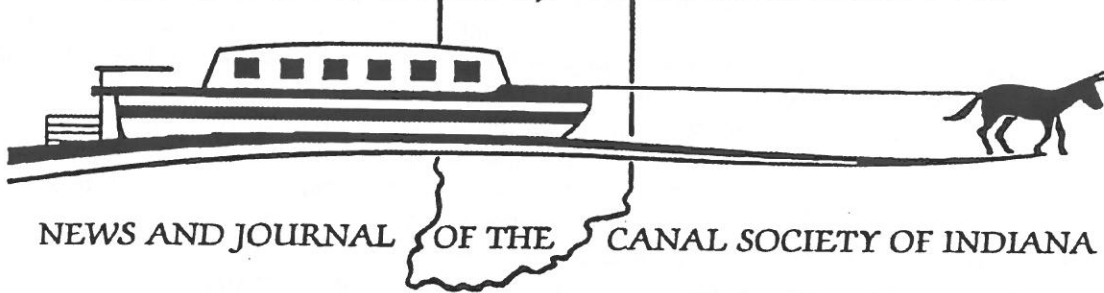


THE HOOSIER-PACKET



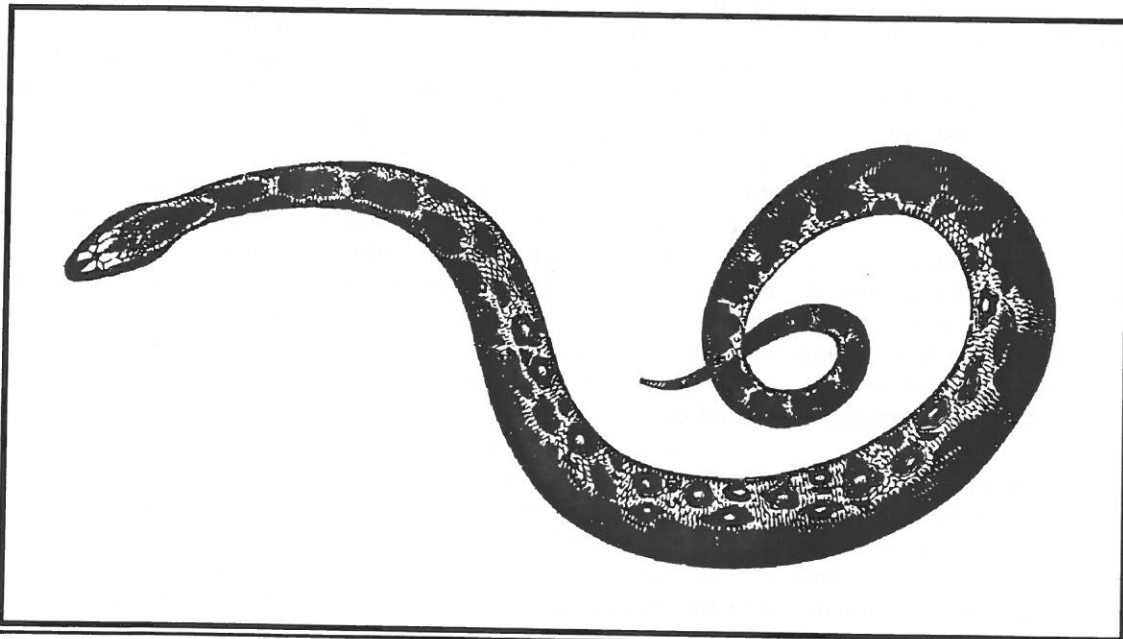
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

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RATTLERS!



Huge rattlesnakes abounded in dens in the ground and in cliffs during the digging of the Wabash & Erie Canal through Wabash county. In the reminiscences of early settlers they were described as ugly, hideous, hateful, creeping monsters that crawled, twisted and rolled among and over each others' bodies.

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Rattlesnakes in Wabash County

By Carolyn Schmidt

"I Don't Like Spiders Or Snakes" should have been the theme song of early pioneers and canal men in Wabash County where rattlesnakes abounded. They were so prevalent that the *History of Wabash County, IN 1884* contained numerous reminiscences mentioning the "critters."

William H. Coombs, an attorney, in Wabash, IN. spoke about rattlesnakes at gatherings of old settlers on September 29, 1870 and August 23, 1883. Going to Lagro on horseback one morning, he saw a rattlesnake stretched across the towpath; and, getting down from his horse, killed the snake. Within a mile he killed six rattlesnakes, sunning themselves on the towpath. On

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July 4, 1837, the opening of the canal was celebrated. Coombs was called on to write a speech on Saturday for the Monday event. He wrote it out and took a walk in the woods that Sunday to commit it. As he placed his foot upon a tree-trunk, he saw a rattlesnake coiled up by the side of the log, picked up a stone, and killed it. A den of them was subsequently discovered along the canal while digging and blasting between Wabash and Lagro. Canal workers killed three hundred rattlesnakes in one day, burning their hideous carcasses upon the log-heaps they were continually setting on fire to get the timber out of the way.

The county history says, "In a hole in the bluff on the right bank of Rush Creek, some half a mile above the little village of New Holland, about fifty feet higher than the level of the creek-bottom, under a large broad shelf of coarse, rough, irregular rock, projecting considerably beyond the general steep and sloping surface of the bluff, is said to have been...a huge den of monstrous rattlesnakes.

"The height of the shelving rock and the surface of earth beneath it is perhaps five feet, growing lower, however, further back. One can walk in at first by stooping...By looking further back one can see various openings, a foot or so in diameter, which seem worn as though by the constant passage of water or something else from out the dark and hidden recess of the hill. The surface below the shelf of rock used to be covered with rattlesnakes' bones of all sorts and sizes, and great numbers have been carried away as specimens by the scores and hundreds of visitors..., so that at the present time few or none of such relics of the 'reptilian era' are to be found.

"Of course no one knows what...exists in the heart of the hill back of those yawning apertures, but there was surely room to harbor and breed thousands upon thousands of rattlesnakes; and some of them of the largest and most hideous kind.

After discovering the terrible haunt of these horrible reptiles,...it was resolved to build a huge, tight, high, board fence around the entrance to the den...so when the snakes would come out, they could not get away to find their food and sustenance; men would go and kill them by spearing and shooting, etc. One man is said to have killed seventy in a single day. Some used a sharp spear upon a long pole, and this weapon proved very efficient in the work of slaying the fearful creatures. It took three years after the fence was built before the snakes were exterminated. At first great numbers of huge creeping monsters would be there, crawling and twisting and rolling among and over each others' bodies as they would struggle in vain to find some way of escape from their impregnable prison. The creatures became so ravenously hungry by their confinement...that as soon as one would be killed by the men..., the living ones would seize the dead body of their comrades, and in an incredibly brief space of time, would devour it to the very bones."

Job Ridgway states that "he has seen some of the rattlesnakes as large as his arm (which is very large and fleshy), and five or six feet long. He showed us...skeletons of the snakes, from which it may be judged how large they really grew to be.... One of the ribs he had was four and one-fourth inches from point to point of the spinal projections.

"Some bones may still be seen among the gravel and fine earth which form the surface of the ground beneath the overhanging, shelving rock, but they are now mostly very small."

John Minnick reports finding a den of rattlesnakes near Dora on Sept. 28, 1837. Eight were killed that evening and thirteen the next morning before breakfast! They were from four to six feet long except for one that measured six feet and six inches in length, and was as thick as a man's leg! One was killed in their cabin itself. A brush fence was built to keep the cattle away from the

snakes, and leaves, etc. were burned off to make the ground smooth and black so that the snakes could not be seen. A long slender pole like a switch was used to strike them across the head or back. John killed seven in one day. Another day his friends killed seventeen. They kept count until over 100 snakes were destroyed. There were no rocks, but simply holes in the clay bluff out of which the hateful creatures crawled.

Mark Stratton spoke about moving into the wilderness and finding a den near Rattlesnake Springs half a mile above the town of Lagro, in the bluff on the north side of the river and the canal. He also reported the one on the Salamonie River, near Dora, in South Lagro.

Michael Minnick, attempted to build a camp at Dora but found the rattlesnakes so numerous that he moved and once again found more rattlesnakes. His family resolutely killed eighteen before sleeping in their wagons.

West of Lagro, where the canal bends round the point or rocks, John Russell of Lagro Township worked for years upon the canal during its construction. While blasting the bluff there during the winter they came upon an immense den of rattlesnakes, killed them and loaded the stiffened and benumbed by the severe cold snakes along with the rocks and dirt and dumped them 'by cart-loads' into the embankment of the canal.

Job Ridgway said that the huge bones... "serve forcibly to remind the present generation how pleasant and how full of interest 'picnics' in the woods and among the rocky bluffs might be made in those original days when the woods were full of howling wolves, and prowling bears, and the rocks and caves abounded in huge and hissing rattlesnakes!"

The poor Irish man, who thought he'd left behind the snakes in Ireland, spent the early years alone on the canal getting rid of the rattlesnakes. Luckily for us today, we can trace the canal without this menace.

CANAWLERS AT REST

DR. ISAAC COE

b. July 25, 1782

d. July 30, 1855

By Charles B. Huppert

Photo courtesy Indiana Historical Society



The Infamous Dr. Coe

Our country has had its share of thugs. A quick thought brings to mind those who were involved in the Tea Pot Dome scandal, the New York Mafiosi, those who flourished in Chicago in the 1930's, like Al Capone, and even presidents such as LBJ, RMN and WJC have left unfavorable marks on our history. Narrowing our aim to Indiana, while they are fewer, the foremost that comes to mind is Isaac Coe, M. D.

