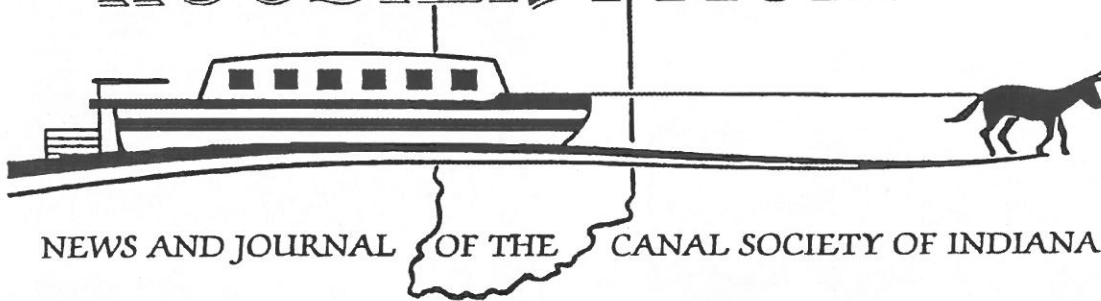


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## LOW BRIDGE, EVERYBODY DOWN



Canal Society of Indiana members "ducked their nuts" as the Emita II passed under a bridge on the Erie Canal. Photo by Bob Schmidt

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### LOW BRIDGE, EVERYBODY DOWN

CSI TRAVELS ON THE ERIE CANAL

October 7-9, 2003

By Cynthia Powers

If you're looking for a relaxing vacation, consider a cruise on the Erie Canal in upstate New York. In October, 28 Canal Society of Indiana (CSI) members did just that. The weather was perfect all week, with the trees just beginning to turn. At 8 m.p.h., it was easy to enjoy the passing scenery of small towns, apple orchards, bike trails, and wildlife refuges. And yes, we did have to duck when we came to a "low bridge," just as in the song!

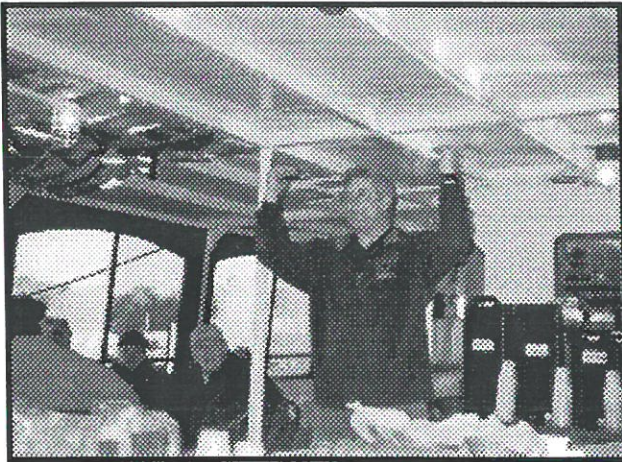
We learned from our captain, Dan Wiles, that the present canal, known as the Erie Barge Canal, was

EDITOR: CAROLYN SCHMIDT

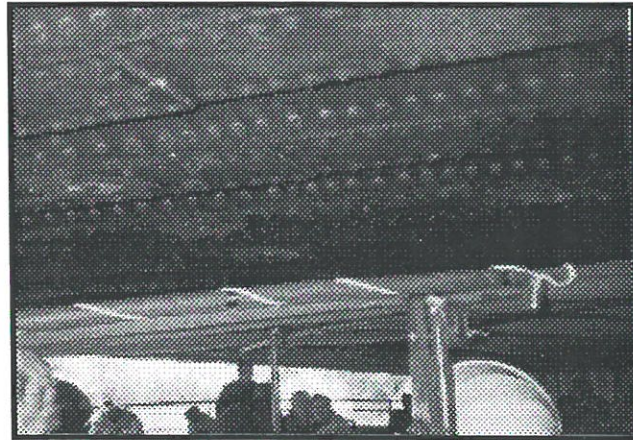
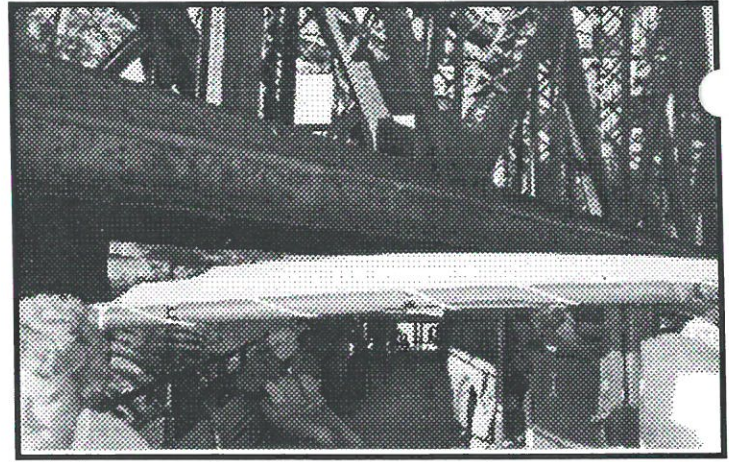
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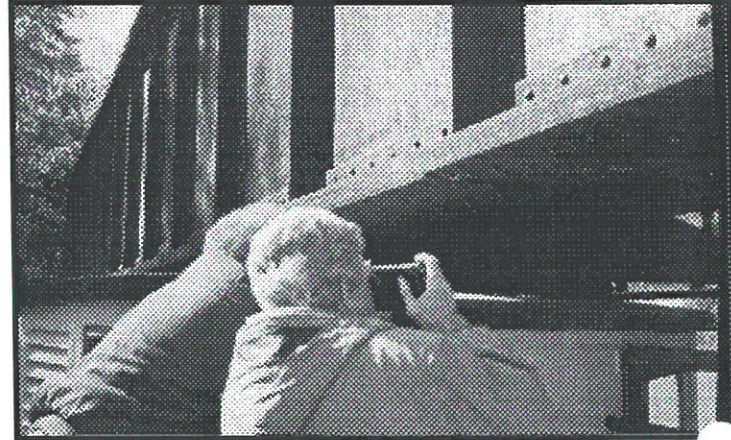




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Top L to R: Captain Dan Wiles cautioned us to duck at all low bridges and not touch them so our clothing or jewelry wouldn't get caught or we wouldn't touch pigeon dung. The canopy on top of the boat was lowered just enough to barely slip under the bridges. Bottom L to R: We were so "up close and personal" with the bridges that every bolt or rivet was seen. Don Haack, who was a retired bridge inspector for the Wisconsin Department of Transportation got a kick out of determining the condition of each bridge. Berky & Bill Davis took pictures while standing behind the captain's cabin, which barely passed beneath the bridge. Photos by Bob Schmidt

completed just before World War I. It was made wider and deeper than the 1825 canal, and never had a towpath. That's because it was made for motorized barges, which carried cargo from the Great Lakes to New York City. The route of the Erie Barge Canal follows the Mohawk River Valley to the Hudson River. It partly follows the old canal route, and many of the old locks are preserved. After the St. Lawrence Seaway opened in 1959, the commercial use of the Erie Canal dropped to near zero. Lake steamers could go directly out the Seaway without having to unload onto canal boats. But the Erie Canal, now having dropped the "barge" designation, is being kept open for recreational boats. A bike path follows along a great deal of the route.

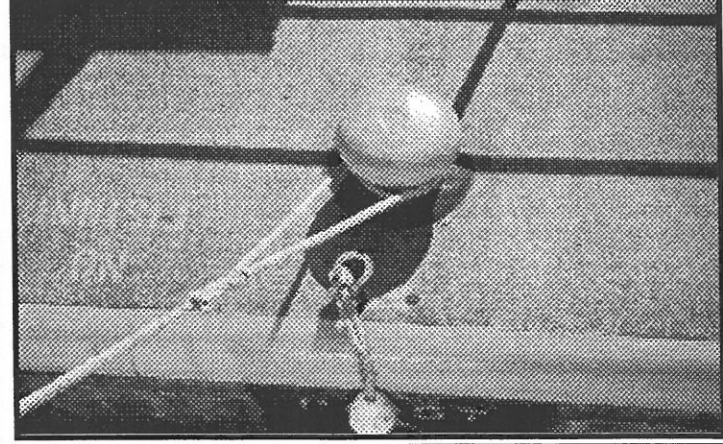
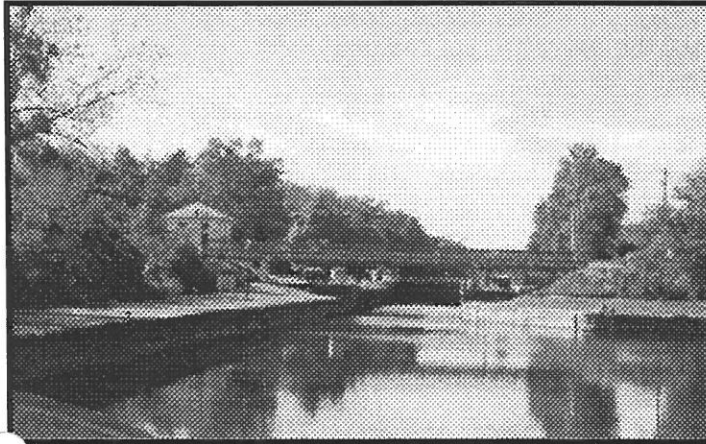
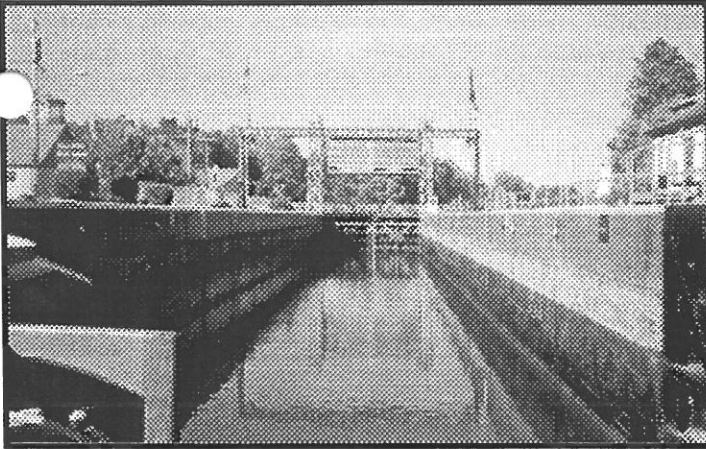
Our cruise aboard the *Emita II* began just north of Syracuse. All our meals were served on board, and they were delicious! We stayed in hotels near the canal: first in Newark and the second in Brockport, dividing the trip into three days. We found out that the crew members mostly slept on board in sleeping bags, using one hotel room for showers! Even so they were quite alert and personable.

Approaching our first lock (#24) at Baldwinsville we noticed that the buildings were painted white with blue trim, and surrounded by flowers. Our crew was careful to tie the boat to the "bollards" on the side of the lock. This prevented it from turning crosswise or banging the side of the lock as the water level rose.

The barge canal differs from the original canal by crossing directly into several rivers and lakes. When we entered Cross Lake, we went into the Montezuma National Wildlife Refuge. We saw an osprey nest on a transmission tower, and an immature bald eagle perched on a snag. Then we saw an adult bald eagle soaring over the canal. With its white head and tail it was unmistakable. Bette Lockhart was so excited: she had never seen one before! We also saw ospreys, many great blue herons, and belted kingfishers; in all, we saw 35 species of birds on the trip.

Since it was a little chilly that first day, I checked out the boat's bookshelf. Soon I was busy reading a kids' book, "Canal Boat to Freedom" about a hoggee who helped a runaway slave on the





1. Lock 24 at Baldwinsville, New York  
2. Lock 25

Photo Bob Schmdt  
Photo Cynthia Powers

1. Lock 26  
2. Boat tied up to the bollard

Photo Cynthia Powers  
Photo Bob Schmidt

## DARS' MANY LOCKS TO SHUT YOU IN. OH, DAT LOW BRIDGE.

Delaware and Hudson Canal in eastern New York.

After we were settled into our first motel in Newark, an easy walk from the canal, Capt. Wiles spoke about the history and politics of the Erie Barge Canal. It is now partly subsidized by tolls from the New York State Thruway, which also follows along the Mohawk River Valley. (The thruway has long since been paid for, but somehow the tolls continue!) Capt. Wiles hopes the Canal Commission will more aggressively promote the canal for tourism. It is open from early May to early November, when it is partially drained for winter.

On the second day, which was warmer, we crossed the

Genesee River. We passed a dormitory boat for the dredging crew, and shortly met a boat bringing the crew back to their quarters after their shift was over. Then we saw the dredging boat tied up. Apparently the Genesee River is very muddy and silts up constantly. The canal is supposed to be 12 feet deep, but now they can't maintain that depth except in the channel, which is marked by a green marker on the left and a red marker on the right.

At lock #29 we were able to get off the boat and look closely at the equipment, all painted the deep royal blue and chrome yellow of the Canal Commission and again surrounded by flower beds. Nearby were the stone abutments that supported a wooden aqueduct of the

original canal. We also saw the building that used to house a power plant that generated DC current using the energy from the water flowing through the old lock. Since Lock #30 was so close by, one power plant was able to serve both, even though it is difficult to send DC current over long distances. The concrete utility poles are still there between Locks #29 and #30. The DC current was used to operate the motorized lock gates. (The lock itself was filled by gravity flow, using an underground tunnel instead of the wicket gates we are familiar with from the older Wabash and Erie canal.) The motors from 1917, built by General Electric, are still operating, but now they use power from the grid instead of the hydroelectric plant. During the blackout of last August they wished



the old power plant equipment hadn't been sold for scrap in the 1960s. Capt. Wiles credited the skill and dedication of the lock tenders for keeping the huge GE motors going for these 86 years.

After crossing the Genesee River the canal had to cross the wide Irondequoit valley. To build a wooden aqueduct would have been impractical. Instead the engineers built the "Grand Embankment"—a long earthen levee with the canal running along the top. It was hard to imagine the amount of dirt transported from both ends to construct this embankment, using only shovels and wagons pulled by horses and mules. It was startling to see the farm fields much lower than

the canal. Since a major flood would result if the canal bank were ever to rupture, there are several sets of guard locks that can be lowered to isolate the break and minimize the damage.

While marveling at the Grand Embankment, we remembered that on the first day of the trip we had seen a place where part of the bank had fallen, leaving the corner of one house sticking out over the canal! This happened in February.

On October 10, the day after our trip on the Emita II, an article entitled "Cliffhanger Ends With House Divided" in The Post Standard of Syracuse, NY explained what had happened. The state lowered the

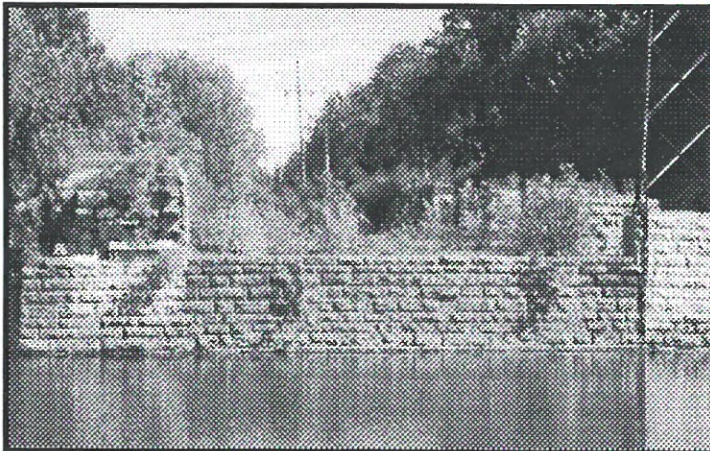
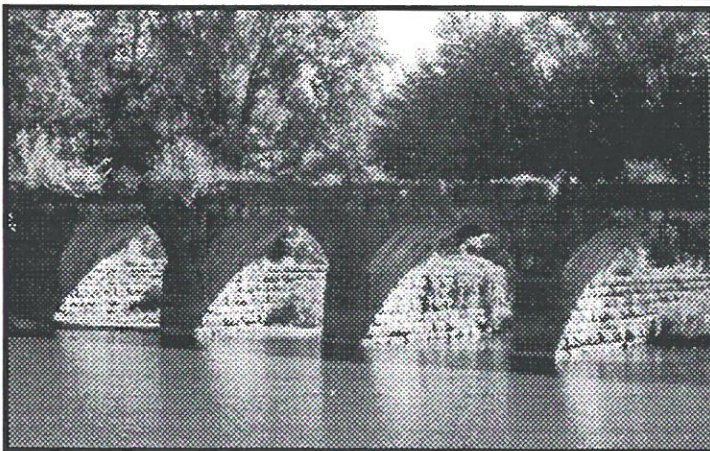
Seneca River, a part of the Erie Canal, to repair a broken dam gate in Baldwinsville last February causing 12 property owners to lose shoreline property in Cato, NY. The Hopkins, who thought they would spend their retirement days along the Erie Canal, lost 100 feet of their yard, their boat, etc. when the shoreline collapsed directly beneath the room in which they were watching television. When the state workers lowered the river a few days earlier, there was no hydraulic pressure to hold the soil in place. Their house and garage were condemned.

On Friday, Oct. 10, one half of their house was moved to another site. The other half was to be moved shortly thereafter.

