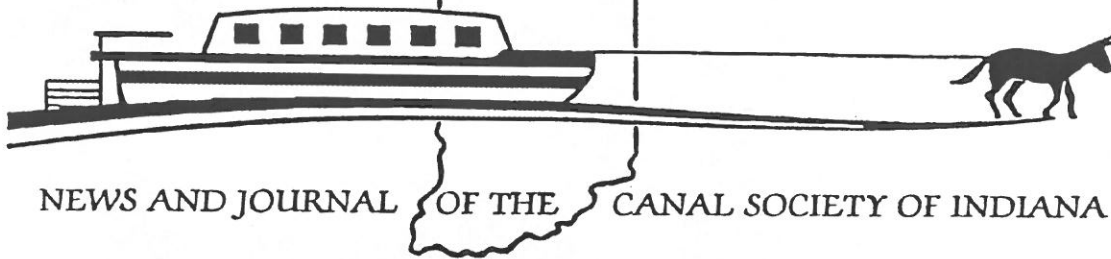


THE HOOSIER PACKET



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“CROSSING WATERS”



Canawlers gathered for group pictures on the Dentzel Carousel. The carousel was first located in Robinson Park, a park reached by trolleys that ran atop the old St. Joseph Feeder Canal towpath in Fort Wayne, IN. It was moved to Spencer Park in Logansport and then to Riverside Park. Photo by Tom Smith of T.J. Smith Studios

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“Crossing Waters” Tour

By Carolyn Schmidt and Tom Castaldi

The theme of this Canal Society of Indiana’s (CSI) spring tour was “Crossing Waters” since we saw different places and different ways water is crossed. A more definitive title would have been “Freezing While Crossing Waters.” Heavy rain and hail storms with tornado warnings caused tour attendees to arrive late on Friday evening. Saturday morning the storms had abated, but high winds and temperatures in the low 30s caused everyone to bundle up in layers of clothing. Many of those taking the tour had left their winter coats and gloves at home. We canawlers are a hardy bunch and braved the weather. A warm welcome awaited us in Logansport.

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Saturday morning we viewed a video about New York's Erie Canal while en route to the Wabash & Erie Canal prism located about 2 miles from Prairie Creek arch, which the 2000 spring canal tour had visited. This was on the east side of Miami county. The buses proceeded to Lewisburg to see the canal channel and towpath. We learned that Lock #22, a 7-foot lift built on the wooden frame plan, was located nearby. Contractor Wm. Haney, who quarried the stone for the Peru Dam, and Lewis Boyer, who founded Lewisburg in 1834-35, once lived there.

Further along the route we passed Ford's Lock #23, 8-foot built in the combined plan. It was not visible from Lockport road, but at Potawatomi Point road we clearly saw the canal prism along the current AEP lines.

As we entered Logansport from Potawatomi Point Rd. at 18th Street, we saw the site of John Tipton's farm. The canal engineers proposed three sites for the Wabash & Erie Canal to cross the Wabash River. This was the first. The canal was to use Biddle's Island. If it had passed through Tipton's farm it would have taken out his timber. Perhaps this is why the canal crossed over the Eel River to the northwest.

We saw the abutments of a railroad trestle that carried the tracks across the canal and headed west on Erie Avenue. Today Erie Avenue is built upon the line of the Wabash & Erie Canal.

We passed through the neighborhood where Italian American railroaders lived from 1900-1960. The Castladi family had a grocery store in this area that was built in 1916 by Tom's grandfather.

At 9th Street Cemetery we saw the gravestone for Jordan Vigus, who broke ground for the Wabash & Erie Canal in Fort Wayne on February 22, 1832 and became Logansport's



Other canawlers posed on the Dentzel carousel in Logansport's Riverside Park while Tom Smith of T. J. Smith Studio took their picture.

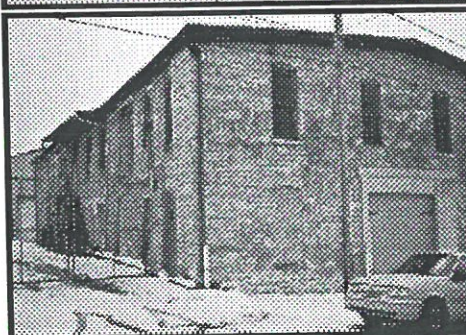
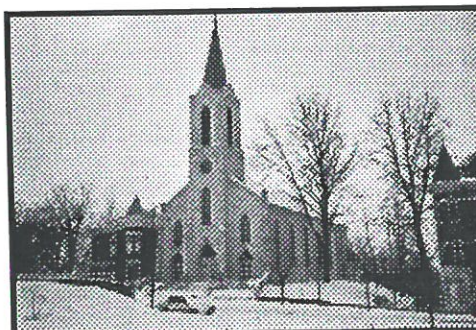
first elected mayor in 1838. In 1829 John Tipton purchased the land for the cemetery and donated it to the State of Indiana. Vigus has rested there ever since he "Crossed Over."

Nearby Spencer Street was named for Captain Spear Spencer, who fell at the Battle of Tippecanoe on November 11, 1812. Across the street is St. Vincent's Catholic Church, which was built by the Irish canal laborers. It now serves as a flea market building.

At the corner of King and Erie Avenue was saw an 1838 canal-era stone warehouse. It continues to serve as a warehouse for Schepler Construction.

Looking toward Erie Avenue from Melborne St. we saw an old stone wall that now supports the street. A dip in Erie Avenue was the site where Mill Lock #24 was once located. It was made of cut stone with a 7 foot lift. A mill was erected north of the lock.

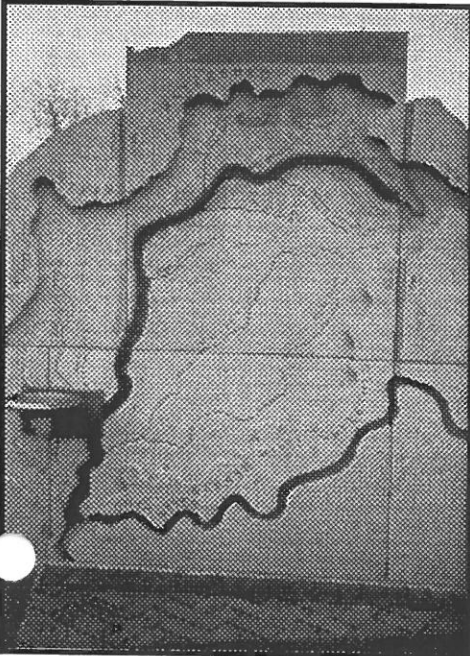
The first stop was at Little Turtle Waterway. Canawlers hopped off the bus, grabbed a banana, and walked swiftly to the plaza. There they saw Miami Indian artwork-images carved in flagstone on the plaza depicting Logansport's history including canal lore. Across the river to the south was Biddle's Island. A house was built on the island by John Tipton. Horace Biddle, a Federal



Top: The Irish canal workers built and worshiped at St. Vincent's Catholic church.

Bottom: This old canal-era stone warehouse continues to serve as a warehouse for Schepler Construction. It has 1838 marked on the building.

Photos by Bob Schmidt



Top: Little Turtle Waterway is a plaza and walk at the junction of the Eel and Wabash Rivers. It was the first stop on the tour.

Bottom: The map of Indiana shows the Wabash river larger than the Ohio river at Little Turtle plaza. It highlights the Wabash river watershed in Ohio, Indiana and Illinois. Photos by Bob Schmidt

Judge, poet and economic pioneer, had a home on the island that was razed in the late 1950s. His one remaining stone outbuilding burned last January. If the canal had crossed the Wabash here, the island would have been a possible anchor for aqueduct piers midway across the river.

Walking beneath the 3rd Street bridge to the mouth of the Eel River, we passed under the site of an earlier bridge. The first railroad engine brought in on a canal boat

crossed the bridge on wooden rails. Here also was the original route of the Michigan road.

We saw several canal related structures in the area of Market and 5th Streets. A turn-around basin was constructed at the western terminus of the canal in September 1838 as winter was approaching and work coming to a halt. The following spring work continued north on today's 5th Street.

"Crossing Over" the canal was a problem for merchants in many communities. In Logansport there was a swing bridge across the canal at 5th Street and other road bridges at Broadway North, Berkley (King), Ninth and Twelfth streets. The toll collector's house was located at 500 E. Market where the Family Dollar Store now has its parking lot. Some canal toll collectors were located in Ft. Wayne, Lagro, Logansport, Lafayette, Covington, Terre Haute and Evansville.

5th Street was Logansport's Landing. The first steam engine was unloaded from a canal boat at the Broadway bridge. In 1854, Sam Berryman drove a team of oxen that hauled the engine west on Broadway two blocks, turned south on 3rd Street, crossed Biddle's Island, and was placed on Logansport's first rail line that ran from Kokomo about 35 miles away.

At 215 5th Street is a building suspected of being a canal era warehouse. It is now owned by Jim Knight.

On the southwest corner of 5th Street stands an Indiana Historical Bureau format marker that reads:

Wabash & Erie Canal. Trade and emigration route from Lake Erie to Evansville. Completed through Logansport 1840. Followed Erie Avenue and 5th Street crossing Eel River by wooden aqueduct. Abandoned about 1876.

On the northeast corner stands a building now called the Pear Tree Gallery Studio, which once was the site of a canal boat passenger loading station. Animals were loaded from its 2nd floor on ramps.

Aqueduct #5 over the Eel River had a wooden trunk of 5 spans, 40-feet each for a total of 200 feet. It rested on stone abutments and had piers built on a solid rock foundation. The stone was of durable quality. We saw the remains of the south abutment and the north abutment across Eel River. When the river is low the locations of the stone piers are readily visible.

The original aqueduct marker erected by Hubert Leslie, deceased CSI board member and Cass county historian, has been replaced this year by the Cass County Historical Society. Leslie's marker read:

Aqueduct No. 5 completed in 1840. Visible are the remains of piers and abutments.

Canawlers took lots of

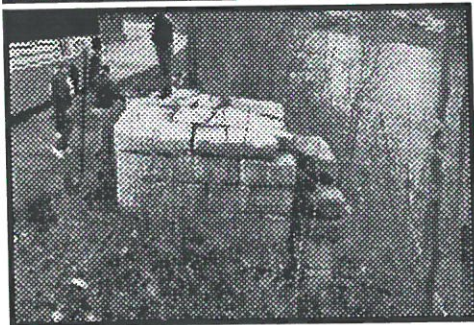
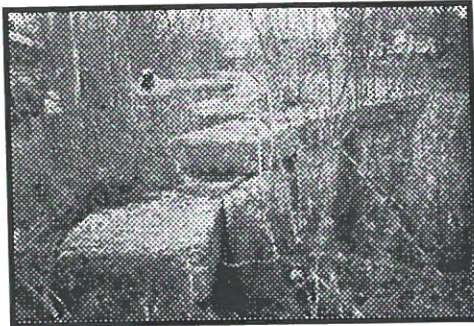
Top: Canawlers stand in front of the newly erected sign for Aqueduct No. 5.

Bottom: Tom Castaldi atop aqueduct abutment points out the remains of the other abutment across the river.

Photos by Bob Schmidt



pictures from various perspectives showing the condition of the abutments. Tom Castaldi described the aqueduct from his notes which were ruffled by the wind.



Aqueduct No. 5

1. A capstone is missing from this end of the aqueduct abutment. Photo - Gene Paschka
2. Stones are slipping on this portion of the aqueduct abutment. Photo - Gene Paschka
3. Stones have caved in on another portion. Photo - Gene Paschka
4. The location of the aqueduct piers and the abutment for the aqueduct can still be seen on the other side of the Eel river. Photo - Chuck Whiting

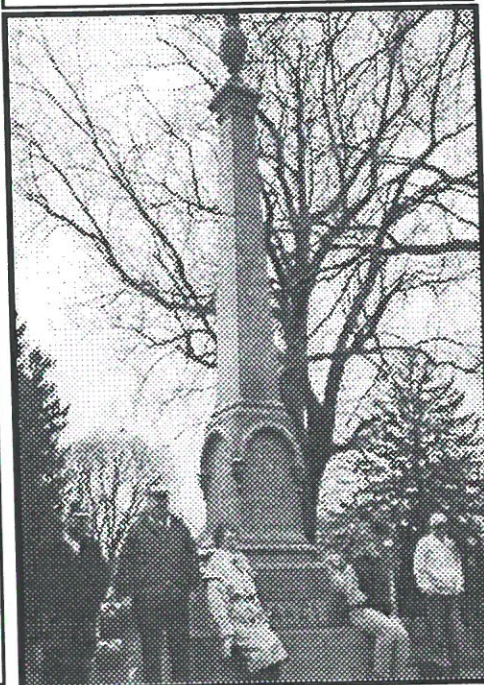
Photo - Chuck Whiting

Crossing the river we entered the "West Logan Addition" of earlier times. Tom pointed out that Linden Avenue was originally known as the Michigan Road (Madison, IN to Lake Michigan). Another canal turnaround basin was located on this side of the river amid Linden, 5th, Miami and Wall streets. Down the road was a Potawatomi Death Trail Marker on the southwest corner of Michigan Road and Fulton. It recalls the site where the Potawatomi spent their first night on their forced removal march to Kansas.

We arrived at Mt. Hope Cemetery, parked outside the gate, and proceeded to the grave site of William Haney passing a large Civil War monument on our right. Haney was a superintendent on the Pennsylvania Canal, boated coal, supervised another branch of the Pennsylvania canal for 2 years, and then took a contract to construct the Delaware and Raritan canal feeder. He decided to move west. His trip took from March 17 to July 4 in 1835. When he arrived in Peru, IN, he saw the Wabash & Erie Canal being built and took charge of a work

William Haney is buried in Mt. Hope Cemetery in Logansport.

Photo - Cynthia Powers



force of men. They quarried stone below Peru and provided John Cooper, the contractor, the limestone necessary for building the Peru dam across the Wabash river that fed the Wabash & Erie Canal. That fall he took another contract to construct a section of the canal at Lewisburg, which he finished the following year.

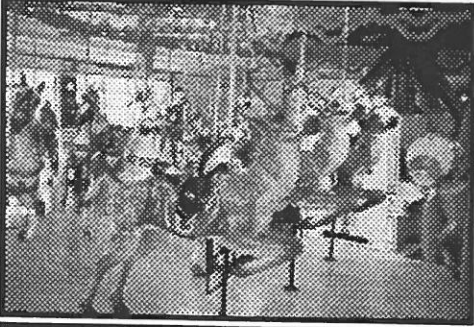
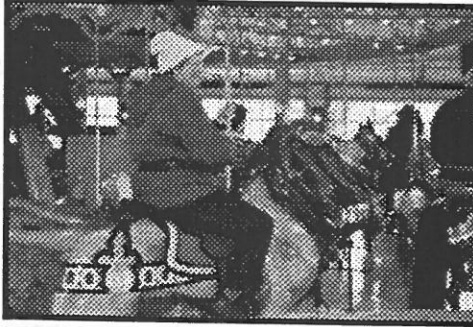
We were ahead of schedule since the cold weather had shortened the time spent on our stops. We arrived at the Cass County Carousel about an hour early. Instead of eating in the carousel building, we unloaded our box lunches and drinks and ate on the buses. Everyone was glad when the building opened for a restroom break. Entering the building we were "warmly welcomed" by people in period dress from Logansport.

It was a joy to see the fun our members had riding the carousel and trying to grab the brass ring. Gene Paschka and Mark Renwick finally got the ring after many attempts.

