern of 1835.] At 10 we left the lock accompanied by 2 boats beside the one we were in one loaded to the very top with Deer & fur skins. About 50 ladies & 100 gentlemen. Saml. Hanner Esq. on the part of a committee of arrangements at Ft. W. was present & accompanied us. At first the boat grounded inasmuch as the water had not been let in from above --- but we soon glided along. It was with inexpressible delight to all the company (among whom were all the engineers Col. Burr &c) to glide along upon the Waters that by nature were & had been by the Great Architect from the beginning designed & used to run into the St. Lawrence now by art & science made subservient to the purposes of commerce in the great valley of the Wabash making their way to the Mississippi.

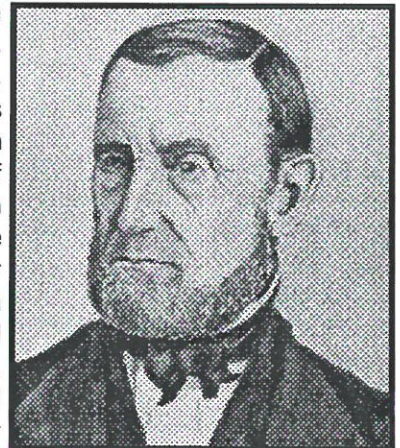
We dined at Vermillias 10 ms. from Ft. Wayne. [Jesse Vermilyea came to Allen County in the early 1820s and was a farmer and Indian trader. He was a director of the Fort Wayne branch of the State Bank and ran the Vermilyea House which was a hotel on the Wabash & Erie Canal about fourteen miles southwest of Fort Wayne.] Left V.'s & soon met J. Williams principal Engineer who had been up for 2 nights to watch the embankments of the canal. [This was Jesse L. Williams, 1807- 1886, who made canal surveys in Ohio as a young man and became chief engineer for the Wabash & Erie Canal in 1835. He became chief engineer for all canals of Indiana projected in the internal improvement program, and in 1837 all roads and railroads were put under his direction as well.] Arrived within 5 or 6 miles of the place of destination & met several companies of Gents. from Ft. W. and within a ½ m. a company of melish (militia) who marched us



Jesse Vermilyea

Drawings by Morris R. Perry courtesy of Pioneers Resting in Lindenwood Cemetery.

Jesse Lynch Williams





John Tipton

Jean Baptiste de Richardville

Francis LaFontaine

Pictures courtesy Bert J. Griswald *The Pictorial History of Fort Wayne Indiana.*

Andrew Johnson. McCulloch died 24 May 1895 and was buried in Rock Creek Cemetery, Washington, D.C.]

July 5 Sunday morning. Left in canal boat with company that came up from Huntington & arrived at H. at 9 o'clock P. M. Genl. Tipton & myself staid at Capt. Murrys. [Elias Murray was

into town the canal not being compleated with ½ m. I was invited by Mr. A. Hamilton with Genl. Tipton to spend our time with him as we were all (...) out among the neighbors. [Allen Hamilton was a Fort Wayne merchant and Indian trader who invested in Indian lands and later became a banker. He was Commissioner of the Miami Treaty of 1840 in which the Miami Nation gave up their remaining tribal lands in Indiana except Meshingomesia's Reserve on the Mississinewa River near Marion. It was in this "Treaty of the Forks" the Miamis greed to go west of the Mississippi within five years. Lafountain's Reserve #6 where Kokomo now is was set aside for Francis Lafountain, son-in-law of Chief J.B. Richardville in the Miami Treaty of 1840, and Allen Hamilton acquired it, holding title to it from 21 October 1841 to 17 January 1844 when he sold it to David Foster, doubling his investment. David Foster platted and named the town Kokomo for a local Miami chief named Mahkokima (Bear Chief) as analyzed in 2002 by Michael McCafferty, Miami linguist: e-mail: <mmccaffe@indiana.edu>.]

(July 4). The morning of the 4th was ushered in by salutes. At 9 the companies of milish & all interested formed & marched to the canal where 5 boats were prepared to carry the company up to the St. Joseph feeder 6 miles accompanied with music. Cols. Spencer & Bourie were the officers of the day. At the feeder dam all debarked. Col. Burr made a speech & Genl. Tipton gave a toast & c & the boats were turned back at 12 & we arrived at Ft. W. at 2. Went to the court house. Mr. McCulloch delivered a good oration. After which a dinner was had and after that toasts. [Hugh McCulloch was only 26 years of age at the time. He was born 7 December 1808 and as a young lawyer in 1835 became cashier of the State Bank, Fort Wayne branch. He eventually became president of the Bank of the State of Indiana, chartered in 1855, and President Lincoln appointed him as U.S. Comptroller of Currency. He served as Secretary of the Treasury under President

Tipton's real estate agent in Huntington where he settled in 1830. He served three terms in the Indiana legislature, was a member of the Constitutional Convention of Indian in 1850 and was also superintendent of Indian Affairs for Wisconsin and Minnesota.]

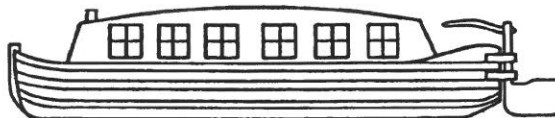
July 6. Left Huntington at 9 & with Genl. T. arrived at Col. [...] at Miamis town [opposite Peru, Indiana] at Sundown.

July 7th. Arrived at Genl. T. at 9 o c(lock). A.M. Breakfasted & went to Logansport. Done some business & left there at 3 P.M. and came to Stipps or rather Stocktons at Wild cat. [David Stipp platted Burlington due south of Logansport on Wildcat Creek in 1828, and opened a tavern he built there in 1833.]

8 July. Left Stocktons & came to Mich(i)gan town. Breakfasted at Mrs. Johnson. Arrived at McQuedys [Hiram McQuiddy/McQuitty was an early settler of Union Township in Boone County and a merchant in the village of Northfield] at 2 P.M. where there was a show. Met 200 people. Mr. Quarles who rode home with me where we arrived at about dark.

This concludes Calvin Fletcher's adventure from Indianapolis to Fort Wayne to attend the July 4, 1835 opening of the Wabash and Erie Canal and his return home.

Carl Leiter, CSI member from Kokomo, prepared this story for the history series on the Kokomo Library website and made it available for use in The Hoosier Packet.



CANAWLERS AT REST

MAJOR SAMUEL S. EDSALL

b. 1805

d. Feb. 29, 1865

By Jim Ellis

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



Samuel S. Edsall was one of nine children of Peter and Catharine Edsall. After Samuel was born in Greenville, Ohio, the family later moved to Shane's Prairie (Rockford, Ohio). After the father's death, Mrs. Edsall moved the nine children to a small cabin on the St. Mary's River near the Richardville Reserve in Fort Wayne in 1824

Samuel was the eldest, John became a tailor, Simon was a farmer, and Joseph served on the city's first Fire Brigade. Samuel and William were the leaders in the family. Their activities marked both their lives and the life of Fort Wayne.

When funds were sought to hire a pastor for the newly formed First Presbyterian Church in 1831, Samuel subscribed. There were a total of 44 subscriptions to fund the pastor's \$258. yearly salary.

The first Court House erected on the Public Square was a log building. In August of 1831, a contract was let to Samuel Edsall to cut brush and stumps off the Public Square and for the construction of a new Court House. This building was not completed until 1847. It was a two-story brick complete with steeple. By 1858, it was deemed inadequate.

On January 12, 1860 a contract for another courthouse designed by Edwin May of Indianapolis was let to Samuel Edsall and Company for \$63,613. It was

actually built by D. J. Silver. When completed the extras increased the cost to \$74,271 and the furnishings brought the total cost to \$78,000. Before it was completed Edsall sold his interest to John Brown and Virgil Kimball. Its cornerstone was finally laid on May 1, 1861. This building served until 1895, when the present building was erected.

When the Branch Bank of Indiana was organized in August of 1835 the first officers were Allen Hamilton, President and Hugh McCulloch Cashier. Samuel S. Edsall and Jesse Vermilyea were two of the fourteen Directors appointed.

In December of 1835 Samuel Edsall, along with Henry Work, was appointed "to employ a suitable number of teachers and pay them out of the fund set apart for school purposes." They reported on March 26, 1836 that they were not able to employ any teachers on "terms advantageous to the corporation." A discussion took place as to raising funds but was left for the town trustees to solve.