## IT'S MANY MILES TO BUFFALO, OH, DAT LOW BRIDGE.

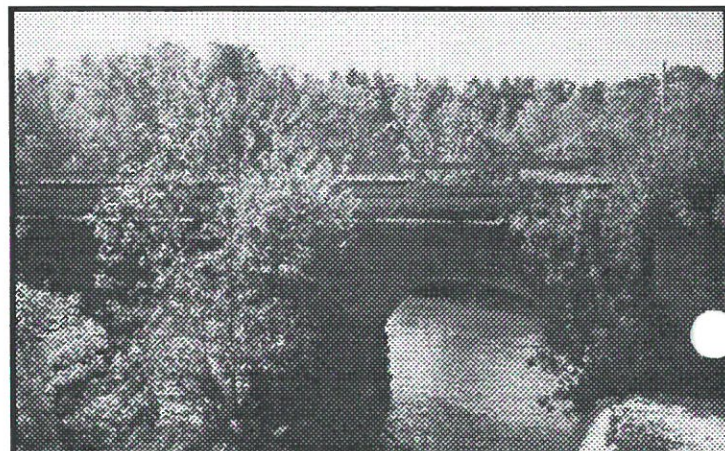
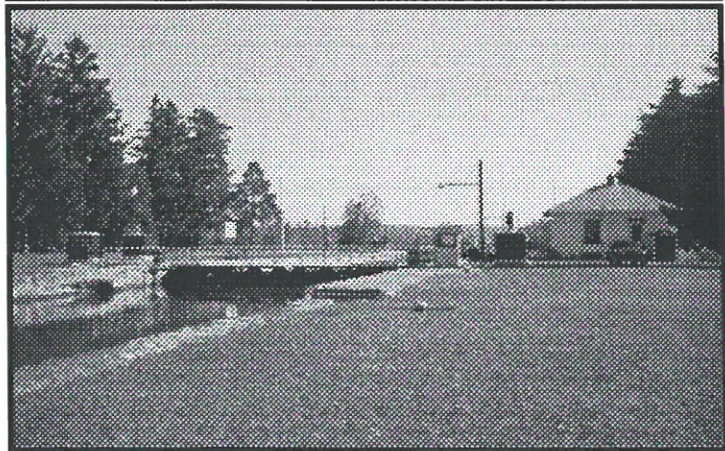
1. Just before Lock 25 we passed the remains of an old aqueduct from the earlier Erie Canal. The arches supported the mule bridge which crossed the Seneca River..

2. The wooden flume of the aqueduct was built between the stone piers and rested on the stone walls. Photos by Cynthia Powers

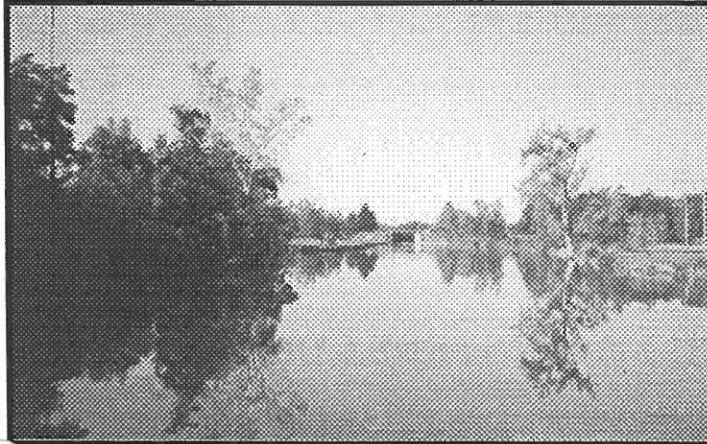
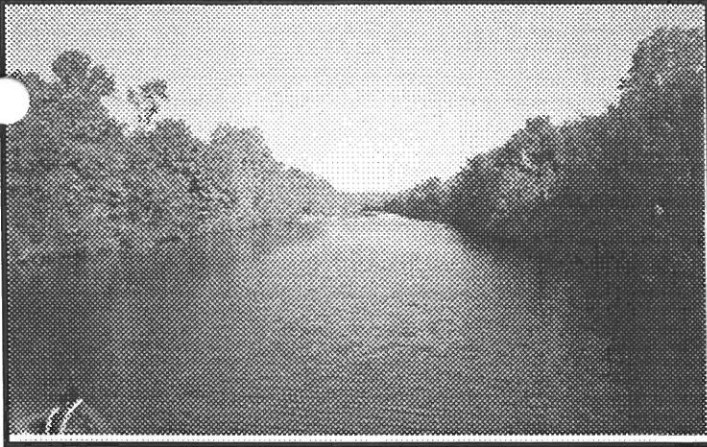


1. Lock 29, like the other locks, had newly painted blue and gold machinery and white locktender's building. Canal maintenance was near perfection. Photo by Bob Schmidt

2. Old Lock 60 and old Palmyra-Macedon Aqueduct of the earlier Erie is located by today's Lock 29. Photo by Cynthia Powe







1. Passing through the Montezuma Swamp proved a bird watcher's delight as many species were seen. Photos Bob Schmidt  
2. Fall colors of the trees reflected in the canal.

1. Cynthia Powers spots a bald eagle. Photo by Bob Schmidt  
2. The bedrock of the Niagra Escarpment supports colorful trees and wildlife. Photo by Cynthia Powers

## OH, PITY POOR CANALLERS, DATS FAR AWAY FROM LAND

Repair of the collapsed shoreline began with 270 truckloads of stone from a quarry in Skaneateles being dumped in a 12-foot swath. This was then topped with fill that will slope toward the water.

If a similar rupture were to happen along the Grand Embankment, the extra elevation would cause even more damage. Some areas have been lined with concrete to avoid such an occurrence. So just as in the days of our Wabash and Erie Canal, maintenance is an ongoing problem.

Around Rochester, the canal had to cross the Niagara Escarpment, and had to be blasted out of solid rock. We had a short visit from Tom Grasso, President of the Canal

Society of New York, who rode with us a short distance, and then left on the luggage van which followed the boat. (The luggage van often crossed a bridge over us, or was spotted on a road along the canal. I think they made a game out of timing their appearances!)

After spending the night at Brockport, we rode several miles with no locks. The left bank was formed by the old Lake Ontario shoreline, and the right a built-up embankment. Again there was a guard lock every 5 miles. We had a bit of excitement when a road passed under the canal, using a culvert. Sure enough, there was our luggage van waiting to drive through the culvert and show us how it worked.

At 11 a.m. we stopped in Albion and walked to the courthouse square, which is surrounded by seven historic churches. Ed and I was particularly interested in the Universalist Church, built in 1894 of Medina sandstone as were several of the others. It was called the "Pullman Memorial Church" because it had been built by George Pullman, of railroad sleeping car fame, to honor the memory of his parents. He had grown up in Albion and made furniture and coffins before moving to Chicago and making sleeping cars (and getting rich.) The church is built in "Old English Gothic" style and has Tiffany windows. Unfortunately it was locked so we couldn't see the windows up close.

We were also impressed with



## DE CAPTAIN, COOK, AND ALL DE CREW

### CAPTAINS

DAN WILES

TOM BEARDSLEY



THE CREW (left to right): Carol Barton, Adam Cross, Capt. Dan Wiles, Jennifer Brown, Capt. Tom Beardsley, Nick Jungbluth, and Tara Tober were extremely courteous, neat and clean, could handle the ropes, cook the meals and drive the chase van which carried our luggage. They slept aboard.

Photos by Bob Schmidt

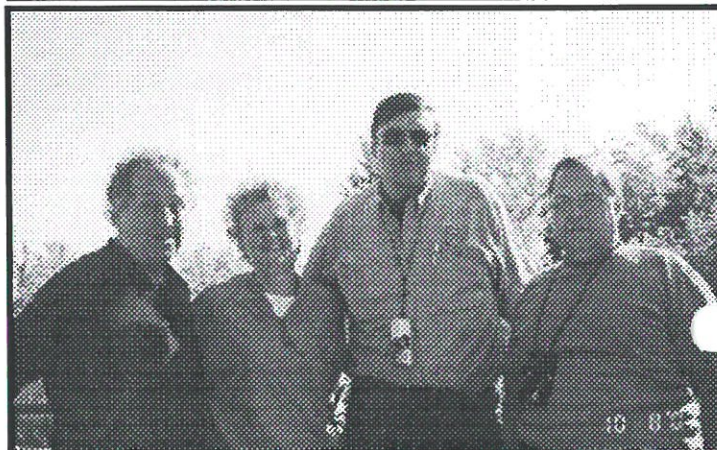
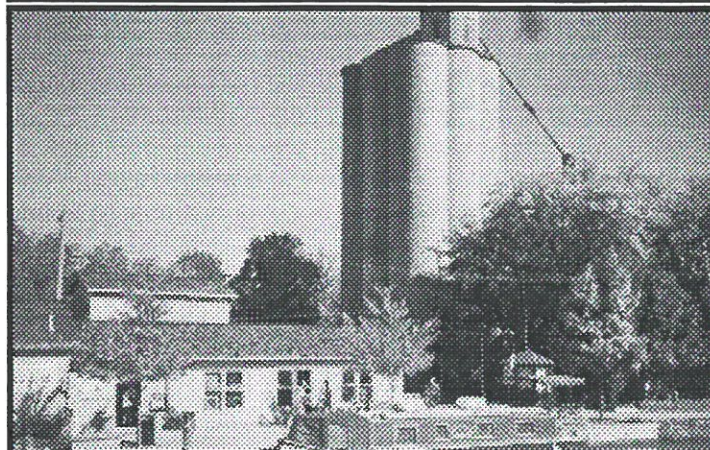
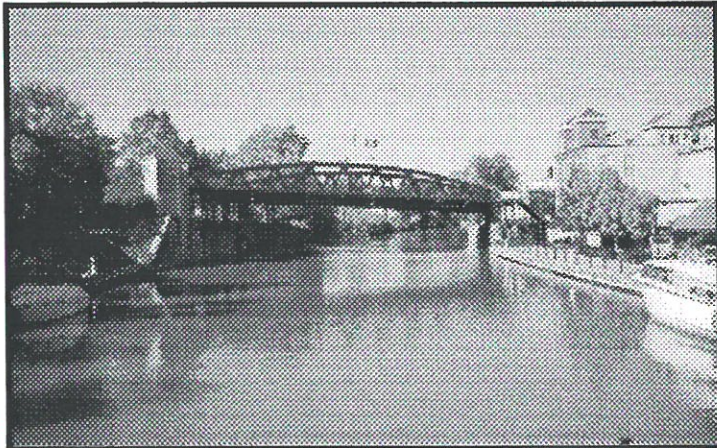


## DE FASTEST BOAT IN ALL DE FLEET, TWO SISTERS COME TO TOWN

1. The Emita II unloaded passengers bound for town.
2. One of Mid-Lakes Navigation's for hire canal boats was docked at Pittsford.

Photos by Bob Schmidt

1. This town bridge was raised for our boat. Photo by Bob Schmidt
2. Presidents L-R: Tom Grasso- CSNY, Lynette Kross-Covere' Bridge, Mike Morthorst-CSO, Bob Schmidt-CSI Photo - Don Haac.





## DARS GROCERIES IN DE CABIN DAR. OH, DAT LOW BRIDGE

The galley, Breakfast is served, Jennifer peels apples for cobbler.

Photos by Bob Schmidt



the extremely tall narrow steeple of the Presbyterian Church, also built of the reddish brown Medina sandstone. Apparently they had made a big point to have a higher steeple than the Baptists!

After lunch we proceeded westward through farmland that began to look like Indiana, with corn fields. There were also many apple orchards, some being picked, and fields of green and red cabbage. As

we approached Medina, the canal made a spectacular right turn, with a view down into a deep canyon with a waterfall. Oak Orchard Creek had gone under the canal in a culvert, on its way to empty into Lake Ontario.

The grand climax of the trip was the double lock at Lockport. Each had 25 feet of lift. The total of 50 feet was necessary to get the canal over the Niagara Escarpment, the massive rock ledge over which

the Niagara Falls rushes, a few miles farther west. We rode through the locks, turned around, and came back down, while eating a picnic suppler. To the north of the double locks was an amazing sight: the 5 original locks of the first canal, now used as an overflow or "tumble." Capt. Wiles told us that in August, the Emita II had just entered the first lock, and the locktender had his hand on the lever that would have closed the gates behind her, when the big blackout occurred. Thinking fast, Capt. Wiles backed the boat out of the lock. It could have been trapped there for 7 hours! Of course they had plenty of food, restrooms and so on, and the physically fit could have climbed out of the lock using the safety ladder on the side. Even so, it would have been an adventure!.

At the boat dock we said "Hip-hip-hooray" to our excellent captain and crew, and boarded a bus for the trip back to Syracuse where our cars were waiting. As we approached Rochester, the orange harvest moon was rising—a fitting end to our memorable ride on the Erie Canal.

### OUR TRIP ON THE ERIE By Sue Burger

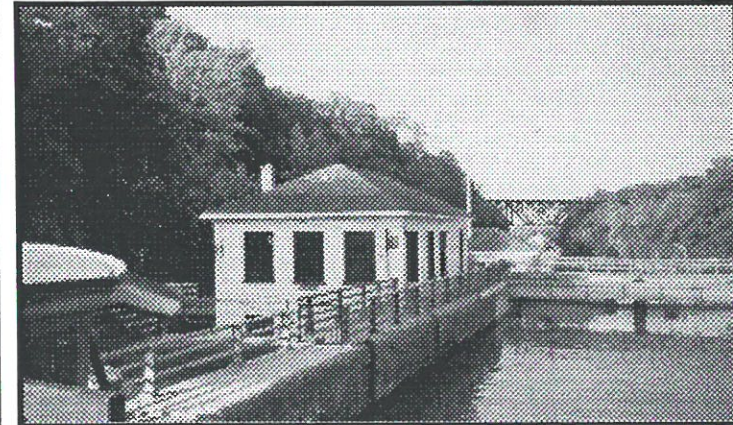
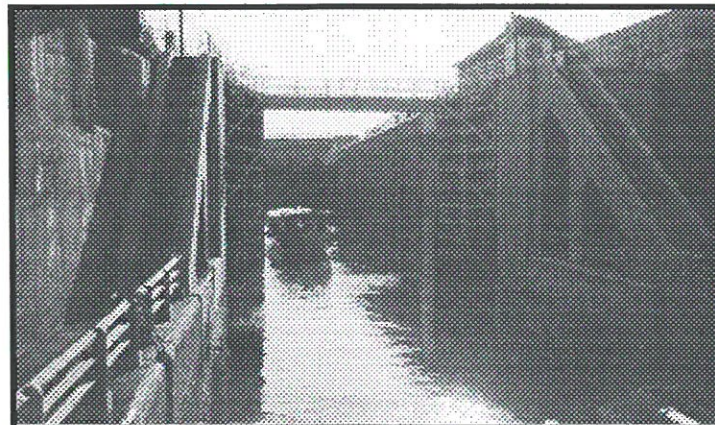
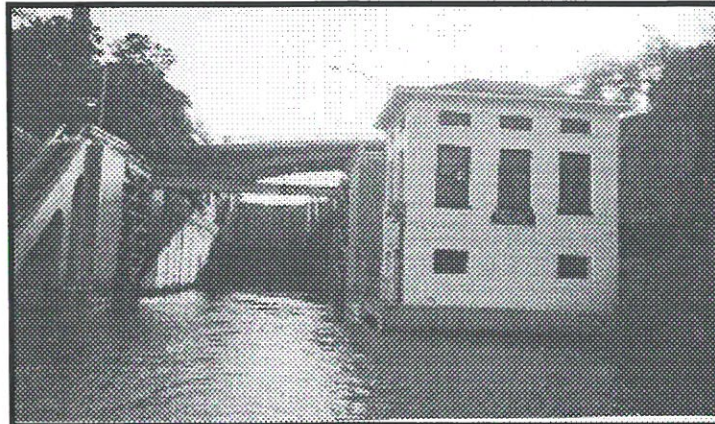
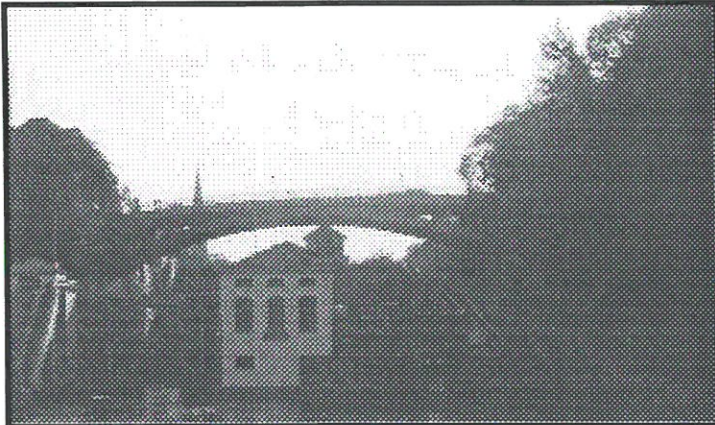
Bob and Carolyn Schmidt have outdone themselves. The trip on the Erie Canal was wonderful. I have been on the Twilight and the Delta Queen, but this was a better experience.

There were 28 CSI members. Twenty of these people are really crazy. You know who you are! The first night at dinner I laughed till I cried. I have not done that since I read the book *The Loved One*.

The highlight of the trip for me was the talk by Captain Dan. It helped round out all we have heard on our weekend trips. Other people thought the highlight was the trip through the double locks at Lockport.