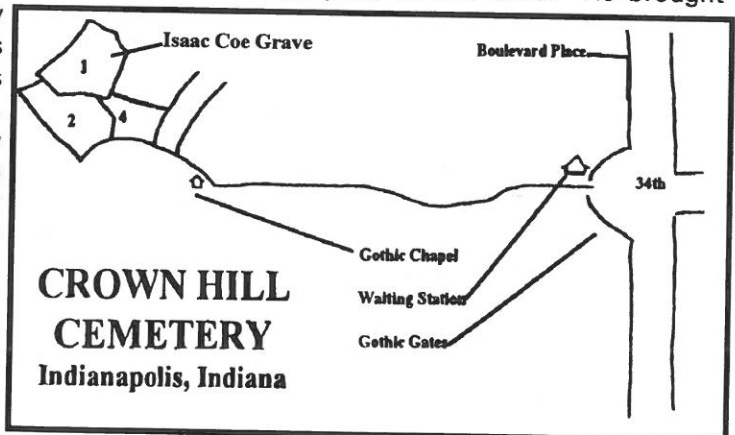
There is no more despicable character in Indiana's early transportation history than that of this medical professional and avid religious advocate who successfully and clandestinely raped Indiana's coffers as his adopted state's citizens were attempting to create commercial waterways, roads and railroads for the development of its interior.

This writer often journeys to Crown Hill Cemetery in north central Indianapolis where, seeing Coe's crumbling tombstone, he soundly kicks it, aiding in its disintegration but causing unfavorable results. In fact, this writer has had consultations with a friendly podiatrist within the last few months. It is unfortunate that his burial plot shares the same section of Crown Hill as canal enthusiasts Nicholas McCarty and Governor Noah Noble.

Yet here his monument stands and most who view it scarcely realize it is of one of Indiana's arch villains. Coe wasn't always buried in Crown Hill. The

first lots in Crown Hill were sold on June 8, 1864, almost ten years after the good doctor died. He kicked the bucket on July 30, 1855, and his remains had resided since in Greenlawn Cemetery. On that first day of sales of lots in Crown Hill, someone paid \$625.00 for Lot 67 in Section 1. It was a goodly sum for those days. But the doctor had probably left his earthly bounds for warmer climate leaving sufficient funds for his eventual permanent resting place. Actually, he was not buried at Crown Hill Cemetery until June 1, 1867, after moldering for nearly twelve years at Greenlawn Cemetery, Indianapolis' public burial ground of which he was an administrator, as were Nicholas McCarty, James M. Ray, Daniel Yandes and other local businessmen.

How did he get here? He came upon this earth in Dover, New Jersey, on July 25, 1782. In May, 1821 he migrated to Indianapolis at age 38. There was only one other doctor in Indianapolis at this time. "He brought



with him a large supply of Peruvian bark – quinine in the rough – and wine” according to Anna Nicholas, biographer of Crown Hill. These substances he used to treat the large number of citizens who were suffering from illnesses, such as malaria, caused by the swampy conditions and newly turned soil. Between ages of 38 to 51 Dr. Coe appeared as an ideal citizen of the City. There was hardly a board or committee on which he did not serve. In 1822 he helped organize the First Presbyterian Church and was soon elected an elder in 1823. He served as an elder until 1853, two years before his death. He lived fashionably on the Circle next to Christ Church, Lot 12 of Block 35.

Dr. Coe started the first Sunday School for children in Indianapolis. It met in a cabinet shop, and because most children could not read, the school’s principle goal was a general education rather than a religious one, although religion was interspersed within the teaching framework. Children were taught to read from the Bible.

As a physician, he was less educated than other doctors that had come to Indianapolis. While he was possibly the most effective in treating malarial types of diseases, during his first period of practice (his allopathic) he was criticized for over medicating his patients. One physician, Dr. Jonathan Cool who was well schooled at Princeton, protested loudly against the type and quantity of medicines administered by Dr. Coe. He even wrote a poem about it:

“Oh, Dr. Coe! Oh, Dr. Coe!
Why do you dose your patients so?
Slow to cure, and quick to kill;
There is no man alive can tell
The awful power of calomel,
And dead men tell no tales.”

Apparently, Dr. Coe took some of this criticism to heart. He eventually became a homeopathic practitioner. Thus instead of administering large doses of drugs which were suppose to cause the body to react in a manner which would drive out the disease, he administered small doses of medicines on the “like cures like” principle. That is, the medicines caused in a patient reactions which were similar to the disease being treated.

Dr. Coe over the years became a friend and colleague with many of high political stature in both the state and local government. So, when it was decided that internal improvements were necessary to ensure the growth of the state in its wilderness areas and to provide transportation to markets, Dr. Coe saw an opportunity. In 1834 he was appointed Clerk of the Fund Commissioners. These officials were in charge of generating capital for the financing of the Wabash and

Erie Canal. Less than two years later, in January 1836, the mammoth Internal Improvement Act was passed and within a few months Coe was appointed by Governor Noah Noble to replace Nicholas McCarty as a Fund Commissioner who had resigned. During his time as Clerk Coe learned the ropes well. The other two Fund Commissioners, Jeremiah Sullivan and Samuel Hanna, so appreciated him that when they failed their jobs in peddling the State’s bonds on the east coast, they returned home leaving Coe alone to negotiate the sales.

It was during this time, probably even before Coe was appointed Commissioner, that his ethic began to turn south. Should the reader of this short biography think that it is written in an overly critical manner, one should take up Paul Fatout’s Indiana Canals. The Coe saga of corruption begins on page 79 and continues through page 107, where Fatout concludes by calling the good doctor a thief.

One may ask what was it all about. To try to understand the enormously complex activities would take considerable time and effort. Although nine different reference volumes were used to author this short monologue, no clear image of all that Coe did in his corrupt effort emerged. Some things done were no more than examples of negligence such as leaving trunks of Indiana bonds in the vaults of banking companies with whom he was trying to negotiate sales. One of the most grievous malfeasances involved selling Indiana bonds for eighty-eight cents on the dollar to the Morris Canal and Banking Company. The Banking Company then turned around and sold the bonds to others, many of whom were over seas investors, for 96 cents on the dollar. The difference or profit was divided between the Company and Coe. It is suggested that Coe “earned” more than \$100,000 in this manner during the three years he was a Fund Commissioner. By the Fall of 1836 Coe had used some of his ill-gotten money to purchase stock in none other than the Morris Canal and Banking Company, thereby creating a conflict of interest which went ignored. It wasn’t the only conflict.

Coe also sold the bonds on credit. As a result, while Coe’s back pocket got warmer and warmer, the coffers back in Indiana remained cold, dank and empty. Few funds made it back to Indiana for its canal and road projects.

In addition to the Morris Canal \$1.2 million debacle, Coe, again selling on credit, deposited state securities valued at \$100,000 to the Staten Island Whaling Company, of which he again was a shareholder; securities valued at \$300,000 to the Bank of Western New York; securities valued at \$100,000 to the Bank of Erie County, New York; and, securities valued at \$100,000 to the Detroit and Pontiac Railroad, a

company which at the time had one foot in bankruptcy and one foot on a banana peel. The funds that Indiana as to receive turned out to be more mythical than real.

By August 1839, Coe was no longer a Fund Commissioner, and the Morris Canal and Banking Company, as well as others, had defaulted on the contracts with Indiana. This sounded the death knell for further canal and other internal improvements. By the end of the year most all projects under the 1836 Internal Improvement Act had been abandoned. Only the Wabash and Erie Canal project continued, it being significantly funded from the sale of land given to the State for that purpose by the Federal Government.

Early in 1842 the General Assembly determined how the corruption that helped lead to Indiana's insolvency had been committed. As a result two suits were instituted - one against Coe for his handling of the Detroit and Pontiac Railroad and Bank of Erie County transactions and the other against Coe and the Morris Canal and Banking Company. Calvin Fletcher, an Indianapolis lawyer, banker, civic leader and farmer whose diaries provide significant insight into Indiana history, was a surety on Isaac Coe's interim bond from the Spring of 1836 through the 1836-37 legislative session when he was confirmed as a Fund Commissioner. It is natural that Fletcher would have noted in his diary his exposure as surety on this bond. He specifically states (Nov. 8, 1843) that the suits were for "applying mony [sic] unjustly to [Coe's] own private use when engaged as Fund Commissioner & while acting as clerk to the board of Fund Commissioners in N. Y. while selling bonds & raising mony [sic] for our abused system of Internal improvements." When he was confirmed by the legislature in January 1837, Coe provided another bond of which Fletcher was not a surety. Apparently Fletcher would have been found liable on Coe's bond only if Coe had been convicted and only if his "malversations" were committed during the time when Fletcher was surety. The suits, however, didn't come to much. The first was tried before a jury that hung, and on a re-trial in 1847 the defendants were acquitted. The other was earlier dismissed in 1846. Thus Coe got out of all his chicanery scot-free.

Coe spent his later years in the Northwest with his sons where he died. His dead, cold, stiff body was returned to Indianapolis for burial, probably the only condition in which his body would have been accepted by those who remembered how he had ravaged his fellow Indiana citizens.