The history of the carousel is connected to the Wabash & Erie Canal because it was originally in Robison Park in Fort Wayne. The park, located at the feeder dam, was reached by a trolley traveling on rails atop the old St. Joseph Feeder Canal towpath. When the park closed, the Dentzel Carousel, built around 1865, was moved to Fort Wayne's Trier's Park, then to Logansport's Spencer Park, and finally to Riverside Park. The carousel was then fully restored

Dentzel Carousel is located inside the McHale Complex in Logansport's Riverside Park. Photo by Gene Paschka





**PHOTOS
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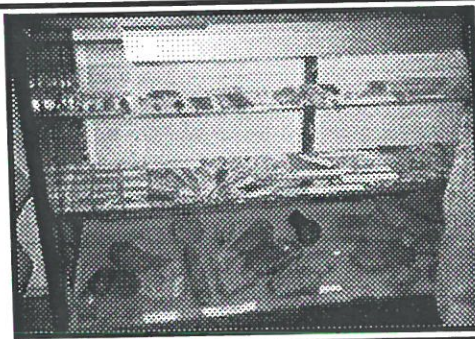
1. Bob Schmidt
2. Bob Schmidt
3. Bob Schmidt
4. Cynthia Powers
5. Cynthia Powers

1. Sue Simerman
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3. Sue Simerman
4. Bob Schmidt
5. Chuck Whiting

1. Chuck Whiting
2. Chuck Whiting
3. Bob Schmidt
4. Bob Schmidt
5. Bob Schmidt

during 1993-1995 and placed in the new McHale Community Complex. It was declared a National Historic Landmark in 1987.

We passed the home of Jordan Vigus on the northeast corner of Broadway and 11th street on our way to tour the Cass County Historical Museum. We were "warmly" greeted by Brian Looker, curator, and Historical Society members, who showed us their collection of towline, snubbing post, Wills Berry paintings of Eel river aqueduct and the toll collector's house, and the generic pictures of canal and towpath. We also saw exhibits on the Civil War and early Indian artifacts.



Area Indian artifacts were displayed in the museum. Photo by Sue Simerman

Following the canal route out of Logansport we passed a railroad feature known as the "Hump" where Capt. Kendall's freight boat was attacked by a railroad construction gang who were at the time building a trestle over the canal. The railroaders kicked hot coals onto the deck of the boat and an argument erupted. It started with hard words and tossing objects at one another. It did not stop until a canawler pulled out his .32 and fired a pistol shot through the trestle.

The locations of Lock #25 "Two-Mile Lock", a 9-foot lift built of inferior quality cut stone from Laselle's quarry, and Lock #26, another 9-foot lift made of cut stone, were pointed out. We were told that in Fitch's Glen there is an old limestone quarry known as the "Blue Hole." We crossed Farlow's Run that was painted by George Winter, who wrote that "the sides of the ravine are composed of high and perpendicular walls of limestone rock. This rocky solitude is entered by the Wabash & Erie Canal, which glides but a few yards from the base." The creek flows over a spectacular waterfall and passes the remains of an old canal warehouse. The property owner would not give us permission to come on his property fearing injuries to us.

This was where the packet Kentucky crashed through the towpath levee after a torrential downpour in 1844. The boat smashed through the woods, down the bluff and into the river. Captain

Hammond reported three persons drowned. Enion Kendall wrote a poem as a memorial:

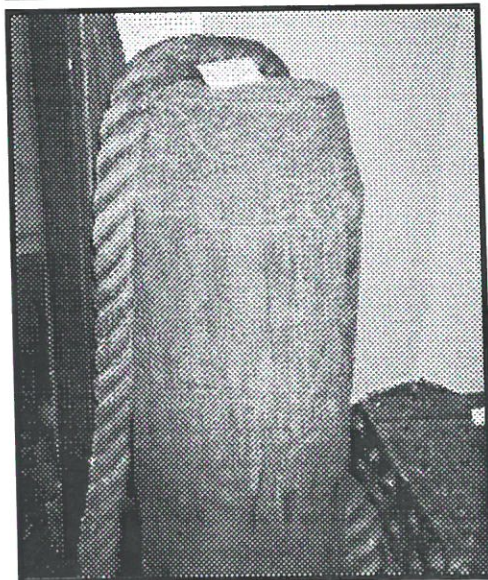
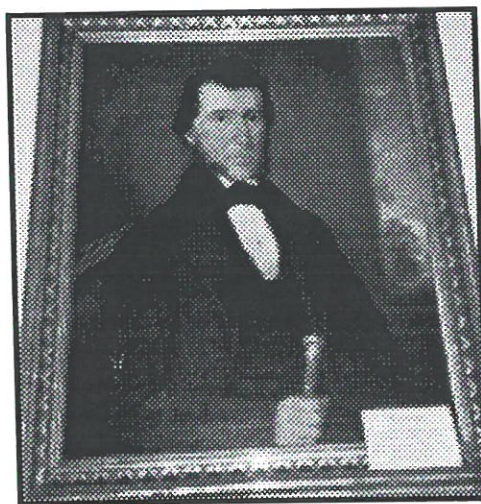
The Chambermaid and three men more
Sat all night on a sycamore
From early night til rise of sun
They watched the mighty Wabash run.

We saw watered canal on the north side of U.S. 24 before crossing Cottonwood Creek. We could not stop the buses in this dangerous area, but Arch Culvert #88 that sits in a field was pointed out. It is of 10-foot chord built in 1846 from excellent quality cut stone from the Georgetown Quarry. We then passed another culvert that carried water to Lessell's mill.

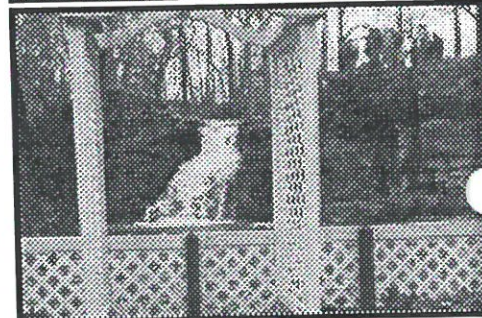
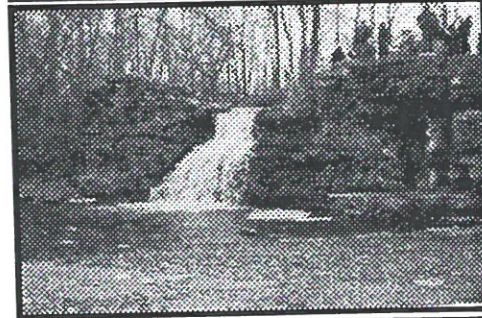
Top: Wes Parmeter and Roger Miller, France Park officials, pose with Don Haack of CSI. Photo by Bob Schmidt

Center: Pawpaw Creek falls over the limestone cliff. Photo by Sue Simerman.

Bottom: An arch trellis in front of the waterfall is for weddings. Photo- Gene Paschka



Top: A painting of Jordan Vigus was seen in the Cass County Historical Museum. BS Bottom: A tow rope, snubbing post, and safe are on exhibit. Photo by Sue Simerman



Our next stop was France Park. We were "warmly" invited to see the Pawpaw Creek waterfall, hike the ½ mile towpath nature walk, and see the old Wabash & Erie Canal bed by Wes Parmeter and Roger Miller. We also saw a dry quarry and wet quarries that are no longer being worked, an Italian bread oven where quarry men baked their bread, and an area that is being restored with prairie grasses.

France Park was known as the Georgetown Quarry in canal times. The stone from the old quarry is the good building stone found by Jesse Williams. The material was used for many canal structures - Silver Creek and Burnett's Creek arches are two. Today it is considered the best scuba diving site in the state.

We followed the canal past a turn-around basin for stone barges. Because of the limestone bottom, engineers reported much loss of water from the canal in the area.

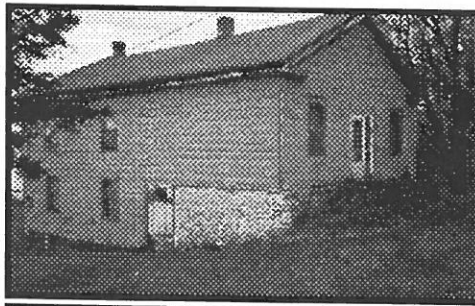
We passed Cicott's Mill built in 1829 as a corn cracker by George Cicott, Chief of the Potawatomi of the Wabash. He acquired this land and the land on which Logansport is platted as settlement in the 1826 Treaty of Paradise. The Potawatomi Death March passed this place.

We saw the 2nd of 3 sites engineers considered for the canal to "Cross Over" the Wabash river. However, the river's wide channel would have made a very long towing bridge that was vulnerable to destruction by winter ice gorges.

The bridge across Crooked Creek crossed the canal channel. The stream doubled as the canal toward the end of the canal era. This is one Indiana's largest blue heron nesting sites. On top of the bluff is Georgetown Cemetery, which has several canal laborers' and George Cicott's graves.

We followed Towpath Rd. and saw another Trail of Death marker. We crossed Arch Culvert #100 over Burnett's Creek. It is an arch of 20 feet chord, built of hammer-dressed stone. The structure has been in continual use first as an arch to carry the canal over the creek and later as a culvert to pass the road across the creek. We could not gain permission to see the arch due to a dispute between the property owner and the county. Immediately to the west of the arch is Lock #28, 10 feet lift, built on the Combined Plan.

Lockport was originally platted as Barnesville for James Barnes, the community's first settler. The name was changed in 1836 to Lockport when it learned it was to be blessed with two locks. Here we passed Lock #29, a 9½ feet lift built on the Combined Plan. It was located directly north of the Burris House, which is still standing with some off and on restoration. Burris House was the first property in Carroll County to be placed on the National Register of Historic Places by the US Dept of the Interior September 15, 1977. Built between 1837 and 1840, the two-story structure has a limestone foundation a full story high on the north side where the building faced Canal Street and Lock #29. On the north side of the road from the house is the site of Potawatomi Springs. The Indians stopped here for water on the Trail of Death. The spring is no longer evident, but a stone wall marks the spot.



The Burris house was at Lock #29 and is on the National Register. Photo Bob Schmidt

The ghost town of New Franklin once stood in what was

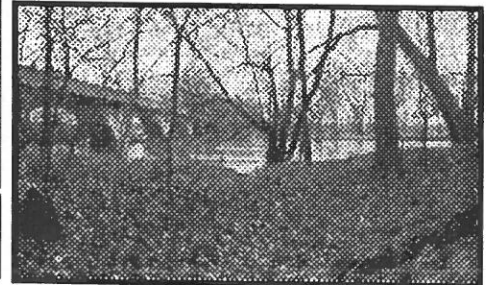
William, Henry and James Conner's Reserve. It was a busy place along the canal and was based around Lock #30, a 7 feet lift, built on the wooden crib plan. Before the lock was built most of the inhabitants first lived in Tiptonsport on the other side of the Wabash then moved to New Franklin.

Culvert #104 was in the bottom of Rattlesnake Creek. This was the site of the town of Rattlesnake.

We reached the site of Lock #31, 8 feet lift, built on the wooden crib plan. The upper gate was based on Robert English's Patent plan. This may also have been the site of the Speece Warehouse. Speece was said to have a cut from the tumble water that passed beneath the building. Some earthwork was visible. The place is now threatened by a new Carrollton Road improvement project at Peterson Hill Road.

Huge bluffs ahead blocked the path of the Wabash & Erie Canal. It finally crossed the Wabash river (the 3rd suggested site) just to the northwest of the current Carrollton bridge. It required Lock #32, a 9 feet lift, built on the wooden crib plan. The State Format Marker on the northeast corner of the bridge reads:

Carrollton on the Wabash
90 lots platted in 1836 on both side of Wabash-Erie Canal lock. A Post Office in 1838-39. The lock passed canal boats into the river on the pool of the Great dam at Pittsburg five miles below. The mules carried the towline across the covered bridge to the towpath on the south bank and re-hitched. The Mentzer Tavern stood here until 1915. Speece Bros. Warehouse and the Fort Dearborn Trail were ½ mile east.



The mule bridge was located to the right of this bridge. Photo by Gene Paschka

About 20 years ago, the marker stood about 2 miles to the east on Carrollton Road. But at this bridge, the towing animals were unhitched and boats poled across a slackwater formed by Wabash Dam #4 at Pittsburg about 5 miles down river. Animals were led across a river bridge hauling the towline on a tram device. The bridge described as: "a towing path and road bridge across the Wabash at the head of the slackwater was built by Robert and Michael English based on Long's patent, weather boarded and roofed. 3-spans each 94 feet clear, 1 span 105 feet clear, 1 span 70 feet clear, and one span 43 feet clear for a draw in all 6 spans. Bridge rests on 5-piers and two abutments formed by Georgetown Quarry stone." It was at the insistence of Logansport's townspeople that a drawbridge was constructed as part of the bridge so steamboats could pass up river to Logansport and beyond. Samuel Greenup was contracted to complete the building of the bridge. When it was finished it was the longest bridge in the state of Indiana.

As we entered Pittsburg from the north we saw the location of Dam #4 across the Wabash that backed up a pool of water for the slackwater crossing. When the dam was built the citizens of Logansport insisted that a steamboat lock be installed. In 1839 one was built on the south side of the dam by a partnership formed by Reed Case and James Spears. The lock chamber was 175 feet long by 38 feet wide. Senator Samuel Milroy opposed the lock and refused the use of Carroll County timber for its construction. The dam was finished in 1838 and the lock by 1841.

Wabash Dam #4 was 590 feet long and 12 feet high with timber cribs, slopes of 3 to 1 on the upper and lower sides. The cribs were filled with stone all resting on a rock bottom. Abutments were of timber.

In Pittsburg a State Format Marker reads:

The side cut from the West end of the great canal dam admitted canal boats and the cheap water power was used to capacity. It bisected a row of Blocks between this street and the river. The mill and warehouse sites and the river bank street and wharfs have all been washed out. The "Brick Store" was Barret A "Dog" Depew's. Other merchants were Bolles & Colton, Spears & Bros., Timothy Donovan, Davis and Mudge. Later Vandervolgen and Smith. From 1847 until 1856 Pittsburg probably did more in business than Delphi separated by a ferry and plank-road. There was a post office from 1838 until 1915. Many flat boats were built in this area. Steamboats sometimes unloaded here when the water was high enough. When the dam was dynamited in 1881 by farmers living upstream the canal and the water power were destroyed.

A canal branch extended a distance of four blocks to Pittsburg's Tippecanoe Street. An item in a Delphi paper proclaimed: "Along the branch, businesses developed such as an iron foundry, a grist and saw mill, thrashing machines, corn shellers and castings of improved varieties of pattern quality hard to beat any where in the United States." Pittsburg was a prosperous town until the railroad took too much business away from the canal.

Leaving Pittsburg we headed back to the Best Western Brandywine Inn in Monticello to change for dinner. We reconvened at the Sportsman Inn in Monticello for the Saturday night banquet, speaker and CSI annual meeting. The room was decorated with teapots and floral arrangements.



Dr. Gish spoke about the Potawatomi and Indian artifacts. Photo by Bob Schmidt

The speaker was Dr. Charles W. Gish from Battleground, IN., who served our country in the U S. Navy

and the Korean War. He attended Purdue, Notre Dame, and graduated from Indiana University School of Dentistry where he taught for 37 years. He was the Indiana State Dental Director for 25 years. He did essentially all of the clinical research that developed the first accepted fluoride dentifrice, which is Crest, a toothpaste in common use. He received the Sagamore of the Wabash award for achievements and service in public health dentistry.

As his avocation Dr. Gish hunted and collected American Indian artifacts for 75 years following in his father's footsteps who collected for almost 90 years. He currently is a member of the Indiana Archaeological Society and has one of the most outstanding collections of artifacts in the Midwest.

Dr. Gish spoke about the Potawatomi Trail of Death and Indian artifacts. Holding up artifact after artifact he told how the various tools were made, used and improved. He showed examples of stones used to adorn the body. He showed how each piece was catalogued and a number written on it in India ink. He also put the Trail of Death into the context of that time. He pointed out that although the forced march was terrible, some of the Indians might have died anyway since many other people died from cholera and other diseases at the time. His talk gave everyone a lot to think about.

During the short business meeting CSI secretary, Cynthia Powers, read the names of the six CSI board members, who had served their three year terms. She contacted all of them as chairman of the nominating committee and all agreed to run for another three year term. Re-elected were: Cynthia Powers of Roanoke, Charles Huppert of Indianapolis, Jeff Koehler of Center Point, Mike Morthorst of Cincinnati, OH, Sue Simerman of Fort Wayne and Susan Yoder of Delphi. They will serve until 2005. At the close of the

evening all board members met as prescribed in the by-laws to elect officers. They were all re-elected. Bob Schmidt - president, Chuck Huppert - vice-president, Cynthia Powers - secretary and Jim Ellis - treasurer.