ALL HUDDLE UP TOGETHER LIKE CHICKENS IN DE COOP.



1. Approaching the huge double lock at Lockport. Photo C. Powers  
2. We enter the lower lock at Lockport. Photo by Bob Schmidt  
3. Another boat follows us into the huge lock. Photo by Bob Schmidt

1. Our group inside Lockport's double lock. Photo by Bob Schmidt  
2. The lock gates close behind us. Photo by Cynthia Powers  
3. We look to the east from the top lock at Lockport. P by C. Powers

The food was delicious and plentiful. The members of the crew were as sweet as they could be. The little towns were old and quaint. We traveled slow enough to enjoy the scenery. The bird watchers were busy. The photographers kept snapping away.

Carolyn said that we would

not have a Kicks & Kapers award. Actually, there might have been too many people to consider.

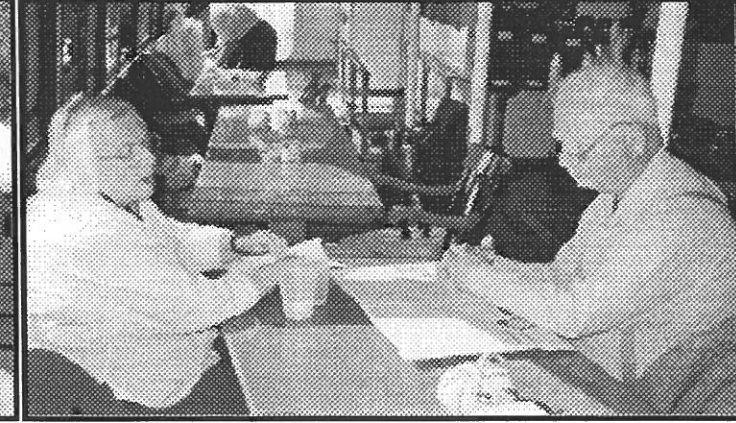
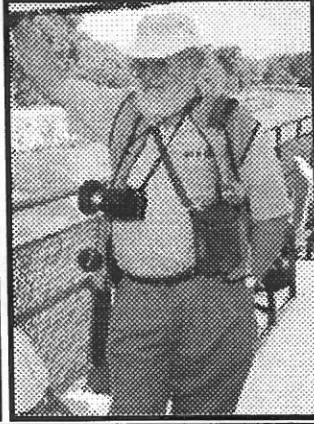
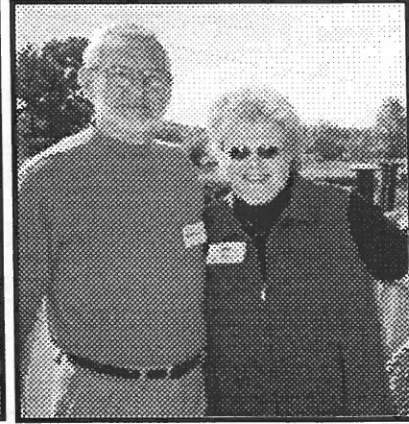
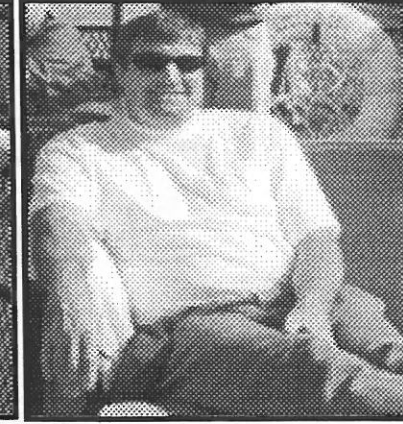
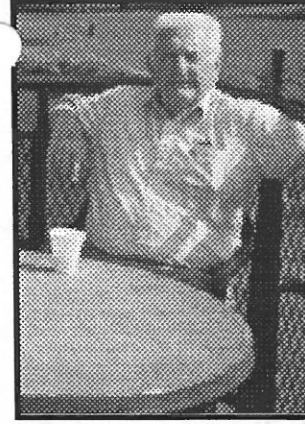
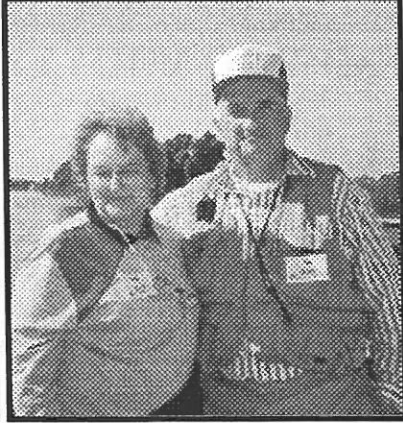
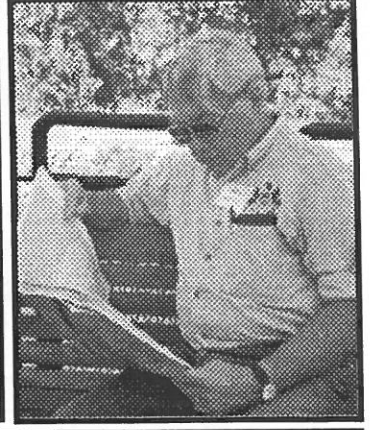
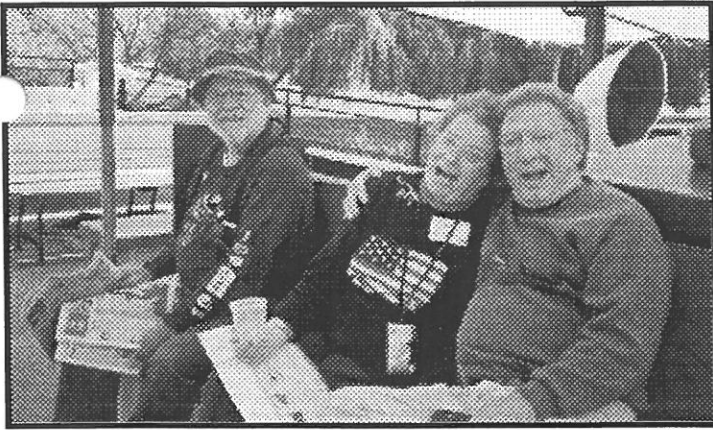
The two couples on the boat who were not CSI members had a good time. The couple from Lake Wobegon will talk all winter about one of our members who entertained his table each meal. Darlene, who was from Rome, NY said, "I consider

us family." That was a great compliment to our CSI group.

Let's give lots of help to our fearless leaders so we can have more trips like this.

**HIP HIP HOORAY!**

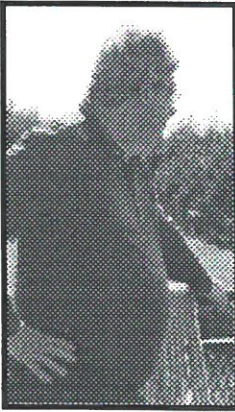




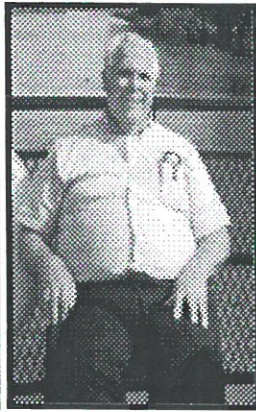
### SUMMER HOW DE SUN DO SHINE. OH, DAT LOW BRIDGE

1. Darrell Bakken, Bette Lockhart, Bill Davis, Linda Winchell, Dennis McDaniel 2. Ed Powers, Betty & Don Haack, Mary Grimes, Berky Davis 3. Dick Winchell, Tom Morthorst, Jim & Ruth Ellis, Tom Grimes 4. Lynette Kross, Suzann & Paul Moffet, James & Gwen Snavely  
Photos by Bob Schmidt





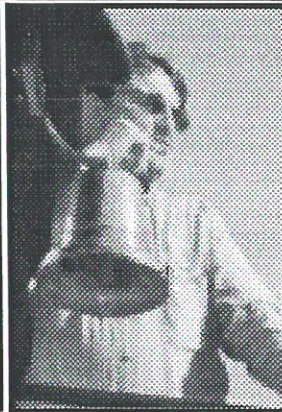
Edward Hale



Larry Eggleston



Sue Burger

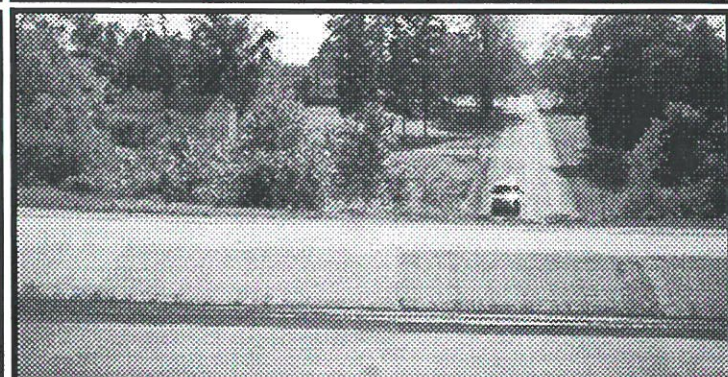
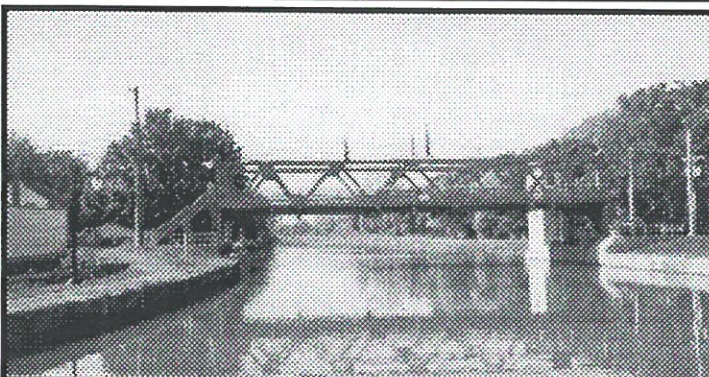
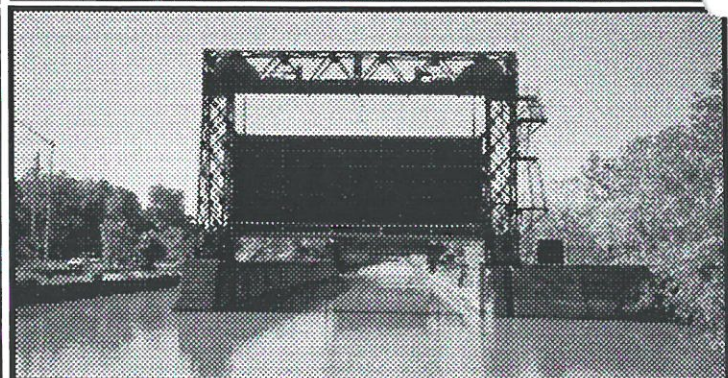
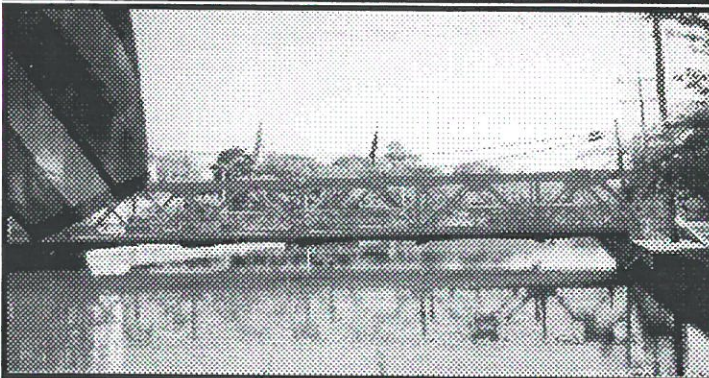
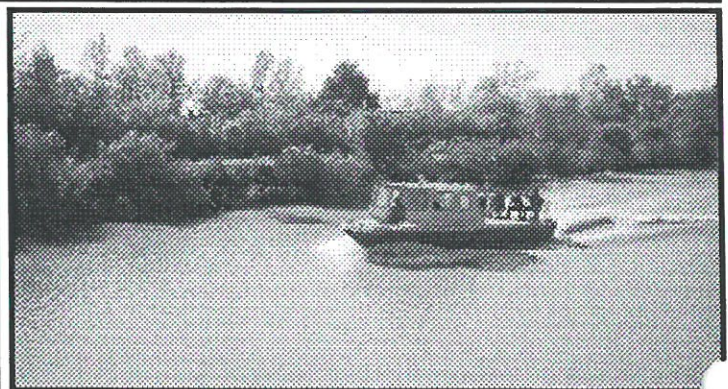
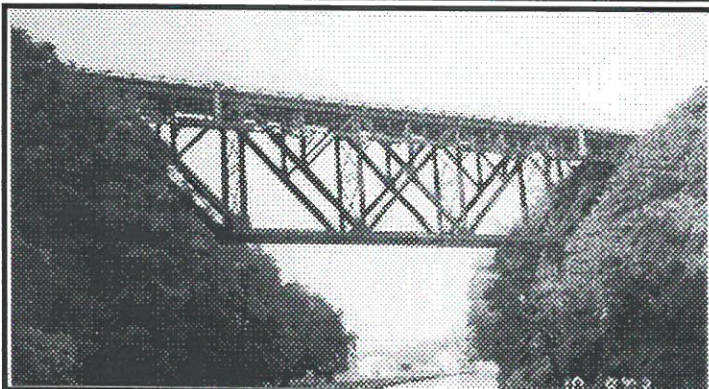


Mike Morthorst



Carolyn & Bob Schmidt

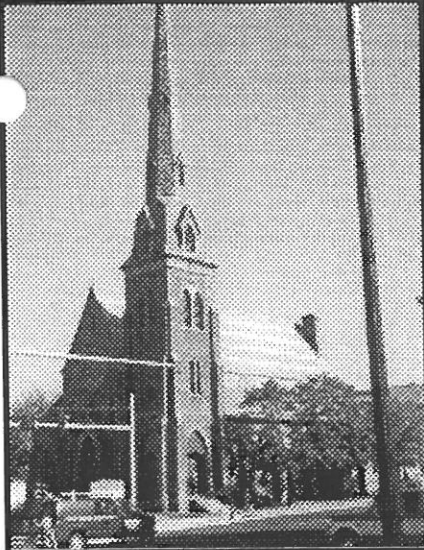
**OH, EV'RY POOR CANALLER, NOW DO YOU LEVEL BEST**



1. This bridge was built upside down. Photos by Jim Ellis  
 2/ 3. At Albion the bridge raised for our boat.. A sign nearby  
 read:  
 Sept. 28, 1859 250 people & 5 horses gathered here on a wooden bridge to watch a  
 tightrope walker cross the canal. It collapsed killing 15 people

1. The dredging crew returns to their hotel boat. Photos B. Schmi  
 2. A pair of guard gates like these were on either side of river to  
 secure the canal in times of flooding or in the case of a breach.  
 3. The chase van drove through a culvert under the canal. C.Powers





Left:

1. This Presbyterian church in Albion, NY had a marker that read: Irish, English, Italian and Polish immigrants quarried Medina sandstone, a major industry 1870-1930. Presbyterian church & 175" spire show use in architecture.  
Photo by Jim Ellis

2. Pullman Memorial Universalist Church built in "old English Gothic" style of Medina sandstone in Albany, NY.

3. Old Orchard Creek flowed under the canal at Medina and created a beautiful waterfall.

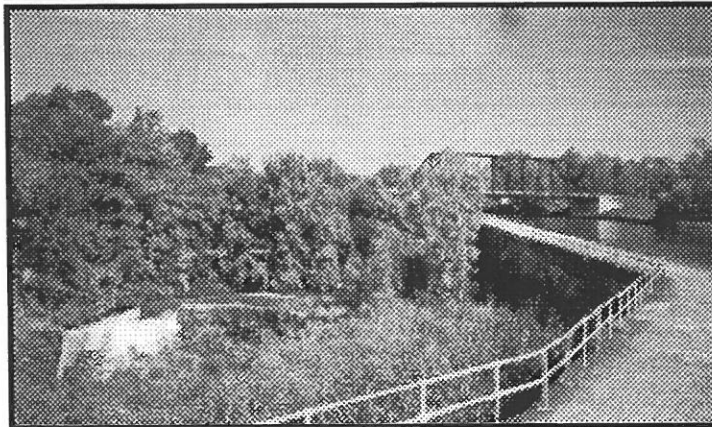
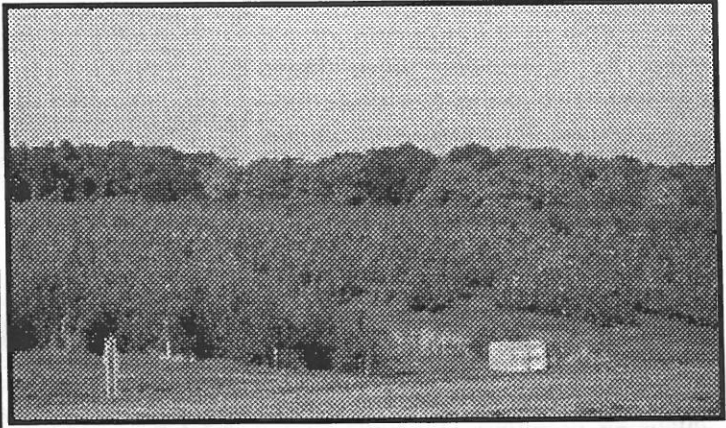
4. We could purchase Mid-Lakes Navigation shirts, canal books, etc. Photos by Cynthia Powers