An article from the *Evansville Courier & Press* of 3-16-2003 entitled "Indy-bound?" says the NCAA tournament isn't the only thing to do in the Hoosier capital. It is paraphrased here. Estella Henze, CSI member, Evansville, IN. →

INDIANAPOLIS - A DESTINATION TODAY

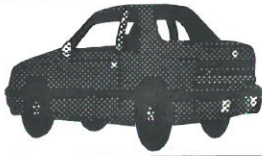
Indianapolis, the swampy, malaria ridden town of Dr. Coe's day, grew into a large city, replaced urban blight with the attractive White River State Park, museums and a Central Canal walk and is a destination for vacationers today. Besides being the home to National Collegiate Athletic Association, RCA Dome, Conseco Fieldhouse and NCAA Hall of Champions with its theater presentations and exhibits about basketball pioneers and displays about NCAA champions in 22 other sports, there are many other attractions within White River State Park. This spring new exhibits and programs are offered by the following: The Indianapolis Zoo has dolphin shows and train rides in addition to its wild animals. White River Gardens has native and exotic butterflies. The Indiana State Museum features "Brain: The World Inside Your Head." IMAX is showing "Lewis and Clark" and "The Lion King." The Eiteljorg Museum of American Indians and Western Art has a free-flowing glass exhibit by Dale Chihuly, a "don't miss" feature in the eyes of your editor, who saw a fantastic exhibit by him in Fort Wayne last year.

The Central Canal Walk, which creates a "garden-like oasis" with its large fountains, antique-style lamps, pedestrian bridge, murals of Indiana life, and walking/jogging paths amid beautiful landscaping, passes many museums and other attractions in White River State Park. The Indiana Historical Society has a Cole Porter music room, library, changing exhibit hall telling the story of Indiana's past and a terrace cafe along side the canal. On its east bank is the USS Indianapolis Memorial, a granite structure built to honor the last U.S. ship to sink in World War II and those who died on board. On its north bank is the Medal of Honor Memorial listing 3,432 recipients of our nation's highest military honor.

Following the original Central Canal towpath visitors see The Indianapolis Museum of Art's artwork from Africa, China and Europe, a sculpted garden, botanical gardens, greenhouses, wildlife refuge, and restaurant located on the 152-acre donated Lilly estate. They also view flowering trees and ducks in Holcomb Gardens behind Butler University.

Around town they visit the Children's Museum, Indianapolis Motor Speedway Hall of Fame Museum, City Market, Christ Church Cathedral, Scottish Rite Cathedral, Crown Hill Cemetery, Garfield Park & Conservatory, Indiana War Memorial Plaza, Soldiers & Sailors Monument and Civil War museum below, 1888 State Capitol, and homes of President Benjamin Harrison and James Whitcomb Riley. Circle Centre Mall and varied restaurants lure tourists inside.

LET'S
TAKE
A
TRIP



**THE McCLELLAN - KERR
NAVIGATION SYSTEM IN
OKLAHOMA**

By Sue Simerman

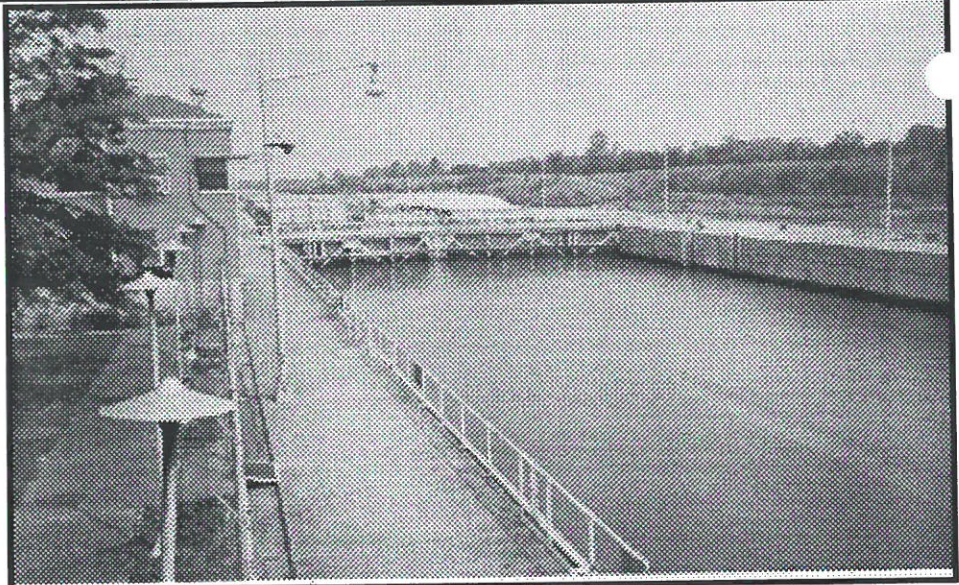
In late August of 2002, while on vacation, my husband Steve and I realized we could make a side trip in Oklahoma to visit several locks on the Verdigris river. These locks are a part of the McClellan-Kerr Navigation System.

We visited the Arkansas Post Canal and the McClellan Arkansas River Navigation System in March of 2001. We went as far as Lock #12 in Arkansas starting from the east near the Mississippi river.

The McClellan Arkansas River Navigation System was the result of the River and Harbor Act of July 24, 1946. Construction began in 1957 to improve the Arkansas river for navigation, to provide additional flood control and to produce hydroelectric power. It was named for Senator McClellan of Arkansas and Senator Kerr of Oklahoma. Each state invested \$600 million and the federal government spent \$1.2 billion.

The Navigation System locks and dams are not used to store flood waters. Instead these waters are stored in seven Oklahoma lakes. Six of these seven lakes furnish power — Keystone, Pensacola, Markham Ferry, Fort Gibson, Tenkiller Ferry and Eufala.

The Navigation System goes to Pine Bluff, Little Rock and Fort Smith in Arkansas and into Oklahoma. It uses the Arkansas river, which is 250 feet wide, until it reaches the Verdigris river, which is 150 feet wide. When the project was planned the Verdigris was chosen



Top: Barges are tied up and waiting above the upstream gate at Chouteau Lock #17 after passing through the lock.

Bottom: The towboat *Frances Ann* is locking down at Chouteau Lock #17 to get the barges outside the downstream gate.

Photos by Sue Simerman

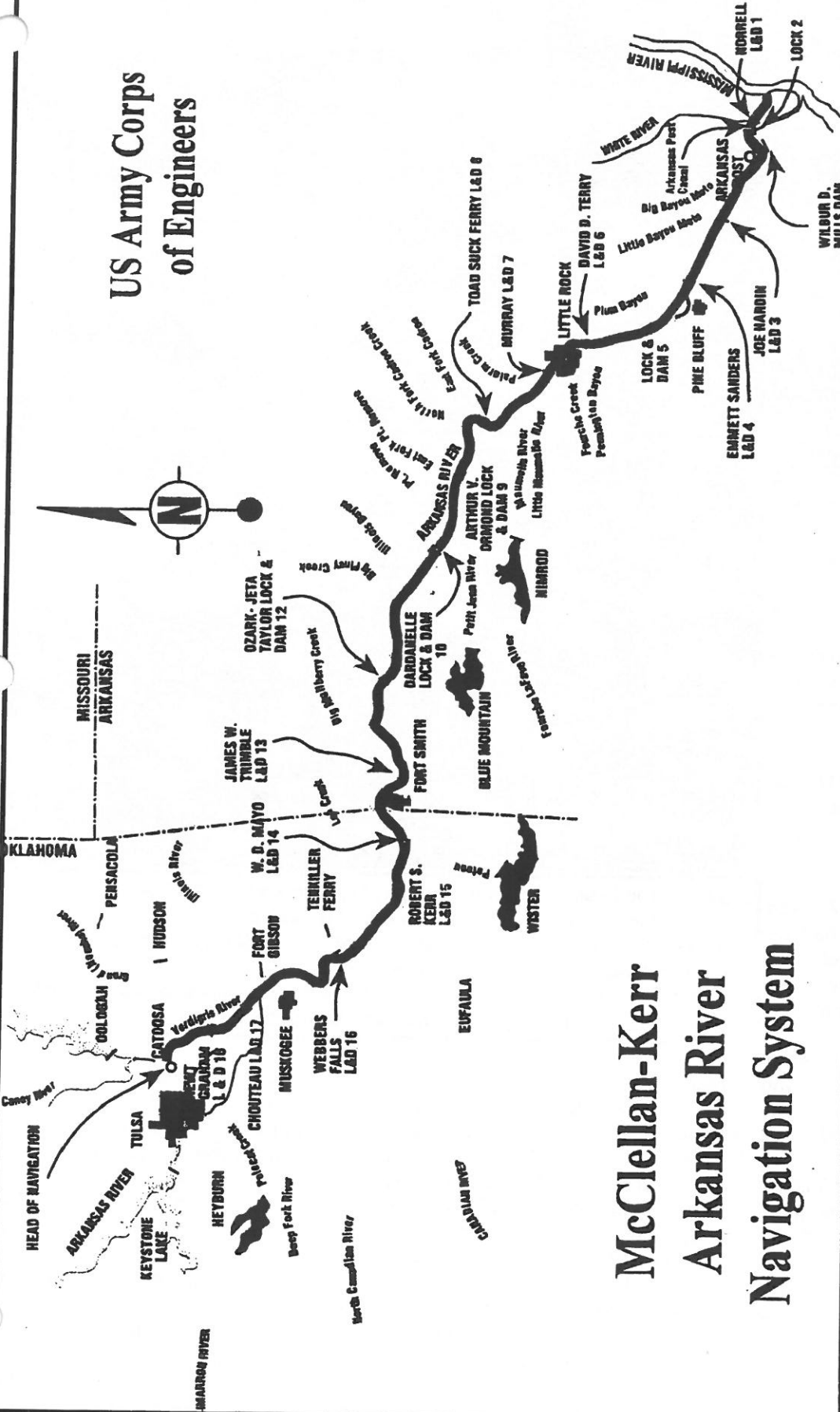
because continuing on the Arkansas river would have required two extra locks. can be used year round for ice free boating unlike our Indiana canals.