To close the evening, Carolyn Schmidt presented the "Kicks and Kapers" award as follows:

The "Kicks & Kapers" Award is given on each tour to the person who adds a bit of fun or interest to the tour. CSI member Wayne Miller from Floyds Knob, IN was last tour's recipient. Apparently he wanted to keep the plaque. He broke his ankle right before the tour and was unable to attend. He has agreed to mail the award to this tour's winner.

On the "Crossing Waters" tour the candidates appeared to be competing by category. They are as follows:

Room problems:

Larry Turner and Dan Schuester from Ohio ordered a room with two queen beds. Upon arrival they found they had one standard bed in a huge room. They complained to the hotel desk clerk and got their room rate reduced but still had only one bed. Later that evening they invited Mike Morthorst to their room to talk about the next weekend's Canal Society of Ohio's tour. Mike entered the room and immediately saw that they had a hide-a-bed couch thus solving their sleeping arrangements. Now both Larry and Dan know about hide-a-beds.

Jim Ellis from Fort Wayne, IN kept forgetting to take his room key. He had to rely on his wife Ruth to get him back inside his room.

Clothing problems:

Bill Davis from Rosedale, IN thought he'd put on an extra pair of pants to keep him warm from the blustery

weather. His shoes got stuck inside the pants and his wife Berky was on the floor struggling to put them on him.

Larry Turner from Doylestown, OH was all buttoned up in his bright red jacket. The only problem was that each button was off one button hole from the top leaving about 7 inches of his jacket up around his face. He was told that kindergartners could do a better job.

Bob Schmidt from Fort Wayne, IN was wearing his Canal Society of Indiana sweat shirt with a picture of the grist mill and lock at Metamora on it. He spilled baked beans just above the picture. When this was pointed out to him, he would not admit to the spill. He said it was the sun shining over the lock.

Leon Billing from Terre Haute seemed to be trying to get his clothes wet and dirty. At France Park he backed up into the pool at the base of the waterfall where a sign distinctly said no wading. Well, since that didn't work, he was seen later laying down on the ground beneath the red bus. He claims he was looking at its exhaust system.

Mike Morthorst from Cincinnati, OH must have lots of trouble misplacing his clothing. He was seen wearing a black shirt with big white letters proclaiming it Mike's Shirt.

Dan McCain from Delphi, IN arrived at Friday night's picnic in a top hat and tails since in the past we have dressed in canal era clothing on Friday night. He said he felt a bit over dressed.

Ernest Ellis from Hillsboro, IN was walking along the Little Turtle Waterway and was attacked by a branch. It snapped back badly scratching his nose and chin. He appeared back at the bus with blood dripping all over his clothing.

Brass ring competition:

Gene Paschka from Fort Wayne, IN thought the idea of grabbing the brass ring was fun. He got on the carousel for the first ride. He got a ring on his first pass and was very excited. He continued to get more and more rings. He thought he'd won many more rides. Then it was pointed out that the rings he had were silver and not THE brass ring. He stayed on his horse and rode again finally managing to get the brass ring.

Mark Renwick from Dayton, OH wasn't as eager to ride the carousel. He was more interested in the fact that there were no wheels under the revolving platform. The carousel hung from a center shaft. He then checked out how the rings were held out by a device for the canawlers to grab them. Since this intrigued him, he decided to ride until he too got a brass ring.

That concludes the list of competitors for the award. Now I ask, What do they all have in common? They are men! You ladies will note that the men are the ones who seem to have problems.

This time the "Kicks & Kapers" Award leaves the state of Indiana for Ohio. The winner for the 2003 "Crossing Waters" tour is Larry Turner.



Larry Turner received the "Kicks & Kapers" award. Photo by Bob Schmidt

As everyone left the banquet they were given a map showing how to get to Canal Park in Delphi. They were told to meet at the new Canal Interpretive Center at 9 a.m. on Sunday.

The Carroll County Wabash & Erie Canal, Inc. got permission from the builder of their new center to allow us inside to see the progress being made on their new museum and community building. As we parked our cars and headed toward the building we were impressed by its looking like a group of buildings along

a street in early Delphi. Entering the lobby all we could say was "Wow"! This building was more than we ever could have imagined.

The area most of us saw first was the museum where they have used timbers from the Huntington flood gate in various parts of their displays. They constructed a lock gate complete with the wicket and hollow quoin from the flood gate. A massive door was also built from both flood gate timbers and an old log found in the canal. Many exhibits will be framed with wood from the gate.

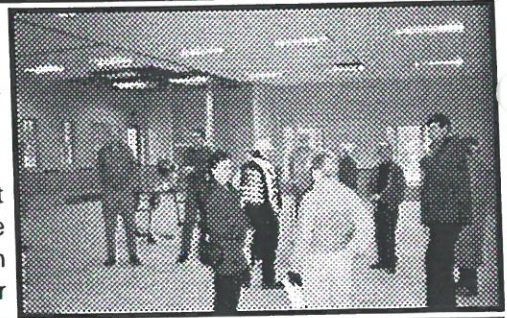
When we entered the replica canal boat cabin we were amazed how the air bags under its floor made it seem like we were on water. We also saw windows that let us look into the area where grain etc. was carried on the boat.



This canal boat cabin is on air bags to simulate being on water. P - Chuck Whiting

The museum area was painted and ready for installation of exhibits. The community hall was further along in completion. This wonderfully large room has kitchen facilities for caterers. The CSI board met in the room to decide what area to name for our pledge to the project. Our choices were a board room, the gift shop, or the lobby. We chose the lobby.

The building also has very nice restrooms, an office, and a great storage or exhibit preparation area on the second floor. The grand opening will be on July 4, 2003 although some exhibits will not be completed.

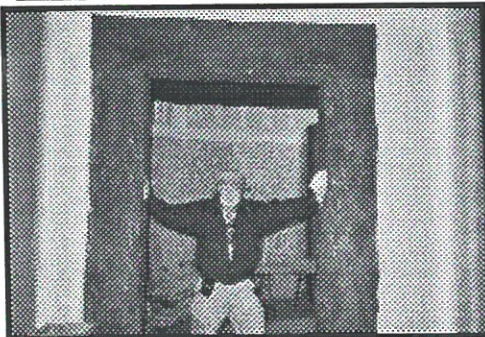
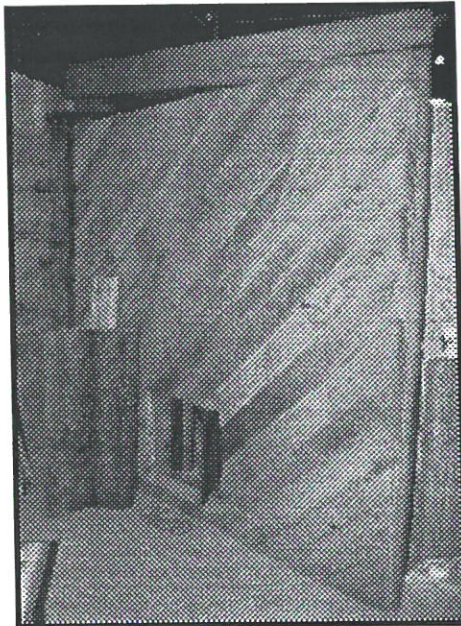


The community room of the Canal Interpretive Center is finished and is scheduled for weddings and family reunions this summer. Photo by Chuck Whiting

The Case house was spiffed up for our tour. We were treated to refreshments in the Bowen Cabin. We could also purchase canal items there. We then car caravanned to the newest donated trail area overlooking Deer Creek, the Wabash River and the Wabash & Erie Canal. Dan McCain explained this wonderful addition to the trail system. This was where the dam was located that backed up water in Deer Creek for the slackwater crossing. The area also had guard lock. The canal had little

Top: Dan McCain tells canawlers about the new Campbell Ridge trail and points out the confluence of Deer Creek and the Wabash River. Photo by Bob Schmidt

Bottom: The Wabash river is seen in the background and Deer Creek in the foreground. Photo by Cynthia Powers



Top: The Canal Interpretive Center is nearly completed. Photo by Bob Schmidt

Center: A lock gate was built with the flood gate wicket and some of the wood from the flood gate. Photo by Gene Paschka

Bottom: Some flood gate timber was used in this large door frame. Photo by Bob Schmidt

room to pass the bluff. This is one of the important places that led to the rise of the canal. When the towing bridge gave way, the canal boat and driver plunged over into the Wabash knocking out the dam, which was never repaired. Boats no longer could continue to go south if coming from the north and vice versa.

After viewing this marvelous new trail and roadway, many canawlers headed for home. One group remained to eat lunch at The Landmark, one of the fish restaurants in Pittsburg.



Several canawlers ate catfish for lunch in Pittsburg. Photos by Chuck Huppert

Thanks to those with pictures in this article: Chuck Huppert, Gene Paschka, Cynthia Powers, Sue Simerman, Bob Schmidt, Tom Smith, & Chuck Whiting.

Crossing Back Over The Waters

By Tom Castaldi

As a follow up on the "Crossing Waters" Spring 2003 Tour April 4 to 6, here are brief responses to some questions that were asked. In some cases all we can offer is speculation; however, in others we

Many Thanks To Those Who Made The Tour Possible

Apr. 4-6, 21th Annual Meeting Best Western Brandywine Inn, Monticello
Theme: "Crossing Waters"

Friday Night Registration & Picnic at American Legion Post 81

Saturday Noon: Kroger Box Lunch at carousel

Saturday Night: Banquet & Meeting at Sportsman Inn

Hosts & Docents: Tom Castaldi, Bob & Carolyn Schmidt

Tour refreshments: Jim & Ruth Ellis, Don & Betty Haack, Ed & Cynthia Powers, Bob & Carolyn Schmidt

Logo: Nate Tagmeyer Button Badges: Stein Design - Kendallville

Tour Books: Tom Castaldi, Carolyn Schmidt

Goodie Bags: Cynthia Powers, Carolyn Schmidt

Name Tags, Recognition Gifts: Carolyn Schmidt

Fri. Program: Slides of the Wabash & Erie Canal in Cass & Carroll Counties - Tom Castaldi

Sat. Program: "The Potawatomi and Indian Artifacts" - Dr. Charles Gish

Tour: Saturday - The Wabash & Erie Canal in Cass & Carroll Counties, Cass County Carousel, Cass County Historical Museum, France Park - Buses: Cliff Hall Inc.

Sunday - Canal Interpretive Center (under construction) in Delphi, Campbell Ridge 23 acres

Board Elections: Cynthia Powers presented slate. All board and officers re-elected.

Kicks & Kapers winner: Larry Turner presented by Carolyn Schmidt

73 Attended States Represented AL 1, IN 65, IL 2, OH 5

Darrell Bakken, Sally Bancroft, Leon & Sandy Billing, Paul Brandenburg, Caren Bunch, Sue Burger, Tom & Linda Castaldi, Earl Conn, Mary Crary, Bill & Berky Davis, Bill & Pat Draper, Harold Dye, Bill & Betty Easton, Ernest & Helen Ellis, Jim & Ruth Ellis, Charles Gish, Tom Grimes, Ed & Cleone Gruber, Don & Betty Haack, Larry Holderly, Gerry & Jean Hulslander, Chuck & Lynda Huppert, Karl & Susanne Kettelhut, Annadell Lamb, Carl & Martha Leiter, Bette Lockhart, Marilyn Mann, Jerry & Phyllis Mattheis, John McAninch, Dan McCain, Paul Moffet, Mike & Tom Morthorst, Gene & Joyce Paschka, Ed & Cynthia Powers, Mark Renwick, Bob & Carolyn Schmidt, Dan Schuster, Steve & Sue Simerman, John & Mike Staton, Brian & Judy Stirn, Jay Taylor, Michael Thrall, Larry Turner, Charles White, Dan & Ceri White, Chuck & Anne Whiting, Wendell & Wanda Woods, Dan & Susan Yoder

think we have answers.

Q. Someone asked about the lonely, abandoned, concrete piers seen in the Wabash River as we traveled our route westbound on Potawatomi Point Road. Some may recall that the north pier stands virtually in the old canal channel.

A. One of the docents we met at the Cass County Historical Society knew that the piers are what remain of the obsolete interurban Union Traction of Indiana line that served as a spur linking Logansport with Kokomo.

Q. Our guidebook text "Things to See" states the Lock Mill was on the south side of the lock a Logansport.

A. The Lock Mill at Lock No. 24 on Logansport's Erie was on the north side of the lock and not the south as I indicated in my first draft notes. Somehow the statement worked its way to the finally printed piece. You'll find the misdirected word in the third line at the top of page 7 ... change "south" to "north".

Q. Why were no feeders constructed to replenish the canal water across

Cass County and into Carroll County as far as the Carrollton Bridge site?

A. The Wabash River Dam No. 3 at Peru (about 20-miles east) provided a good supply of water that was intended to keep the canal full until it reached Lock No. 32 at Carrollton Bridge. Even though the Wabash & Erie has the advantage of following the flat river bottomland for much of its length, there were 12 locks totaling an aggregate drop in elevation (or lift if you like) of 99½ feet from the Peru feeder to the Carrollton Bridge. On the west edge of Cass County it is believed that Crooked Creek finally was turned into the canal as an added source of water. This is especially important because of water loss concerns stemming from certain years of drought not to mention the losses due to poor water control practices found at some mills along the way. However, there were several natural springs throughout the Cass and Carroll counties route - for example, Fitch's Glen and Potawatomi Spring at Lockport - that fed the canal waters when the line approached the base of the Wabash River valley bluffs.

Q. Why was the Eel River Aqueduct placed so far upstream ...wouldn't it have been more logical to have continued the canal line west and cross the Eel near the point where it enters the Wabash River?

A. We have the notes of John Peter Paul, a member of Col. James Shriver's survey team, who wrote in his 1827 diary, "...run [the survey] up Eel to the falls. Run down to the mouth, returned to camp without having any adventure worthy of note." The falls he mentioned is a ways upstream from the aqueduct piers we saw. So at least we know that the river falls may have inhibited their moving too much farther up the river, and we can assume that the planners wanted a good solid limestone river bed. To this day, we can see that they had a dependable

limestone base at the point of crossing. The answer may lie in the fact that whenever possible the engineers preferred channeling at the base of the north river valley bluff because of their inclination to distance the canal line from the usual spring time Wabash River floods.

By turning the canal to the north, after passing through Lock No. 24, the line headed straight for the bluff (that we followed along Water Street) and thus the reason why the aqueduct was so located.

Editors Note: They may also have needed a longer aqueduct since the Eel River widens as it approaches its mouth at the Wabash River.

Q. We saw a part of France Park and walked the towpath...is there anything more of the canal to see to the east?

A. The east side of the Park has some evidence of the canal; however, it is under a broad wetland. In fact there is not much if any of a towpath remaining; however, the old channel is obvious and normally holds water year round. We suspect that this may have been a turn basin or loading landing area whose topography has been drastically altered over years of quarry work. A lot of investigative work remains to be finished and the Park is eager to know what of the canal remains and how it may be identified for the public to enjoy.

Q. Where is John Tipton buried in Logansport's Mount Hope Cemetery?

A. From Logansport's Pleasant Hill Street turn under the Mount Hope Cemetery arch on to Memorial Drive. Continue north passing the tall Soldiers and Sailors Monument on the right and William Haney on the left. Follow Memorial Drive and immediately after passing Forget Me Not Avenue but before Cypress, watch for a grassy two-track lane on your right or to the east. You can turn into the lane. Follow it east

passing by twenty rows of graves, and at the top of a rise the white limestone marker is the resting place of General John Tipton. The inscription on the stone is nearly erased, however, it looks as if it reads: "General John Tipton / Died / April 7, 1834 / Age ?? years" and is followed by his wife's name "Matilda" and her dates. A recently placed marker reads: "John Tipton / Company A Ind. Militia / War of 1812 / Aug. 14 1786 - Apr. 5 1834"

Q. What's the story behind the Civil War monument at the entrance of the Mount Hope Cemetery?

A. It is called the Soldiers and Sailors Monument and was built in 1887. It was the first such memorial to be erected in the state of Indiana. Twenty years after the Civil War, veterans of the Grand Army of the Republic purchased the plot of ground for the memorial according to an undated Logansport newspaper I have in my files. Legislation of the 1880s enabled the county commissioners to appropriate funds for its construction. Soldiers and Sailors Monument stand 85 feet high, and was constructed of 500 tons of Bedford limestone at a cost of nearly \$10,000. Based on 1880s dollars that was a significant expenditure. The project was headed by Dyer McConnell, a Judicial Court Judge in the late 1880s. McConnell had served during the Civil War in the US Army's Company K Ninth Indiana Volunteer Infantry seeing action on Cheat Mountain in West Virginia and later a part of Sherman's army. He became ill and was mustered out in 1864. As for his involvement with the memorial, Richard Copeland who writes for the Logansport Pharos Tribune said, "Dyer (McConnell) was very active in the movement to build a monument to the soldiers of the Civil War. He headed the committee to raise funds and then was the model for the infantryman for the monument. He posed while A. W. Miller of St. Louis carved the statue for Schyuler Powell Stone Company."