Right:

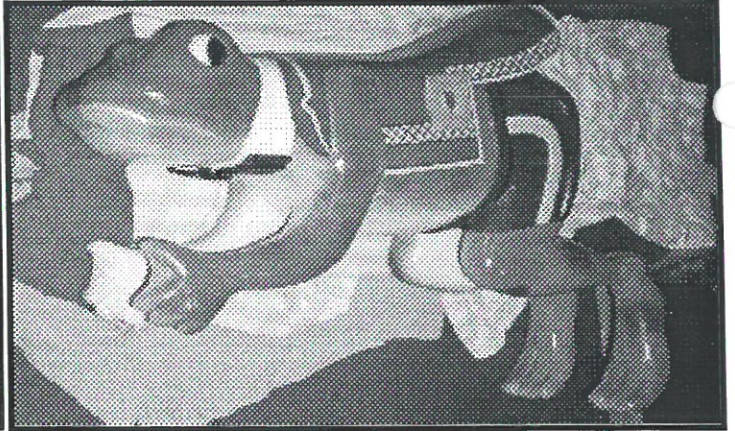
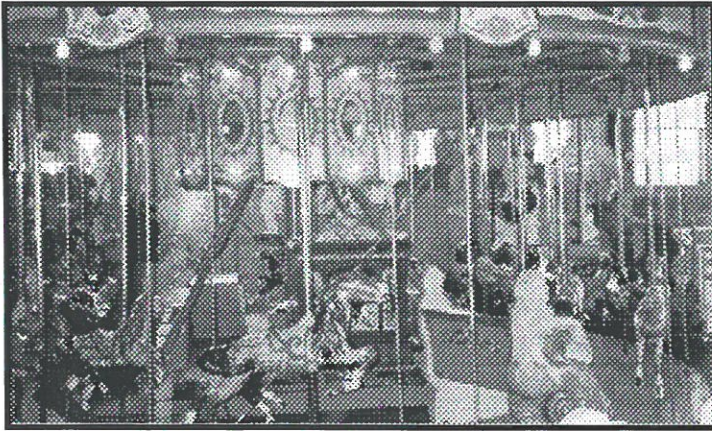
1. We passed apple orchards like this one plus vineyards and cabbage patches.  
Photo by Cynthia Powers

2. Twenty canallers met in Tonawanda, NY to tour the Herschell Carousel Factory before the trip on the Erie Canal.  
Photo by Bob Schmidt

3. The docent explained how the limbs, head and body were carved separately, then assembled, and the final fine carving done before they were painted and covered with many coats of varnish.  
Photo by Jim Ellis

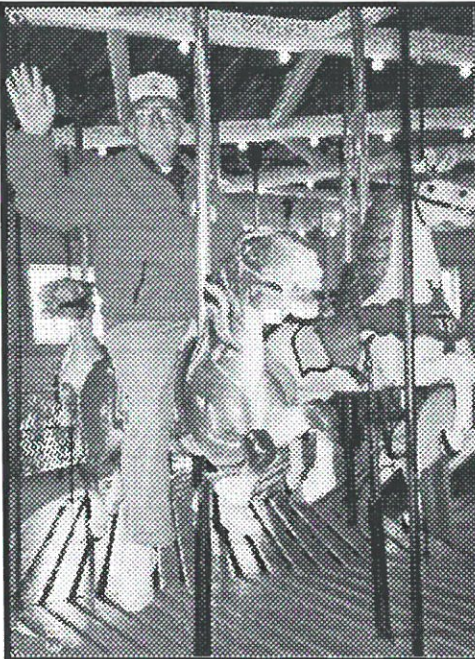






### Stops Along the Way By Carolyn Schmidt

Prior to the trip aboard the Emita II, attendees were given suggestions of places to visit enroute to Syracuse. A group tour of the Herschell Carousel Factory Museum in Tonawanda, NY had 20 canallers present. Inside the old building a docent gave the history of the factory. She showed pieces of wooden animals under repair or construction. We learned that the wooden animals are made of wood laminated together. The body of the animal is hollow. After the carvers have carved the parts on the body they are assembled and the fine carving completed.

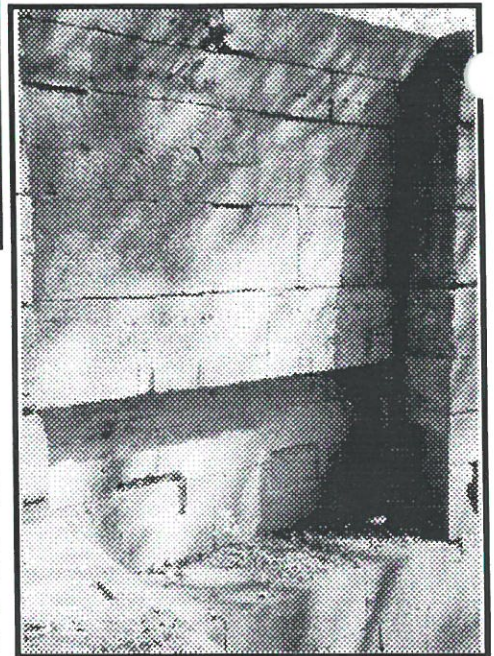


One room contained a valuable collection of Herschell and other carousel animals. On display were many types of carousel horses, a rooster, some backyard animals, and a frog. The frog was probably the most requested animal on the Herschell carousel. The carousel also had tubs that turned and chariots with mermaids on their sides. We saw kiddie carousels that could easily be moved from neighborhood to neighborhood and kiddie car rides the company produced later on.

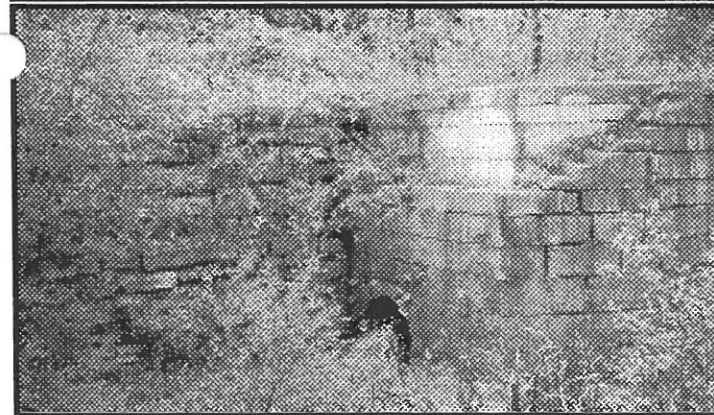
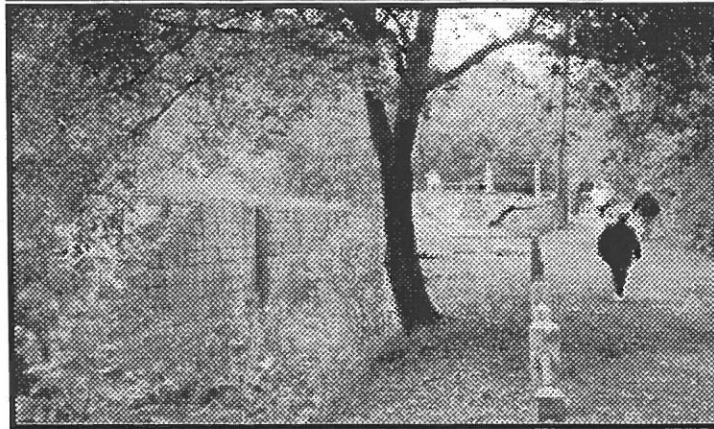
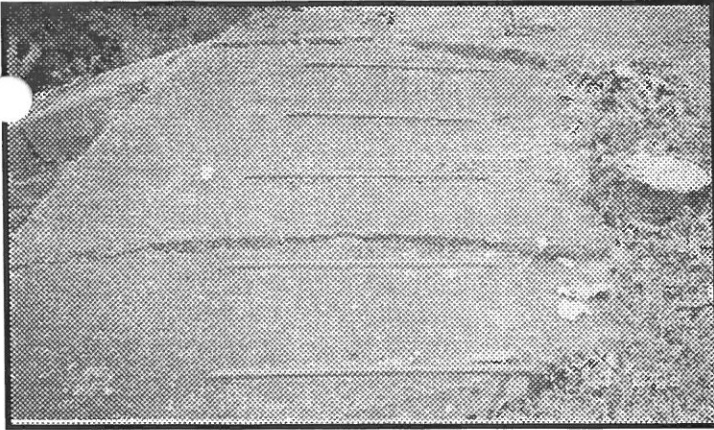
Our treat was to ride one of the old carousels that had several horses missing since they were being restored. We had to divide into two groups as they were having trouble with the machinery that ran it.

We had hoped to have lunch at the Springhouse restaurant, an old canal inn located near Lock 62 at Pittsford. When we arrived it was closed while the parking lot was being paved. We managed to find fast food nearby and then met at Lock 62. A nice paved trail at the rear of a grocery parking lot takes one to this impressive site from the second Erie Canal. A fence and plaque provide an overview. The second Erie was built 70 ft. wide and 7 foot deep with two parallel locks and an overflow between them so that canal traffic could proceed without having to wait on traffic from the other direction. This was also the case in Lockport where there were two staircases of 5 locks. Later one staircase was changed into two huge locks for the Erie Barge Canal.

L: The sides of the Herschell Carousel horses and chariots that faced out were carved in more detail. Photo by Don Haack  
R: The carousel frog was laying on rags while being restored. Photo by Bob Schmidt  
Center: Don Haack rode one of the Herschell chargers. Photo by Betty Haack  
Below: The gate recess of Lock 62 differs from Indiana's canal locks. Photo Bob Schmidt  
Bottom: This structure located between the parallel locks was part of the water bypass system. Photo by Jim Ellis

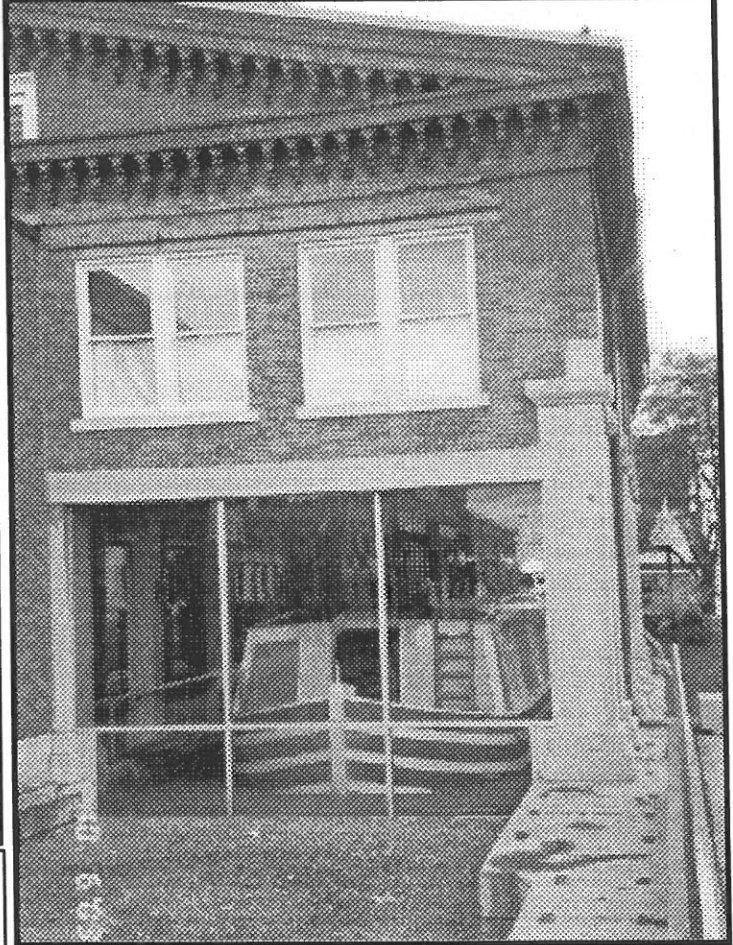
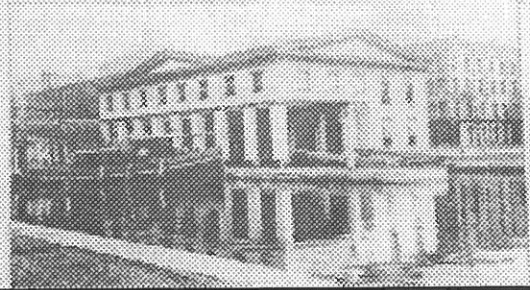






## The Weighlock Building

The Weighlock Building was built in 1850 to weigh canal boats here at the junction of the Erie and Oswego Canals.



Top: Lock 62 of 2nd Erie Canal has cleats to keep the locktender from slipping when pushing the balance beam to open the gate.

Center: This shows one of the Lock 62 chambers that have a water bypass between them.

Bottom: This water bypass between the two lock chambers replaces a tumble.

Photos by Jim Ellis

Top: Weighlock building plaque. Canal boats were weighed inside the pillared portion of the building.

Photo by Jim Ellis

Bottom: A replica canal boat sits inside the weighlock. This portion of the building has been enclosed in glass since it no longer operates.

Photo by Don Haack

Some of us also visited the Weighlock Building , home of the Erie Canal Museum, in Syracuse. We learned how the boat entered the weighlock without passengers or freight, the water was drained out, and the boat was weighed. Thereafter when the boat was loaded and passed through the weighlock, its unloaded weight was subtracted from its loaded weight to determine its toll. The building was a toll house and had the offices for the canal.

We saw a video about the Erie canal and its two enlargements. We toured the museum located on two floors of the building and went inside the boat where displays show what items were carried on the canal. The gift shop was a great place to purchase books, tapes, videos, CDs, postcards, etc. The mural on the outside of an adjacent building was exceptional. A plaque nearby said the Erie Canal made New York the Empire State.



Oct. 7-9, Fall Tour Emita II, Mid-Lakes Navigation, Syracuse, NY

Theme: "A Trip On The Erie"

Suggested stops en route: Thomas Edison's Birthplace Museum, Milan, OH; James A. Garfield National Historic Site, Mentor, OH; George Eastman House, Rochester, NY; Erie Canal Museum, Syracuse, NY; Richardson's Canal House & Tavern, Pittsford, NY

Group stops en route: Herschell Carousel Factory Museum, Tonawanda, NY; Spring House Restaurant and Erie Canal Lock No. 62, Rochester/Pittsford, NY

Tues. Emita II Syracuse to Newark, Locks 24-28, Montezuma National Wildlife Refuge

Wed. Emita II Newark to Brockport, Locks 29-33, Irondequoit Embankment

Thurs. Emita II Brockport to Lockport, Locks 34-35, Motor coach Lockport to Syracuse

Tour registration, information mailings: Bob Schmidt

Name tags: Carolyn Schmidt

Goodie bags: Cynthia Powers, Carolyn Schmidt

28 Attended States Represented: IN 24, OH 2, VA 1, Washington D.C. 1

Darrell Bakken, Sue Burger, Bill & Berky Davis, Larry & Margaret Eggleston, Jim & Ruth Ellis, Tom & Mary Grimes, Don & Betty Haack, Edward Hale, Lynette Kross, Bette Lockhart, Dennis McDaniel, Paul & Suzann Moffett, Mike Morthorst, Tom Morthorst, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Jim & Gwen Snavelly, Dick & Linda Winchell

Others on the boat were John & Darlene O'Conner from Whitesboro, NY and Herman & Marlene Pichler from Marshfield, Wisconsin.

The crew: Captain Dan Wiles, Captain Tom Beardsley, Carol Barton, Jennifer Brown, Adam Cross, Nick Jungbluth and Tara Tober

**Maumee Valley Heritage Corridor  
Tours John Paulding Historical Museum**

By Carolyn Schmidt

The Maumee Valley Heritage Corridor held its board meeting at the John Paulding Historical Museum in Paulding, OH on Saturday October 4, 2003 at 10 a.m. The group has been instrumental in getting a Scenic Byway designation for 60 miles of US 24 along the Maumee River, initiating Local History Week in Ohio and hopes Indiana will do the same, producing several calendar of events in the Maumee Valley, and endorsing the interpretation and protection of the 1794 Fallen Timbers Battlefield. It toured Maumee Bay during the Tall Ships festival at Toledo, and held its annual meeting last year and again this year at the new museum at Fort Meigs, Perrysburg, OH. After the meeting the members toured the museum, which has a display of canal books and a small canal boat replica and several steel buildings which house old farm equipment, cars, etc. and several slip scoops similar to those used by canal diggers.