The McClellan-Kerr Arkansas River Navigation System transported 4.3 tons of cargo in 1971, the first year it operated. The tonnage has increased to more than 10 million tons per year. A minimum depth of 9 feet is maintained and the system has 17 locks. The total lift from the Mississippi river to Catoosa, Oklahoma is 420 feet. And the greatest benefit is that the system

Up-bound traffic transports bauxite, grain, chemicals, fertilizer, steel, butyl rubber, hemp, soda ash, newsprint, petroleum products and miscellaneous cargoes. Barges going downstream carry soybeans, wheat, coal, steel, gypsum, acid, lumber, scrap iron, rock, rice and peanuts.

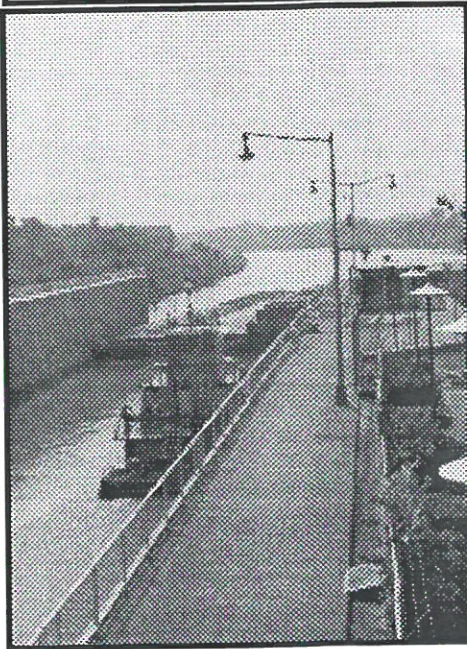
We visited three locks in reverse order because we came from the northern part of the state. The

US Army Corps
of Engineers



McClellan-Kerr Arkansas River Navigation System

THE ARKANSAS POST CANAL AND THE McCLELLAN—KERR ARKANSAS RIVER NAVIGATION SYSTEM

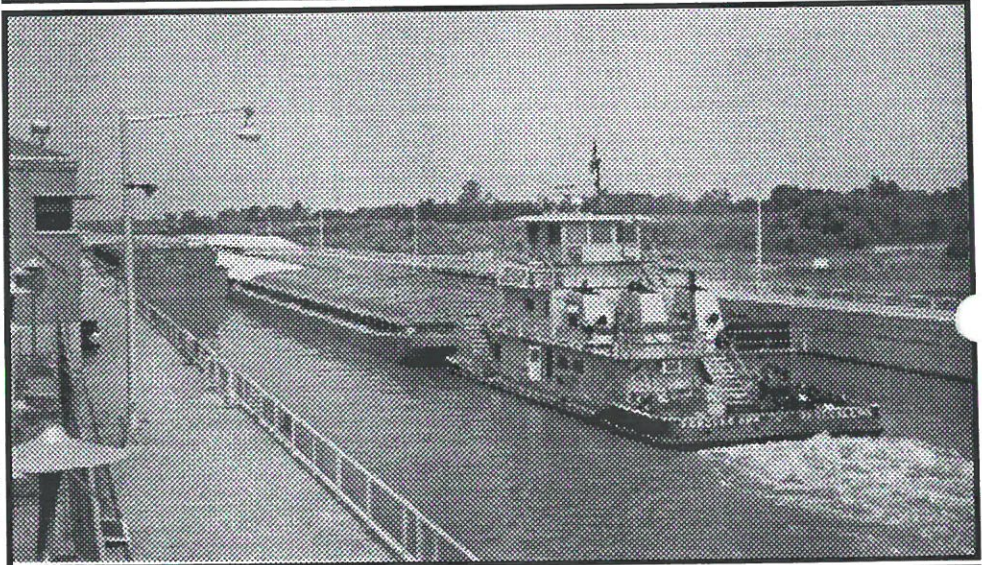


first was Newt Graham Lock #18 and next was Chouteau Lock #17, both on the Verdigris river. The final lock was Webber's Falls Lock #16 on the Arkansas river. This lock was near the accident scene where a barge struck a support pier for Interstate 40. The bridge reopened shortly before we used it after visiting this lock.

Newt Graham Lock #18 had a nice visitor center. It was quiet there with only a little water coming through the dam.

Chouteau Lock #17 was different and informative. It had an air-conditioned upper level for observing, which was appreciated with the temperature in the low 90s.

Going to the lock we crossed a dam structure on a channel and went to the right after crossing the dam to find the lock. This was different from what we found at Lock #18. The main body of water follows the lock canal and the remainder goes to the dam. When we climbed the stairs for the view of the lock, we observed something we had never seen before. To our left, outside the upstream lock, we saw about 6 barges. In the lock there was a boat with no barges. To our right there were 5 barges outside the down-



Top Left: The *Frances Ann* is preparing to leave Lock #17 and will swing to the right to tie up to the barges on the downstream side of the lock gate.

Top Right: The *Frances Ann* has swung around and is pushing the barges into the lock heading upstream.

Photos by Sue Simerman

Bottom Right: The barges from downstream have been raised in the lock and the *Frances Ann* pushes them up river completing the lengthy process.

stream lock gate. We have seen tows being split up before but never a boat without at least some of it's barges. We realized the tow had come up river, locked up half of the barges, then the boat locked back down and tied up to the remaining barges it had left outside the downstream gate. It then came into the lock and finished the locking procedure so it could pick up the barges it had left outside the upstream gate. Now it was ready to proceed to Lock #18 and onto Catoosa, Oklahoma.

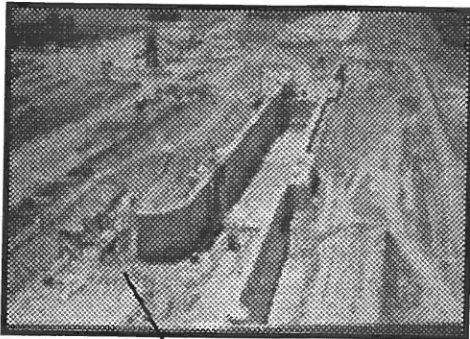
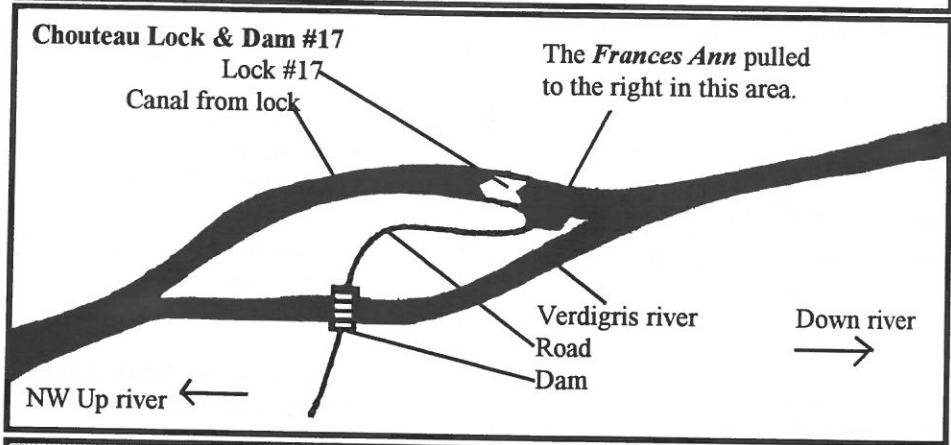
We watched for 1 ½ hours and the whole procedure had to have taken at least 2 hours. This procedure had to be repeated at all of the locks.

The crew on the *Frances Ann* was friendly. We would have been able to talk to them if we weren't enjoying the air-conditioned building. I noticed the boat had more air-conditioning units than the ones we see in the north. Some of the barges were empty and sitting high in the water. Some were new. Several

barges had Tampa, FL. stenciled on their sterns.

We drove to Muskogee and crossed the Arkansas river to go south to Webber's Falls Lock #16. There the observation deck was open air and appeared not to receive many visitors.

Watching the *Frances Ann* was well worth the extra travel time. We left wondering how many days it had taken them to travel to Lock #17 from Rosedale, Mississippi.