Editors Note: The Soldiers and Sailors Monument in Indianapolis was built in 1902 and is 284 ½ feet tall.

Q. Who is the grandson that is refurbishing the 1940s grocery store at 14th Street and Erie Avenue?

A. The Mordenti store stood vacant for some years after typical neighborhood grocery stores were forced out of business by the big chains. Further research seems to reveal that the building has been cared for and is in rather good condition; however, it may not be being "restored" as perhaps was implied.

Q. Why was it so cold on Saturday, April 5th?

A. I wish I knew, but it had the affect of keeping our tour ahead of schedule. Less than a week later, traveling to some of the same spots the temperature was in the 60s & double the registered cold we endured. If you were on the Tour, give yourself a Hip Hip!

Some General Observations:

Jim Ellis noticed the name of a long time Logansport family named McTaggart very close to the spelling of Marie McTaggart who married Jesse Vermilyea on July 4, 1832. Jim and Ruth Ellis wrote an article about Vermilyea in the July 1994 issue of Canal Society of Indiana Newsletter and mentioned that before coming to Allen County Vermilyea was the Grant County Circuit Court Clerk and Auditor. Cass County Historical Society's Brian Looker says they have some McTaggart family records on file. Cass County Historian Richard Copeland recalls that the Logansport McTaggarts came from Marion, Indiana...Grant County. We may be learning more about the Vermilyea story. Also, we know that the family was in Indiana at the time Jesse Vermilyea was active. One descendant named Arthur McTaggart in an autobiography mentions his family coming to Logansport. "Why

did my family settle in a small village in Indiana after traveling from Ireland to the United States during what was later called, "The Canal Era"? The lack of transportation in the newly formed cities meant that everyone was looking for the cheapest and best way to transport materials.

Also, during the week after the Tour, a portion of the railroad pier we saw that crossed the canal at the head of Erie Avenue has been partially dismantled by its owner. He was offered a price for some of its iron hinge.

Remember when we were focusing our attention on the crop field where the south end of the Cottonwood Creek Arch can be seen? Wes Parmeter, Superintendent of France Park, pointed out that above the treetops is a nesting bald eagle. At the far end of the Park, we have counted 14 nesting blue heron in the trees now growing in the traces of the abandoned canal channel.

If you have other questions, let us know.

Good ventures,

Tom

IRISH IMMIGRANTS

The following is quoted from Levering, Julia Henderson. *Historic Indiana*. New York/ G. P. Putnam's Sons. 1909 pp. 194-196 with a quote from Cox, Sanford C. *Recollections of the Wabash Valley*. Lafayette, IN. 1861 p. 145.

Along the Wabash there were many rough-and-tumble fights among the belligerent Irish who were brought in to dig the canal. These immigrants were in no sense highwaymen, their "ructions" were generally *en masse*, a free-for-all fight without warning, and generally without any provocation—unless it was cheap whiskey. A misunderstanding was enough to set them all at loggerheads, and soon the whole

gang would be using their shillalaha. An old citizen of the Wabash tells the following incident, which is so very characteristic of these laborers from Erin that it may be accepted as typical of scores of other occurrences. In 1834 there had been a freshet sufficient to float a steamboat as far up the (Wabash) river as Peru and Chief Godfrey's village. The steamboat was just leaving the little town of Peru for the return trip. He tells the tale in this wise:

"I made haste to get on board, and just as I was stepping on board the plank that led on to the boat, a fight commenced between a party that came up from Logansport and some Peruvians, which blocked up the gangway so that I could not get on the boat. The excitement ran high throughout the crowd. The Logansport party was about to prove too hard for their antagonists, who began to sing out for help. There were several hundred Irishmen near at hand, working on the Wabash and Erie canal, who, observing the foray, and considering it a free fight, could no longer resist the temptation to pitch in; and gathering their picks and spades, they rushed in platoons upon the belligerents, and soon vanquished the party that had proved strongest in the melee, compelling them to betake themselves to the boat, in double-quick time, shouting, 'The Greek, the Greek.' On looking up and down the line of the canal for a mile and a half in either direction, Irish recruits were seen pressing for the scene of action, with picks in their hands and wrath on their faces. 'We will sink your d---d dugout, be jabbers' rung like a knell upon the ears of the astonished boat crew, who at the Captain's command pulled in the plank and pushed off into the river, to keep the enraged Hibernians from demolishing his vessel. At first the boat dropped slowly along with the current, and the Captain motioned for those who had failed to get on board to follow along the shore where he would land and take them on."

CANAWLERS AT REST

GEORGE HEDFORD DUNN

b. Nov. 15, 1796

d. Jan. 12, 1854

By Charles Whiting Jr.

On the morning of September 13, 1836, "the committee of arrangements selected Gov. (Noah) Noble, Ex-Governor Jas. B. Ray, Dr. Drake of Cincinnati, and George H. Dunn, Esq. of Lawrenceburg, as the individuals to perform the Ceremony of "breaking ground" on the Whitewater Canal." The celebration took place at Brookville and was attended by 3000 to 4000 people. *Brookville American*

Before dinner there were 33 toasts. The 20th toast was given to "George H. Dunn - The able Lawyer, the enlightened statesman, the gentleman and man of integrity: whether in the Legislature or in private life, the public good has been his great object; the welfare of the state his first and highest motive: Whilst gratitude inspires our hearts, the name of George H. Dunn will be remembered by the people of Indiana." Mr. Dunn replied in a speech of 20 or 25 minutes. *Independent Press*

Several years later in April of 1848 the *Lawrenceburg Indiana Register* reports George H. Dunn among those seeking immediate action to restore the canal to Lawrenceburg from Harrison, (OH). The canal was severely damaged in a flood in November, 1847. The Canal Company requested a \$10,000 loan so they could make repairs.

Mr. Dunn was born in New York City and moved to Lawrenceburg, Dearborn Co., Indiana about 1817. He studied law and was admitted to the bar in 1822. He was married and had one child. His wife Mary was born the first day of the century, January 1, 1800. "An active young man of pleasant manners and good

appearance, he possessed the qualities which enabled him to secure the confidence and respect of the people. As a lawyer he was faithful to his clients; his pleadings were exact; his language chaste, and his manner in argument kindly and conciliating but his well rounded sentences were less effective before a jury of plain men than the sledge-hammer manners of some of his opponents, yet he was a lawyer of influence and few men had stronger and more lasting friends." He was elected to the State House of Representative in 1828, 1832, and 1833. An unsuccessful candidate to the Twenty-third Congress, he was elected as an anti-Jackson Whig to the Twenty-fifth Congress (March 4, 1837-March 3, 1839). *History of Dearborn & Ohio Counties*

"While treasurer of the State from 1841 to 1844 he together with Governor (Samuel) Bigger was appointed by the Legislature to revise the laws. The revised Code of 1843 is a monument to the labor and skill he brought to that work. By far the greater portion of the labor of the Revision fell upon him: and when the amount of his duties both as Treasurer and as Reviser is considered, and the great mass of Legislation which had to be collated, and the irreconcilable and contradictory character of a great portion of it, the success which attended his efforts is wonderful." *History of Dearborn & Ohio Counties*

Returning home, he was elected President of the Lawrenceburg Branch Bank. After leaving the bank, he was elected by the State Legislature as President Judge of the Judicial Circuit composed of Dearborn, Ripley, Decatur and Franklin counties.

"While he was in the Legislature the charter of the State bank and its branches and of the railroad from Indianapolis to Lawrenceburg were passed, both of which were principally the work of Mr. Dunn. On July 4, 1833 the completion of the first mile of railroad in Indiana was celebrated at Shelbyville by thousands from all parts of the State, and George H. Dunn was the hero of the day. Though disappointment followed disappointment he never gave up the enterprise of a railroad from Lawrenceburg to the State capital. To his untiring zeal under every possible discouragement is to be attributed the final success of that road, completed twenty-one years after it was started." *History of Dearborn & Ohio Counties*

"His aid in forwarding the extension and partial completion of the Turnpike road towards Napoleon, was by no means unimportant. It would be a pleasant task to advert to the many improvements of minor importance in and about Lawrenceburg which were forwarded by Judge Dunn. It will suffice to say that from the time when the Wharf was first paved and High street filled up to its present grade, he was perhaps the foremost man with his voice, his pen and his purse in promoting

whatever promised aught of good for this town." The Register

Judge Dunn was president of the Cincinnati and Indianapolis railroad at the time of his death in Lawrenceburg, Indiana. He was interred in the New Town Cemetery. In the early 1940s all the residents of that cemetery were moved to the Greendale, Indiana cemetery to facilitate construction of the flood protection levee in front of Lawrenceburg. On the monument over his grave is appropriately placed the representation of a railroad train.

Sources:

A Biographical Directory of the Indiana General Assembly. The Select Committee on the Centennial History of the Indiana General Assembly: Indianapolis. 1980.

Biographical Directory of the United States Congress. <http://bioguide.congress.gov/>

Brookville American. Brookville, IN. Sept. 16, 1836.

History of Dearborn and Ohio Counties Indiana. F. E. Weakley & Co., Publishers: Chicago, IL. 1885.

Independent Press. Lawrenceburg. Jan. 18, 1854.

The Register Lawrenceburg, IN. April 15, 1848, Jan. 18, 1854 and April 27, 1855

The following action was had, in reference to the death of Hon. Geo. H. Dunn, by the passengers coming in on board the cars of the Indianapolis and Cincinnati Railroad, January 13th, 1854:

It having been announced that Hon. Geo. H. Dunn, President of the road, had died the day previous, at his residence in Lawrenceburgh. On motion of B. F. Morris of Rising Sun, J. G. Monfort of Greensburgh was called to the chair and F. C. Holliday of Lawrenceburgh appointed secretary.

The object of the proceedings being stated by the Chairman,

On motion, a committee consisting of F. C. Holliday, E. P. Bond and W. Cumback was appointed to prepare resolutions expressive of the sense of the passengers.

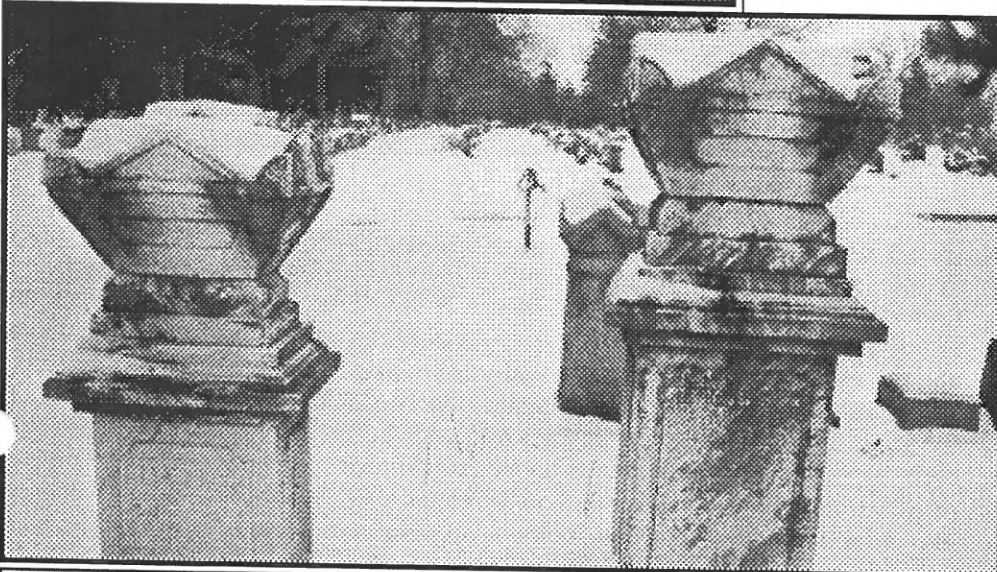
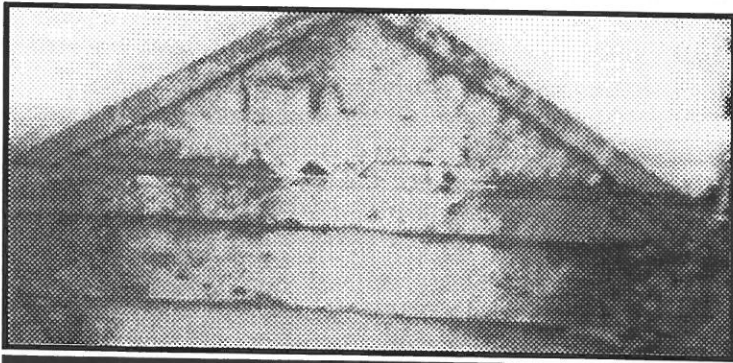
The committee presented the following which were unanimously adopted by the passengers in each of the cars.

Resolved, That it is with feelings of profound regret that we have heard of the death of Hon. Geo. H. Dunn, President of the Indianapolis and Cincinnati Railroad Company.

Resolved, That we recognized in the deceased a good citizen, an enterprising and public spirited man, and a consistent Christian, and that we regard his death as a public calamity.

Resolved, That we tender to the family and friends of the deceased our sincere condolence and sympathy,

Resolved, That a copy these proceedings be furnished for publication in each of the papers in Dearborn county, and also in the Greensburgh, Shelbyville and Indianapolis papers. J. G. Monfort, Chr. Independent Press



George H. Dunn (57) died at McCormick House in Lawrenceburgh at half-past ten o'clock on Thursday morning January 12, 1854. He resided in Lawrenceburgh from 1817-1854 except for three years spent in Indianapolis. Funeral services were conducted by the Rt. Rev. George Upfold, Bishop of the Diocese. His remains were followed to the New Town Cemetery by a large concourse of people. His remains were later moved to the cemetery in Glendale, IN. His tombstone has a railroad engine at the top. His wife's stone is to the left of his stone in the photo on the left.

Photos by Chuck Whiting

LODI

AND ITS WABASH & ERIE CANAL CONNECTIONS REVISITED

by Charles Davis

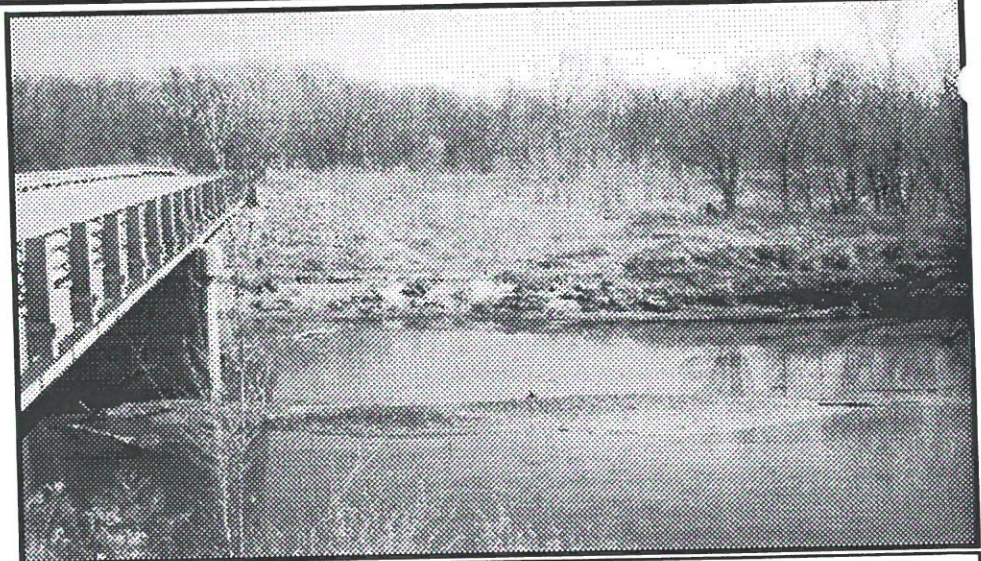
An earlier article about Lodi by Charles Davis appeared in Indiana Canals Summer 2000.