In 1839-40, a draft for a Charter for Fort Wayne, Indiana was drawn up by F. P. Randall and presented to the Legislature of Indiana. It was passed by the legislature and approved by the Governor. It became law and provided for an election of a President or Mayor, six members to form a Board of Trustees or Common Council, and subordinate officers of the Board or Common Council. This consisted of: Recorder, Attorney, Treasurer, High Constable, Collector, Assessor, Market

Master, Street Commissioner, Chief Engineer (which was filled by Samuel Edsall), Lumber Measurer and a Board of six Alderman of which Samuel Edsall and his brother William served. George W. Wood served as the first Mayor of Fort Wayne.

Samuel Edsall and William Rockhill operated a two-band saw mill near the St. Marys River Aqueduct on the Wabash & Erie Canal, established in 1842. It was operated by water power from the canal. Later, he and John Off, both millers, operated the Edsall-Orff Mill, known also as the Empire of "stone mill" and still later as the Orff Mill. This mill was the largest of its kind in Fort Wayne. Advertisements ran in the Fort Wayne Sentinel.

Samuel and his brother William S. also started a dry goods and grocery establishment prior to 1846. This advertisement ran in the Fort Wayne Sentinel on Nov. 27, 1847.

1844 **SAW LOGS WANTED.**

The undersigned will pay the highest price for any quantity of good Saw Logs delivered on the bank of the Canal, at any point within 30 miles of Fort Wayne.

As he intends to give the full value for all logs he buys, and will pay in goods or lumber at the lowest prices those having timber-land within reach of the canal will find this a good opportunity to turn it to profit.

SAML. EDSALL,
Aqueduct Mill

Fort Wayne, Feb. 3, 1844.

Cash for 20,000 Bushels OF WHEAT,

Dec. 12, 1846

At the Empire Mills.

WE are prepared to pay Cash and the Highest Price for 20,000 bushels of good merchantable Wheat.

Farmers and Teamsters will save themselves much trouble and expense by driving directly up to the **STONE MILLS** and unloading; they will always get the highest price, and avoid the annoyance of being pestered by the brokers and whipper snappers from the Stores, who now infest our streets and are such a bore to all who bring wheat to our market. We are not much given to boasting; but as some of our neighbors are talking of wanting 10,000 bushels of wheat, we would inform wheat raisers that we can take in 20,000; as our Mill, besides being the best, is the biggest, the highest, and the strongest in the country. We have a convenient **WAGON-YARD** and **STABLE**, for teams coming to the Mill, and a **HOUSE** for the Teamsters; we always furnish feed for the horses, and occasionally throw in Supper and Breakfast for their drivers. This is nothing new with us—we have always thought it our duty to do so, and should not now mention it if our neighbors had not set the example.

We keep constantly on hand **FLOUR OF THE BEST QUALITY** and all kinds of Mill Stuff; and promptly grind every thing in the shape of Custom Work—always excepting White Oak Tan Bark, or the "face of the Poor."

SMITH & EDSALL,
Empire Mills, at the Aqueduct.

Cash Paid at all Times
FOR Beeswax, Gin-ong, Timothy Seed, Clover do., Flax do., Drier Skins, Wheat, &c., by **S. & W. S. EDSALL.**

HARDWARE.—A complete assortment for sale by **S. & W. S. EDSALL.**

COLLINS' And Simmons' AXES for sale by **S. & W. S. EDSALL.**

IRON of all sorts and sizes for sale by **S. & W. S. EDSALL.**

PPRINTS from Sixpence to two Shillings for sale by **S. & W. S. EDSALL.**

For the Ladies.

S & W. S. Edsall have just received and now offer for sale at their New Store, a lot of Fashionable Goods, embracing **SHAWLS** of the latest styles, from \$1 50 to \$18 00.—**DRESS SILK**, plain and figured; **Plaid and Striped Cassimeres**; **Plain and figured Delain**; **Striped and Plaid Lama Cloth**; **Plain and figured Bombazines and Alpaccas**; **Dress and Puree Trimmings of every variety**; **Linon Cambrich Hdcks.**; **Fancy Dress do.**; **Thread Lace**; **Edging, Inserting, &c.**
Oct. 16, '47. **S. & W. S. EDSALL.**

CLOTHS, CASSIMERES and all kinds of **VESTINGS**, a good assortment for sale cheap by **S. & W. L. EDSALL.**

HATS & CAPS, of the latest style for sale by **S. & W. S. EDSALL.**

POWDER, Lead, Shot, and percussion caps water proof and common, for sale very low by **S. & W. S. EDSALL.**

NAILS & GLASS of all kinds, for sale cheap by **S. & W. S. EDSALL.**

At a meeting held on May 17, 1843 at the American House in Fort Wayne, committees were appointed by Judge Hanna to plan the grand celebration for the opening of the Wabash & Erie Canal from Lafayette, IN to Toledo, Ohio. The reception committee consisted of Mayor Henry Lotz and the members of the city council of which Samuel was a member.

Samuel Edsall was Parade Marshall for the Grand Dedication of the Wabash & Erie Canal on July 4, 1843. An editorial in the Fort Wayne Sentinel at that time commented: "We are informed that a very lively interest is felt in this matter by the citizens along the whole line, and all who

can make it conveniently will attend. Several volunteer companies and bands of music will attend, and altogether we presume the celebration will be the largest and most imposing ever witnessed in this state." An excerpt from the *Twentieth Century History of Fort Wayne* (U. S. Bicentennial Edition) by John Ankenbruck, reads,

"in the procession were Samuel Edsall, parade marshal; the Toledo Guards which were a flashy unit of the day; veterans of the Revolution and the War of 1812; Hugh McCulloch, the reader; and Rev. G. M. Boyd, the chaplain; U.S. senators A. S. White and Ed Hannegan; political boss Jesse D. Bright; the Defiance Band; the Marion Band; the German Band; a contingent of Miami Warriors; the Kekongia Band and many ladies decked out for a fancy occasion."

Samuel Edsall was an active member of the Fort Wayne Light Infantry, which was organized to protect the populace from the Irish canal diggers. Later, in 1858 the Kekionga Guard was formed to keep Law and Order. Still later, he was active in the Relief Society during the Civil War that helped the needy families of soldiers.

Some say that the most important work completed by Samuel and his brother William was the Bluffton Plank Road. This contract was given to the Edsall's following the completion of a steam-powered saw mill. The road was finished in 1850 at a cost of \$40,000.00. That same year the brothers were awarded a contract to build 43 miles of roadbed for the Wabash Railroad, from Ohio to the Wabash River.

1853-55 Samuel served as a State Senator from Allen County. His district included Allen, Adams and Wells counties.

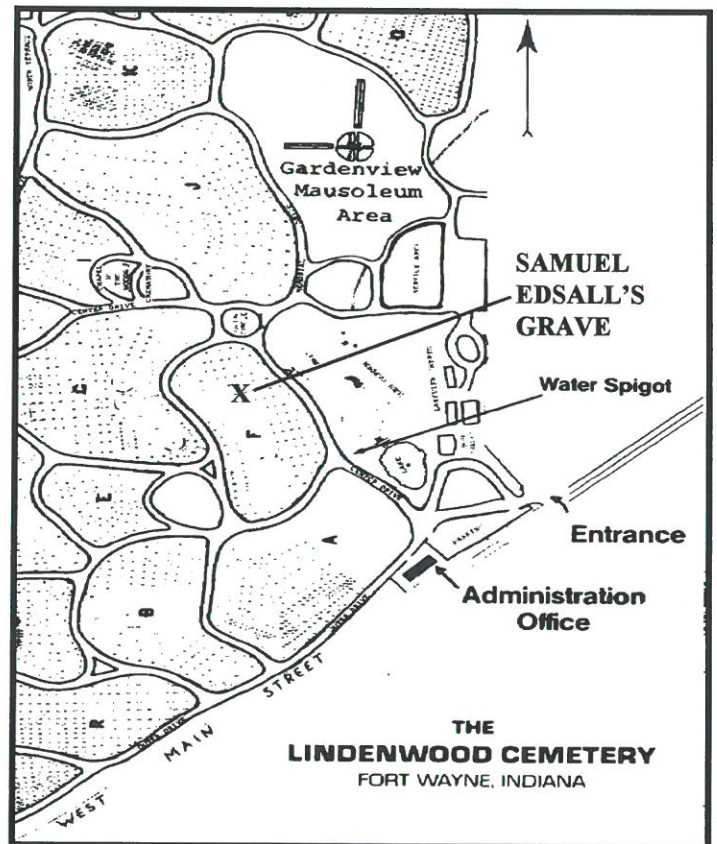
On July 13, 1858 Samuel organized an excursion to Warsaw, IN., which included a picnic, for the Wayne Street Methodist Sabbath School. He was the marshal of the day. On July 27, 1858 he organized a similar excursion for the Free School. The *Weekly Republican* estimated that approximately 5000 people attended this later event located in Thralls Grove on the banks of Lake Centre near Warsaw, IN. Tickets cost fifty cents for adults. Attendees boarded the Pittsburgh, Fort Wayne and Chicago Railroad at 8 A.M. for a 2½ hour ride to the park where others joined them. Parents and other citizens were asked to donate money to the schools pointing out that the total cost for free schooling per parent was cheaper than tuition for one child's private schooling. Unless funds were raised the schools would not reopen in 1859.