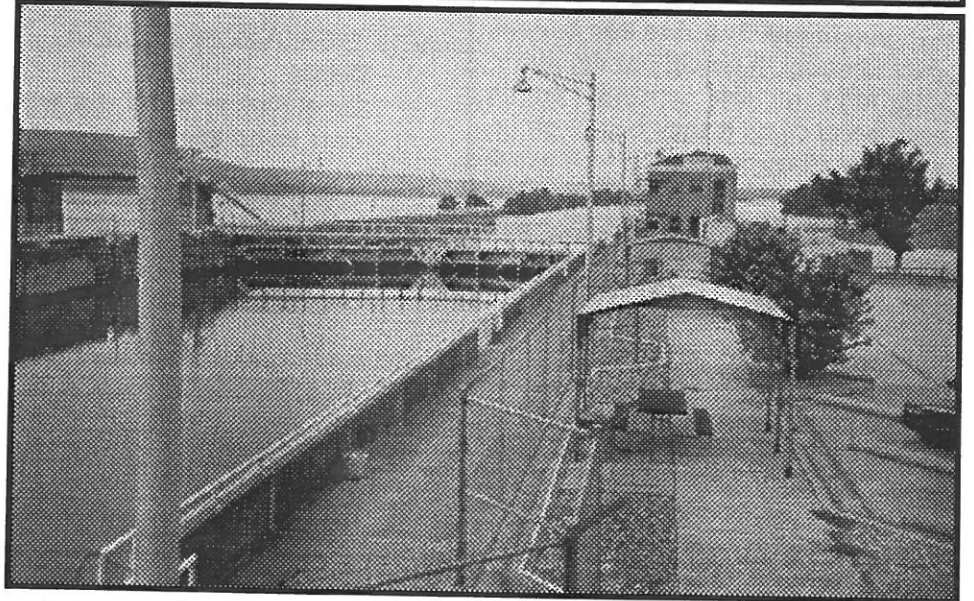
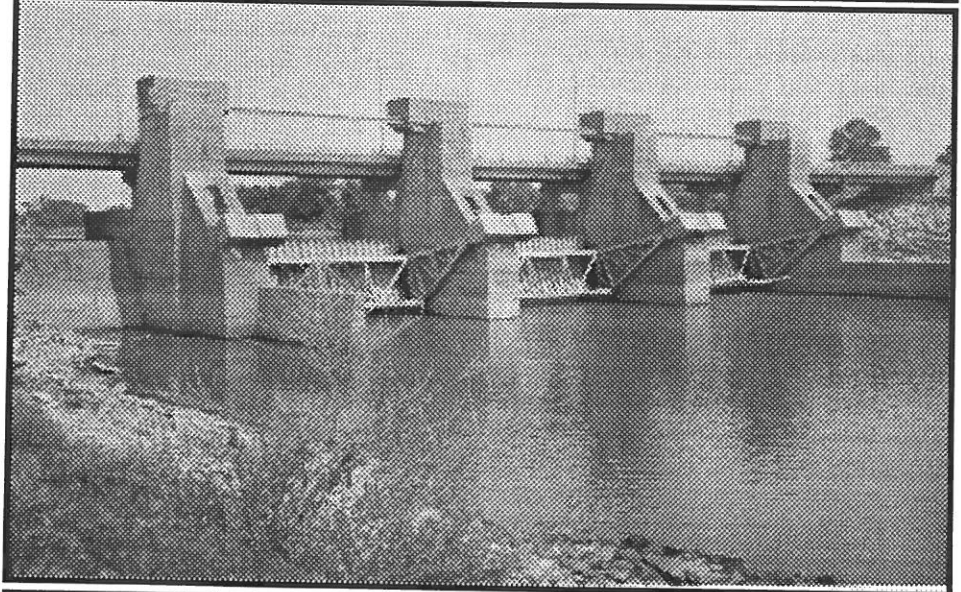
Above: This picture of Chouteau Lock and Dam #17 being built in 1969 shows where the *Frances Ann* made the swing to the right (left in this photo) after leaving the lock to pick up the remaining barges.

Top: Diagram of Chouteau Lock #17 & Dam with lock canal, Verdigris river, road over the dam and the area when the *Frances Ann* made the swing to the right.

Center: Chouteau Dam on the Verdigris river is located near Lock #17. A road passes across the dam.

Bottom: Webber's Falls Lock #16 is located on the Arkansas river. This photo looks to the north.

Photos by Sue Simerman



Finished in 1971, the Navigation System was the largest civil project ever built by the Army Corps of Engineers. It runs 448 miles from the Mississippi river to Catoosa, Oklahoma. It has 17 locks and dams with a total lift of 420 feet. Large reservoirs were built on the Arkansas river and its tributaries as part of the project.

Some dams generate power for a total of 394 megawatts of hydroelectric power. Its first year it transported goods from 33 states and some foreign countries. From 1969-75 374 manufacturing plants moved or expanded along its route. By 1975 residents along its banks were earning 90% of the national average per-capita income.

**NEWS FROM
DELPHI**

**INTERPRETIVE CENTER GETS
BIG DOORWAY**

By Dan McCain

We had a fantastic day on Tuesday February 18, 2003. We got the boat set in the Canal Conference and Interpretive Center and much of the remaining side completed. Then we went outdoors and brought up the massive timbers for that BIG DOORWAY. These timbers are 14 by 16 inches square and 8 feet long. Very heavy. The wood is partly from the Huntington canal structure that we got from Historic Forks of the Wabash and the most unique timber is from the Washington Street (Pittsburg Road then) wooden bridge that carried traffic until the structure collapsed and was replaced with an Iron Bridge. It was bought the same day in 1873 that the "Red" Bridge, which our association restored and placed over the Wabash & Erie Canal, was purchased. The two iron bridges were identical. I would bet the public was tired of the wooden bridge because to cross it they had to go up a steep incline, cross the flat top and go down a steep decline. Anyway it was in the bottom of the canal when Jack Cohee dredged the bottom a year ago.

Friday February 21

Progress in constructing the exhibits inside the Canal Conference and Interpretive Center took a big step ahead with the current installation of a massive doorway separating two galleries. This effort required the cooperation of the building contractor's crew as well as the Canal Association's volunteer craftsmen. Two upright massive 15 inch square hardwood timbers from an 1840s Canal Flood Gate found near Huntington, Indiana were tipped

Historic Trails Schedule For 2003

- | | |
|---|--|
| April 19 - EARTH DAY Celebration
Walk led by Dan McCain
1 p.m. from Trailhead Park | Sept. 13 - Delphi Airport "Fly-In"
Connection with Delphi
Historic Trails
Time to be announced |
| April 26 - Walk led by Chas. Gerard
1 p.m. from Riley park to
High Bridge on Deer Creek | Sept. ? - Walk led by Charles Gerard
Deer Creek- Wilson Bridge
Time to be announced |
| April 27 - Walk led by Mark Smith
2 p.m. Odd Fellows
Cemetery
1/2 mile north of Delphi | Oct. 11 - Walk led by Mark Smith
2 p.m. interurban, "early
settlers" from Body Works
Plant |
| May 1 - Walk led by Terry Lacy
6:30 p.m. A spring nature
walk along Rock Creek | Oct. 19 - Walk led by Terry Lacy
Fall nature walk along Rock
Creek
Time to be announced |
| May 10 - Walk led by David McCain
10 a.m. Trailhead Park
A walking meditation along
Deer Creek | Oct. 26 - Walk led by Mark Smith
2 p.m. Odd Fellows
Cemetery
1/2 mile north of Delphi |
| May 17 - May Day celebration in
Canal Park - Workday a.m.
1 p.m. play time & walk | Nov. 29 - Walk led by Charles Gerard
Saturday After Thanksgiving
Time to be announced |
| June 7 - National Trails Day
11 a.m. from Canal Park
1 p.m. from Canal Park | Dec. 26 - 27 A long and a short
walk after Christmas
Time to be announced |
| July 4 - Canal Park to downtown
Delphi
Canal Park to canal trail walk
Time to be announced | For information on time,
place, difficulty of narrated walks,
and schedule updates call the Canal
Hotline: 765-564-6572 |
| July 5 - Canal Park to downtown
Delphi
Canal Park to canal trail walk
Time to be announced | |

up into place beside the "toothpick" looking 2 x 4 interior wall studs. They were secured by lag bolts and reach 8 feet high on the 10 foot wall.

The organization operating the Forks of the Wabash, Inc. at Huntington offered a number of these timbers when they found out that Delphi's new museum could utilize them. They also donated an important 24 inch square inch thick cast iron "wicket gate" that has already been incorporated into the

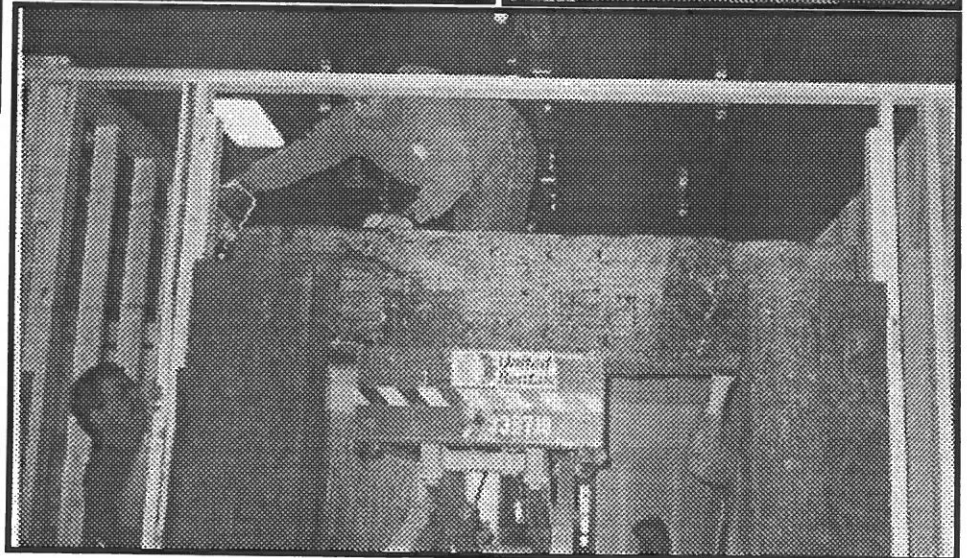
life size (10 foot high x 9 foot wide) replicated canal lock gate display. The flood gate was removed when the Hoosier Heartland Highway was being built nearby in 1999.