Coal Creek Dam & Locks

In the "Report to Trustees of 1853" under Lodi-Coal Creek Dam it states:

"We have first, the Coal Creek Dam, which is 202 feet long and 17 1/2 feet high above low water. On each side of this there is a guard lock, with walls 12 feet high, raising them 11 1/4 feet above bottom of canal. At this point there is also a road and tow-path bridge 200 feet long; road way 14 feet wide in the clear, and tow path 5 1/2 feet wide in the clear. The bridge consists of two spans of 60 feet each, and two spans of 40 feet each. The bents are founded on cribs, suitable for stone piers. The Coal Creek Dam is built on the plan generally adopted north of Lodi, having a foundation of brush and trees."

I don't know about you but this report doesn't tell me much in understanding how the dam worked. I do have an eye witness account of how it worked or was used. The author is Samuel Chew Madden who was born in Ohio in 1828. He came to Parke County, IN in 1835 and settled on a farm in Liberty township. Mr. Madden died May 23, 1900. His son Miles Madden gave his consent to the Rockville Republican newspaper to print the history papers on Liberty township written by his father. There were six installments of this history. The Lodi Dam was in the March 19 and March 26, 1931 issues. It is preserved in the Rockville library in a hard bound book entitled *The Early History of Liberty Township, Parke County, Indiana* by



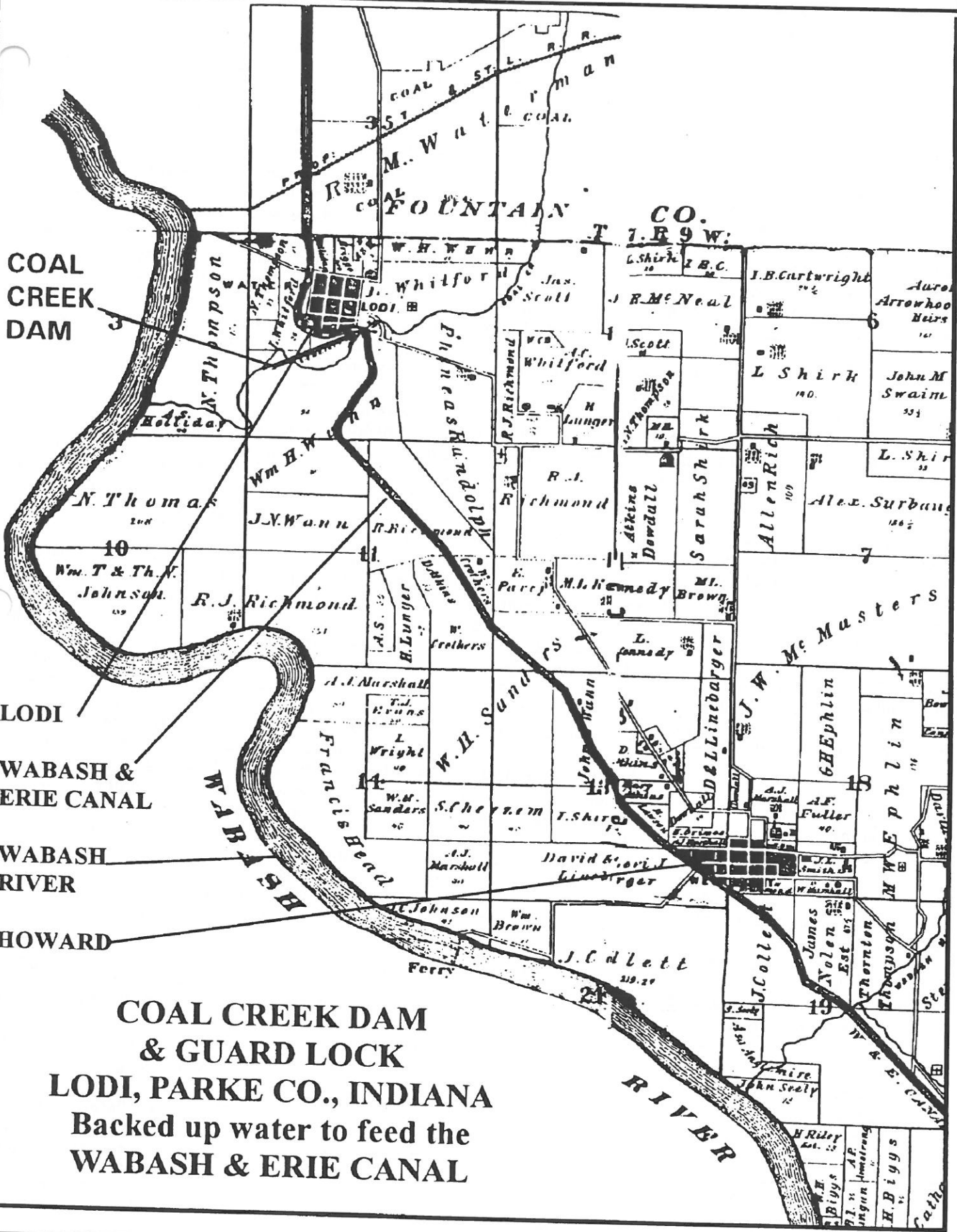
Coal Creek Dam for the Wabash & Erie Canal was located at this site in Lodi, IN.
Photo by Charles Davis

Madden, Samuel C. The following is quoted from that book.

"As I have made allusion on two or three occasions to the Wabash & Erie Canal, perhaps it would not be amiss to speak definitely about it. And it is of its construction that I particularly want to speak. My recollection is that it was built by an English syndicate. The chief engineer, I think was Archilles Williams of Cincinnati, Ohio, who was a cousin of Achilles Dix of this township whose name has already been mentioned as a brick mason. One of the contractors was a man by the name of Bodly (sic-John Bodley). Another one was Wickliff Mines. Asher Osborn, who lived at or near Lodi, had the contract of building the feeder dam across Coal Creek at Lodi and also the lock. The dam was built of hewed timbers and was 16 feet high. But it is more particularly about the lock I want to speak. There are but few of the young people and not many of the middle aged persons or older ones that know how a lock is constructed or what it is for and I may not be fully able to make it plain what its use is. The Canal is built on levels. From Clinton locks, 12 or 15 miles below Lodi, it is on what is termed a level. Above Coal Creek the level is 5 or 6 feet higher than the level below.

There was a lock at the southeast end of the dam across Coal Creek, made sufficiently wide to let a canal boat pass into it with a floodgate at either end. The level of the water in the pond made by the dam is on a level of the canal with the creek. A boat coming from the south could by opening the lower gate run into the lock, then by closing the lower gate and opening the upper gate it would fill the lock with water and raise the boat up to the level of the pond which was on a level with the canal north of the creek which was six feet higher than the level below the creek. The tow path being on the west side of the canal it became necessary for the horses to cross over the canal to the east side. They crossed over by means of a towpath bridge and drive up a levee 100 yards or more. They crossed the pond on another towpath bridge and down the bank of the creek to another bridge and re-cross the canal and you are on a level six feet higher than you were before you entered the lock.

"The building of the canal brought a new era to the people of Liberty township. We could sell our hay, oats and corn as well as our eggs, butter and other produce to the contractors of the work. It took a great deal of labor and many hands to build it, as nearly all of the dirt was



COAL CREEK DAM & GUARD LOCK
LODI, PARKE CO., INDIANA
 Backed up water to feed the
WABASH & ERIE CANAL

shoveled into dump carts and pushed onto the towpath. It also made money plenty in the shape of canal scrip."

Joseph Gill - Locktender

Looking into the 1870 Census, it shows that Joseph Gill, age 69 born in Virginia as the lock tender. He was married to Julia Crothers on November 13, 1876. Marriage Record 6/557 She was a widow of Civil War Veteran William Crothers. Joseph and Julia owned lots 4 and 9 in Lodi.(Deed Record 26/216) From Julia's marriage to Wm. Crothers, she retained the land they owned, the undivided 2/3 of Pt NE quarter of the SE quarter of Sec. 11, twp. 17 R 9 lying east of the bed of the Wabash & Erie Canal. Deed Record 46/327

According to the Rockville Republican of December 16, 1880 "Joseph Gill a resident of Lodi died last Thursday, a native of Virginia and was over 80 years old." Julia died March 26, 1906 at the age of 75 years and was buried in the cemetery near Lodi next to Wm. Crothers. Beside Julia's grave is a red granite stone. No markings are visible on it. Perhaps it marks Joseph's grave.

Dowdell Purchases Canal at Lock

Deed Record 51/175 gives the following description on the land by the lock:

"Joseph H. Daniels of Parke County and Joseph Collett of Vigo County sell and convey to Howard Dowdell of Parke County, Indiana for the sum of five dollars, to wit: all that part of the Wabash and Erie Canal in Liberty township of Parke County beginning at the Lock north of Coal Creek and extending westwardly ten rods. The title being all the right title and interest which the grantors have and hold in the said premises under and by virtue of a conveyance executed to them by Samuel B. Gookins, Special Master in Chanucy and Thomas Dowling,

resident trustee of the Wabash & Erie Canal, April 13, 1876 and recorded May 6, 1876 in the recorders office of Parke County." Witness signed by them December 13, 1879, referring to Deed Record 35/335. This deed is 51/175 and is dated May 17, 1890, Pt E half of the NW quarter Sec. 2 top. 17 R. 9.

When A Dollar Was Worth Something

While running through a deed book I chanced upon this interesting one. During canal times, a dollar was a lot of money when you consider that canal workers were only paid \$15 a month for a 12 hr. workday, six days a week. Today most people wouldn't even bother getting paid a dollar for damages done. Deed Record Volume 21 pages 23-24 reads as follows:

"By this deed, the board of trustees of the Wabash and Erie Canal, through Richard Raleigh, state trustee and Thomas Dowling resident trustee, convey and warrant to Edward S. Jones, Thornton Thompson, Perry Thompson, Moris Thompson, Marian Thompson, Narcissa and Melissa Thompson, heirs at law of Morris Thompson dec'd, late of Parke County, State of Indiana for the sum of one dollar, and in full payment and satisfaction to them for damages to their land and the crops thereon in said Parke County, near to and adjoining the land hereby conveyed, caused by the break in the Wabash and Erie Canal, and the dam and Guard banks at Coal Creek in June 1858. The following described land situate in Parke County, State of Indiana to wit, commencing at the S.W. Corner of Section one, in township 17.N. of R. 9. W. thence east 10 chains 77 links, thence north 7 chains 19 links, thence west 10 chains 77 links, thence south 7 chains 19 links to the place of beginning, containing seven and 3/4 of an acre more or less, saving and excepting one fourth of an acre in the S. W. corner of said tract which is reserved for use of a

burial ground. The said tract is hereby conveyed to the said heirs of Moris Thompson dec'd. in the following to wit;

- To Edward S. Jones the undivided three tenths of the whole.
 - To Thornton Thompson the undivided three tenths of the whole.
 - To Perry Thompson the undivided three tenths of the whole.
 - To Morris Thompson the undivided three tenths of the whole.
 - To Marian Thompson undivided three tenths of the whole.
 - To Narcissa Thompson undivided three tenths of the whole.
 - To Melissa Thompson undivided three tenths of the whole.
- In witness whereof the said trustees have here to set their hands and affixed the seal of said board of trustees of the Wabash and Erie Canal at Terre Haute this 4th day of October A. D. 1861."

"By this deed, the board of trustees of the Wabash and Erie Canal, through Richard Raleigh, state trustee, and Thomas Dowling resident trustee, convey and warrant to Edward S. Jones of Parke County, state of Indiana, for the sum of one dollar, and in full payment and satisfaction to him for damages caused to his land and the crops thereon in Parke County near to and adjoining the land hereby conveyed, caused by the break in the Wabash and Erie Canal and the dam and guard bank at Coal Creek in June 1858. The following described land situate in Parke County, State of Indiana, commencing 7 chains and 19 links north of the S. W. Corner of Section one in T. 17. N. of R. 9. W. thence north 14 chains 86 links, thence east 10 chains, 77 links, thence south 14 chains 86 links, thence west 10 chains 77 links to the place of beginning, containing sixteen acres more or less. In witness whereof the said trustees have hereto set their hands and affixed the seal of said board of trustees of the Wabash an Erie Canal at Terre Haute this 14th day of October A. D. 1861. Richard Raleigh--Thomas Dowling."

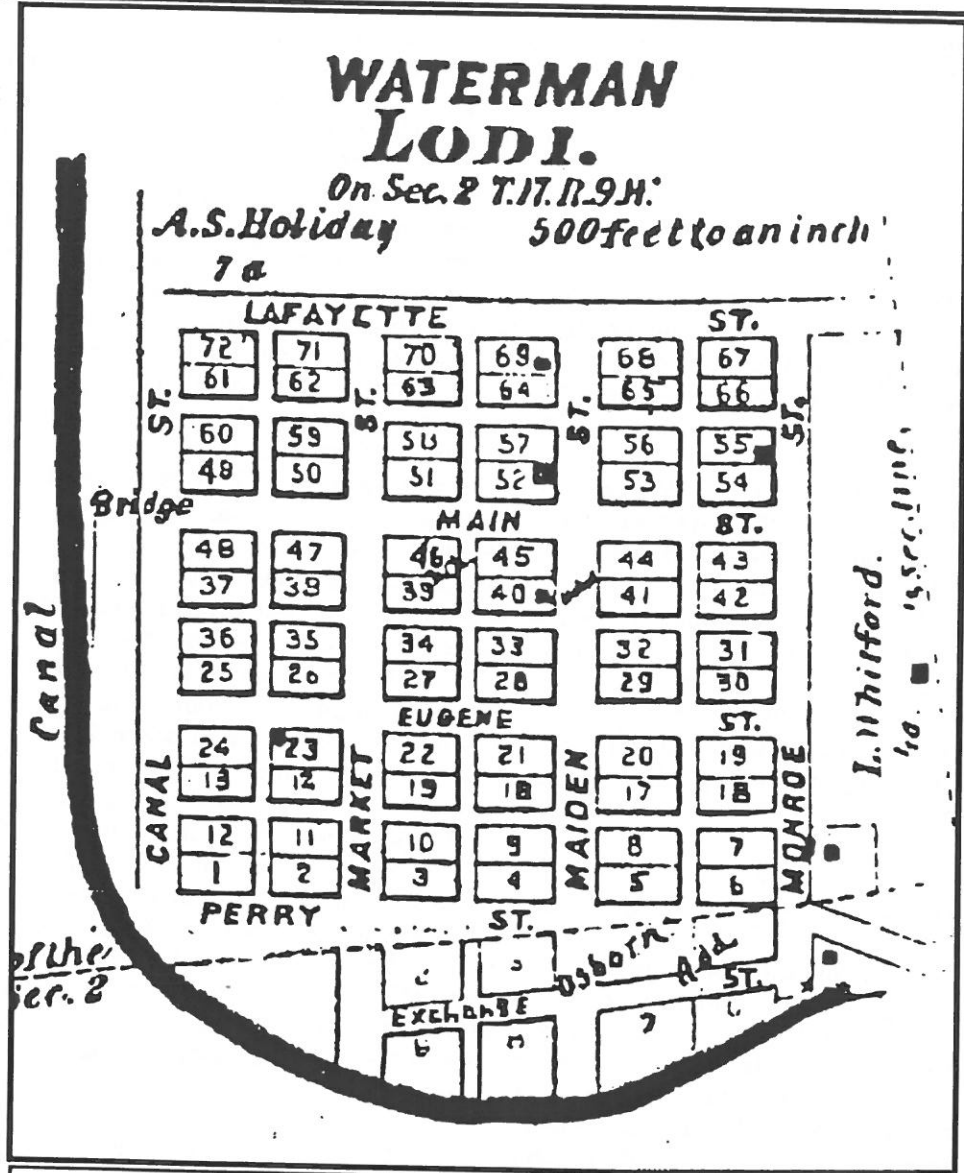
Coal Creek Dam Breaks

To better understand what caused the Coal Creek Dam to break, the Rockville Republican published this first account of it on June 10, 1858:

"Thomas Dowling canal trustee, says that the injury to the Wabash and Erie Canal, from the late floods, is inconsiderable, and that \$2000. will repair all north of Terre Haute, including the Terre Haute division. The Evansville Journal announces that the section in that vicinity is navigable as far as Washington (Indiana), and will soon be open through its whole length. - Ind. Journal."