In 1858 Samuel was elected to serve as treasurer for Allen county, IN. On May 4 of the same year he was

elected Fort Wayne School Trustee during a regular public election. The council named James Humphrey in place of Edsall completely ignoring the vote. A quarrel between the factions hurt the school system. Between May of 1859 and January of 1860, the indebtedness reached \$16,486.84 and created a huge problem for the trustees such as Edsall. Samuel Edsall was still on the school board in 1863.

Samuel Edsall also participated in proceedings to prepare resolutions that declared loyalty to the government after Abraham Lincoln's election. On December 15 people of "all classes and political beliefs" gathered at Colerick's hall to support the government. On July 4, 1861, after some Allen county soldiers had departed, another demonstration took place. Samuel Edsall served as marshal of the day.

Major Samuel S. Edsall died on February; 29, 1865 at Fort Wayne, Indiana. His entombment is in Lindenwood Cemetery, Section "F", Lot #6.



Map courtesy of *Pioneers Resting in Historic Lindenwood*.

Sources:
 Fort Wayne/Allen County Public Library - Fact sheet
 Fort Wayne Sentinel. Advertisements
 Griswold, Bert. *The Pictorial History of Fort Wayne*. Chicago, IL/Robert O. Law Co., 1917
Pioneers Resting in Historic Lindenwood. Lindenwood Historical Foundation.

NEWS FROM DELPHI

INTERNET PAYS OFF IN SEEKING VOLUNTEERS

By Dan McCain

For three days in early September the Wabash & Erie Canal Park and Delphi trails were blessed with abundant volunteer help. On Tuesday morning September 10 into town rolled part of Northwestern University's new crop of graduate students. "These guys and gals are eager to begin their MBA studies in Evanston, however you will find them just as eager to develop team skills through a project in which they can see results in three days," said Emily Sun, Northwestern's site coordinator. She brought students representing eight countries.

Ms. Sun last May had found Delphi on the Internet's "Volunteer Match" site www.volunteermatch.org Four months prior to her search, Carroll County Wabash and Erie Canal Board member Paul Brandenburg had suggested that a listing of volunteer jobs and projects be placed on the web. This national website offers the user an option of linking to jobs by describing a radius from their hometown. Chicago is within 150 miles as Emily had directed the search for rural volunteer projects. Delphi 'popped up' with just the right listing and she contacted Canal Board President Dan McCain for preliminary details.

Selecting Delphi meant finding a place for these students to stay two nights and providing them with some meals. Dan suggested that she first contact Camp Tecumseh Director Dave Wright as there were no motels in the immediate area. That contact produced excellent dorm facilities in the YMCA's Leadership Center. They even got a taste of Delphi through 'karaoke' entertainment in the

evening on Delphi's west side and dinner in Pittsburg.

Most of the 19 students were trained as undergraduates in many varied places. Most had been working in different manufacturing industries for several years before they were accepted into this elite graduate program. Now that they will be together for three years it was important that they could get to know each other better as teammates.

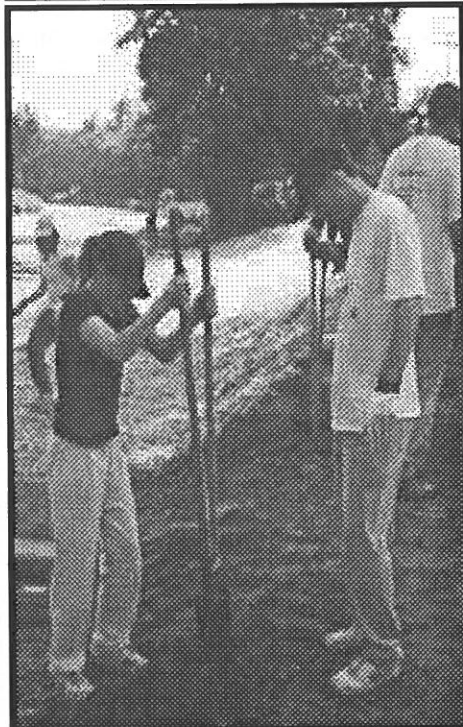
Accomplishments began to accrue even the first day. A section of canal bank near the new Interpretive Center needed to be graded smooth, rocks picked up, seeded and mulched. Ray Romein provided the local skid steer machine and his talent to prepare the restructured earthen site. Some students 'cranked on' seed while others worked on mulching with straw or placed cedar posts for a split rail fence along the bank. Another team took the challenge to construct a brick walk leading to the canal's 1844 Case House.

The middle day produced the most work and was done in a different environment. Jobs that day involved trimming and pruning overhanging branches along the trails nearer Deer Creek. Another hard and dirty job was preparing postholes and setting 10 new bench legs in concrete. Gary Underhill assisted with his tractor and power digger. Said Toshi Fukumura from Osaka, Japan, "I have worked four summers in the nuclear power industry and this is the first time I have ever mixed concrete." Altogether it took 20 bags of concrete mix to complete the bench sites along the southern trails.

Third day was back at Canal Park where jobs were to be finished. The newly seeded area needed another 90 feet of split rail cedar fence, a 50-foot long tile trench near the canal waterline to intercept a 'spring seep' and the brick walk. The

tasks took hard sweaty work, engineering skills and just a good feeling of being a volunteer. They wanted to look over their shoulders and see that improvements had been made.

Working together for three days in Delphi's Canal Park, digging holes for signs and benches, and pouring concrete gave Northwestern University graduate students a chance to work as teammates before beginning their three year program. Photos by Dan McCain



WABASH & ERIE CANAL CENTER UNDERWAY

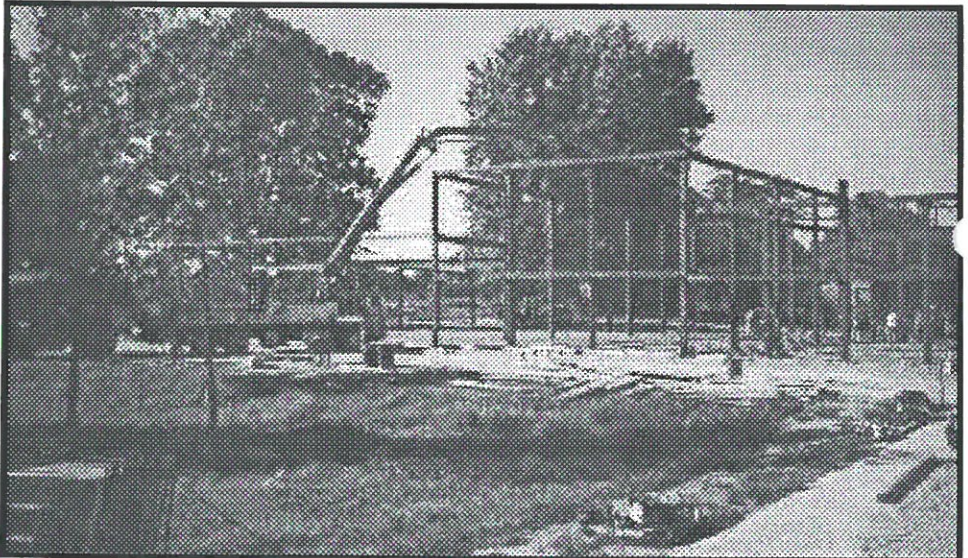
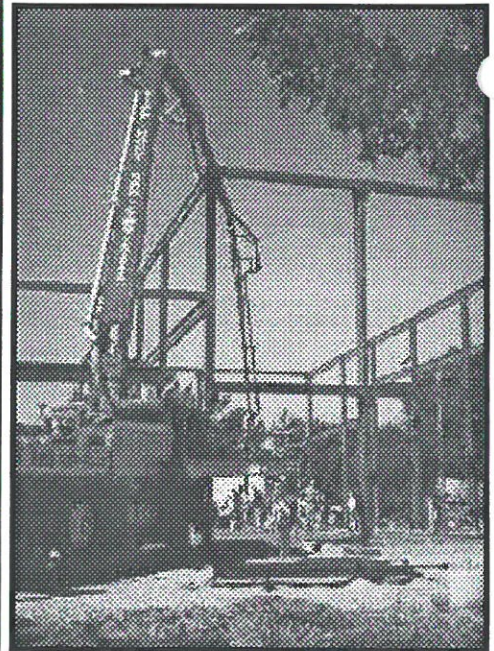
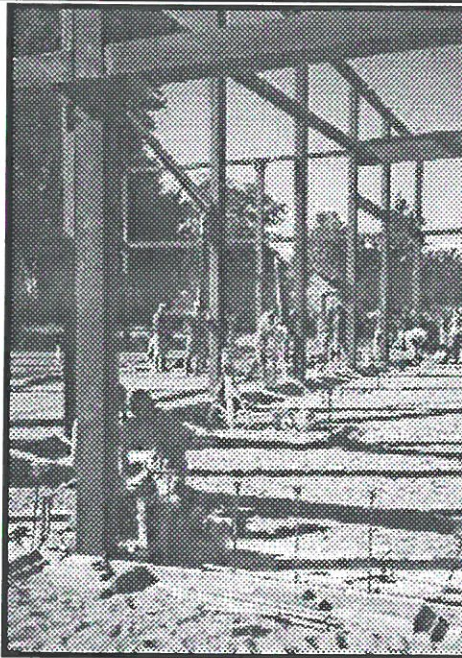
By Dan McCain