**Canal Society of Ohio Holds  
Tour in Piqua Historical Area**

By Carolyn Schmidt

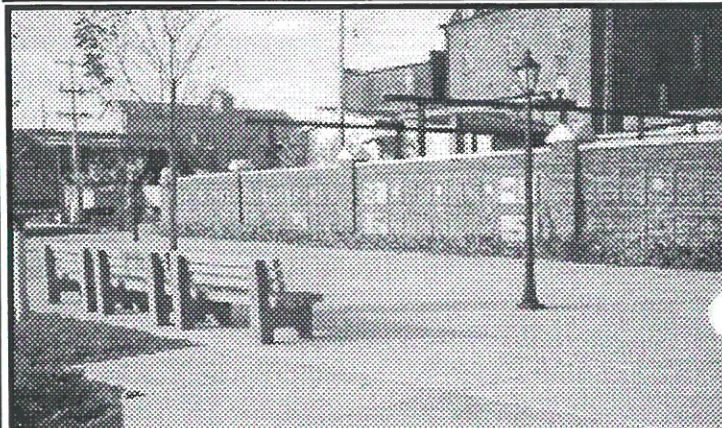
Andy Hite, Director of Piqua Historical Site led over 50 people on a weekend tour of the Miami and Erie Canal from Lockington on the summit of the canal with its set of six locks and aqueduct, following the route of the canal through Piqua and seeing Lock 9s park with its unique picture wall relating the history of Piqua, to the newly rebuilt twin arch culvert over Howell's Ditch near Eldean, following the canal through downtown Troy and seeing Lock 12s, which is now inside the basement of the Hobart Corporation, eating a sack lunch in the park, going to Lock 13s in a salvage yard, and then walking the new bike path for over 1 mile each way to two stone aqueducts, Locks 13-14s, a bridge abutment, and a locktender's home foundation. At the Piqua Historical Site we rode the new canal boat "General Harrison II" named for William Henry Harrison. Sunday we saw the State Dam, Piqua Hydraulic Canal and Swift Run Culvert.

Slip scoop like those used to dig the canal

Photo by Bob Schmidt



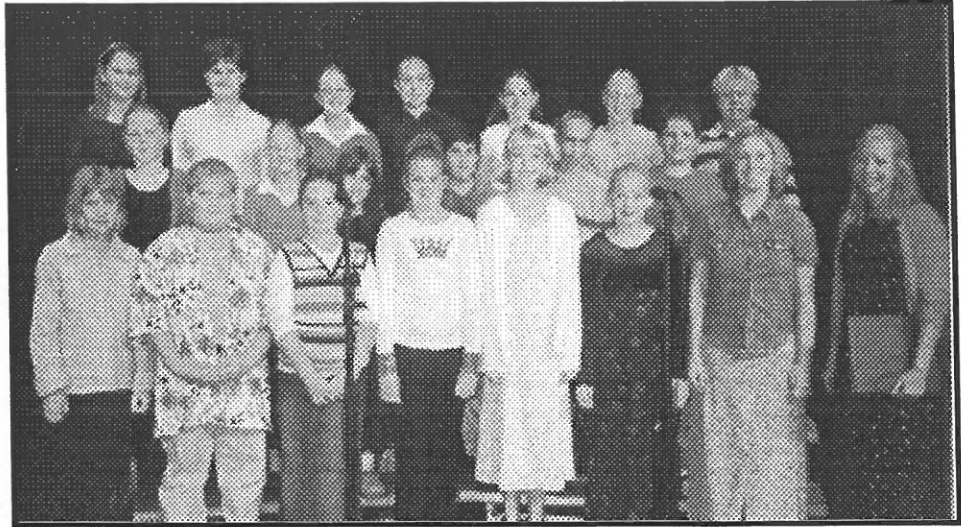
A brick wall is indented for plaques about Piqua's history. Schmidt





**GRONAUER LOCK  
MARKER  
DEDICATION**

**SEPT.  
26  
2003**



**Highland Terrace Elementary School 5th Grade Choir  
Rachel Goyer Director far right**

Photos in article by Bob Schmidt

One hundred eighty-seven 4th grade students from East Allen County Schools attended the dedication of the Indiana State Marker for the Gronauer Lock, Lock # 2 of the Wabash and Erie Canal at 1 p.m. on Friday, September 26, 2003 in the Park Hill Center auditorium in New Haven, IN. Twenty 5th grade students were in the choir. Others attending were Judy Rippel with the Indiana Historical Bureau marker program, governmental officials, CSI and Kiwanis Club members, Indiana Department of Transportation workers, teachers, parents, and television cameramen from channels 15, 21 and 33.

The marker was at the front of the auditorium and was shrouded for the unveiling. Speakers for the event and the 5th grade choir from Highland Terrace were on the stage. The choir provided a special added treat. They sang the "Star Spangled Banner," "Low Bridge Everybody Down" an Erie Canal song, and "America." Choir members alternated in singing the stanzas in Low Bridge. They had strong voices and weren't afraid to sing out. The audience

joined in the refrain.

Joe Mitchell, Master of Ceremonies from the New Haven Kiwanis Club, introduced the speakers for the event. His club contributed \$300 toward the marker.






Judy Rippel spoke about the marker program and other programs covered by the Indiana Historical Bureau, which provided \$1,000 of the cost of the marker. She gave certificates to CSI and the Kiwanis. She encouraged the children to read the marker and then do more research about the canal.

Bob Schmidt, president of CSI, which contributed \$400 toward the marker, spoke about the Wabash & Erie Canal and the significance of

marking the lock. He said not only was the Gronauer Lock on the longest canal in the United States, the canal was Indiana's first interstate transportation system. It took 21 years to complete.

The Gronauer Lock was built between 1838-1840 and was unique in that it was built of timber when other states had stone locks. New Haven grew up by the lock because it took time to pass through it. People got off the boat to shop in Joseph Gronauer's store located in a log cabin behind his home. Bob said the students and other residents should be proud since this is New Haven's first state format marker and the sixth in Allen County.

In conclusion Bob said, "The

<p><b>Joe Mitchell</b> New Haven Kiwanis Past President</p>	<p><b>Judy Rippel</b> Indiana Historical Bureau</p>	<p><b>Bob Schmidt</b> President Canal Society of Indiana</p>	<p><b>Bob Vonderau</b> New Haven Kiwanis Canal Society</p>	<p><b>Tom Castaldi</b> Allen Co. Historian Canal Society</p>
				



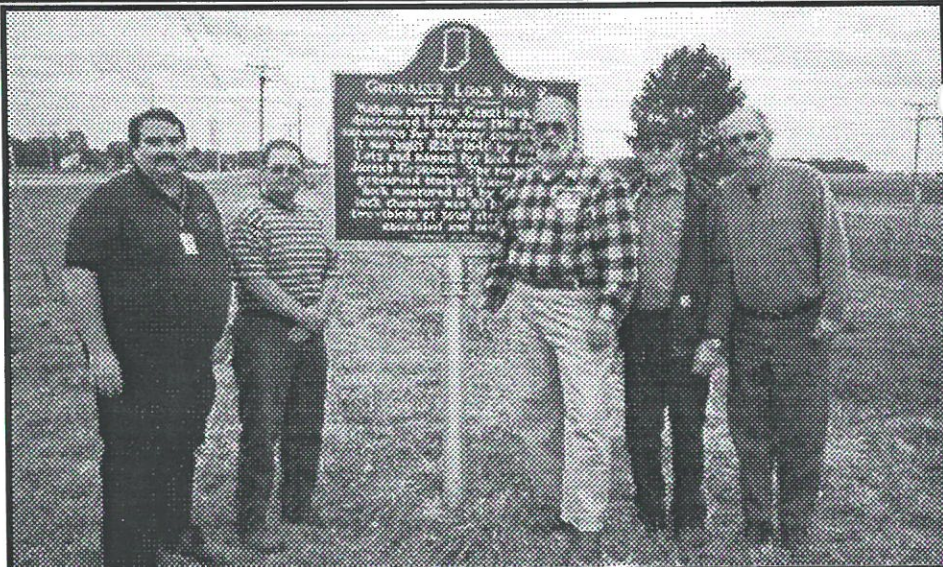
canal came in a rush for a young state trying to gain economic improvement. It was a financial failure for the state and later for private investors, but it was a huge success in bringing settlers to this area and opening commerce to the east and upper Wabash valley."

"Just as the Wabash & Erie Canal marker in Evansville was an inspiration to me when I was a Cub Scout, I hope that 50 years from now as you look back you can say:

'I was there that day on September 26, 2003 when we dedicated that marker. It was a great day for New Haven. It was a special day to remember those who worked so hard to bring the Wabash & Erie Canal to Indiana.'

Bob Vonderau, New Haven Kiwanis and CSI member, told of his mother's adventures along the old canal. The students found it interesting how the mules would speed up when they neared the lock knowing they would board the freight boat and be fed. He told how one mule got so hungry he tried to jump onto the boat, missed, fell into the canal and almost drowned. Bob also told about flying his plane over the lock when it was uncovered so aerial photos could be taken.

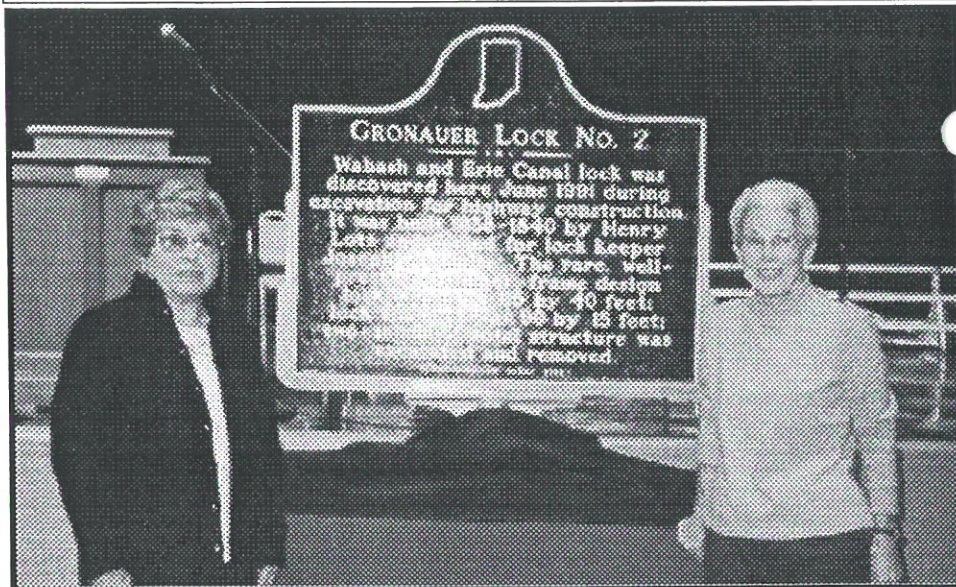
Tom Castaldi, past president of the Indiana State Museum Foundation, Allen county historian, and CSI member, spoke about how the uncovering of the lock led to interest throughout Indiana and in other states. He asked the children to raise their hands if they'd been to the state museum to see the lock display. Many of the children had been there. He told about other museums in Ft. Wayne, Huntington, Wabash, Peru, Delphi and Evansville that have canal and transportation displays. CSI has placed canal markers in West Harrison, Ft. Wayne, Roanoke, Indianapolis, Attica, Clay county and Petersburg. Trails and greenways in Delphi, Indianapolis and Evansville pass by or follow canal



**Above:** The site of the Gronauer Lock is now marked with this two-sided Indiana State Format Marker erected by (L to R): Brent Graybill, Tom Jennings, Dale Filler, Tom Macy, and Randy Clements of INDOT.

Photos by Bob Schmidt

**Below:** CSI members Mary Ann Getty, who spent hours obtaining signatures to save the lock and served on the New Haven mayor's lock committee, and Donna Gronauer, wife of the great-great grandson of Joseph Gronauer, stand before the marker.



routes. Recently a play about coming to Indiana via a canal boat was produced in Wabash. Some canal lands are endangered such as the recent Francisco canal auction. New books and lectures on canals have increased. And now construction crews are more aware of saving the remains of other canal structures.

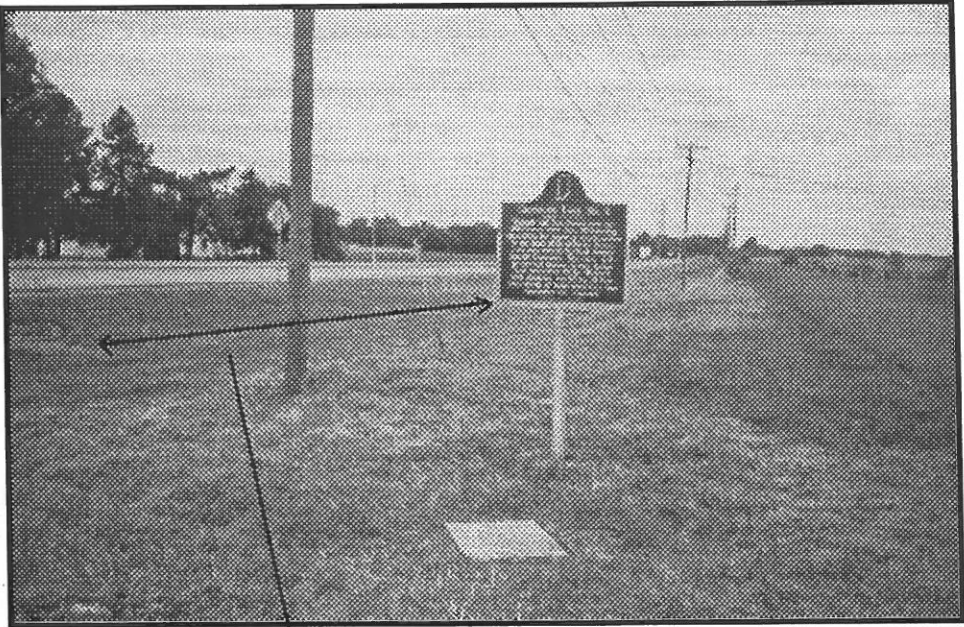
Before the unveiling of the marker Joe Mitchell encouraged the students to have their parents take them to see the marker after it was

placed at U.S. 24 and Harper Road, the site of the Gronauer Lock. He said they should carefully read both sides of it.

The program was a success due to the cooperation of the East Allen Schools, Principal Marilyn Hissong, and Coral Director Rachel Goyer. The auditorium was provided free of charge. Highland Terrace donated 700 delicious cookies baked and served by Karen Schumm, Cafeteria Manager.



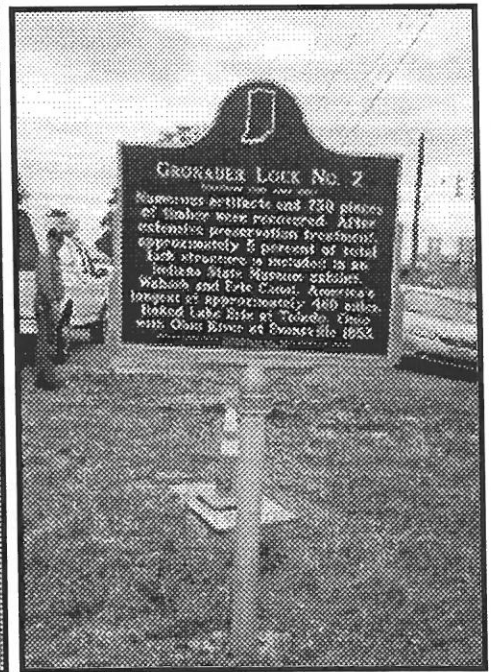
Brent Graybill from the Indiana Department of Transportation (INDOT) was extremely cooperative. He received delivery of the marker last spring and stored it until the dedication. He had his crew erected the post for the marker several days ahead of time. Four of his men carried the heavy aluminum marker into the auditorium before the program, removed it after the program and installed it on its post shortly thereafter. Brent said a sign indicating a point of interest has been placed 1 mile before the marker as one approaches New Haven from the east on U.S. 24. His crew stayed for the program and said they learned a lot about the Wabash & Erie Canal that they hadn't known before.



The Gronauer Lock was located beside present day U. S. 24. There is a nice pull off on Harper Road for viewing the marker. Photos by Bob Schmidt

CSI Members present: Tom Castaldi, Jim Ellis, Mary Ann Getty, Donna Gronauer, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Steve & Sue Simerman, Bob Vonderau, and Dan & Ceri White.

**Above:** Dale Filler loosened the screws that hold the marker in place while Tom Jennings and Randy Clements held the marker. Photos by Bob Schmidt and Roger Miller  
**Below:** Bob and Carolyn Schmidt reserached and wrote the application for the marker and were instrumental in saving the Gronauer Lock Remanins.



GRONAUER LOCK NO. 2 (side 1)

GRONAUER LOCK NO. 2 (side 2)

Wabash and Erie Canal lock was discovered here June 1991 during excavation for highway construction. It was built 1838-1840 by Henry Lotz and named for lock keeper Joseph Gronauer. The rare, well-preserved tiber-frame design lock measure 115 by 40 feet; lock chamber was 90 by 15 feet; two-thirds of total structure was excavated and removed.

Numerous artifacts and 750 pieces of timber were recovered. After extensive preservation treatment, approximately 5 percent of total lock structure is included in an Indiana State Museum exhibit. Wabash and Erie Canal, American's longest at approximately 460 miles, linked Lake Erie at Toledo, Ohio with Ohio River at Evansville 1853.





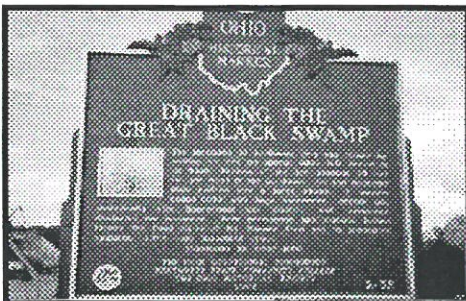
DRAINING BLACK SWAMP MARKER DEDICATION

By Carolyn Schmidt

A marker commemorating the "Drainage of the Great Black Swamp" was dedicated at Northwest State Community College in Archbold, Ohio on October 4, 2003. Placing it at the college was part of Ohio's Bicentennial Celebration (1803-2003). Working together the Ohio Bicentennial Commission, the Ohio Historical Society, the Longaberger Basket Company and Northwest State Community College recognized the impact the draining of the swamp had on northwestern Ohio.