The Rockville Republican on June 17, 1858 had this description of what damage occurred in Parke county:

"Rains, High-Waters. Since the days of Noah, the past two months have been a precedent, probably, in regard to the fall of water.--It has rained almost incessantly. The earth has been thoroughly saturated with water, the streams swollen beyond their capacity, and the low-lands completely inundated. Bridges, culverts, mill-dams, fences, and houses, in short, everything within reach of this flood, subordinate only to that in the days of our great ancestor, Noah, have been torn asunder and swept away by its resistless power. On the night of Wednesday of last week, after we had gone to press, the most awful rain fell that perhaps ever drenched the earth, continuing through several hours and falling in a perfect sheet. The consequence was the immediate rise of the small streams to almost the magnitude of rivers. Williams (Billy) Creek over flowed its banks, swept off the bridge on the plank road, also fences, water gaps, and every thing of the kind upon the bottoms which could be floated. The family of Mr. Levi Smith, living in the



This map of Lodi can be found in the 1876 Illustrated Historical Atlas of the State of Indiana published by Baskin Forster & Company.

former toll house awoke and found the water some 18 or 20 inches deep on the floor, and made their escape through the water. All along the Plank-road, the culverts have washed out and in many places it is totally impassable for loaded wagons. The bridge across Rock-Run, five miles west, is undermined at the west end, and cannot be crossed.--the embankment in many places is so injured that it is unsafe to drive on the plank. Three miles west the bridge over a small branch is swept away and it is next to an impossibility to get across it with a team. We have not heard from all parts of the county, but as far as we have heard, the work of destruction has gone on. On a little sluggish, wet-weather branch, called Molasses Run, on this side of Little Raccoon, Mr. Archibald Hennis had to take his family out of his house to a place of safety upon a raft. He had several cattle drowned by the sudden rise of the stream. On Monday we visited Montezuma and Armiesburg. The river (Wabash) was then higher than it had been since 1828. Some thought it was nearly as high now as then, others thought it lacked some three feet. Above Stacy and Millikin's warehouse the tow path (Montezuma) was entirely submerged, and the river and Canal were one. The river extended from

hill to hill, and the water was up on the floor of the large warehouse on the west side of the river; the small warehouse on the same side had floated off its foundation. At Armiesburg, the water was up in Patterson's warehouse some two feet perhaps; also upon the first floor of the mill. The bridge over Big Raccoon was wholly inaccessible, and will doubtless remain so for some days. The water had fallen some 18 inches, but had been on a level with the top of the Aqueduct. The whole of the bottoms on the Wabash are incorporated into the river and for the present season will be of no mere productive value, except to physicians, who will doubtless reap a rich harvest from the bountiful crop of malaria, which will most certainly be produced. Similar consequences may be expected to ensue, though in a less degree, along the smaller streams."

Once again on June 18, 1858, the Rockville Republican reads:

"From the Lafayette Courier: To meet the general inquiry as to the extent of injury to this work by the great flood of the 11th of June, I request the publication of this brief statement. East of Lagro, the Canal is unharmed. Thence to Peru the damage is but little and will be repaired by to-morrow night. Between Peru and the lower end of slack-water, there are several breaks, and much sand washed into the Canal. Boats may reach Delphi and Pittsburg in about two weeks from this time, and Wild Cat by the 10th or 12th of July. Between Delphi and Montezuma the damage is very heavy -- much greater than ever before caused by a single flood since the Canal was constructed, twenty years ago. The largest injury is at Wild Cat. Besides several breaks in the guard lock bank and tow path, and the loss of the fine bridge over the creek, a new channel was formed around the north end of the dam, taking out the abutment to its length, making the whole work in that vicinity safer than

heretofore. The aqueduct over Wea Creek, 120 ft. in length, was wholly swept out. Its destruction was hastened by the timber of the railroad bridges, with other drift. This structure is of wood, and can be rebuilt in a short time. The superstructure of Shawnee aqueduct, 90 feet long, is also gone, though the stone abutments are believed to be little injured. A new channel is formed around the south end of Shawnee dam, and one abutment taken out, as at Wild Cat. The dam is safe. This is a small structure, and this year, will not be essential to the opening of navigation. **At Coal Creek a breach was made thro' the guard bank, and the stream passes around the dam, causing heavy damage to the earth work, though the dam and its abutments, with the two guard locks and bridges, are uninjured.** In addition to the damage to the structure named, there are numerous breaks in the banks of the canal. The repairs have already been commenced, and will be prosecuted with assiduity and the utmost dispatch, so as to resume navigation throughout, in time for the earliest shipments of the growing wheat crop."

Deed Record 43/585-586 June 22, 1883 gives us a description of changes made at the Coal Creek dam site nine years after the Canal closed.

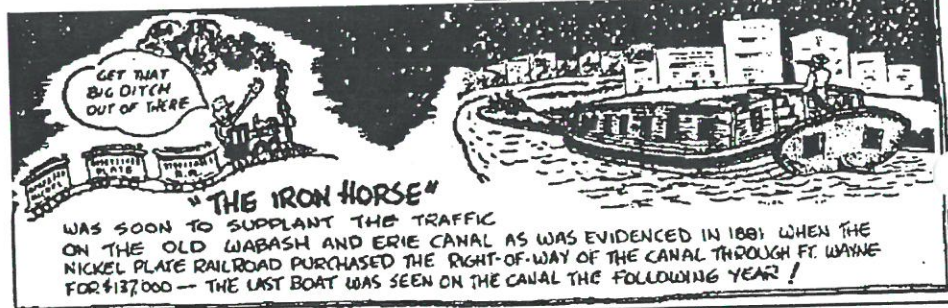
"This Indenture witnesseth that Henry C. Randolph of the county of Fountain and state of Indiana convey and warrant to Lewis Whitford of the county of Parke for the sum of one hundred dollars the following real estate in Parke County,

Indiana all that parcel of land lying and being in Section two townships 17 north of range one west and described as follows to wit: Commencing at the Base opposite the south end of the new guard bank of the Wabash and Erie Canal built in 1858 (washed out in flood of 1858) thence in a northerly direction along and with said east Base to the waters edge of the north Bank of Coal Creek, thence southerly along the waters edge and north bank of said Creek to the north east corner of the abutment of the County Bridge rebuilt in 1878. Thence West ninety feet thence south sixty feet thence easterly to and along the south Base of the original guard bank of the Wabash and Erie Canal built in 1846, to the west base of the new guard Bank built in 1858, thence along and with said west base to the south end of said guard bank thence east to the place of beginning." Recorded November 1, 1883.

Road Bridge #71

Some interesting facts concerning the road bridge is that the Lodi covered bridge was built there in 1869 by Joseph J. Daniels at the cost of \$7,000. The history of the bridge states that its embankment was repaired in 1874 and the bridge was rebuilt in 1898. With this deed we can see its abutment on the northeast corner was rebuilt in 1878. This was the only covered bridge used in conjunction with the Wabash and Erie Canal in Parke county. Road Bridge #71 at Lodi was called the Main Street Bridge in Deed Record 10/391.

General Electric News — Fort Wayne Works
Friday October 22, 1948. Jim Ellis



CANAL DETERMINED SETTLEMENT PATTERN

By Tom Castaldi
Allen County Historian

Steve Byers, Urban Studies Program, University of Wisconsin, recently asked the following question on H-INDIANA@H-NET.MSU.EDU, the Indiana history website:

“Looking at Indiana population patterns in the beginning and middle of the 19th century, I noticed very sparse population in the northern and northeastern part of the state. I presume the population in the southern part of the state came from migration north from Kentucky and Tennessee and from other areas with people migrating north from boats on the Ohio River, but I wondered if there were other reasons why the northern and northeastern parts of the state were sparsely settled during this period. Could it have to do with oil conditions? Can anyone give me a quick answer to this question that’s probably elementary for historians in Indiana?”

Transportation the Key

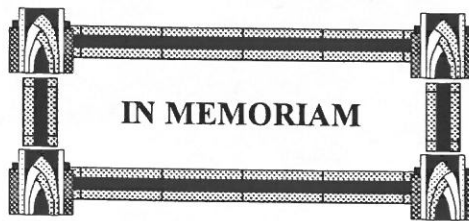
George Washington was concerned about the ease with which travelers moving westward could float on a downstream current of the Ohio into the Mississippi. In a letter to Benjamin Harrison (governor of Virginia) on 10 October 1784 he suggests that “...they looked that way for no other reason, than because they could glide gently down the stream; without considering, perhaps, the difficulties of the voyage back again, and the time necessary to perform it in; and because they have no other means of coming to us but by long land transportations and unimproved roads.” How could populations be attracted “west”?

Washington was learning about the land bridge or “Portage” that separated the Maumee and Wabash river valley systems

(between present-day Fort Wayne and Huntington, Indiana). If a canal could be cut through the land barrier, an uninterrupted water route from the Great Lakes to the Ohio River would be possible. That connection was made after the Wabash & Erie Canal broke ground in 1832 and in 1843 the canal was opened to boat traffic between Toledo, Ohio, on Lake Erie to Lafayette, Indiana, which was considered the head of steamboat navigation on the Wabash.

There were several reasons for delaying the progress of the canal. These included removal of the Potawatomi and Miami people as well as waiting for Ohio to complete its section of the Wabash & Erie from the Indiana-Ohio state line to Toledo.

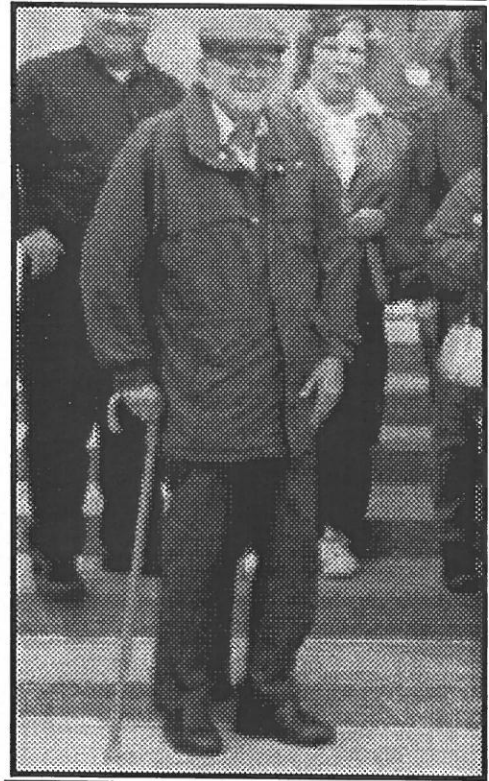
Once the canal was opened from the Great Lakes to the Ohio River, settlers had a way to move west with large household cargo and businesses could conduct two-way commerce east and/or west creating an economy. The canal route was followed by railroads in the 1850s making faster and year round travel possible. These internal improvements didn’t take place until the early part of the 19th century no doubt accounting for the sparse population in the northern part of Indiana.



LOUIS P. RHOADS

Louis P. Rhoads, of Fort Wayne, died at his residence “All the Best” on Saturday, April 19, 2003. He was 86 years old.

Born in Albany, New York on January 4, 1917, he later served in the Army Air corp in World War II. He was a self-employed builder and Realtor. He was a member of McMillan Park Lions Club, Sol D.



Louis Rhoads took part in a group picture on “The Beginnings” tour in 1998.
Photo by Brian Migliore

Bayles F. & A.M. Lodge 359, The Shrine, The Scottish Rite, the Allen Count/Fort Wayne and the Indiana Historical Societies, and the First Baptist Church.

Louis joined CSI in 1991. He enjoyed going on tours in the spring of 1997 and in the spring and fall of 1998 even though he had to remain on the bus at times due to walking difficulties. He supported CSI through monetary donations and submitting news articles. He will be missed.

Betty Ann Rhoads, his wife, died in 1996. He is survived by two daughters, Lou Ann Crill of Westerville, OH and Mary Beth Ingram of Indianapolis, IN, and three grandchildren.

Services were held at 11 a.m. on Wednesday at the First Baptist Church in Ft. Wayne. He was laid to rest at Arlington National Cemetery. Memorials were to the church, Shriner’s Children’s Hospital, or Lions Club Eye Bank of Donor’s Choice.

**NEWS FROM
DELPHI**

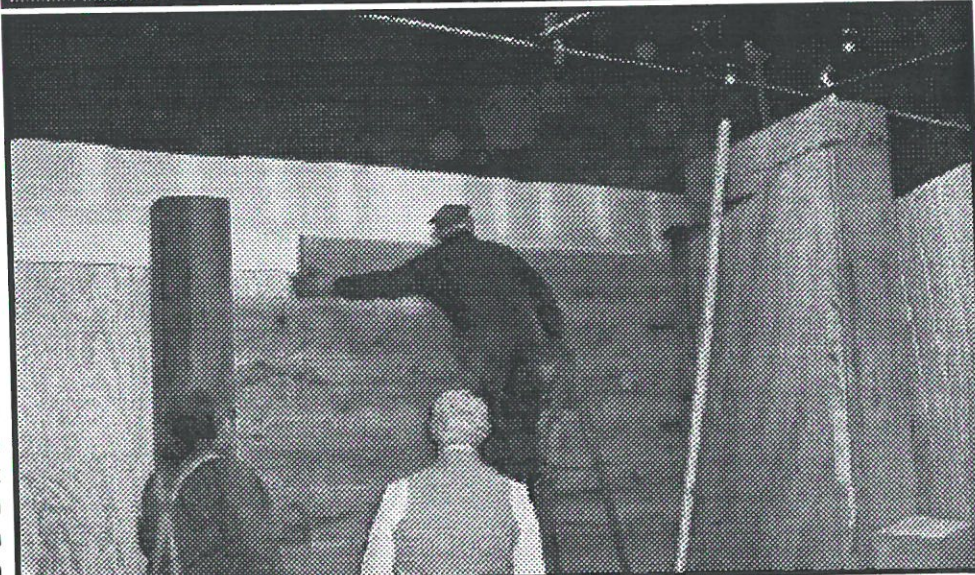
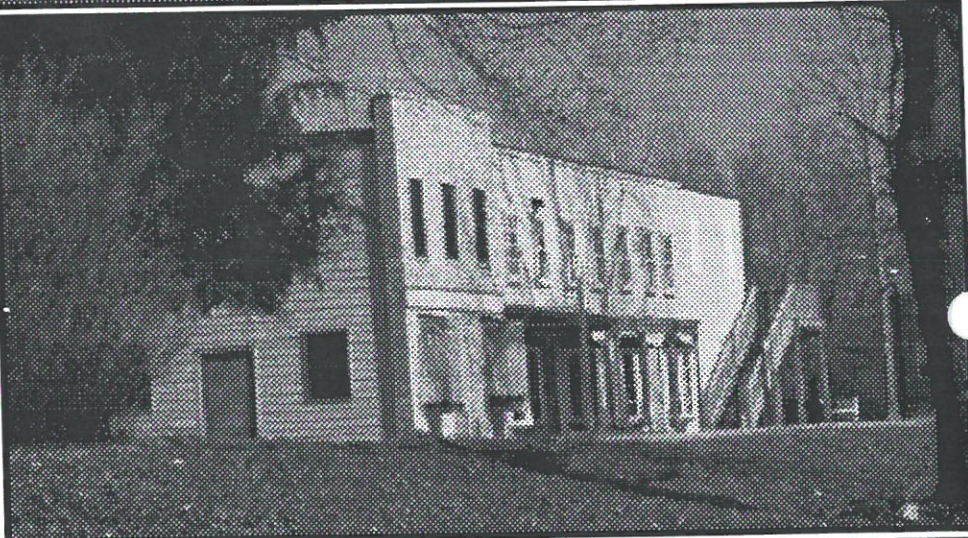
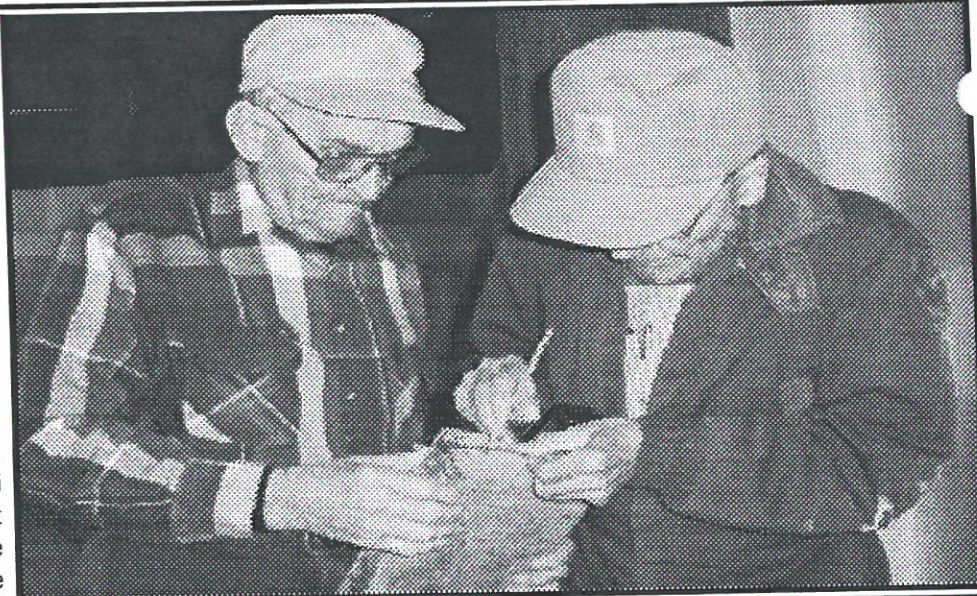
**CANAL CENTER NEARING
COMPLETION**

By Dan McCain

Construction is going so well on completing the Conference and Interpretive Center building in Delphi that it seems like the opening is just around the corner. Actually the planned gala event to provide the public with a peek at this beautiful space is less than 100 days away as I write this article. General Contractor, Leo Brown Builders (Logansport) finished most of the major work inside, installed the outside doors and completed the trim the last week of March. Blacktop and carpet were installed in the first two weeks of April..