Construction on the 2 million dollar Wabash & Erie Canal Conference and Interpretive Center in Delphi's Canal Park is well underway. Contractor Leo Brown from Logansport has erected the steel frame and poured two thirds of the concrete floor by the end of August. Just seeing the structure defined by the steel beams gave an early orientation of space in the new building. The contractor, architect, INDOT and the Canal Interpretive Center Commission meet every two weeks to review progress. The anticipated completion date of the building is May 30, 2003.

Interpretive Center displays and exhibits are currently being constructed through a \$200,000 grant from the Wabash Heritage Corridor Fund administrated by the Indiana Department of Natural Resources. Volunteers are currently working on construction of the wooden items and many display cabinets and cases. More intricate electronic exhibits will be contracted out. An example of a larger interactive exhibit being built by the volunteers is the full scale Canal Boat Cabin. It is presently in the donated warehouse space next to the Andersons' grain elevator east of Delphi. The volunteer craftsmen have built the frame of the cabin on air bags to give the visitor a feeling that they are on the water.

Inside the Center will be conference and meeting space for up to 275 people. Meals can be served from a catering kitchen area and smaller board or break-out rooms are available for a variety of community uses.

Just outdoors from the conference room is the original canal towpath and a beautiful view of the 160 year old Wabash & Erie Canal.



Foundations have been poured and beams raised for the Canal Interpretive Center being built in Delphi's Wabash & Erie Canal Park. Photos by Dan McCain

Canal Park also offers many other points of interest including a blacksmith shop, several log cabins, the 1844 Reed Case House and hiking connections to the seven mile Delphi Historic Trail system.

For as long as it has taken to get to this point, the value of having the Center coming up out of the foundation is especially rewarding to all the volunteers and the City of Delphi officials. Economic development in this small community will be enhanced by the 'grand opening' in about a year. People will come from

literally hundreds of miles to visit this place and study the canal history offered by the crafted displays. Our 'icon exhibit' may be the display that allows participants to divert real water into a model canal landscape with hand operated locks, mills and bridges.

WILSON BRIDGE HISTORIC WALK

By Dan McCain

Delphi Historic Trails held another unique walk on Saturday

afternoon September 28, 2002 starting at the 1898 historic iron bridge. Wilson Bridge is located over Deer Creek 3 miles east of Delphi. A group gathered with narrator Charles Gerard at 2 p.m. on County Road 300 North. They began to hike from the bridge into a wooded area on the north. They followed a worn path for part of the way and observed the natural beauty of the Deer Creek Valley and the adjacent slate bluffs located near the bridge. The often sheer bluffs traverse the salient to the old creek ford where grain used to be delivered to Billings Mill beginning in the late 1820s.

During the walk they also viewed part of the quarter mile long slate bluff now covered with vegetation (on the east side of the creek) before walking over the top of a smaller 100-yards-long slate bluff on the other side of the creek. On the northern side of the creek salient, participants saw the entire valley and the famous Sharp Point, where the creek turns back on itself almost 150 degrees. The Billings Mill and five or six taverns within a radius of a mile served the old Sharp Point community of early pioneer times. This was the the head of Carroll County's cradle of civilization. It extends from that point west to the mouth of Deer Creek, which was later crossed by the Wabash and Erie Canal at the Wabash River.

The hikers then headed back on another rustic trail to Wilson Bridge to join additional community folks for socialization and snacks. Everyone enjoyed the rural setting.

CANAL VOLUNTEERS CUT WALNUT LOGS INTO PLANKS

By Dan McCain

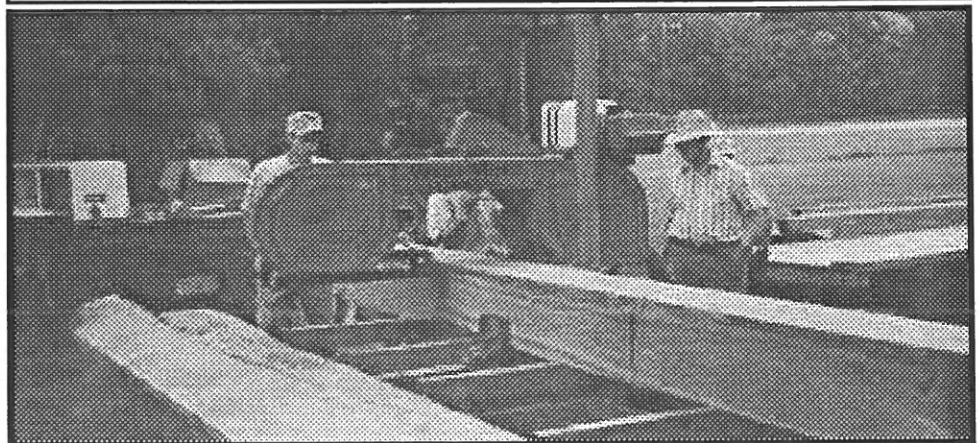
On Wednesday morning October 3 in Delphi's Riley Park Annex the Wabash & Erie Canal Association cut numerous planks from 6 large black walnut logs donated by the City of Delphi. The

trees died during last year in Riley Park and had to be removed. Park Supt. Carol Stradling said, "I wanted the logs to be used for something constructive in the community." Sawing was done inside the park because hauling the heavy logs to another location was unnecessary with the portable WoodMizer band saw.

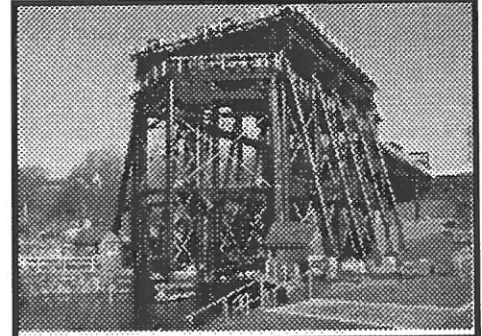
Mayor Lee Hoard was at the sawing site at 9:30 am. Pictures were taken of the Canal Association volunteers working with Rollin Graybill, owner of the portable sawmill. After the planks were cut they were transported to the Andersons' warehouse east of town where canal exhibits are under construction. According to Dan McCain, president of the Carroll County Wabash & Erie Canal, Inc., "These walnut logs came at precisely the right time because we needed some larger planks for the gunnels to be placed on the full scale canal boat cabin when it is completed. We also needed several beams for creating store front facades inside the exhibit area and the walnut will finish beautifully in the spring after drying the hardwood.

Wabash Heritage Corridor grant money for the exhibits was approved earlier and is administered by the Indiana Department of Natural Resources for this project. Volunteer work and donations like the logs are helping to make the required local grant match.

The Woodmizer cut planks from a walnut log in Delphi's Riley Park. The wood will be used in the canal boat cabin volunteers are building. Photo by Dan McCain



IN THE NEWS



After restoration the Anderton boat lift was reopened in April 2002.

Photo courtesy Ed Markham

Feb.-March 2001 - England

British Heritage magazine carried an article entitled "The Anderton Boat Lift" that said Britain's canal age will rise again. Built in 1875, the Anderton Boat Lift moved cargoes quickly between the River Weaver and the Trent and Mersey Canal near Northwich in Cheshire and was the first structure of its kind in the world. Funds are being raised to restore the structure that has been rusting away for the last seventeen years.

The boat lift overcame a 50-foot height difference between the two waterways where transshipment of goods and raw materials once had

to go through a haphazard group of tramways and chutes. It consisted of "two counterbalanced tanks, supported on massive hydraulic rams and sealed by watertight doors" and "worked by drawing a small quantity of water from the lower tank to create a slight difference in weight." Then a "small hydraulic accumulator caused the heavier tank to descend" and the lighter to rise thus lifting or lowering boats.