The coordinated team efforts of Leo Brown Builders' crew and the canal volunteers utilized a unique method of elevating the massive 1840 wooden bridge timber into place atop the uprights. This hand hewn oak timber with distinguishing axe marks made by a much earlier

craftsman was found in the bottom of the canal in Delphi's Canal Park during dredging activities in 2001. The timber, one of several left submerged since it collapsed in 1873 was part of the wooden arch bridge over the canal at present day Washington Street. In the mid 1800s it was called the Pittsburg Road and was the travel route between the two busy towns. These impressive solid timbers have come back into service.

Top Left: This hand hewed timber is raised into place for a door frame.

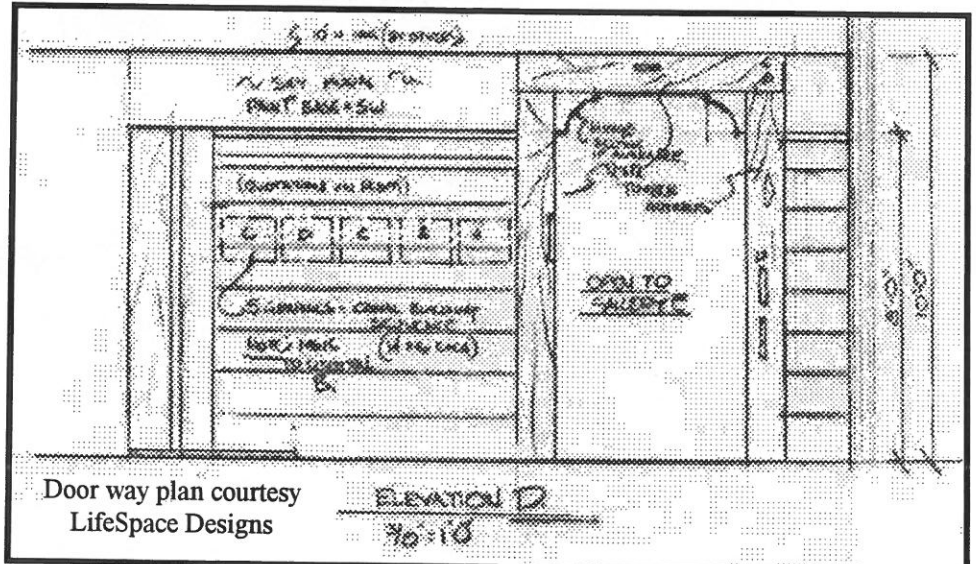
Top Right and Bottom: Using the hydraulic elevating work station used by the Logansport general building contractor, operator Jerry Davis carefully lifted and placed the aged but sturdy 163 year old timber above the two Huntington timber uprights. The 5 foot by 8 foot doorway opening now stands in the new Interpretive Center.



Photos by Dan McCain

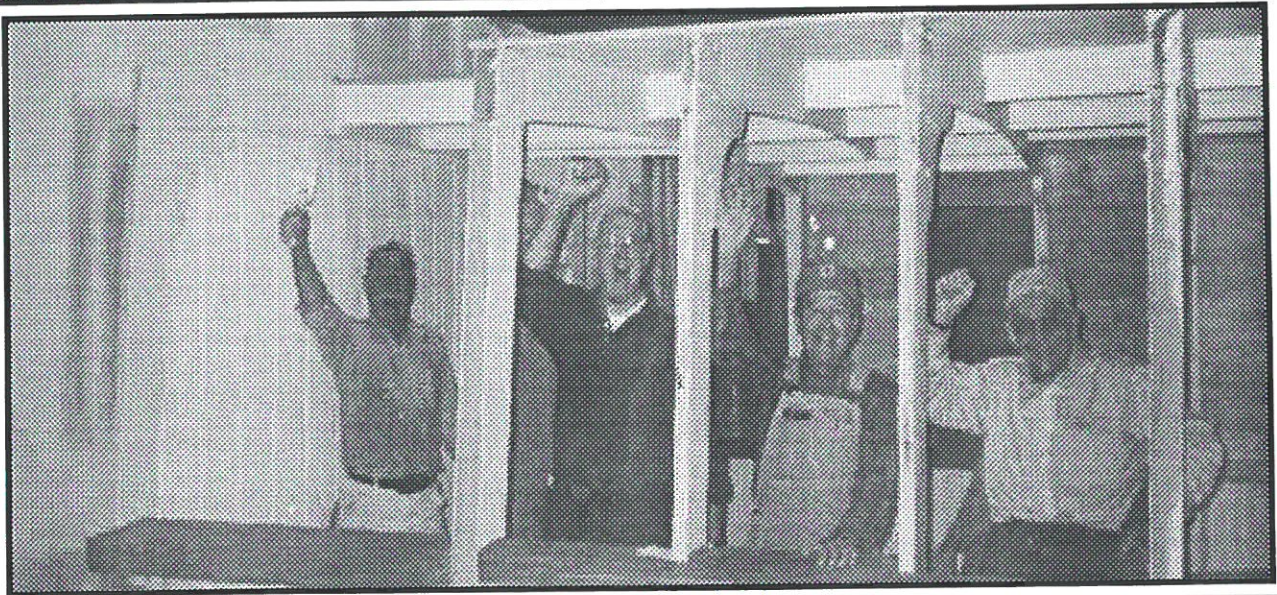
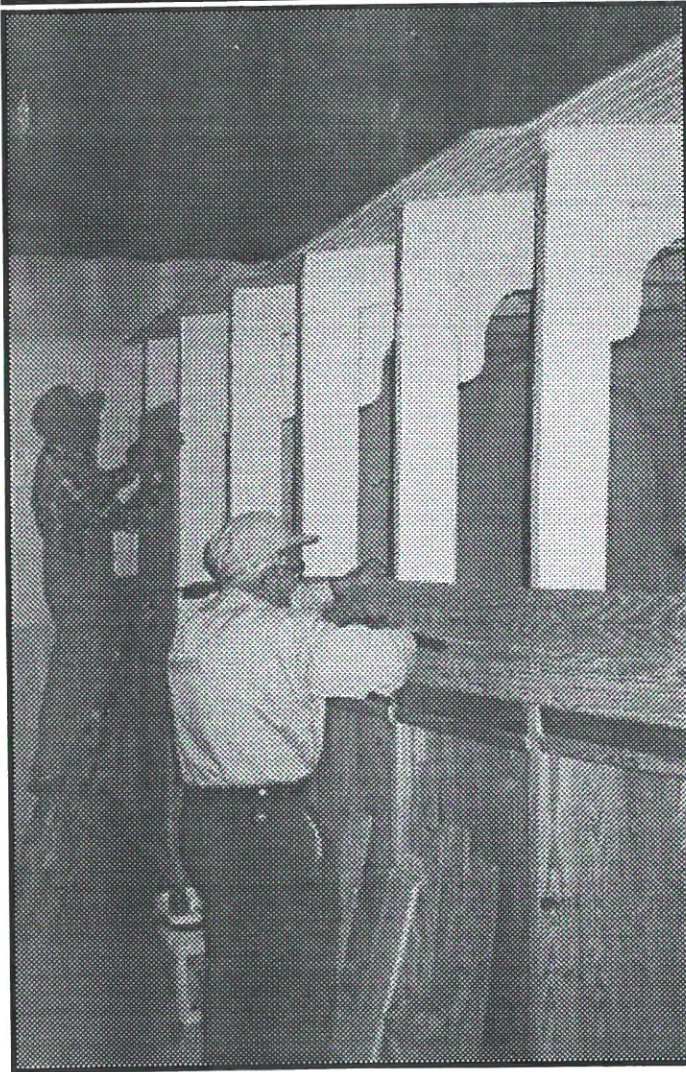
The talented crew of volunteers continues with the construction of the full scale canal boat cabin in the Interpretive Center (see pictures on the next page). Work started on the frame and ribs while it was still in the vacant warehouse east of Delphi last summer. By fall the new building's contractor allowed the exhibit to be placed inside the building through the back wall before it was finished. This allowed the whole 14 x 16 x 8 foot structure to come in without disassembly. When completed the cabin of the "DORA MAYHILL" sponsored by Tom and Peg Mayhill of Knightstown, IN will be supported on industrial air bags that will give the cabin interior's visitors a feeling that they are on water.

Since November the volunteers have been working on various displays and finally last week the cabin was pushed on casters to its final position and the "crew" let out a hearty "hip-hip-hooray." Work continues on the sides as the contractor is about to complete "boxing in" the boat between 10 foot high walls that will give the illusion



Door way plan courtesy LifeSpace Designs

ELEVATION D
70'-10"



Top Left: Ed Gruber and Bill Draper nail the sides to the boat cabin.

Top Right: Dan McCain hold boards in place while Bill Draper nails and Ed Gruber clamps them together.

Bottom: Volunteers gave a big Hip Hip Hooray when the "Dora Mayhill" cabin was rolled to its final place in the Interpretive Center. As you can see, these volunteers have lots of fun.

Photos courtesy of Dan McCain

of being inside a lock. Looking through the cabin windows in this interactive exhibit will be the closeby rough sawn boards that appear to be the heavy timber sides of a wooden lock.