Inside the Interpretive Center display area, volunteers worked M - W - F on heavy beam installation and finished items like the "lock pocket" or gate recess, where the massive full scale wooden lock gate rested (full open) while the end of the chamber received a canal boat. These craftsmen appreciated using native timber that was cut from Indiana hardwoods and utilized some timbers that actually were in use during the canal era (1840s).

Generally we have more carpenters than painters. However, on one day a new volunteer, Carol Dickman, and her son came to paint walls that were installed to separate gallery sections. Painting is an activity that many people can do. It makes for pride in accomplishment in this community project. The museum designer, Len Mysliwiec, selected an exciting array of colors and patterns (mostly wood textures) that make up the 10 foot high walls. There are almost no ceilings directly above.



Top: Bill Draper and Ed Gruber carefully measure each piece of wood for the lock chamber walls "measuring twice to cut once." Photos courtesy of Dan McCain
Center: The side of the Interpretive Center along the canal is almost finished.
Bottom: The boards are carefully nailed in place inside the lock chamber by volunteers.

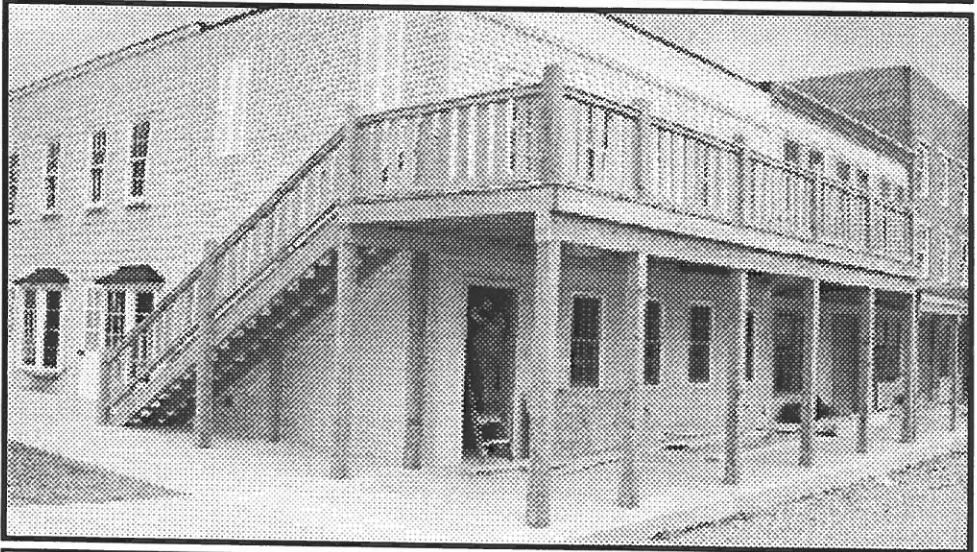
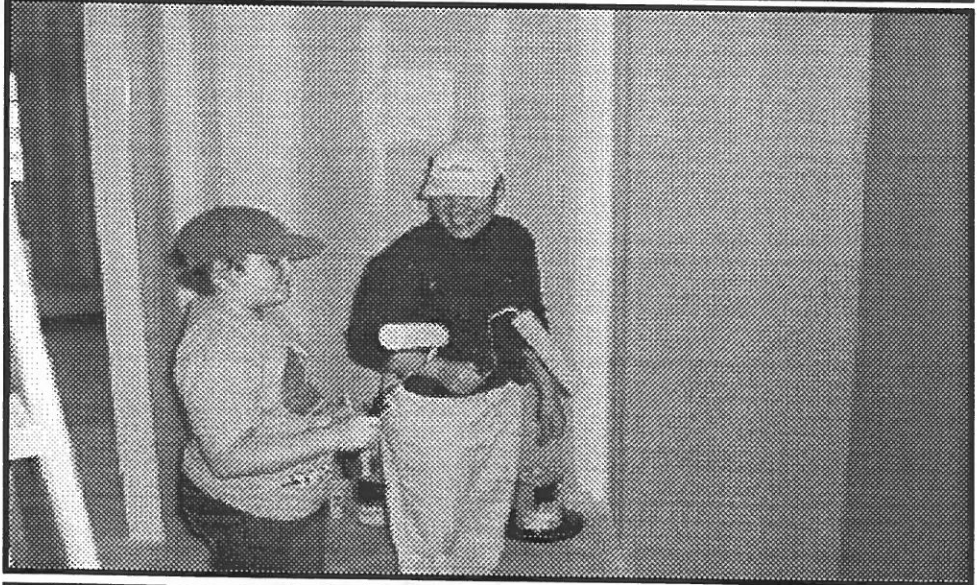
Suspended lighting with pitch dark blue rafters make up the area above.

To complete the elaborate displays and graphics that volunteers could not build, contracting with professional exhibit construction firms resulted in selection of two winning bidders. ICON Exhibits from Fort Wayne will construct interactive displays and colorful graphic panels to fill important places in a dozen galleries. A firm from Minnesota, Blue Rhino Studios, will construct specialty "environmental" exhibits including the raw cut new section of canal depicting what it might have looked like in the 1830s as Irish men carved out the channel from the native landscape. The most anticipated interactive exhibit, the Canal Model, with real water flowing and working lock gates, will be a child pleaser and teach the operation of locks, mill races, and aqueducts.

Most exhibits constructed by outside firms will be installed in time for the opening weekend (July 4-5) along with the many displays being constructed by volunteers working inside the building. Perhaps the full array of displays will not all be available at opening. They may take another several months before being fully completed. That will not bother the opening of the building as the conference meeting rooms, kitchen, restrooms, office and lobby will be completed ahead of time.

Rental of space inside the building for meetings, meals, conferences, plays, weddings, and reunions can now be contracted through the Canal Association by calling 765-564-6378 for pricing and date availability. Three weddings and several reunions were scheduled before the announcement of space availability was made.

When the public sees the beauty of this building with its attention to color and detail along with the majestic setting beside the canal and towpath, the Wabash &



Top: Volunteers construct exhibit spaces in the Canal Interpretive Center Museum. Center: Carol Dickman and son have many colors of paint from which to choose before painting exhibit walls. Photos courtesy of Dan McCain Bottom: A volunteer finishes a door frame. The sidewalk extends toward the canal.

Erie Canal Association will have no problem keeping it in full use throughout the year. Round tables will seat up to 275 people at catered meals. Smaller groups can meet in the two board meeting size rooms. Some retreats may find the trail access nearby a pleasant diversion.

EARTH DAY

By Dan McCain

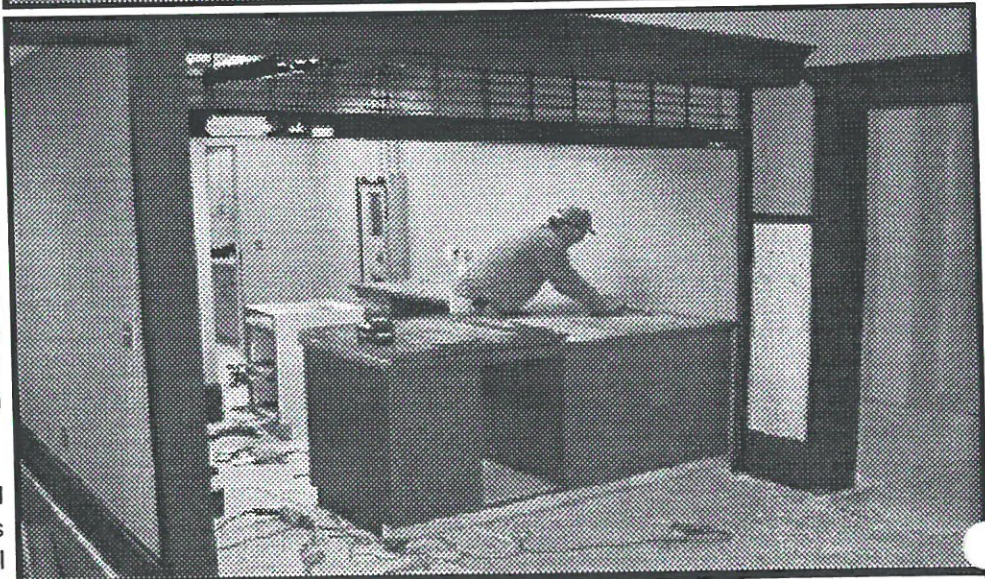
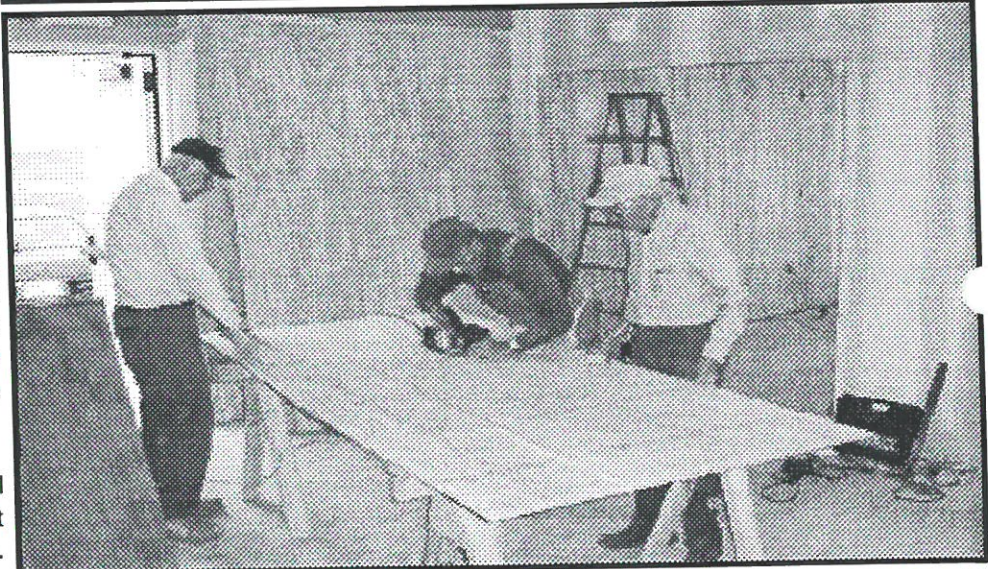
Have you noticed the first sign of spring - lots of people out enjoying Delphi's parks and trails? The community is responding more and more through volunteerism to make dreams come true.

Saturday, April 19 was PROJECT W.E.E.D. or "Wabash & Erie Earth Day" beginning at Trailhead Park 1 mile southwest of Delphi along Indiana 25. In the past EARTH DAY workdays have attracted 50-75 people of all ages. This year the goal was to top 100 volunteers! Groups like 4-H, Scouts, church groups, and individuals of all ages came. Children worked together with parents or teachers. Volunteer "captains" were on site to supervise specific jobs.

The Wabash & Erie Canal sponsored the event with support from the USDA/NRCS Earth Team. Those wearing Earth Team white hats were designated as "captains," directed work and answered questions at the various sites.

Groups and individuals assembled in the shelter at Trailhead Park at 9 a.m. for the Flag raising and orientation before breaking into work groups. The biggest need for volunteer help was to plant 200 tree seedlings along a new section of trail being developed along a bluff high above Deer Creek.

Work crews were dispatched from Trailhead Park to various locations on the trails and to Canal Park. Those who brought their own hand tools and wished to work on jobs of their choosing were instructed



Top & Center: Work on exhibits for the museum is underway .
Bottom: The office area off of the main lobby is being finished . Photos by Dan McCain

on where to report for work. Everyone brought work clothes and shoes, gloves and other protective wear. The eager crews accomplished lots. Finishing a task and realizing how they are part of this dynamic community was one of the paybacks that volunteers felt. Jobs available varied from: tree seedling planting, flower bed renovation, trail maintenance, picking up tree limbs and stones, cleaning log cabins in Canal Park, and landscaping.

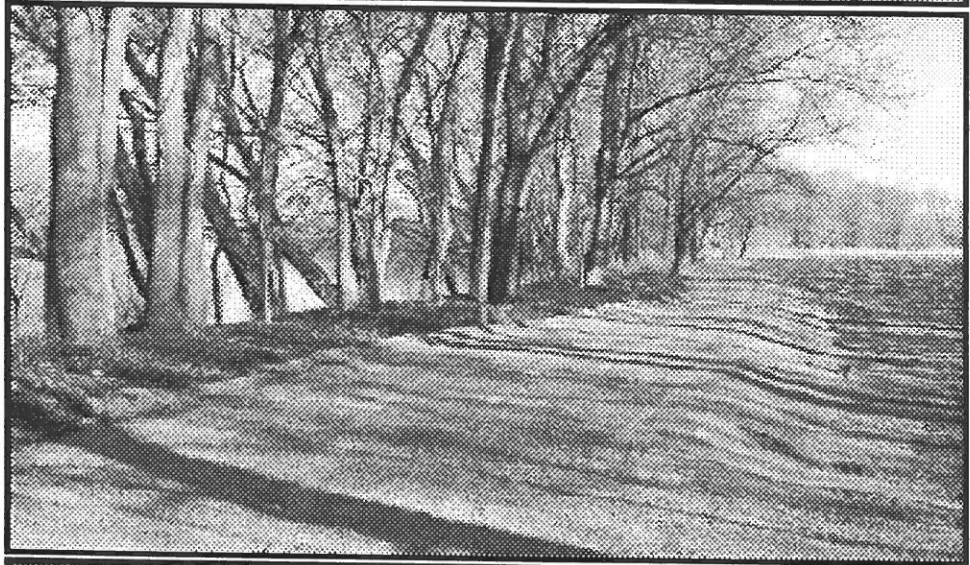
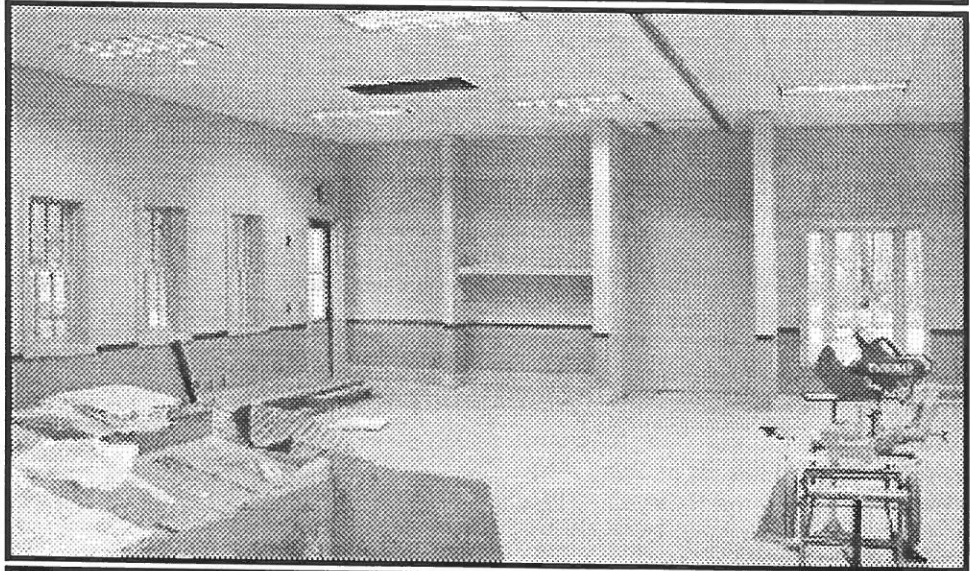
A "free lunch" was served at noon for the volunteers by the local Psi Iota Xi sorority. As in the past this helped bring out many more workers.