The Great Black Swamp was one of the greatest obstacles faced by the builders of the Wabash & Erie Canal. It is a major reason that the canal was dug toward the west first rather than toward the east. It followed the Maumee River Valley.

Prior to and after the ceremony, visitors watched a tile laying demonstration using an old ditching machine. Displays outside of the college included two old ditching machines, a modern ditching machine, and yellow plastic pipe that is used today in place of the clay tiles. Inside the lobby a table exhibited the various types of drainage tile and a model of an early ditching machine. Books about draining the Black Swamp were for sale. The two sided marker reads:

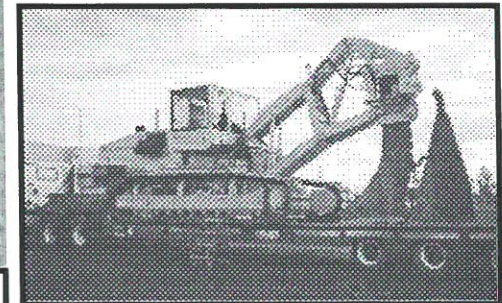
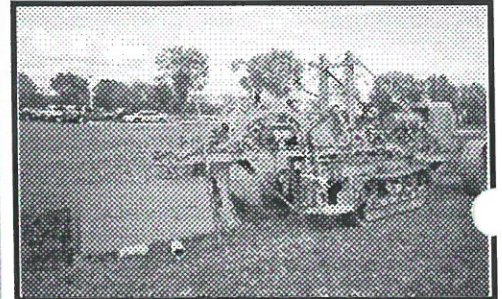
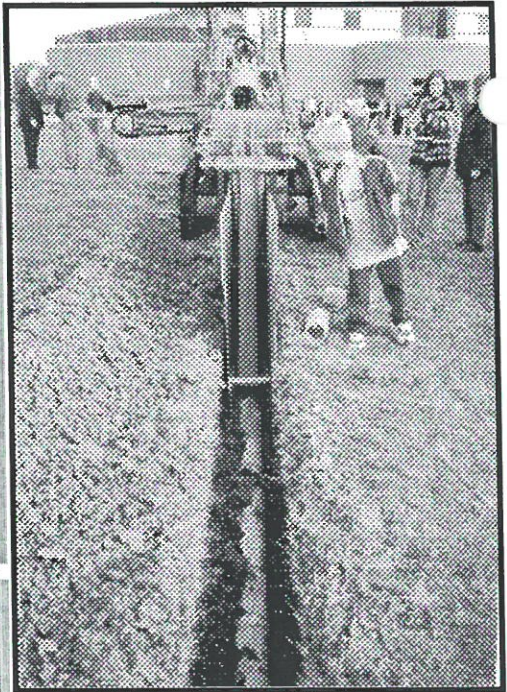


The landscape of northwest Ohio was formed by melting ice and the glacial lakes left behind in its wake. Because of the low gradient (3 feet per fall per mile) to the northeast, the flat lacustrine plain evolved into a large swamp. A massive swamp forest with huge hardwoods, broken only sporadically with intermittent wet prairies and savannahs, dominated the landscape. Both prehistoric and historic Indians farmed the flood plains of the Maumee River and its tributaries: Auglaize, Tiffin, and Blanchard rivers.

The geography of the swamp retarded major settlement up to the Civil War. The 1859 Ohio Ditch Law, a harbinger of drainage legislation nationally, created a cooperative system for individuals to petition county government to surface drain the area. Simultaneous to the surface drainage projects, a massive effort was under way timbering the former swamp forest. Virgin timber for the fleets of America and Europe, grade lumber for the farms and the emerging cities of the area, stave wood for the barrel and stave mills, and the left-over slabwood to fuel the hundreds of clay tile mill kilns dotting the counties of the swamp nearly denuded the landscape of these giant trees. The family-owned clay tile mills allowed underdrainage to transform the swamp into Ohio's most contiguously farmed and productive region.



The Great Black Swamp in Ohio & Indiana



Top 3: This shows the old method (ditching and tile). Bottom 2: This shows the new ditching machine and plastic tile. Photos by B. Schmidt



# CANAWLERS AT REST

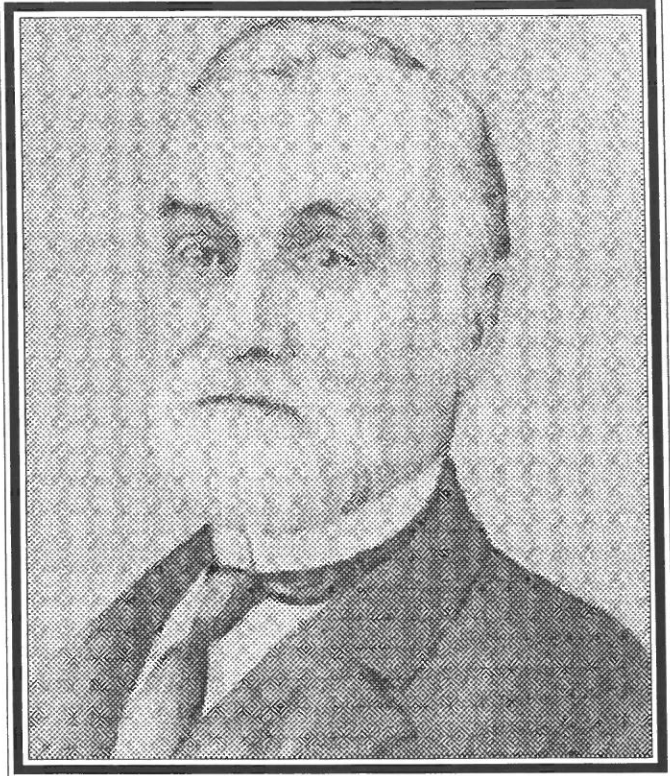
## OLIVER P. MORGAN

**b. February 29, 1824**

**d. October 24, 1900**

**By Sue Simerman**

**Painting by Morris R. Perry  
courtesy of  
Pioneers Resting in Historic Lindenwood**



One of Fort Wayne's best citizens Oliver P. (O.P.) Morgan was born in Lawrenceburg, Indiana in 1824. He came to Fort Wayne in 1832 at the age of 8 years with his father, Joseph. Joseph was in the mercantile business and had a general store on Columbia Street. This is where Oliver acquired his business knowledge. For several years he studied under M. F. Barbour. While working for his father he continued studies on his own amassing a great deal of knowledge.

Joseph Morgan later became the second mayor of Fort Wayne. George Wood resigned his position during his second year and Joseph was elected to fill the vacancy until the election of 1843. This gave Oliver a taste of political life.

Oliver entered the employ of the Wabash & Erie Canal Company sometime in the 1840s. The 1850 Census shows him 26 years old and the collector of tolls. We do not know how many years he held this position. The 1864-65 city directory shows Mr. A. C. Probasco was the toll collector. The canal office was located at the NW corner of Columbia and Clinton Streets. From this position Oliver rapidly rose to others of prominence and trust.

For half a century Oliver was active in the business, social and educational life of the city. He served on the city council for many years. He also served Fort Wayne as clerk, treasurer, recorder and was on the board of school trustees.

### **Elizabeth Lotz Morgan (1823-1851)**

Elizabeth Lotz was born October 11, 1823 in Pennsylvania. She married Oliver on December 26, 1847. The 1850 Census shows her being 27 years of age. She died March 12, 1851 at the age of 28. She was first buried in the Broadway Cemetery and moved to Lindenwood Cemetery, Ft. Wayne, IN close to her father Henry Lotz on November 11, 1860. The Morgan family grave plots are next to Elizabeth's grave.

Henry Lotz followed Joseph Morgan as elected mayor of Fort Wayne in 1843. He gave up this office because of his travels and other duties. He was the general contractor for the first canal aqueduct to span the St. Mary's River in Fort Wayne and the Gronauer Lock. He was born in 1797 and died on April 6, 1845.

In 1845, Oliver was the clerk (his obituary says recorder) of Fort Wayne. That year Sterns Fisher was chosen superintendent of the Wabash & Erie Canal with headquarters at Fort Wayne. Then in 1848 and 1850 O.P. was reelected city clerk.

### **Clara Harrison Morgan (1824-1883)**

Clara Harrison, Oliver's second wife, was born July 9, 1824 in Vincennes, IN. She was the daughter of the oldest son (John Harrison) of William Henry Harrison and her mother was Clarissa Pike, the oldest daughter of General Zebulon Pike. Clara Morgan was the mother of at least four children. Harry age 11 months 27 days



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*Sign of the Big Padlock,*  
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**CORN SHELLERS, STRAW CUTTERS,**

And all kinds of

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Tools of every description for

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Hubs, Spokes, Felloes, Shafts, Poles, Boxes,

**AND SLEIGH RUNNERS.**

**MILL AND X CUT SAWS,**

**Belting and Packing.**

**Gunsmith's Trimmings and Saddlery Hardware,**

GLASS, SASH, DOORS and HOUSE TRIMMINGS Generally.

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old died on July 27, 1855 and Pike age 10 months and 7 days old died on June 11, 1859. There are also graves of a daughter and two boys, probably sons, in the same row of graves. Clara died at the age of 58 years 9 months and 12 days on April 21, 1883.

In 1856 Oliver returned to the hardware business. Morgan & Beach became a widely known hardware house.

During the 1840s and 1850s a portion of northern Indiana was terrorized by a gang. Their bold crimes became so terrible that the 1856 Indiana legislature appealed to law abiding citizens to organize into bands of "regulators." In 1858 Oliver joined the Kekionga Guards, which formed that year. Among those in this group were Jesse Lynch Williams, Hugh McCulloch, Pliny Hoagland, Samuel Edsall, and others who later attained renown in the state and nation.

In 1864-65 he lived at 54 E. Washington St. In 1873 he lived at 40 E. Washington St. This is in part of the Fort Wayne downtown business district. The houses were removed many years ago.

As a school trustee from 1861 to 1894 (33 years) Oliver made an outstanding civic contribution. During these years the public schools grew from one to sixteen schoolhouses with 200 teachers.

Oliver Morgan, prominent in insurance and banking circles, was a director of the Fort Wayne National Bank in 1865. There he worked with the following men: Jesse Lynch Williams, president; Pliny Hoagland, vice-president; Jared Bond, cashier, Montgomery Hamilton and Stephen B. Bond were other directors. Jesse Lynch Williams was the chief engineer of all of Indiana's Canals. Pliny Hoagland and Benjamin Tower rebuilt the Gronauer Lock.

Oliver was president of the Fort Wayne Drug Company. In 1867 he was elected a city councilman for Fort Wayne and was reelected in 1873.

O. P. Morgan was also an incorporator of Lindenwood Cemetery located on the west side of Fort Wayne. He was its second president from 1891 until his death in 1900. The first president was Isaac D. G. Nelson, who served from 1860 to 1891.

In 1887, the original horse-drawn street car line founded in 1871 and known as the Citizens' Street Railway Company had its mortgage of \$22,000 foreclosed. Oliver P. Morgan and Edward P. William, executed it. It was purchased by Stephen B. Bond and John H. Bass for the Fort Wayne Street Railroad Company. In 1892 it was converted to an electric system and was incorporated as the Fort Wayne Electric Railway Company.

### Susan Fowler Morgan (d. 1919)

Susan Fowler became Oliver's third wife. She was born in New York and her last residence was in Los Angeles, California. She died September 11, 1919 and was buried beside her husband.

In 1893 Oliver was one of the speakers for the dedication of the new City Hall building located on E. Berry St. at Barr St. This building now houses the History Center of Fort Wayne, Allen County.

Oliver P. Morgan suffered a heart attack while at Rome City, IN, approximately three years before his death. He spent the summer of 1900 at Bay View and Alma, Michigan in hopes of restoring his health but returned no better. Four weeks later he had a recurrence and from then on could not leave his bed. He died Oct. 24, 1900. He was 76 years, 7 months, and 24 days old. He is buried at Lindenwood Cemetery, Section H Lot 25. His obituary in the Fort Wayne Journal-Gazette follows:



# Oliver P. Morgan

In 1856 he purchased the hardware business founded by Horace Durie, in 1843, on E. Columbia St. on the site of the building now occupied by the Fort Wayne Drug Co. and the S. Freiburger and Co. Here he engaged in a retail business, and four years afterward, forming a partnership with Mr. Fred Beach, the firm became Morgan & Beach. With Mr. Beach's death in 1895? it became Morgan & Co. and continued as both a retail and wholesale business until, in 1897, the building was destroyed by fire. Mr. Morgan then decided not to rebuild, and retired from active mercantile life. He was also a director of the Fort Wayne Drug Co., and a heavy shareholder in the same.

### IN BANKING CIRCLES

He was largely interested in banks in the city, and was for years a director of the Fort Wayne National Bank, and continued until death as Vice President and a director of the Old National Bank, which replaced the former. His connection with the firm of S. C. Lombard and Co., dates from the death of Mr. Lombard, two years ago.

### HIS PUBLIC LIFE

Publicly, his life was as busy as his private career. His first public position was that of city recorder (clerk), to which he was elected in 1845. At this time Mr. John M. Wallace was mayor, and the late O. W. Jeffords was city treasurer. In 1847 Mr. Morgan succeeded Mr. Jeffords in that office.

In 1859 he was chosen school trustee, and in this position his services to the city and public in general were invaluable. Associated with him on the board were Messrs. Samuel Edsall, Charles Sturgis, Thomas Tigar and R. E. Fleming. The Hon. Franklin P. Randall was then mayor. Mr. Morgan held the unprecedented record of thirty-seven years as school trustee. An unflinching evidence of his worth, and which enabled him to learn so much about the city's needs and to exercise his knowledge...in this respect in a way that lives to this day.

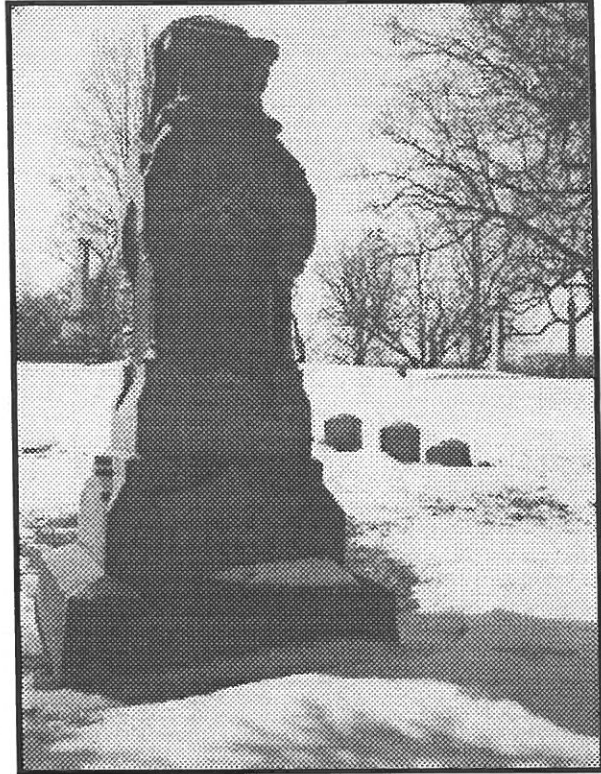
### MARKS OF RESPECT

The hardware men held a meeting last evening at the Randall Hotel, and appointed a committee to draft resolutions of respect for the deceased. This committee will report this evening.

The school board held a meeting last evening, and ordered the flags over all school buildings in the city floated at half mast on the day of the funeral, and had it not been held on Sat., the schools would have been closed as a mark of respect to the deceased.

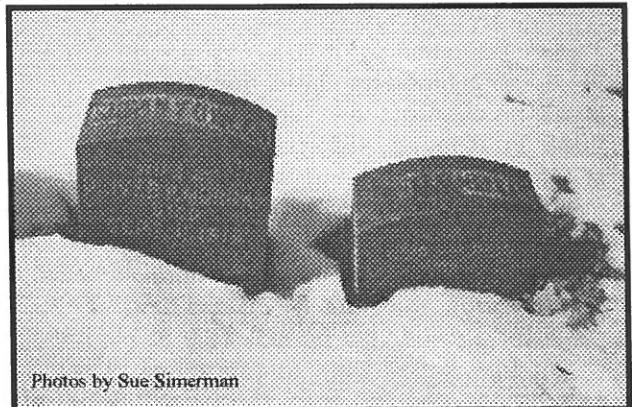
### THE FUNERAL

The funeral services will be held from the residence. Saturday afternoon at 2 o'clock the Rev. D. W. Moffat, pastor of the First Presbyterian Church, officiates. The internment at Lindenwood will be private.