In 1904-1908 the boat lift received a major overhaul. The hydraulic rams were removed and a "massive assembly of shafts, gears, weights, wheels, and pulleys" were installed above the lift. Tubular columns were added on both sides to support the additional weight. Using an electric motor the tanks could be used separately.

Canal mania and British Waterways are causing a new age of canal restoration. Restoring the boat lift is now one of British Waterways' flagship projects. When completed its new "Operations Centre will house a restaurant as well as education and visitor facilities." Much of the £7 million price tag has been underwritten by a partnership of the Anderton Boat Lift Trust, British Waterways, Friends of Anderton Boat Lift, Inland Waterways Association, and Waterways Trust.

Paul Moffett, CSI member, Indianapolis, IN

August 23, 2002 - Delphi

"Canal Crew Continues To Reconstruct History" was the title of an article in the *Monticello Herald Journal* that told about the 60 exhibits under construction for Delphi's new Interpretive Center. It said that volunteers are working in a big warehouse behind the Big R Farm store on Ind. 25. They are building a canal boat cabin that can be disassembled, taken to the new center and reassembled. It has to fit through a 7-foot, 2-inch by 6-foot, 8-inch door.

Later this fall they will work on a full scale canal lock gate assembly. An Old Order man and his son will do the mortise and tenon joints the old fashioned way.

Dan McCain, CSI board member, Delphi, IN

August 25 - Delphi

The *Lafayette Journal and Courier* article entitled "Volunteers Re-creating Piece of Carroll County" said that a canal line-boat cabin, which would probably cost \$25,000-\$40,000, is being built by Delphi volunteers for about \$1,800. The volunteers are mainly retirees such as metal workers, a furniture factory sample maker, a mechanical engineer, and a former airline pilot who has a big tool collection. Of those mentioned Ron Dust, Ed Gruber and Dan McCain are members of CSI.

Historical accounts were found to create measured drawings for the cabin. Its platform is made of 1,300 pounds of welded steel that is bolted together. Gentle arched ribs form the cabin. They were cut from oak and pine using a chain saw. A band saw cut the support brackets.

When finished the cabin will be furnished with bunks, a table for eating and games, chairs, an iron stove and shelves for trunks. A hatch will lead to the roof.

Dan McCain, CSI board member, Delphi, IN

August 25 - New York

The *New York Times* article "A Main Artery Of The 1800's" retraced the Delaware and Hudson Canal, which was built in the 1820s to carry anthracite coal 160 miles from the mines in Carbondale, PA to Kingston, NY where it was loaded onto boats for New York City and other points. A reporter and his friends traveled five hours a day for three days to follow the canal route. They began at Carbondale where the mining of "black diamonds" by William and Maurice Wurts of

Philadelphia first started just after the end of the War of 1812. The export of British coal was heavily restricted after the war so the brothers began mining and took the anthracite to a Wall Street coffeehouse in New York City, heated it with the coal, and sold all the million-dollar stock that day to impressed investors.

To market the coal it had to be shipped from Carbondale by "gravity railroad" over Moosic Mountain to the canal at Honesdale, PA. Stationary steam engines were at the top of each inclined plane and hauled rail cars up to the top of the mountain through a system of pulleys and allowed the cars to glide down into Honesdale.

The 108-mile-long Delaware and Hudson Canal was built in three years, lined with clay, and carried four foot deep water. It had 107 locks for 900+ ft. lift. Its speed limit for the boats was 3 miles per hour.

Today Carbondale is run down. Canal items are on display at the Carbondale Historical Society in City Hall and in a restaurant, which is in the only remaining company office building. There is a monument in Gravity Park where the trains left for Honesdale.

Honesdale is a bustling town. The canal has been filled in, but banks, cafes, antiques shops, and stone churches built on land donated by the D & H Canal thrive. One of the original D & H Company's buildings, where coal was loaded onto canal barges, houses the Wayne County Historical Society and a small museum with its "Movin' Energy: The History of the D & H Canal" exhibit.

Traveling 20 miles they came to Hawley, a canal hamlet. It is near Lake Wallenpaupack, the largest lake in the Poconos. As they traveled east they realized they were driving on the old towpath. They came to Lock 31 and the locktenders house, a wooden

two-story structure owned by the Rotary Club. Further on they stopped Kimbles to see canal remnants; at Lock 22 and its canal house; at Lock 19 in Rowlands where the 1826 locktender's wood and stone home is being restored; and then eventually arrived at Lackawaxen where the canal met the Delaware River.

Boats were pulled by ropes across the slackwater created by a dam across the Delaware river. This was a dangerous crossing since rafts of logs shot over the dam and sometimes hit canal boats. The canal company hired Judge Thomas Ridgway to claim damages.

Ridgway's home is now the Roebing Inn, a hotel on the National Register of Historic Places. It is named for John Roebing, who built the Brooklyn Bridge and designed the major part of the D & H Canal. During the widening of the canal in the 1840s he designed aqueducts to cross four rivers. Between 1985-1995 the National Park Service restored his Delaware crossing, the country's oldest existing wire suspension bridge that now carries traffic on the paved canal bed. The toll house is home to an interpretive center.

Port Jervis has the Minisink Valley Historical Society next to Fort Decker/St. John's Canal Hotel, which houses a small museum. The society is preserving the remaining stretches of the canal as a public greenway.

The Neversink Valley Area Museum and the D & H Canal Park are located at Cuddebackville. The stone abutments of Roebing's aqueduct across the Neversink River still remain. The museum has a full-size barge replica.

The D & H Canal Linear Park extends for 4.5 miles to the north and includes preserved locks and a drydock at Summitville. They also visited Wurtsboro, Ellenville, and Accord before arriving in High Falls.

At Lock 15 near Roebing's aqueduct across Rondout Creek is a three-room, antique-filled Bed and Breakfast that was once the Locktenders Cottage and is so named. It is on the National Register of Historic Places. There is a bistro in the cellar of the Canal House. Five Locks Walk has deep stonework mortarless and very plumb locks with granite snubbing posts.

High Falls has wonderful working models of a lock and a gravity railroad in its D & H Canal Historical Society and Museum. It also has excellent photos, paintings and canal artifacts.

At Rosendale they took Creek Locks Road passing more towpath and locks. They reached Lock 1, a tidal lock, in Eddyville. It let canal barges into Rondout Creek to then enter the Hudson River and continue on to New York City.

The article listed attractions, accommodations and restaurants along the canal. It gave their websites, admittance prices, phone numbers, and addresses. Pictured were a lock, aqueduct, dry dock and inn.

Dr. George & Shirley Clark, CSI members, Louisville, KY

Lloyd Davis, CSI member, Evansville, IN

Louis Rhoads, CSI member, Ft. Wayne, IN

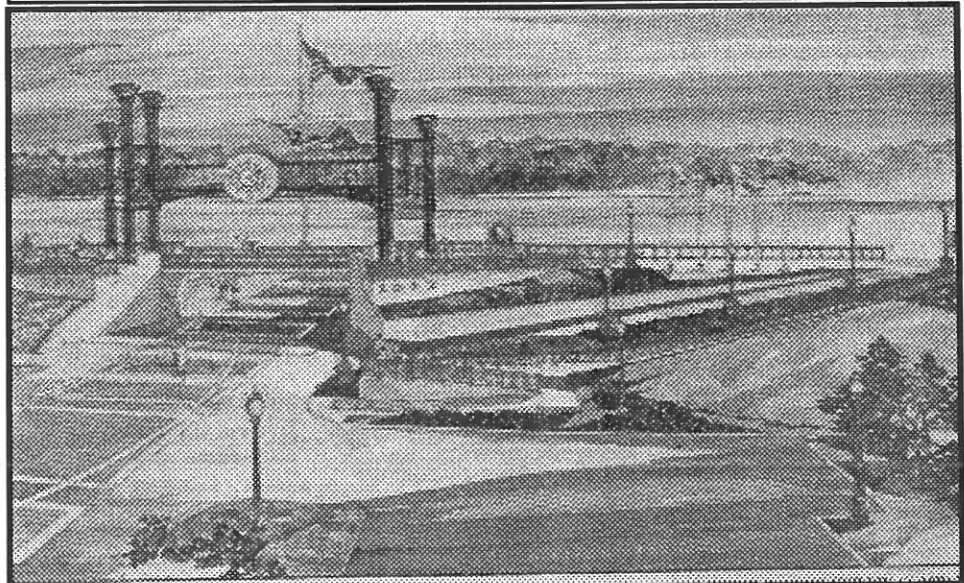
August 27 - Lawrenceburg, IN

The Journal Press of Lawrenceburg, Indiana ran an article entitled "Memorial Dedication Will Wind Up 6-month Celebration." To conclude the city's six-month-long bicentennial celebration, ground was broken and plans unveiled for the "War Memorial to the Common Man" to be built on the Ohio River levee at the end of Walnut Street at 2 p.m. on Saturday, September 28 during Fall Fest. (The memorial will be located two blocks downstream, Southwest, from the Whitewater canal basin site.) About half of Lawrenceburg's 4700 residents gathered for the dedication.