After lunch those that wanted to take a walk were treated to a visit to the nearby new section of trail just completed by Boy Scout Eagle candidate Nathan Stanley and his crew. That new trail replaces a section of existing trail that is directly beside the Wabash River and was found to be washed out.

CARROLL COUNTY WABASH & ERIE CANAL, INC. ANNUAL MEETING

The 29th annual meeting of the Carroll County Wabash & Erie Canal, Inc. was held April 22, 2003 in St. Joseph Catholic Church's Honan Hall at Monroe and Union Streets in Delphi. Members, friends, donors and some of the general public came for the "Dessert Bar" at 6:30 p.m. and the meeting at 7 p.m. John Goos, Indiana Department of Natural Resources Director, was the speaker following recognition of individuals and a report to the membership. Posters and displays showing the progress of the Canal Interpretive Center were on display.

The organization now has more than 750 members scattered throughout Carroll County, Indiana and many states in the U.S. This all volunteer organization has attracted



Top: The Interpretive Center's meeting room nears completion.
Center: The drive to Campbell's ridge has material, which was once used to compact the Interpretive Center's foundation for several months, now placed upon it.
Bottom: Boy Scouts look over the new trail they have built along the Wabash River.
Photos courtesy Dan McCain

attention with its near completion of the Canal Conference and Interpretive Center.

NARRATED HISTORIC WALKS

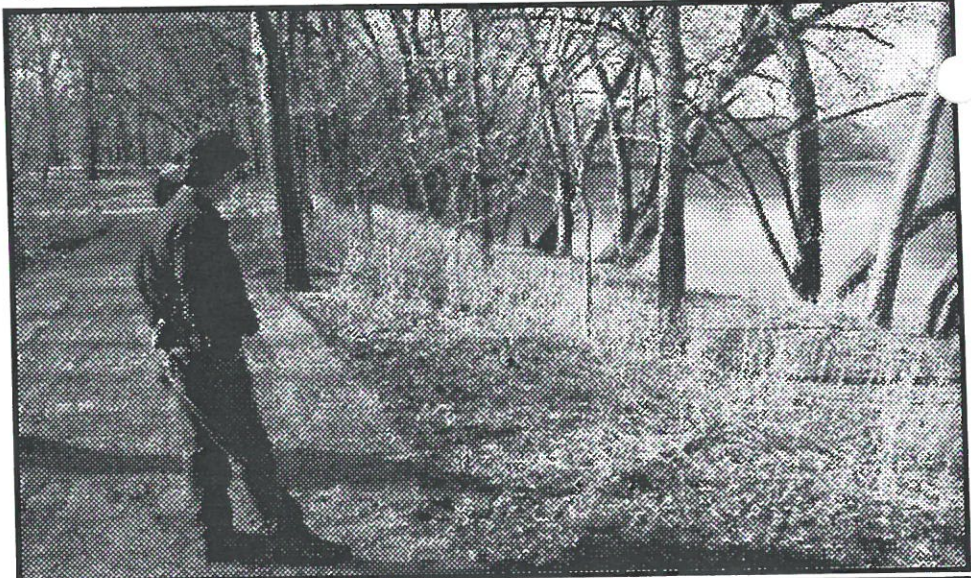
By Dan McCain

On Saturday April 26 local historian Charles Gerard met at 1 p.m. with those who wished to explore the pristine natural areas and historic sites along Deer Creek east of Delphi. The 3+ hour hike followed beautiful Deer Creek from Riley Park to near the old Monon Railroad's High Bridge before returning by another route.

Hikers saw places of famous and romantic legend known and enjoyed by generations of Delphi residents as early as 1826. At that time pioneers constructed the millrace that James Whitcomb Riley later commemorated in his famous poem about Deer Creek. They also saw the Rocks, the Stone Wall, the Point, the Slate Bluffs, the site of Carroll County's first mill, Baum's Grove, Mortonville, the Swinging Bridge abutments, the Van Pelt Dam, the Interurban Station, Giles' Hole, the site of a gold operation and oil well on Bridge Creek, Ox Hill, Deer Creek Park, and the site of the old Red Mill. There were waterfalls, springs, vales, streams, woods and meadows reminiscent of old Indiana. Numerous important historical structures in Delphi where the city interfaced with Deer Creek were pointed out.

Gerard prepared a handout of eastern trails projected to be built. He identified sites and had other literature and materials relating to the hike.

The walk went to the abandoned railroad's "high bridge" trestle, the centerpiece of the beautiful and scenic Deer Creek valley east of Delphi. This area was once projected as a possible state park by a group of Delphi men in the



Top: The trail overlooking the Wabash River was completed using the weighting material for the Center's foundation. Photos courtesy of Dan McCain
 Bottom: Delphi's beautiful new CANAL CONFERENCE & INTERPRETIVE CENTER is progressing nicely. The blacktop drive and parking lots are down. Final outside grading was completed so that Canal Association's volunteers could landscape on May 17th. Logansport contractor Leo Brown Construction should complete the last of the 12,000 square foot \$2 million dollar building by the end of May. Painting and carpeting are done. Finishing and installing exhibits in the museum area remain to be done and need further funding. Your extra dollars would be greatly appreciated. Mail to: Dan McCain, Carroll County Wabash & Erie Canal, Inc., 3198 N 700 W, Delphi, IN 46923-8261

1920s. By the mid-1940s it was proposed as a living memorial to the veterans of World War II.

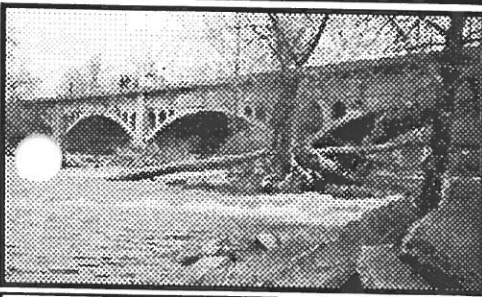
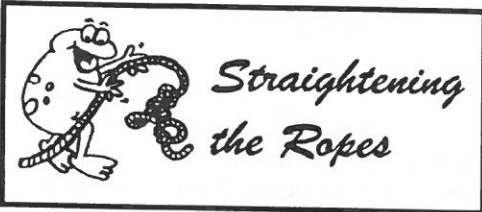
A second easier walk was led by Mark Smith, Wabash & Erie Canal Association Historian, on Sunday April 27 at 2 p.m. in the Odd Fellows Cemetery one-half mile north of

Delphi on North Wilson Street. It featured "first person" dialog from the grave sites of Delphi businessmen of the canal era. Mark, Mary Cray and Dan McCain portrayed local leaders of the mid 19th century period that had influence over the canal, emerging railroads and businesses of the day.

WELCOME NEW MEMBERS

CSI welcomes aboard the following new members who have joined at the membership level unless otherwise noted:

- Marilyn Smith Mann - Otterbein, IN \$200 Frog Prince
- Kendall & Mary Moses Cochran - Indianapolis, IN \$100 Frog Prince
- Daniel Pusey - West Lafayette, IN



The Central Canal aqueduct carried the canal across Fall Creek in Indianapolis.
Photo by Bob Schmidt 1993

Chuck Huppert, CSI vice president from Indianapolis, has read John P. McDonald's *Lost Indianapolis* that was mentioned in the April 2003 issue of *The Hoosier Packet*. He wishes other canawlers to correct the following errors pertaining to the Central Canal when reading the book:

The first chapter is "The Central Canal." Of the photographs published two have faulty descriptions. On page 17, the bottom photograph is of the aqueduct and the description says it crosses over White River. The correct body of water is Fall Creek.

The other photograph is on page 14 of the book and is said to be of a bridge crossing the Central Canal

at Thirteenth Street. This cannot be of the Thirteenth Street bridge for several reasons. First, at Thirteenth Street the canal is not perpendicular to the street as in the photograph. Second, at Thirteenth and the Central Canal, there were no railroad tracks. Next, the tracks at this point are running parallel with the canal. The tracks of the Lafayette & Indianapolis Railroad paralleled the Central Canal only from Georgia Street, on the south, to just north of Vermont Street on the north. However by 1927, the stretch of canal south of Market Street had been filled in so the only streets in 1927 that the canal passed under in the downtown area where the tracks were parallel and near to the canal were Vermont Street, New York Street and Ohio Street. Does it become problematical as to which street is pictured? Without using other resources, I think we can safely say that the bridge is the Ohio Street bridge. A close look at the canal on the south side of the bridge (the tracks ran on the east side of the canal, so the south side is opposite the photographer's position) shows the canal, a few hundred feet south of the bridge, turning into its raceway to the west. Since the east-west raceway was located (and still is) just south of Ohio Street, this bridge would be the Ohio Street bridge.

The Indiana Historical Society is given credit for the second picture in the book. It is #201885 in the Bass Photographic Collection and can be viewed on line.

Rattlers

Following last months article in *The Hoosier Packet* about rattlesnakes Cynthia Powers, CSI secretary, sent the following E-mail she had received from another birder about seeing a rattlesnake in Brown county, IN:

"Today (April 27) at 1:00 PM Tobias Menely and I took an

afternoon hike on Scarce 'O Fat Ridge at the end of Tulip Tree Trace, Yellowwood State Forest, Brown County. A few things were singing in the afternoon. The list included:

- Red-shouldered Hawk (1 - juv)
- White-eyed Vireo (6)
- Hooded Warbler (5)
- Ovenbird (2)
- Scarlet Tanager (1)

The best animal was a large plump 4 and 1/2 foot long TIMBER RATTLE-SNAKE that had just crossed the gravel road and was snaking its way up a steep bank. The snake stopped and eyed us and we stopped and eyed it with binocs. I counted 23 rattles on the tail.

IN THE NEWS

April 6 - Logansport

The Logansport *Pharos-Tribune* article "Chilling Out On The Wabash River" said that while snow flurries wisped through the air, CSI's 77 members studied the canal route that operated through Logansport from 1838-1850. The tour led by Logansport native Tom Castaldi was scheduled before leaves were on trees for good perspectives of the canal. One stop was at Fifth street where an aqueduct carried the canal over the Eel River and then proceeded along Water Street on the north side of the river.

Along the route to Delphi was seen Fitch's Glen near France park where remains of an old warehouse and a stone arch that once passed the canal over Cottonwood Creek were seen. Castaldi pointed out that the more one learns about these things from the past, the greater the pride they take in their community. He said that heritage tourism results in about \$70 per person per day spent in Logansport and the potential

is even greater.

April 8 - Logansport

columnist, took the "Crossing Waters" tour and wrote an article about it that appeared in The Muncie Star Press on April 20, The Marion Chronicle-Tribune on May 4, and the Kendallville, Angola, and Auburn News-Sun on May 11, 2003. He said that although the weather was "bone-chilling" the Canal Society of Indiana tour guide, Tom Castaldi, along with the Schmidts had "charted every turn of the road, every place to stop, the time likely to be required on-site" for a "well-organized" tour. He gave a list of events, canal sites seen, told of the bus tour and car tour, the stops at the Cass County Museum, Dentzel Carousel, and France Park, the evening programs and meals, and said the tour was named "Crossing Waters" for the many ways the canal crossed over rivers. He also pointed out that over 125 years after the canal was closed there still remains "a culvert here, a bridge there, a prism...somewhere else." That is what the society "is attempting to save through programs of public education and interpretation"

CSI board member, Sue Simerman from Ossian, said that the Wabash River Heritage Corridor Commission is improving areas along the Wabash but is hindered by "a few stubborn people that worry about their land rights, their property rights."

The Logansport Pharos-Tribune editorial "River Cleanup" said that it would have been nice if the Eel river had been cleaned up when 75 people on a tour of the Wabash & Erie Canal in Cass and Carroll counties came to Logansport. Right in the center of the river where the aqueduct piers once stood was a large, wooden spool perhaps used as a fishing or diving platform or perhaps just dumped there. The "Eel is a convenient and forgiving dumping place for run-off, trash and tires," because it usually washes them downstream.

One man on the tour pointed out that "There's a lot of history we're not even aware of other than through somebody who is really into it." He never realized the canal was so extensive.

Castaldi said that "we're trying to create trails for people to use on their own. There are just a lot of people who never knew there were canals in Indiana."

Although the Logansport Parks and Recreation Department has accepted the Little Turtle Waterway as part of its system and the Cass County Parks and Recreation Board maintains part of the Wabash River as part of its system, the majority of river frontage is privately owned and goes without maintenance. More frontage will be exposed to the public with the establishment of the new River Bluffs Trail along Eel River.

The tour group had their pictures taken at the Dentzel carousel in Riverside Park and enjoyed riding it. They also walked along The Plaza at Little Turtle Waterway and hiked the canal towpath in France Park.

Under "Other Wabash Work" the article told of the Interpretive Center construction in Delphi. It said that the building is almost complete. Volunteers are working on exhibits which include the use of native Indiana timber. ICON Exhibits of Fort Wayne is making interactive displays and colorful graphic panels. A firm from Minnesota is building environmental exhibits which will include a raw cut section of canal showing what the canal looked like in the 1830s when Irish workers carved it through the landscape. The grand opening of the center is scheduled for July 4, 2003. Groups may rent it for conferences, meetings, weddings, reunions, etc.

The community must meet the demand of keeping the Wabash, Indiana's State River, and the Eel, "one of its chief tributaries, well maintained and worthy of the designations."

Its too late to make a good impression on the canal enthusiasts as its now "water over the dam." However, future visitors could be impressed by the rivers if the community rallies "local volunteers, students and service organization to make the banks of the Wabash and Eel more attractive." The annual river bank cleanup will take place in a couple of weeks.

Tom Castaldi, CSI Advisory Council, Ft. Wayne, IN

April 20 - Logansport - Delphi

Earl Conn, CSI member from Muncie, IN and a newspaper

Photographs accompanying the article were of the abutments and pier locations of the Eel River Aqueduct in Logansport and Tom Castaldi talking to canawlers from atop the aqueduct abutments.

An article about the Interpretive Center was scheduled to be published the following week. He said the society holds annual spring and fall tours. This fall we will be on the Erie Canal in New York. He gave the society's address, E-mail address and website as well as telling how to get to Delphi.

Earl Conn, CSI member, Muncie, IN
Sue Burger, CSI member, Muncie, IN

The article included pictures of Castaldi at the aqueduct and Delphi's Interpretive Center. It also listed Delphi's historic trails walks.

Jim Ellis, CSI treasurer, Ft. Wayne, IN

2003 Contributions to CSI (continued)

Frog Prince
Marilyn Mann, Warren County
Historian - \$200 toward
CSI Delphi pledge