Volunteers work generally M-W-F and enjoy the fellowship while creating many displays that will adorn the interior of the museum. Grand Opening of the Center will be July 4-5, 2003. However the completion of all exhibits is not expected until fall. INDOT is supplying most of the construction money for the building. The DNR, Community Foundation and donors are supporting much of the expense of creating a dozen galleries with over fifty exhibits. Donor assistance is still being sought.

We are now in a rapid display developmental phase and would enjoy more volunteers coming to help. We need painters and carpenters willing to assist for a few hours or up to days at a time. Call 765-564-6297 for more information. Its fun to get into the jobs and rewarding to those who want to build "sweat equity" as hours count toward matching our grant. Besides the Delphi area, several of our talented volunteers come from Monticello, Buck Creek and Kokomo.

We also have three important dates for youth and adults who like the outdoors -- and don't mind some work.

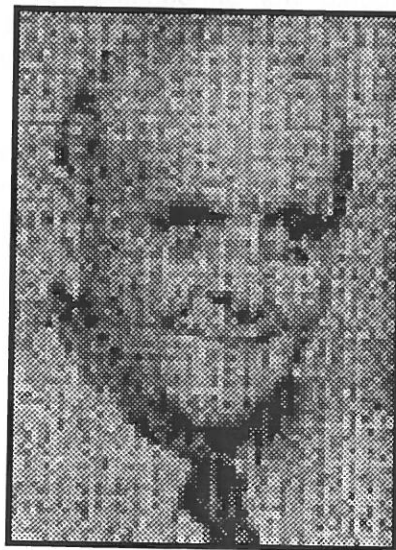
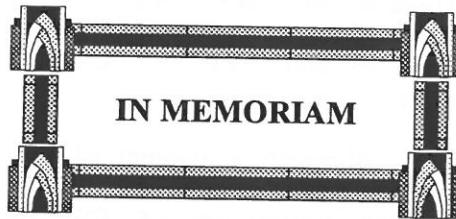
April 19th is EARTH DAY in Delphi. Youth and adults will be planting trees, developing a new trail and working on spring pickup of trail debris starting from Trailhead Park, 1 mile southwest of Delphi on Ind. 25, 9 till noon. For those who come to work there is a "free" lunch by the Psi Iota Xi sorority. An afternoon walk is planned at 1 pm.

May 17th is MAY DAY in Canal Park in Delphi. Landscaping work near the new Canal Interpretive Center building is planned for the morning.

At 1 p.m. there will be a fun time with a MAY POLE and then a walk along the canal's north end trails.

June 7th is NATIONAL TRAILS DAY / VOLUNTEER RECOGNITION at Canal Park in Delphi. All Delphi Historic Trails volunteers who worked a day or more in the past year are invited to a "free lunch." They will be rewarded with a hat or shirt for their efforts. There will be narrated walks at 11 am and 1 p.m.

July 4-5 is the GRAND OPENING of the \$2 million dollar Canal Conference and Interpretive Center in Delphi's Canal Park. Festivities will include the annual two day Canal Days Festival and an Historical Reenactment featuring the 1850s Rendezvous campers on-site.



JOHN C. PETERSON
(Sept. 10, 1911-Feb. 25, 2003)

John C. Peterson, CSI member from Delphi, IN, died at 7:45 a.m. February 25, 2003 at the age of 91. John had been a resident of St. Elizabeth Healthcare in Delphi since

1999. John was born on the Peterson farm located north of Delphi where he worked during his youth. In 1928 he graduated from Delphi High School. He then began studying agriculture at nearby Purdue University in Lafayette, IN. While still a student he married Doris Christenson on Aug. 5, 1938 in Lake Village (Doris died July 18, 1984) and they returned to the family farm. He graduated with a bachelor's degree from Purdue in agricultural economics in 1941.

John used his education in keeping records for his farm from 1938-1999 and in his partnership in Peterson Farms and Peterson Farm Service from which he retired in 1999. He also used it as a 67-year member of the Delphi Presbyterian Church as an elder, deacon and trustee; as a director for three years of the Carroll County Old Settlers Association; as a director of the Carroll County Historical Society, which he helped organize; as treasurer of the Wabash Valley Torch Club from 1975-91; and to establish the John C. and Doris M. Peterson Fund for the Carroll County Historical Society.

John was a charter member of the Carroll County Wabash and Erie Canal, Inc. as well as a member of the Indiana Historical Society, Canal Society of Indiana, Old Canal Investment Club, Mt. Olive Masonic Lodge 48, Scottish Rite Valley of Indianapolis Murat Shrine, Carroll County Farm Bureau, Camp Tecumseh Trailblazer Club, Purdue Club of Carroll County, Delphi Rotary, Rural Youth, and Carroll County REMC of which he served as secretary-treasurer and a project super-intendent during the wiring of rural homes. John was on the Ag Extension staff at Purdue 1940-41, was chairman of the Carroll County extension committee, 1949-63, and was chairman of the committee representing 10 churches that fed

85,000 people who attended the second annual Prairie Farmer/WLS Farm Progress Show in 1954. He was secretary of the Carroll County Farm Bureau in the 1930s. He wrote monthly feature articles for the Carroll County Farm News. In 1966 he was the chairman of the Carroll County Sesquicentennial committee.



James Swift

From 1961-66 John was a member of Carroll Improvement Membership Committee 44 and served as its president for one year. From 1967-85 he was a member of Super CIMCO and the Carroll County Community Development Study Committee of which he was the chairman. From 1966-72 he was chairman of the County Plan Commission. From 1967 to the late 1980s he was president of the Area Plan Commission.

Even with all these activities John found time for his hobby of traveling. John and Doris visited 44 counties, took more than 13,000 slides, presented more than 200 slide shows, and wrote and published Carroll County Indiana Rural Organizations.

John was one of the original inductees into the Carroll County Agriculture Hall of Fame in 1994. In 1997 he and his brother, Joe, served as the 4-H Fair parade marshals. In 2000, he received the Carroll County Heritage Award and the Sagamore of the Wabash. The 2001 Carroll County 4-H Fair Book was dedicated to him.

JAMES V. SWIFT

James V. Swift, one of our canal society members, died on October 29, 2002. I (William Shive) got to know Jim as we volunteered on Thursdays at the Golden Eagle River Museum in South St. Louis, MO county. He worked for over six decades for *The Waterways Journal* starting at the bottom and progressing through Business Manager and an Editor.

After retiring, Jim was a Contributing Editor writing a full page story of a river boat each week. He was considered an encyclopedia on river boats and was consulted both nationally and internationally. He belonged to many river related organizations and worked with industries and politicians for their causes.

Although a member of CSI, he never attended any meetings but felt the betterment of CSI by including the announcements and programs of our tours in his "Old Boat" stories in *The Waterways Journal*.

Jim was the president of the Golden Eagle River Museum. Upon his death they elected me, William J. (Bill) Shive, CSI member from Belleville, IL, to follow him.

JOLIET AREA HISTORICAL MUSEUM

Tom Worms, CSI member from Chicago, writes that he has a tip for members. Last October Joliet, IL opened their new \$9 million dollar historical museum. It is located in a former Methodist Church in downtown Joliet. Harrah's casino, which offers food seven days a week, is across the street.

After watching a 12 minute movie about Joliet in the museum,

you walk through a curtain into a reconstructed Illinois & Michigan Canal lock. Actually, it's just the walls of the lock with quotations about the building of the I & M Canal in the walls. Walking out of the simulated lock chamber there are some pictures about the canal. An interesting one shows a steam ship leading some canal boats on the I & M. There are also some tools used in building the canal. A fascinating display on the second floor shows a canal construction site. Mannequins of canal builders in action are posed on top of the canal walls. It's worth a trip.

The Joliet Area Historical Museum, 200-204 N Ottawa St., Joliet, IL is open from 10 a.m. to 5 p.m. Tuesday through Saturday and Noon to 5 p.m. on Sunday. Admission is \$5 adults, \$4 seniors over 60 or students with ID, \$3 youth 4 - 17 and Free for under 3.

ALLEN COUNTY WEB PAGE

John Weddell, CSI member from Ft. Wayne, is setting up a website of endangered sites in Allen county. Tom Castaldi, CSI advisory council and Allen county historian from Ft. Wayne, has compiled the following list of canal sites in behalf of CSI to be included on the page.

FEEDER LINE

- 1) The abutment remnants of the St. Joseph Feeder and guard lock
- 2) The abutment remnants of the Saint Joseph River Dam
- 3) St. Joseph Feeder channel on McKay Farm now west campus of IPFW
- 4) St. Joseph Feeder channel on southeast corner of athletic field at YWCA

MAIN LINE

- 5) Saylor's Lock # 1 near Indiana-Ohio state line buried on south side of U.S. 24
- 6) Gronauer Lock No. 2 timbers in water tank storage
- 7) Gronauer Lock treated timbers returned from Indiana State Museum and in storage at Tippemann's Warehouse
- 8) Gar Creek Culvert No. 8 exposed sheet planking in the stream on the north side

IN THE NEWS

February - Huntington, IN

"Canal News" was the title of an article that appeared in "Footprints at The Forks," the newsletter of Historic Forks of the Wabash. It said that like Delphi, IN, where volunteers are building a new museum facility to tell the story of the Wabash & Erie Canal, the canal was also important in developing the Huntington area. Forks volunteers have spent hours using their muscles to clear brush from the canal that runs through the Forks' property so that it may be seen more clearly. There is a long range plan to restore a portion of the canal around one of the seven locks that passed boats through the Huntington area.