The \$2.5 million memorial features 7-foot-tall bronze statues representing members of the Air Force, Army, Coast Guard, Navy, and Marine Corps on one rotating platform. A 30-bell carillon plays each of the armed forces' hymns once a day as the appropriate figure is displayed. The other side of the monument has a fireman, policeman and emergency medical technicians rescuing a child on a second turntable mounted about 2 feet above the levee walkway. They are mounted outside and in line with steel riverboat smokestack-like columns, which represent

"War Memorial to the Common Man"

Drawing courtesy the Verdin Company



Lawrenceburg's Ohio River heritage. This is the largest monument of its kind in the United States.

The 45-foot-high smokestack towers provide the framework that holds up two 12-foot-diameter clocks. One clock faces the city while the other faces the river. The carillon frames the towers and signals the time each hour by playing patriotic songs. In addition a 66-foot steel bridge will span the memorial walkway that passes through the levee to the river. At the center of the memorial the American flag will fly high with the Indiana state flag and a POW/MIA banner beneath it. Chuck Whiting, CSI member, Lawrenceburg

September 6 - Terre Haute, IN

The Terre Haute Tribune Star article "State Grant Will Benefit Riley Lock" said that Indiana's First Lady Judy O'Bannon announced the \$600,000 of state-administered grants will be received by two Wabash Valley projects. Vermillion county will get \$200,000 to restore one of its four covered bridges if they can match the grant with \$40,000. Vigo County must raise \$80,000 to match \$400,000 from the state to develop a new county park near Riley. One hundred ten applications were made for the \$20 million of federal funding available for distribution. The grants were awarded on a competitive basis to 43 projects.

O'Bannon talked about why covered bridges should be preserved. She then spoke about the history of Indiana's canals. She said we learned our lesson through them by nearly going bankrupt and are now a conservative fiscal state.

"The story of the canals must not be lost. People tried and experimented. Sometimes being an innovative mind takes a route that not everybody agrees with. Sometimes the longevity of what you produce isn't something that the

whole world needs forever and ever, but people have got to keep trying, experimenting, exploring, thinking, creating and doing. The canals in Indiana are as important of a story to us as going to the moon is going to seem to people some day. It is leaving a place you were and trying an untried course," O'Bannon said.

The first step toward developing the Riley park will be an archaeological plan and research from Indiana State University's anthropology laboratory. The Riley Lock No. 47 was one of the few stone locks built on the 468 mile long Wabash and Erie Canal.

Berky Davis, CSI member, Rosedale, IN

September 8 - Delphi, IN

The Logansport Pharos-Tribune article entitled "Breaking Ground" said that in July construction began on the 12,000-square-foot Wabash & Erie Canal Conference and Interpretive Center being built in Delphi, IN. When complete the facade will represent a street scene of Delphi in the 1850s. Inside a 3,100 sq. foot museum will have displays and models that will cost approximately \$400,000. The other part of the building will be a conference facility for receptions, plays, lectures, etc. with kitchen and restroom facilities.

The exhibits will show the visitor why and how the Wabash and Erie Canal was built. There will be an archaeology dig pit where visitors may find artifacts and a water model of a canal to allow hands-on experience in how the locks and bridges worked. A full-scale 13' x 16' line-boat cabin is under construction and will be placed in what will appear to be a 15' lock. The cabin was to have been built on top of springs to give it a bobbing effect. Instead it will have rubber air bags on each corner to achieve the same effect. Adding to the integrity of the exhibit will be the use of timbers from the W & E Canal flood

gate that was removed near Huntington, IN during a highway project.

Volunteers are constructing many of the exhibits and have logged in hundreds of hours toward the Carroll County Wabash & Erie Canal Association's match for the \$2 million center of which \$1.5 million comes from an INDOT grant.

Annetta Baker, CSI member, Winamac, IN

Sept.-Oct. 2002 - France

Latitudes & Attitudes magazine published an article entitled "The French Inland Canal System: Shortcut To The Med." It told of the trip of three men who traveled by a 11.5 meter Dutch motorized sailboat from the Atlantic to the Mediterranean by way of the Garonne River, the Lateral Canal of the Garonne, and the Canal du Midi. To guide them on the 550 kilometer trip they used Guide Vagnon, which lists every harbor, lock bridge, obstacle, regulation, restaurant or tourist attraction.

Their first day took them past the grand chateaus in the Medoc wine valley to Bordeaux passing under the Pont de Pierre 17 arch bridge. The second day they went through their first lock at Casteletsen-Dorthe. They tossed their mooring lines to the "eclusier" (lock master) to secure it to the bollards and entered the wet stone walls of the lock, which had huge black twin metal doors for the lock gates. Once the gates were secured, water poured in from the upstream end to lift their boat 30 feet up to the tree-lined Lateral Canal. The canal, built in 1856 to overcome too little or too much water in the Garonne River, is 4.5 feet deep and has never ceased operation.

The minimum clearance under the Lateral Canal of the Garonne's bridges is 9 feet. Its locks close for lunch. Travel is forbidden on the canal at night. It has 1-2 commercial

barges on it daily. It also has automatic locks that are "activated" by a pole hanging from a wire stretched across the canal about 300 feet from the lock gates." This triggers a simple electric switch to fill or empty the lock. Colored lights indicate the status of the lock. The canal goes to Toulouse, a three day canal journey.

The boat then entered the Canal du Midi, which was completed in 1681 and still operates after all these years. Instead of deep locks, it is noted for its staircase locks, round locks, an aqueduct and two tunnels. It even has a slackwater crossing of the Aude River.

The boat passed through 10-20 locks a day. It took 4 hours to traverse a 7.2 mile stretch between Castelnaudary and Carcassone due to 10 locks with more than a 100 ft. drop and the 4 knot speed limit designed to prevent erosion of the canal banks.

Reaching Narouse, the highest point of their trip, they passed the canal feeder that carries water to the canal from the mountains and descended via the first downhill lock. The boat crew found descending the canal easier since they did not have to throw the line to the "eclusier" but snubbed up themselves.

At each lock there is a lock house, which often has a beautiful garden. At some locks the "eclusier" sells crafts and local garden produce to supplement his income. Not all locks have a lock tender living in the house since they are automatic. Other locks are manual and are operated with cranks.

A short distance inland from the Mediterranean before Port La Nouvelle the boat ran along a marshy area. The bilge keels kept picking up lots of vegetation that had to be lifted off using the boat hooks. They eventually reached the Mediterranean

after going through the last of 126 locks. It was July 4th so they toasted America's birthday and their enjoyable journey.

Paul Moffett, CSI member, Indianapolis, IN

BOARD MEETING

NOVEMBER 9, 2002

10 A.M. - 3 P.M.

HUNTINGTON CITY/TOWNSHIP
PUBLIC LIBRARY

200 West Market Street, Huntington

We have had to change the location of the meeting to accommodate other activities.

Broad Ripple Without Bounds

By Charles B. Huppert

The name "Broad Ripple" dates back to the mid-1830s and comes from a wide tumble of White River water in the oxbow located near where the town of that name devolved. But where is Broad Ripple? Today some contend that it stretches within the city of Indianapolis from Rural to Spring Mill and from 52nd Street to 71st Street. But a careful study indicates something less.

Jacob Coil platted the area he named Broad Ripple in April, 1837. It included only the area north of the Central Canal which was being constructed at that time. The boundaries were approximately what is known today as Winthrop and Westfield Boulevard on the east, the alleyway just east of College Avenue on the west, the Central Canal on the south and 64th Street on the north.

One month later in May, 1837, Adam and James Nelson platted another area named Wellington. Its boundaries were the Central Canal on the north, the alleyway which runs along the southside of Mustard Hall south of Broad Ripple Avenue on the south, to

Guilford on the west and Carvel on the east. Carvel is now vacated between 62nd Street and Broad Ripple Avenue.