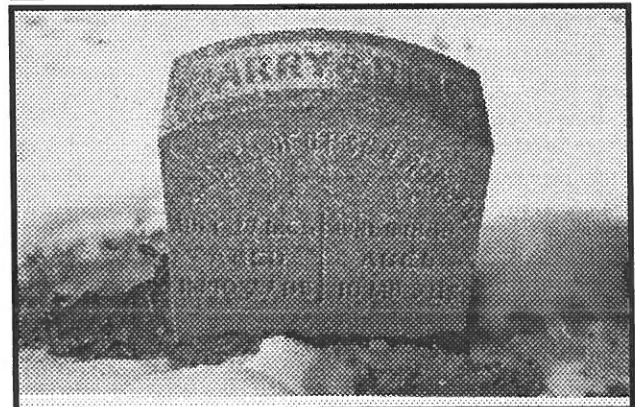


Lindenwood Cemetery, Ft. Wayne, IN

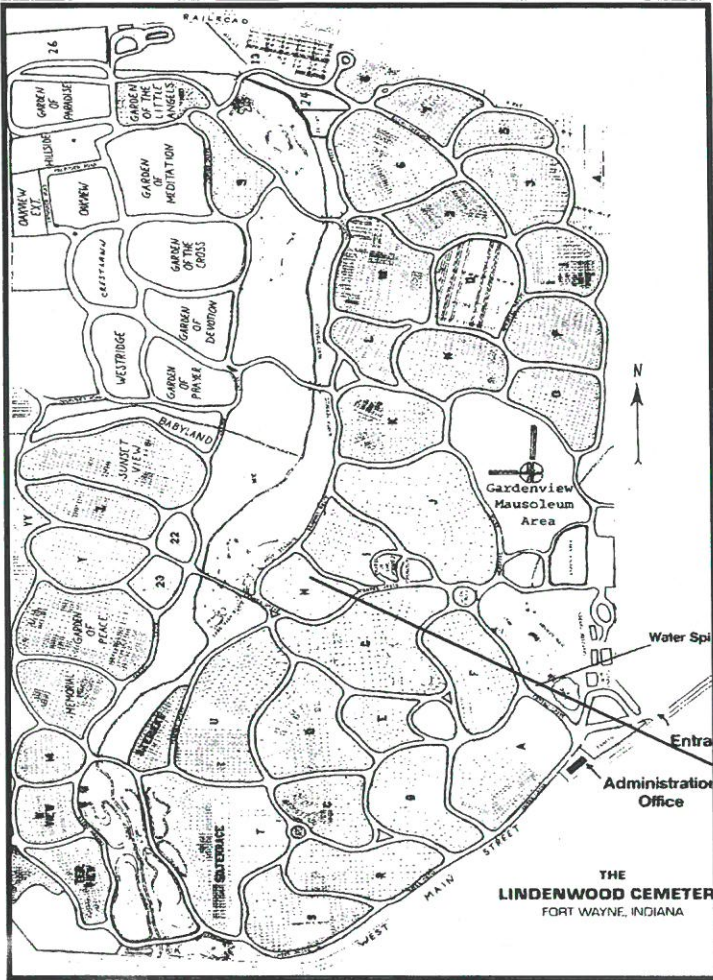
Above: The Morgan family monument stands above smaller stones. The shortest stone is that of O.P. Morgan. His first wife Elizabeth Lotz is out of view on the left. His second wife Clara Harrison and his sons Harry and Pike are out of view to the right. His third wife Susan Fowler is beside him on the left. Below Top: Susan Fowler & O.P. Morgan (Section H Lot 25) Bottom: Harry & Pike infant children of O.P. & C. H. Morgan



Photos by Sue Simerman







**Sources:**

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- 1864-65 Fort Wayne city directory
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- Fort Wayne News-Sentinel Sept. 12, 1919, p. 8 col. 7.
- Griswold, B. J. Pictorial History of Fort Wayne. Chicago, IL: Robert O. Law Co. 1917.
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**Oliver P. Morgan's Grave  
Lindenwood Cemetery  
Ft. Wayne, IN**

**American Canal Society**  
By Carolyn Schmidt

The American Canal Society's board of directors met on April 10, 2003 in Billerica, MA near Lowell, MA for their annual meeting. CSI members present were Bob & Carolyn Schmidt and Mike Morthorst. Ballots were sent to members ahead of time to elect one third of the board to serve for a three year period. Bob as chairman of the nominating committee reported that all current directors were reelected and that Dan McCain of Delphi, IN was newly elected to fill a board vacancy. The board also voted to ask canal groups to donate and send information to the National Canal Museum for a central website, which has information on American canals and links to the various groups' sites. They will match the total of all donations up to \$2,000. The next meeting will be at the World Canal Conference in St.

Catharines, Ontario, Canada in June 2004.

The meeting took place during the bicentennial of the Middlesex Canal. That weekend many programs about the canals of Massachusetts were given at different venues. In Lowell, we learned about the canals underground. There the Pawtucket canal, a transportation canal around the falls, had several branch canals built from it that provided water to turn the wheels of industry. Lowell had ten textile mill complexes. The Lowell National Park has a visitors center, which explains the mills of Lowell and buildings associated with them. The loom room, where about 7 of the 30 or more looms operate, is so noisy that visitors wear ear plugs. Girls from nearby farms once ran these looms. They were housed in corporate owned boardinghouses adjacent to the mills. They had little

room in which to sleep and very little space in which to dine or study. They worked in lint filled air and extreme heat in the summer, but they earned the much needed money to help support their families. Later immigrants replaced them.

The Middlesex Canal was a 27+ mile long transportation canal running from the Merrimack River at Middlesex (Lowell) to Charlestown (Boston). The Concord River fed the canal at the summit level. In 1821-22 merchants from Boston wanted to harness the water power of the 32 foot drop over the Pawtucket Falls to run their looms. After the success of a water-powered mill built in 1814 in Waltham, MA, which carried out all the steps of carding, spinning and weaving, a larger enterprise led to the establishment of Lowell. By 1850 Lowell had a population of 33,000, the second largest in Massachusetts, and employed 10,000 people.



## NEWS FROM DELPHI

### The Wabash & Erie Canal Interpretive Center: A More Complete Version

By Dan McCain

Installation of more graphic panels on the walls of the Interpretive Center during the fourth week of September left a positive mark. An "Open House" event in the new Center on September 25, 2003 brought representatives from local businesses and the public to preview the nearly completed interactive museum. Many of the galleries are now adorned with completed exhibits and graphics depicting a "time line" (progression) from the beginning of Carroll County 1800 through the end of the Canal Era when the canal was sold in 1876.

Volunteers have made the difference in this project. Without such a "value" placed in this project by the many dedicated craftsmen (and women), there could not have been a complete complement of historical displays and galleries. Len Mysliwicz, Museum Planner, claims the value of this museum to be \$600,000. The grant from Indiana's Wabash Heritage Corridor Fund (DNR/DHPA) amounts to a little over \$200,000. This leaves the balance to the "credit" of accumulated volunteer time, donated cash and free materials.

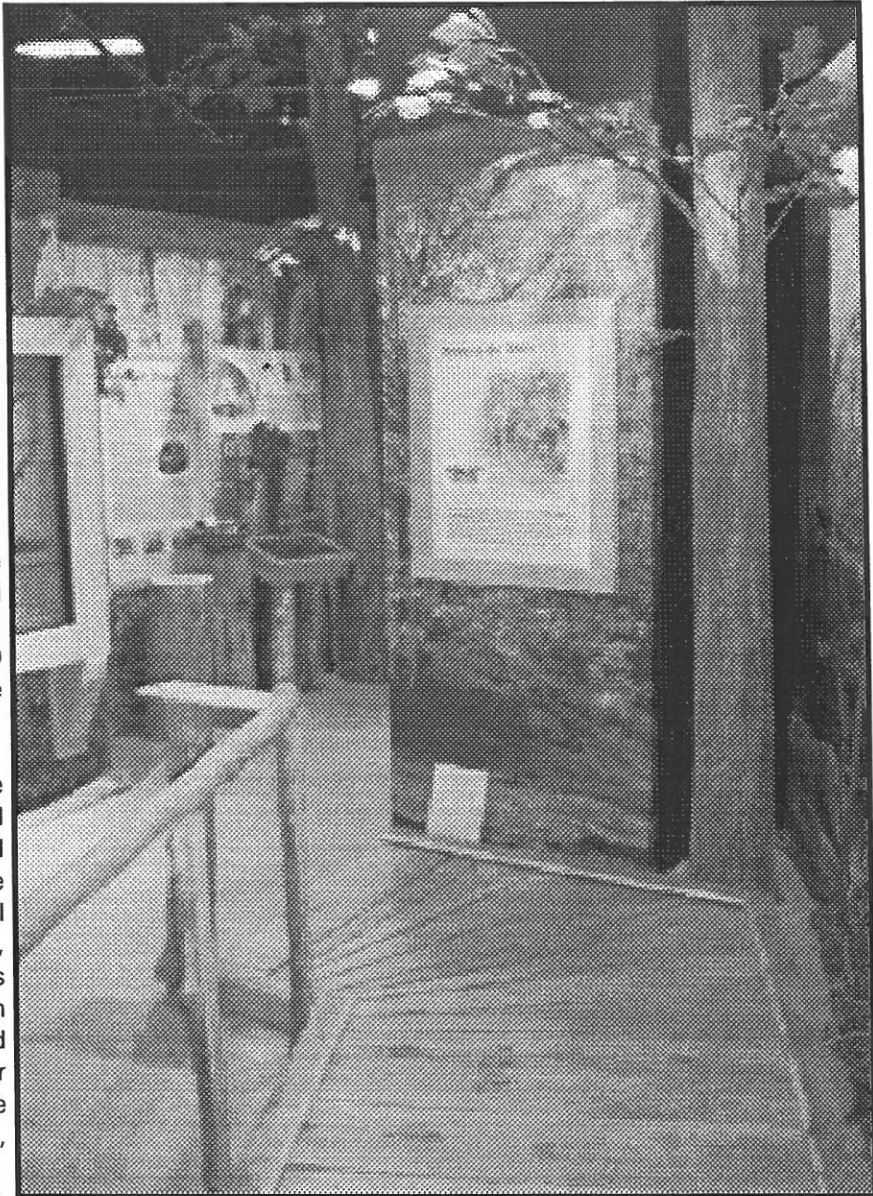
Coming soon will be the Hardware and Dry Goods Stores and the Gift Shop.

### INTERURBAN TROLLEY TRIPS

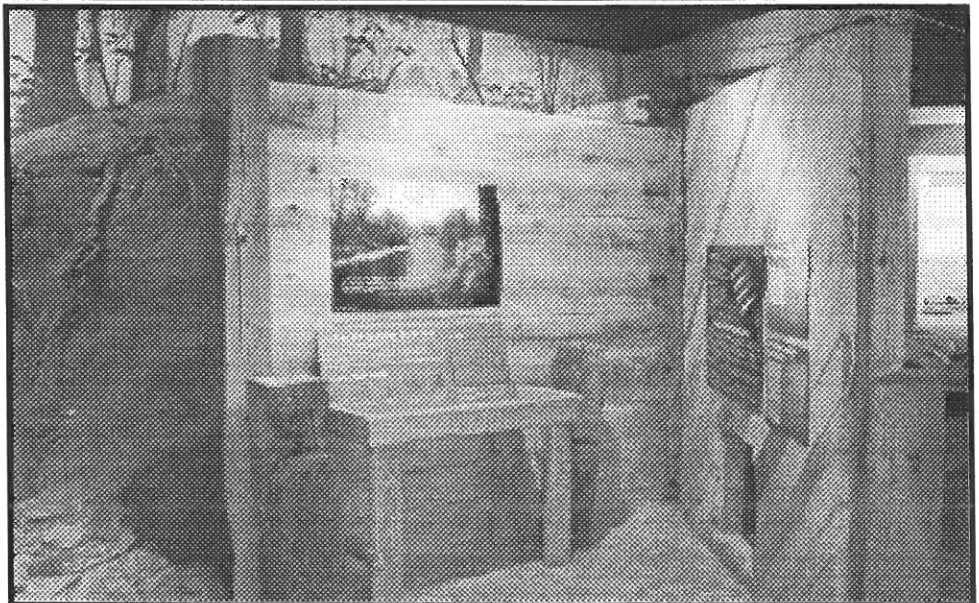
By Dan McCain

The Delphi and Wabash Valley Traction Company's Interurban Trolley, which holds 25 persons, took two fall tours through Carroll County in October. There was no charge for the first tour; however, donations for the Trolley restoration fund were gladly accepted.

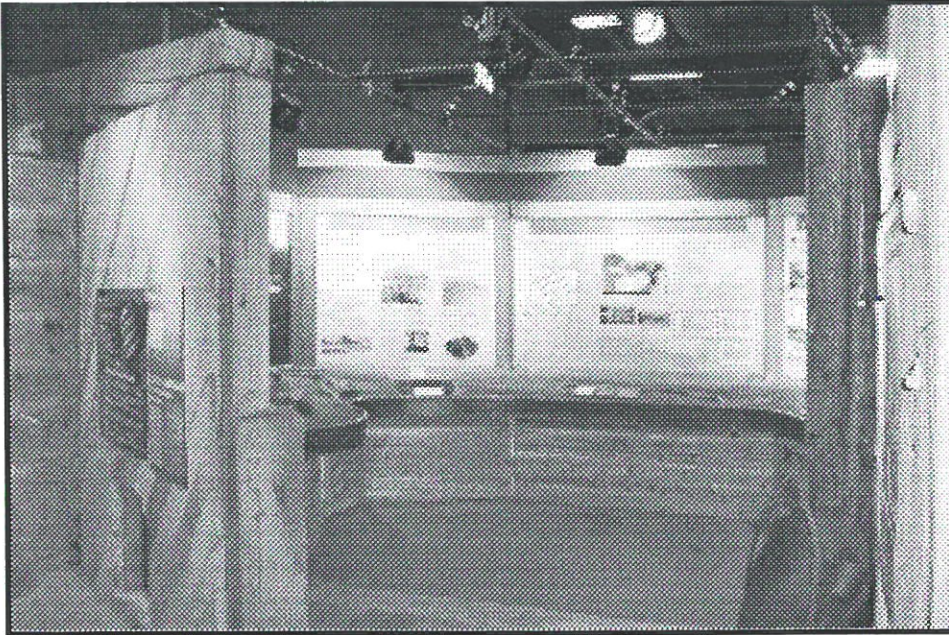
The original interurban, an electrified railroad serving the area from Fort Wayne to Lafayette,



Walking through the museum is like progressing through time. Photos by Dan McCain

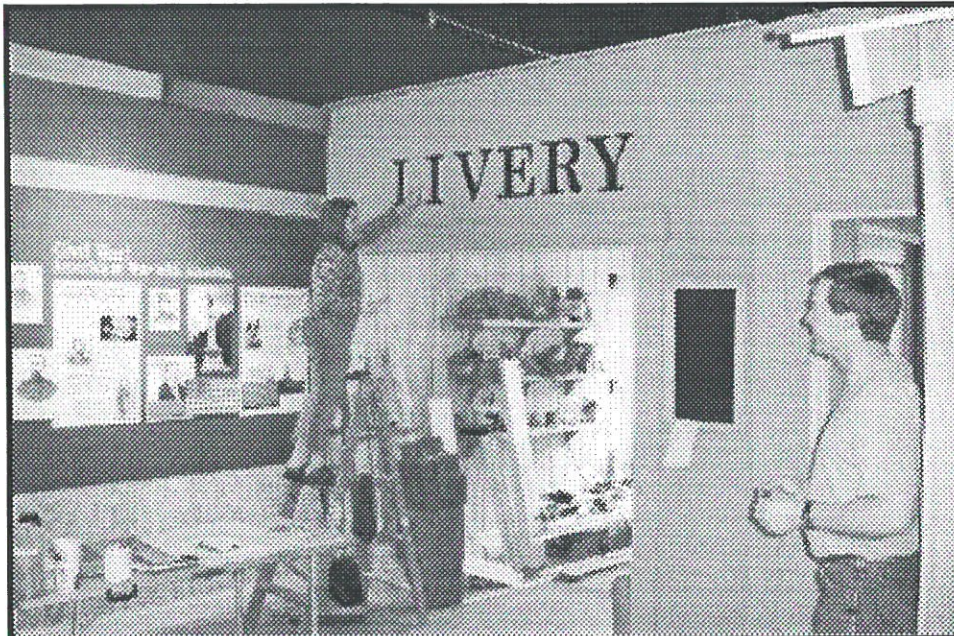






on the banks of historic Deer Creek at Washington Street in Delphi, took several hours and included stop offs at interurban history points of interest.

The second Trolley tour, a fall foliage color tour, took place Sunday, October 19th at 2 PM. Those taking the approximate 3 hour long trip met in the parking lot of the new Wabash & Erie Canal Conference and Interpretive Center in Canal Park, 1030 North Washington Street in Delphi. During this ride, a number of historic Carroll County places were visited and refreshments were served at a surprise stop in Carroll County. A minimal charge of \$10 covered the cost of the tour and refreshments. Those taking the tour came prepared for cooler weather and brought their cameras to capture autumn scenes along the way.



### DELPHI'S CANAL INTERPRETIVE CENTER NEAR COMPLETION

By Dan McCain

The \$2.5 million dollar Wabash & Erie Canal Interpretive Center in Delphi is now almost complete with some finishing work remaining on a few exhibits in several of the dozen museum galleries. The final grant payment documents from the Carroll County Wabash & Erie Canal, Inc. were delivered the third week of October to DNR's Division of Historic Preservation and Archaeology. Final certification from DHPA will net the Canal Association the final draw from the \$212,500 Wabash Heritage Corridor Fund approved in 2000. However, the project will exceed the grant money as the worth of this project exceeds \$600,000.

Top: From the exhibit depicting the cut through the land for the canal, one enters the gallery that has an operating canal model by passing through a space where one half on a lock gate would have stood. The other half is on the left and is complete with a balance beam, butterfly wicket and a mitre sill on the floor. Note the hollow quoin on the right where the missing gate would have turned to open.