Bob Schmidt, CSI president, Ft. Wayne, IN

March 2 - Cincinnati, OH

"Observation Deck In Works For Canal Tunnel" was the title of an article in *The Cincinnati Enquirer*. Nancy Gulick, CSI member from Cincinnati and chairwoman of the Three Rivers Historical Society Canal Preservation Committee, announced that the committee hopes to restore a portion of the Cleves tunnel between Cleves and North Bend, OH and to create a public park on 7 acres along South Miami Avenue to highlight canal history.

The tunnel built in 1839-43 to pass the Cincinnati & Whitewater Canal between the two towns was placed on the National Register of Historic Places in 2001. Few canal tunnels were ever built in the U. S. and the Cleves tunnel is one that has remained intact. It was 1,782 feet long and constructed of 2 million bricks that were manufactured at the site. William Henry Harrison sold land from his farm on which to build the tunnel.

The tunnel was later used by the railroad. A portion of it collapsed in the 1950s during nearby highway construction. Over 1,100 feet still remain.

To get the long term plan rolling, the council appropriated \$3,000 for an observation deck so that visitors can look down at the tunnel. The committee hopes to clear the tunnel of silt that has nearly filled it over the years and take visitors on a ride in and out of it on a replica canal boat. This project will run in the millions of dollars. The committee is seeking grants and other funding.

Chuck Whiting, CSI member, Lawrenceburg, IN

March 2 - Cincinnati, OH

The Cincinnati Enquirer carried an article entitled "Learn How Cincinnati Got Around 100 Years Ago" that announced a symposium "Hold Onto Your Hat! Transportation in Victorian Cincinnati," which was to be held at Trinity Episcopal Church in Covington, KY from 10 a.m. to 3 p.m. on March 8, 2003.

The America's Ohio River Valley Chapter of the Victorian Society sponsored the event. Speakers covered the following topics:

"Coney Island Memories: The Steamer Island Queen" presented by John White, author of 12 railroad books and a former senior historian at the Smithsonian Institute. The first Island Queen launched in 1905 ferried passengers to the park until 1917 when it was destroyed by fire. It was replaced by another Island Queen.

"Lost Canals of Cincinnati" presented by Nancy Gulick, Canal Society of Ohio trustee and chairman of the Canal Preservation Committee. Early photos showed the canals that reached their heyday in the 1850s.

"Phaeton, Barouce or Coupe: Spotters' Guide to the Carriage Trade" presented by Larry M. Southwick, who researched the local carriage industry and found that it manufactured more carriages than the other top 4 cities combined and

- of U. S. 24
- 9) Moot's Lock No. 3 under rail line east of Anthony Blvd.
- 10) St. Mary's River Aqueduct west abutments and possible mid-stream pier remnants
- 11) St. Mary's basin west of Saint Mary's river surface not occupied by rail road tracks
- 12) Rockhill Park canal tow path levee
- 13) Redding Road area Culvert No. 31 exposed timbers in bank of creek north of tow path on old interurban rail bed
- 14) Canal channel on south side of Redding Road between U.S. 24 west to Aboite Rd
- 15) Aboite Creek Aqueduct foundation timbers

RESEARCH HELP WANTED

Dear Fellow Journalists:

In order to establish a Canal-Era archive on the second floor of our new interpretive center/meeting room in Delphi, we are seeking out descendants of Canal Era families with ancestry in the Delphi area, especially those with data or research available for submission to the Carroll County Wabash-Erie Canal, Inc. and the developing archive.

Thanks for your cooperation.

Mark A. Smith

Carroll Co. W-E Canal Assoc. Board Member

NEW CANAL VIDEO

Dear CSI,

As a recent member of the CSI, I viewed a film, now available as a video, which I thought you might mention in your next newsletter. "Prairie Tides: The Building of the Illinois & Michigan Canal" is truly an excellent film on the I & M Canal. It includes the plight of Native Americans from Illinois, the struggle of canal workers, the abuse received by canal workers, and the development of the city of Chicago, which was entirely dependent on the development of the canal. The financial challenges are also presented. I found the film to be very informative and entertaining.

Thomas S. Worms

CSI member from Chicago, IL

even more than the entire state of Michigan. In the 1890s there were more models and styles to choose from than there were cars in the 1960s.

"The Early Iron Industry" presented by Richard H. Leive, a historian. The Civil War ship, the Monitor, is the result of the early iron industry in the Tri-state.

"Cincinnati's Streetcar History" presented by John C. Niehaus, a University of Cincinnati civil engineering professor. The horse-car began before the 1850s and was followed by the steam lines 1850s-1860s.

"Rushing to Catch the Train: Early Cincinnati Railroad Stations" presented by Dan Finrock, a local railroad historian. Before Union Terminal was built in 1933, travelers endured frantic taxi rides between the five railroad stations used by seven rail lines in Cincinnati.

Chuck Whiting, CSI member, Lawrenceburg, IN

March 18 - Wabash, IN

"Play By Local Woman To Feature History Of Wabash Area" in The Paper said that after an idea simmered in Susan Jone's mind for 25 years, she finally composed "Wait 'til You Get to Wabash," a full-length musical about the people coming to Wabash county via the Wabash & Erie Canal in 1850. Once the canal was opened the population of the area grew from 12,000 to over 300,000 in six years. In the musical she includes Dr. James Ford, who was living there before 1850, and Dr. James Little, who was an early Presbyterian minister in Wabash.

Jones contacted a former Wabash resident Kim Grogg, who graduated from Wabash High in 1976, Indiana University in 1980, taught drama at a private girls' school in New York in 1990 and is currently involved in New York theater. Grogg will be the artistic director of the play and is working with Jones to "tweak" it.

Sets being designed by John Corso include a canal boat. Mary

DeLaughter is designing costumes, Emily France is the music director, Don Smith is doing the instrumental arrangements, and Kurt Mullett is the producer. Auditions were held on March 18, 19, and 22. Rehearsals begin July 13. Performances will be August 22, 23 and 24 in the Ford Theater in the Honeywell Center in Wabash.

Jay Taylor, CSI member, North Manchester, IN

W & E BUILDERS FOUND

With the help of Diane Miller, librarian in Huntington's Library, canal workers' names were found in a pioneer reminiscence of Hon. A. P. Ferry in **The History of Wabash County, Indiana 1884** published by John Morris Printer of Chicago.

"The location of the Wabash & Erie Canal along the margin of the river....was one of the great epochs...in the history of the entire State of Indiana. The survey of the line through this county was made in 1833, under the general supervision of Hon. **Jesse L. Williams** of Fort Wayne, Chief Engineer, with the assistance of **Stearns Fisher, Solomon Holman and Charles Voorhees, Col. David Burr**, afterward one of the first citizens of Wabash, being a member of the first Board of Commissioners for the construction of the canal. When the exact route of the canal had been determined upon and the line located, notice was given "to contractors," for proposals to construct the work by sections, and that such proposals would be opened and the contracts awarded on the 4th day of May, 1834. Pursuant to that notice a public meeting was held at the house of Col. Burr, at the "Treaty Ground," on the day designated, adjacent to the "Paradise Springs," since known as the "Hanna Springs," because of their contiguity to residence of the late **Col. Hugh Hanna**, who, with Col. Burr, was one of the original proprietors of the town of Wabash. A large number of persons were present on the occasion, from this and other States, some for the purposes of presenting propositions for contracts for executing the work, while others had been drawn thither by inducements for speculation consequent upon the letting, and from motives of curiosity to view the progress of things. The propositions were opened and duly considered, and

upon the regulations being complied with, the contract for constructing the section adjacent to the Wabash and building the lock was awarded to the firm of **Myers & Jones**, composed of **Lewis Myers and Lemuel G. Jones**. The next section was let to a person whose name is not now remembered, but who sublet it to **Benjamin Mariner** afterward, and perhaps from that time, a citizen of Wabash; and the next one beyond was let to **Thomas Hayes**, of the State of Pennsylvania, while the section adjoining it was let to **William Terrell**, also from Pennsylvania.

"Lewis Myers, one of the original contractors on the first section and for building the lock, died before the work was done. The work was finally completed, however, and the lock built by the remaining contractor, Mr. Jones, in conjunction with **David Cassatt and Jacob D. Cassatt**, his son. From the lock to the stone bluff, the work was done by **Zera Sutherland**. During the progress of their work on the canal, Messrs. Myers & Jones acquired an interest in some lands in and adjacent to Wabash, which, after Myers' death, on the completion of the contract by Jones, probably reverted to the latter as surviving partner. At a later period, Jones moved to Fort Wayne, where he died. Some years after Jones' death, a nephew of Myers, resident in Wabash, brought suit against Jones' heirs to recover a supposed interest of his uncle, in the lands referred to. The matter was eventually compromised in terms not very favorable to the plaintiff's claim.

"The contractors commenced work immediately after preliminaries had been settled, and ere long the line was dotted with cabins and shanties for the laborers who came in great numbers to engage in the new enterprise. While the work was in progress in this county, some time in the year succeeding, an old feud between the two principal classes of the laborers was revived and well-nigh culminated in bloodshed. The interposition of the military arm of the State and the wise counsels of the Superintendents of the work went on again as usual, except that there was greater vigilance observed to prevent the coming together of the warlike clans....."

2003 Contributions to CSI (continued),
\$30 Contributor
Miami County Historical Society