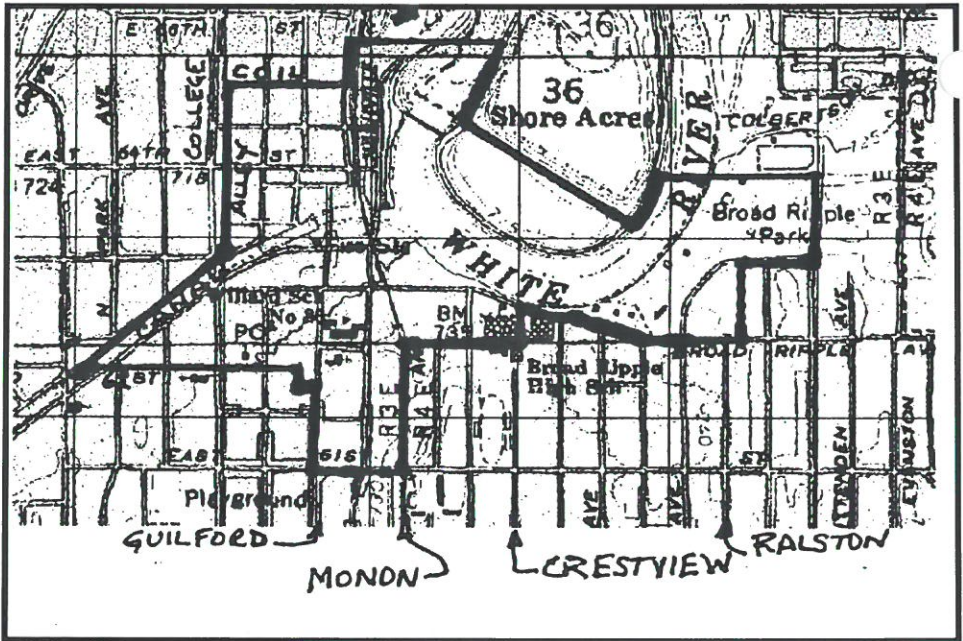
The people of these two "towns" separated by the Canal, which had no bridges crossing it, began almost immediately to have difficulties with each other. The towns were platted in anticipation of great wealth that would ensue with the opening of the Central Canal.

The Central Canal was to have been a 296-mile-long transportation route from Peru, Indiana, to Evansville. All know that the project failed. However, during the period when the digging went on, towns were flooded with Irish and German canal laborers who drank whiskey. As a matter of fact the more they drank the harder they worked. So, canal contractors parceled out whiskey at various times during the long work day. In the evenings they fought. The Irish were divided between the Corkonians and the Fardowns. According to Paul Fatout, in his book on Indiana Canals, their pastime was clubbing one another over the head, thought as a rule, no one was killed.

There was intense rivalry over who would control the canal. Then in 1850 a post office was established in Broad Ripple. Shortly thereafter it was moved across the canal and became the Wellington Post Office. This back and forth placement of the post office went on for 34 years. The U. S. Post Office finally decided in 1884 to permanently locate the post office in Wellington but to call it the Broad Ripple Post Office. After this the town of Wellington faded away and took on the name of Broad Ripple.

By 1894 the people of Broad Ripple were no longer fighting and decided to incorporate. On June 4, 1894, a petition for the establishment of the Town of Broad Ripple, executed by 47 of its citizens, was

presented to and approved by the Marion County Commissioners. Broad Ripple now had legal standing, and a government was formed. The Town was divided into three districts. Everything north of Main Street was in District One. District Two was between Main and Broad Ripple Avenue (then called Shelby Street). Everything south of Broad Ripple was in District Three. In July, 1894 a clerk, a treasurer, a marshal (the law enforcement officer) plus a trustee from each district was elected. The town was surveyed by Harvey B. Fatout. (see illustration)



Boundaries of Broad Ripple when Incorporated June 4, 1894
based upon survey of Harvey B. Fatout.

The Town of Broad Ripple consisted of 211 acres and 294 people. It had all the town powers granted towns by the state. Broad Ripple was official but would exist for only 28 years and 22 days. On June 26, 1922, it became a part of the City of Indianapolis through annexation. However, during that 28 period the borders of the Town of Broad Ripple varied widely.

"Letter from Montezuma" and Its Wabash & Erie Canal Connections

By Charles Davis

Montezuma, Jan. 1, 1870

Editor Republican:

Thinking a word or two from this portion of the "moral squattage" might be of interest to some of your readers, of which, buy the way, there are a goodly number in this vicinity, I have again resumed the fertile pen. Montezuma is on the road to notoriety -- the North and South road I mean -- via Highland. Events are occurring every day, of a nature tending to the speedy attainment of the most elevated position of any city on the line. Highland excepted. -- The Road above noticed, is completed to our town ferry and arrangements are made for a "switch" and station at the Highland crossing; also a bridge is in contemplation to be built the coming spring.

Erastus M. Benson (Benson's Basin) has been doing quite an extensive business in the pork packing line. Have not learned the extent. Immense sales of divers (diverse) kinds of staple(s), and fancy goods were made during the holidays by all the merchants who keep such articles in our metropolis.

The river for some weeks and combined with the heavy fall of snow some time since, afforded ample means

for our young folks enjoyment and the jingle of the "merry merry bells" has livened our place up wonderfully. But its all gone now, -- the snow I mean -- and skating is spoiled by the united efforts of the weather. Jim Jacobs, Morris Hughes and others, who have been making preparations for hot weather. Sidewalks are in a fine condition notwithstanding the melted snow that is doing its best to render them sloppy, thanks to Marshal Deer's enterprising spirit.

The ladies of the Eastern Star gave a handsome entertainment in the shape of a Festival at the Masonic Hall in this place, on the 27th of last month. Object -- to carpet the Hall. Of course it was a success. A ball at the Montezuma House (Brady Hotel) supplied amusement during the holiday week, under the efficient management of J. W. Sylvester.

Our cemetery has been graced by a monument (Old Montezuma Cemetery) to the memory of Richard Porter, Esq. J. F. Stacy and Sparks have a handsome design for a monument, twelve feet in height, on exhibition at their marble shop, on main street, opposit Wm. A. Henderson's hardware store.

Our town is in a state of considerable



Richard Porter d. 5-16-1866
Photo by Charles Davis

excitement just at present over the disappearance of a watch maker, who has been holding forth at the Montezuma House for some time past. Saturday evening he decamped with watches and other valuables, amounting, it is reported, to some five hundred dollars. Messrs. Hill and Shirk Jr., started in pursuit yesterday (Sunday) evening. He gave his name as Chas. Sulter. I annex a brief description, so that anyone hearing of or seeing him, may apprehend him. He is a heavy set man, with short mustache and beard, black hair, gray eyes, and squinting expression, better observed when he laughs, wears dark clothes, a cap and frock coach coat,

talks broken English and German. Any one hearing of his whereabouts, is requested to give intelligence to the Postmaster at this place.

On Saturday evening last, a young man named Robinson was shot at the Montezuma House by George Link, a boy of some fifteen years, the ball entered the left side of the abdomen and it is thought has entered the bowels. His recovery is doubtful. The perpetrator is still at large.

Squire Davis' shop caught fire on Saturday evening from a kerosene lamp, but was extinguished, however, before much damage was done.

It is thought by some that the Watchmaker spoken of has gone to attend a "watch meeting" as he left New Years eve. The people of this place, always noted for extreme generosity, have kindly sent out conveyances to facilitate his return.

Father Eastman, of Rockville, preached his farewell sermon in the Presbyterian Church last evening.

I read the articles of "Squib" of Annapolis, with much interest. It may or may not be observable to most persons, that yesterday was the "first day of the first week of the first year," a coincidence that only happens once in a while. Haven't observed any of the evils predicted so strongly by the astronomers and "skyentific" men generally, that were to follow the eclipse. Somebody is probably getting more than their share."

Samivel Veller.

Not long after I wrote the Brady Hotel story, I found Johanna Brady's grave in the Armiesburg Cemetery. Her headstone was laying flat on the ground slightly beneath the surface of the soil and was covered with weeds. It has been reset. Last fall the Catholic Church cleaned out the cemetery and re-seeded it with grass. Many Irish Canal workers are buried there. I began talking with the Catholic Archdiocese of Indianapolis about 3 years ago about doing something to clean up the cemetery, which was in a bad condition. There has been a \$10,000 trust created for the care of it. Mr. David L. Hodde, Director- Office of Management Services is to be congratulated for his effort and accomplishment of preserving the cemetery.

A note of interest is that James H. Cochran, who ran the hotel for Anna Brady (sometimes called Hotel Cochran) is mentioned in the Rockville Republican of August 27, 1873 as "J. H. Cochran is keeping a first class hotel at the Ferry House in Montezuma." Below this is "The Railroad is to be extended to the Canal bridge."