Bottom: An exhibit on the Civil War adjoins the livery stable and nearby shops. Many Hoosiers went to war via the canal and returned by rail. Photos by Dan McCain

operated in the early 1900's before automobiles were commonplace. Today's Delphi & Wabash Valley Traction Company diesel powered "Interurban Trolley" replicates the original rail cars but can flexibly operate on the current roadways. It is sanctioned by the City of Delphi.

The first tour, narrated by historian Mark Smith, followed the Trolley's name sake right-of-way through the Delphi area. The tour, which started at 2 PM Saturday, October 11th at the original interurban station in the Delphi Body Works Company parking lot located

This is a milestone in our development of this extensive project. What began as a vision more than a decade ago, now it is a reality. Without the donation of thousands of



hours of volunteer time we could never have brought this to a conclusion. Our cadre of volunteers' work parallels that of the Irish hired for the original construction of the canal.

In addition, donations of many important artifacts like the massive 1840s "flood gate" timbers from Historic Forks of the Wabash at Huntington have been extremely important. Gifts of hardwood logs such as Walnut, Cherry, Ash, Oak and Sycamore were cut by one volunteer with a portable sawmill for use in building displays like the full scale model Canal Boat Cabin and the "shanty town" Irish labor camp. The inside of the canal boat cabin feels like you are floating on water and the bunks, table and cargo look just like an 1850s traveler would experience.

The planning, construction and completion of this 12,000 square foot, "old looking," new transportation museum is just one of many phases the Canal Board and volunteers have tackled. The outside of the building looks like downtown Delphi in the mid-nineteenth century. Old photography provided the details used by the architect to develop these facades even down to the historic windows and doors.

In the mid-1990s, Wabash Heritage Corridor grant dollars helped with the development of much of the seven mile Delphi Historic Trails system and the dredging of the canal itself. Now Delphi has the most significant public accessible section

of watered Wabash & Erie Canal in Indiana.

The Delphi Limestone Company donates three million gallons of clear groundwater per day that is discharged from their quarry to keep the canal watered. They also provide free crushed stone for the trails.

One might think we are about finished. However, our dream for the future is to design and construct a full scale canal boat to travel on the beautiful central and northern sections of Delphi's 163 year old man-made waterway.

We welcome you to come and visit the Wabash & Erie Canal Conference and Interpretive Center. It is open to the public on Saturdays 10-4 and Sundays 1-4 or by appointment (765-564-6297 or 564-6378). Don't be surprised if you drive up to the Center on a Monday, Wednesday or Friday morning and see 5-10 volunteers working inside. If you ask to come in you will be welcomed. There has been "no admission charge" at anytime during the construction period, but nearby the door is a donation/registration box, which is becoming well accessed.

To reach Canal Park, come to the Carroll County Courthouse traffic light in Delphi and go 12 blocks north on Washington Street cross the canal and enter the park.

### CEMETERY WALK

By Dan McCain

On Sunday, October 26th at 2 p.m. the public gathered for a "Cemetery Walk" highlighting early community business leaders in Delphi. It was easy to traverse the short distance on sod. It was guided by Mark Smith, Wabash & Erie Canal Association Historian and CSI member. Featured were "first person" presentations at the

gravestones of local leaders from the 1840-1876 canal era, who had influence over the canal, emerging railroads and business of that day. They were portrayed by Mark Smith, Mary Crary and Dan McCain in the Odd Fellows Cemetery one-half mile north of Delphi on North Wilson Street.

### CANAL ASSOCIATION HOSTS OPEN HOUSE, DINNER AND SPEAKER

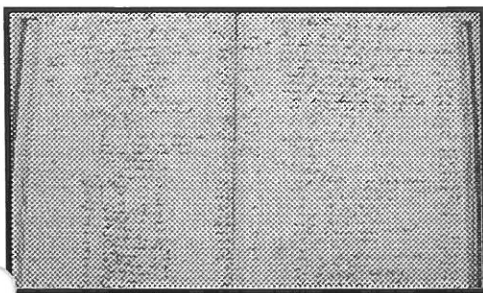
By Dan McCain

The Wabash & Erie Canal Association hosted a special treat on Saturday, October 25 at 5:30 PM at the new Canal Conference and Interpretive Center. They had an open house for those that had not yet seen the fresh new displays.

An evening dinner at 6 p.m. included a special boneless pork loin & BBQ meal with beans and slaw offered by Bailey's Custom Select Meat Catering with desserts by the Canal Board members. A freewill donation was taken to help the Canal Association with completion of the exhibit hall. Carry-out meals were also available.

Finally, at 7:30 Charles Gish spoke about Indian Customs and Native Tools. Raised on a farm along Deer Creek east of Delphi, Chuck and his father collected extensive Early American artifacts, arrowheads and stone tools. Gish, a retired dentist, has many interesting tales to tell. Numerous times he displays interesting Indian wares for children, festivals and friends. This is an opportunity to see these items and visit him after the program.

Visitors noted the exceptional support that came from many people who donated materials, crafts, artifacts and volunteered their time. They were in awe to see how an organization that has never had paid staff or a director has accomplished so much with the new center.



This ledger from Bolles & Colton is on display in the Interpretive Center Museum in Delphi. Photo by Dan McCain





**Speakers  
Bureau**

**Marion, IN**

Forty-four members of the Marion Women's Department Club met at the Y.W.C.A. at 2 PM on October 21, 2003 for their bi-monthly meeting. An hour program about Indiana's canals was given by Bob and Carolyn Schmidt dressed in canal era garb. Bob opened his portion of the program singing "Simon Slick," "Erie Canal Song," and "From Buffalo to Troy" before giving a short history about canals in the United States and how Indiana's canals fit into the scheme. He pointed out that without New York's Erie Canal, Indiana probably wouldn't have built canals since the Erie opened the eastern U.S. to the Great Lakes providing the mid-western states a route to eastern markets. He also explained that although many Hoosiers refer to the Wabash & Erie Canal as the Erie Canal, they are incorrect. The Wabash & Erie was originally planned to connect Lake Erie with the Wabash River in Indiana. New York's canal connected Albany on the Hudson River with Buffalo on Lake Erie. After pointing out the route of the Wabash & Erie on maps that were given to each attendee and having a few more remarks, he blew a canal boat horn and announced the arrival of Miss Caroline from Toledo, OH.

Carolyn spoke about coming to Ft. Wayne and later to Huntington on the "Silver Bell," a canal packet boat owned by Dickey and Doyle of Ohio. She told how the Native Americans were removed by canal from towns such as Huntington and Peru. She also talked about the canal structures along the way such as locks, aqueducts, culverts, and dams and about the different types of canal boats. She pointed out the

dangers of canawling. Some of the products such as lime and timber that were shipped by canal boat from Huntington were mentioned.

The Schmidts displayed CSI membership brochures, and guides from previous tours. Many ladies had questions about the tours and wished to be placed on a mailing list for future events. Several had been on other canals. A couple of them purchased tour guides on the Wabash & Erie in Allen County, IN and northwestern Ohio and on the Central Canal in Indianapolis.



**Jay A. Taylor**

The Rev. Jay A. Taylor, 80 of North Manchester, died Wednesday, October 15, 2003. A retired Methodist minister, he was an ordained elder and member of the North Indiana Conference of the United Methodist Church (retired status) and attended N. Manchester United Methodist Church.

Jay grew up in the area around N. Manchester. He graduated from Chester Township High School in 1942. That was followed by graduation from Indiana Central College, now the University of Indianapolis, and the United Theological Seminary in Dayton, OH. He

was in the U. S. Army in 1945-46.

Jay was a minister in the Evangelical United Brethren Conference prior to 1968 when it joined with the United Methodist Church. He served churches in northern Indiana. He was with the camping program for 48 years and started the canoe/camping ministry of the North Indiana Conference. He was also a member of the "Saints Alive" choir of the church.

Jay was interested in history. He was a member of the North Manchester Historical Society and the Canal Society of Indiana. He attended many CSI tours including the "Crossing Waters" tour this past spring at Monticello. He gave talks about Indiana's canals to groups around North Manchester. On April 10, 2003, while battling cancer, Jay spoke at North Manchester's Peabody Retirement Center where he had moved following the death of his wife Grace on March 26, 2002. In June this year he went on a canoe trip with his daughter and her new husband.

Jay is survived by his sons Joseph Taylor and wife Sharon Fradenburgh of Atlanta and the Rev. Richard Taylor of Rochester; a daughter Rebecca Taylor and husband Jeffrey Cohen of Highland; a sister Katherine Dahlstrom of Auburn, CA; a brother Ray Taylor of North Manchester, and three grandchildren Sherry Taylor of Newark, OH and Andrea and Christopher Taylor of Rochester, IN.

Funeral arrangements were by DeLaughter-McKee Mortuary North Manchester Chapel with visitation on October 18. Funeral services were conducted by the Rev. Fred Bishop at the North Manchester United Methodist Church on October 19. Burial was in Fairview Cemetery, Servia, Indiana. Memorials are to the United Methodist Camp Program on Northern Indiana.



# IN THE NEWS

Summer 2003 - Lima, OH

As part of Ohio's bicentennial celebration, **The Lima News** ran a series of 6 well written articles about the Miami & Erie Canal. CSO president and CSI board member Mike Morthorst of Cincinnati, was interviewed and pictured in an article. Read the history of the canal at [www.limanews.com](http://www.limanews.com) then go to **archives** and use keyword **canal**.

September 25, 2003 - Ft. Wayne, IN

A marker will be put at the site of the Gronauer Lock said an article entitled "State Recognizes Canal's Historical Importance" that appeared in **The New-Sentinel** of Fort Wayne, IN. It will be the first state historical marker for New Haven and the sixth for Allen county. Following dedication ceremonies at East Allen County Schools' Park Hill Learning Center, the marker honoring the Gronauer Lock #2 of the 468-mile-long Wabash & Erie Canal will be placed at the lock site on US 24 at Harper Rd. at the I-469 interchange.

The lock, unearthed in 1991 during construction for I-469, was excavated and a portion of the remains treated for a display at the new Indiana State Museum in Indianapolis. Timber locks found on the Wabash & Erie are unique in that most locks were made of stone or brick on canals in other states.

New Haven Kiwanis Club and the Canal Society of Indiana paid one third of the marker's cost. The other two thirds was funded by the Indiana Historical Bureau Marker Program.

Forty timbers of the lock remains that were treated but not used in Indianapolis are in storage in New Haven. The untreated remains

that were stored in New Haven's waste-water treatment plant lagoons for the past decade will probably be buried on that site next year.

New Haven Area Heritage Association planned to auction off two 4-6 foot pieces of treated timber cut off from those exhibited in Indianapolis to raise funds for long-term storage. CSI objected to this sale because of the precedent it sets.

September 29, 2003 - Albany NY

An article entitled "Selling Off Miles of the Erie Canal" appeared in the **New York Times**. It said that the Erie Canal was built in 8 years by 9,000 workers, 1,000 of which died while building it. When it was completed, in 1825, it changed how the nation transported goods and people to and from the Eastern Seaboard to the American heartland. It made New York a "manufacturing and shipping powerhouse." Railroads and the Saint Lawrence Seaway left it virtuously abandoned. It has been revived as a recreational source for cruise boats, hikers/bikers, and joggers.

Today there is a great controversy over the purchasing of exclusive access rights to New York's canals in 2002 by Richard A. Hutchens, a developer from Buffalo. He answered an advertisement in an obscure government publication, was the sole bidder and got the right to cut private canals into the 524-mile state canal system for \$30,000. He plans to build housing developments with access to the canal on land he purchases along about 45 miles of shoreline. The details of Mr. Hutchens' deal with the state were made public this month in an article in **The Post-Standard** of Syracuse.

Critics think the sale may have been a sweetheart deal, but canal officials say the contract received a proper review and was approved by the state's comptroller's office. They agree the advertisement

should have been better publicized so that there would have been more bidders. The executive director of the New York State Thruway Authority and the Canal Corporation, a subsidiary of the Thruway Authority that oversees the canal system, said after reviewing the facts, there was a process in the public domain that was approved by the state comptroller, the attorney general and the Canal Recreationway Commission. A public hearing was scheduled for the following Friday by Democrats in the State Assembly.

Hutchens gave money to Gov. George E. Pataki's campaigns and state Republican funds. He had business ventures that included construction of low-income housing developments and frozen food distribution. He might make millions if he can buy up land along the canal and build developments with water links. His business partner says its a risky venture.

The canal system costs the state \$70 million a year to operate, but it brings in only \$2 million in fees and development rights. In 1992 the canal system was put under the Thruway Authority, which pays the difference with money made on the toll way.

Today canal boosters are bullish on prospects for redevelopment of the canal and adjacent property to attract tourists and upscale housing. In 1996 the chairman of the Thruway Authority wrote to 200 companies he thought might be interested in submitting proposals to redevelop this land. He received thirty-three proposals for development from theme park builders, cruise ship companies, a bank and real estate developers. The Canal Corporation contacted several of the companies. Negotiation to build a marina and rent houseboats to vacationers fell through.

Hutchens wrote a letter to a canal official in 1998 expressing



interest in building houses on small canals to the main canal giving each home its own private waterway to the canal. They could park their boats next to their homes or in a shared marina.

The *Contract Reporter*, a newsletter available only by subscription in which agencies and authorities such as the Canal Corporation advertise items for bid, ran an advertisement in its April 1999 issue. It described a proposal similar to that of Hutchens. Mr. Hutchens was the only one to submit a written reply. The Thruway Authority negotiated a deal with him that agreed to a \$30,000 price for his exclusive right to cut into the canal.

The low price was seen as sensible to give a jump start to the first developer. He would have a large outlay of funds and lots of risk to get the project underway.

Hutchens contract was approved in May 2002 and will expire in 2007. He must make further payments of \$15,000 for every cut he makes into the canal once he starts building, and cuts for 100+ unit developments would cost more. Also, each owner in each development would be assessed a \$300 annual fee for use of the canal. After 5 years the fee could be raised.

Now Hutchens has to buy private land near the canal to use the rights he purchased. He has the right of first refusal on sites identified by other developers.

Another developer wants to build a \$95 million complex of luxury houses along the Oneida River, part of the canal system, similar to the one Mr. Hutchens has proposed and using the right to cut into the canal that Hutchens owns. Although the two developers have reached an agreement, it has not been disclosed. The Canal Corporation said Hutchens did not have the right to make this agreement without its approval.

A real estate firm has been hired by the Canal Corporation to assess the value of the rights that Hutchens purchased.

October 16, 2003 - Ft. Wayne, IN

The *New-Sentinel* article "Auction Offers A Chance To Buy Big Piece Of History" said the New Haven Area Heritage fund-raising auction on October 18 would include two huge timbers that once were a part of the Gronauer Lock. These 4-6 foot long and 12 inch square specially treated pieces were once part of 30-40 foot long pieces that were cut off while constructing the exhibit for the Indiana State Museum. This was an opportunity to purchase two very rare and large pieces of Indiana history. The auction also had antiques, collectibles and a bow and arrows belonging to an 11-time archery champion Ann Marston.

Marston frequently appeared on television on shows such as "The Tonight Show" and "The Ed Sullivan Show." She won the talent category of the 1960 Miss America using her archery skills. Although she never lived in New Haven, her cousin donated the items to be auctioned.

It also said that "the heritage association is working with the Allen County Fort Wayne Historical Society and Canal Society of Indiana to find a way to exhibit hundreds of remaining timbers from the lock.

October 20, 2003 - Ft. Wayne, IN

The *News-Sentinel* article "Pieces Of Lock Sell At Auction" said that the two pieces of the lock sold for \$100 each. The timbers measured about 12" x 12" x 4-6' were cut off from the timbers displayed in the Indiana State Museum. Along with other items sold, the auction at The Auction Center on McConnell Drive in New Haven, IN brought in a little over \$1,000.

October 27, 2003 - Cohoes, NY

MSNBC web site ran an article entitled "Scientists Unlock Erie Canal Secrets." Andrew Wolfe, an engineer at SUNY Institute of Technology, and Denis Foley, an anthropologist at Union College, are continuing their search for the remains of the original Erie Canal. This past summer that found the intact foundation of Lock 37 and pieces of Lock 38 just north of Albany 13 feet below the surface. The locks were in a tunnel that was used at a later date for hydropower. They were topped by limestone. The proof that the remains were of a lock was that they discovered the quoin post where the oak gates opened and closed.

When Wolfe and Foley tried to find Lock 42 this September, Foley climbed into a manhole, stepped on slippery rocks, avoided a gushing waterfall and sat on a ledge. With his flashlight he could see an arch entrance to the old canal that had been bricked up. That was a dead end.

The original Erie was buried in the 1950s and research in the 1970s led scholars to believe it was destroyed. In 2000 Wolfe and Foley found the first artifact — a weigh lock which weighed the boats and determined the toll.

They hope to recover Lock 53, which is the eastern terminus of the original Erie. The locks old the original Erie were numbered west to east starting in Rome, NY. Last year they uncovered granite blocks that topped a wall of Lock 1 of the Enlarged Erie, which is numbered in reverse and is nearby the earlier terminus.

Their research into the locks and foundations of buildings around them will "provide a glimpse into the lives of the people who worked on the canal."

Chuck Whiting, CSI member, Lawrenceburg IN