The history of the Brady Hotel (Phoenix-Montezuma House) can be read in Indiana Canals Vol. 9 No. 4 Fall 1998 pgs. 1-18. Charles Davis later found this advertisement from the newspaper of July 20, 1854. It proves the hotel was built prior to 1854.

**Phoenix (canal boat) House
Montezuma, Ind.
Jane L. Wilson & Son, Proprietors.**

This house, located at the head of Water street, has recently been repapered, painted, and furnished anew, and is now ready for the accommodation of the traveling public.

The Proprietors having completed every arrangement to insure the proper accommodation and management of the "Phoenix" as

A First Rate House,
respectfully solicit the patronage of a discerning public.

Good and careful Ostlers (Hostler) will always be found in charge of the stables, and those persons honoring this establishment with their patronage, may implicitly rely upon ample justice being done to all animals placed in charge.

Persons waiting for a Steamboat or Canal Packet, need have no fears of "missing a trip," as the house is near the landing and a strict "look out" being at all times kept.

A Livery Stable is convenient to this house, where horses and vehicles, either for pleasure or business, may be procured at almost a moment's notice.

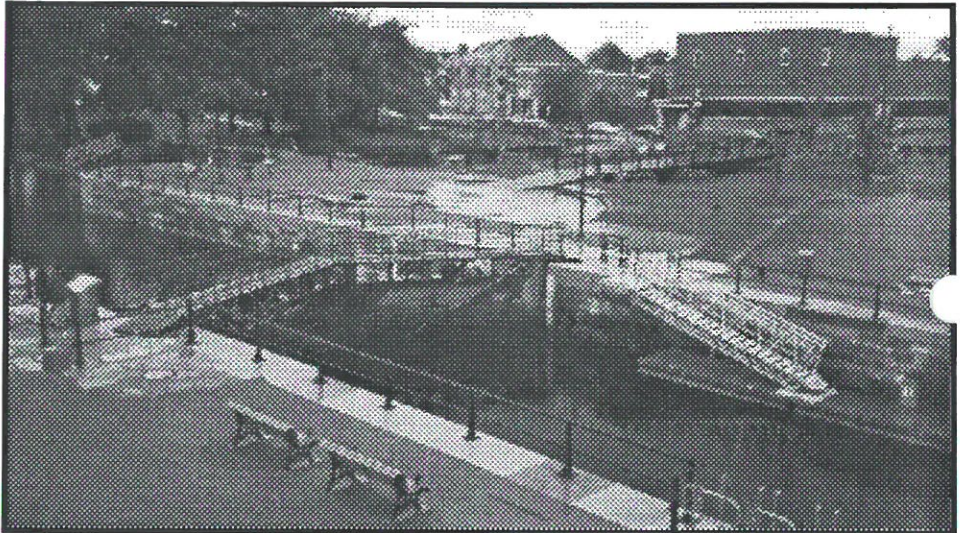
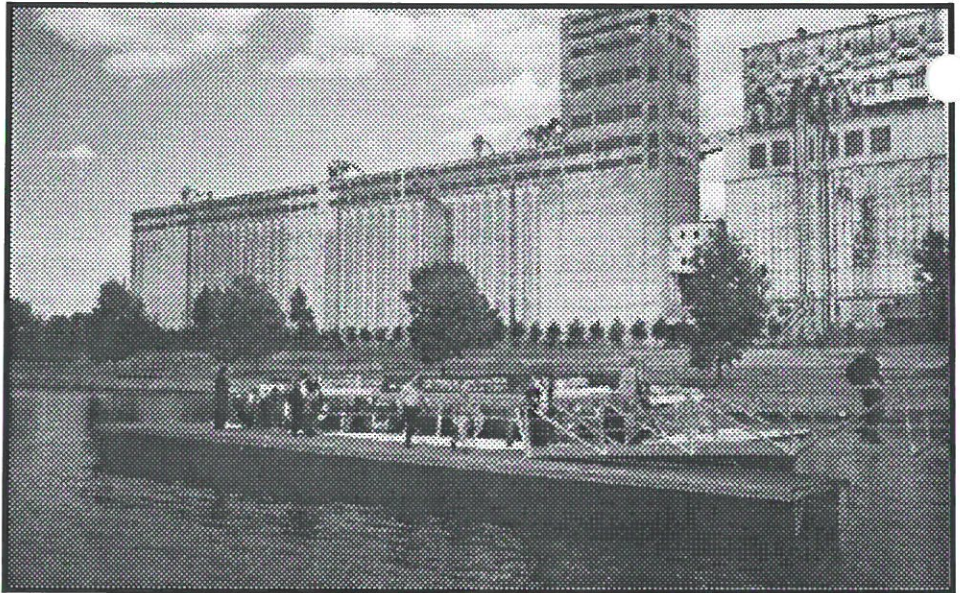
July 7; 1854-3tf

(Continued from page 4)

Society elected its board of directors. CSI members on the board are Bob & Linda Barth of New Jersey, Mike Morthorst of Ohio, Bob Schmidt of Indiana, and Albright Zimmerman of Pennsylvania. CSI member Terry Woods of Ohio retired as its president.

Friday morning began with a talk about the Charter of the Lachine Canal. It was followed by an invitation to the 2003 World Canals Conference in Scotland Sept. 24-26 and annual speeches from Inland Waterways International and the World Canals Conference Steering Committee. That afternoon we were to select one of three tours for discovering Montreal. We chose a boat tour of Montreal's harbor and the St. Lawrence Seaway. Cocktails and the dinner was held in the Biosphere.

Prior to and following the conference optional trips were offered. We did not attend them but heard they were very good as was the entire conference. I was very impressed with the Lachine Canal's history and redevelopment and the Salt River Project of Arizona. I will write future articles about them.

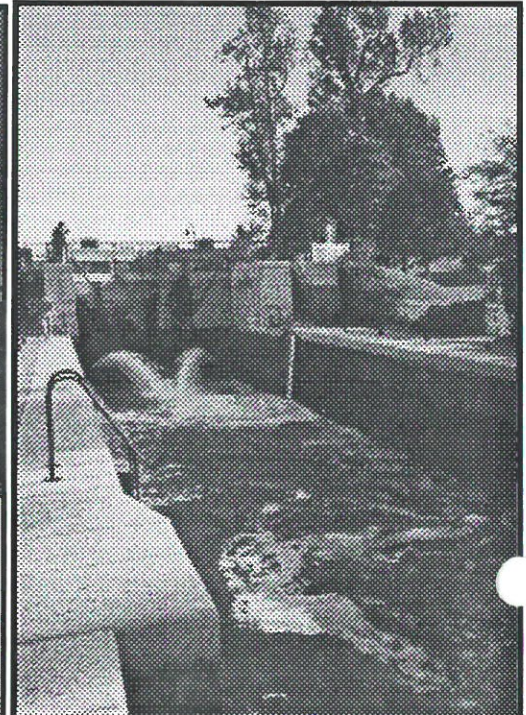
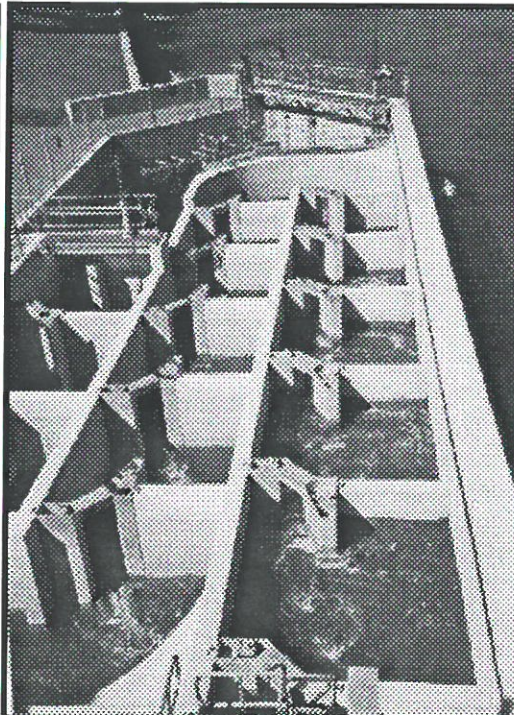


Top: We boarded The Lachine Canal Cruise boat near the remaining grain elevators for a trip on the newly reopened canal. They may creatively use the two bottom and two top floors of the elevators for housing.

Center: Note the floating dock inside the lock on the Lachine Canal, the park above and the plaza with canalside restaurant not seen below.

Bottom Left: This new fish pass at Saint-Ours allowed fish to bypass the dam that backed up water to feed the Lachine Canal.

Bottom Right: The triple lock at Chambly let water pour from one lock into the next as the boats were lowered.



Photos by Bob Schmidt