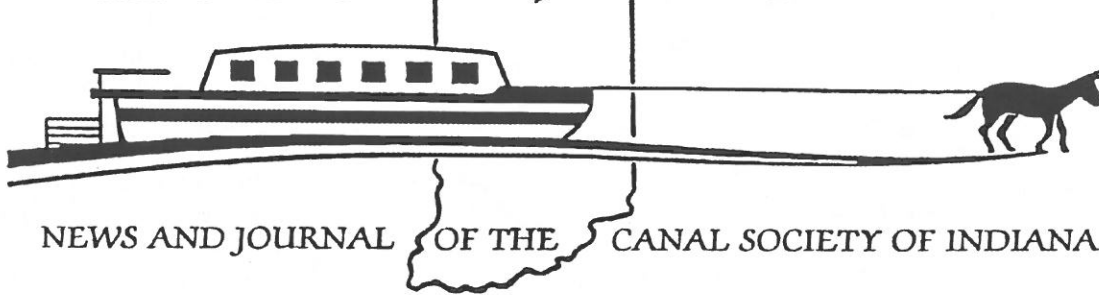


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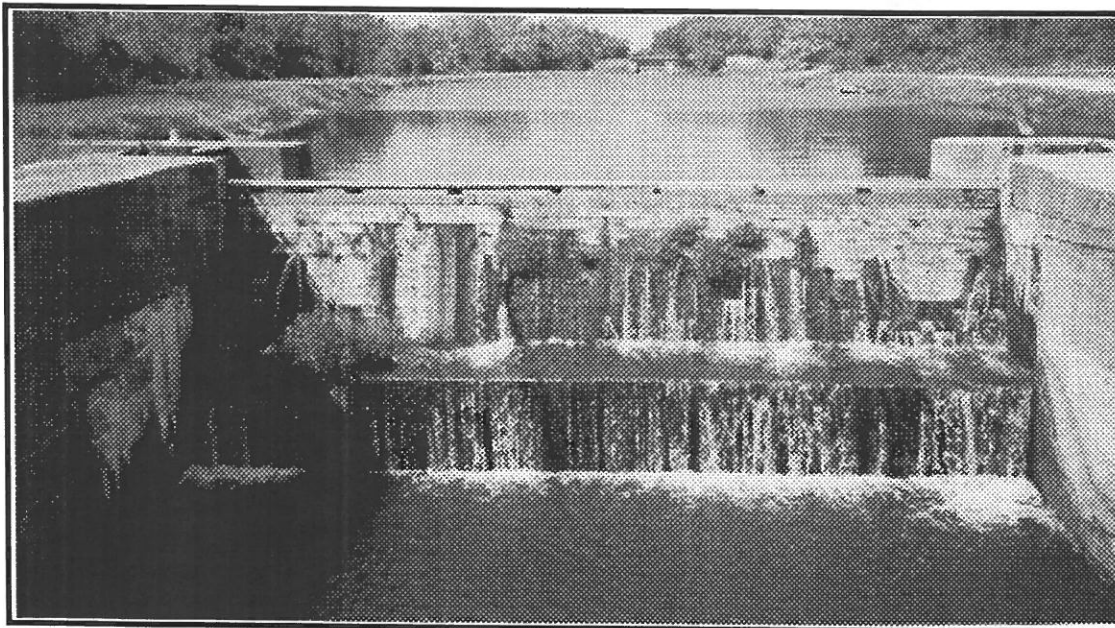
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 2 NO. 8

P.O. BOX 40087 FORT WAYNE, IN 46804

AUGUST 2003

TOO LITTLE, TOO LATE



This lock on the Hennepin Canal has a permanent wall across its upstream end like many of the other locks. A level of water is maintained behind it. The canal was built too late and was short lived. Today it serves the towns through which it passes as a place for picnics, fishing, hiking and bird watching. Photo by Bob Schmidt

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Illinois & Mississippi Canal

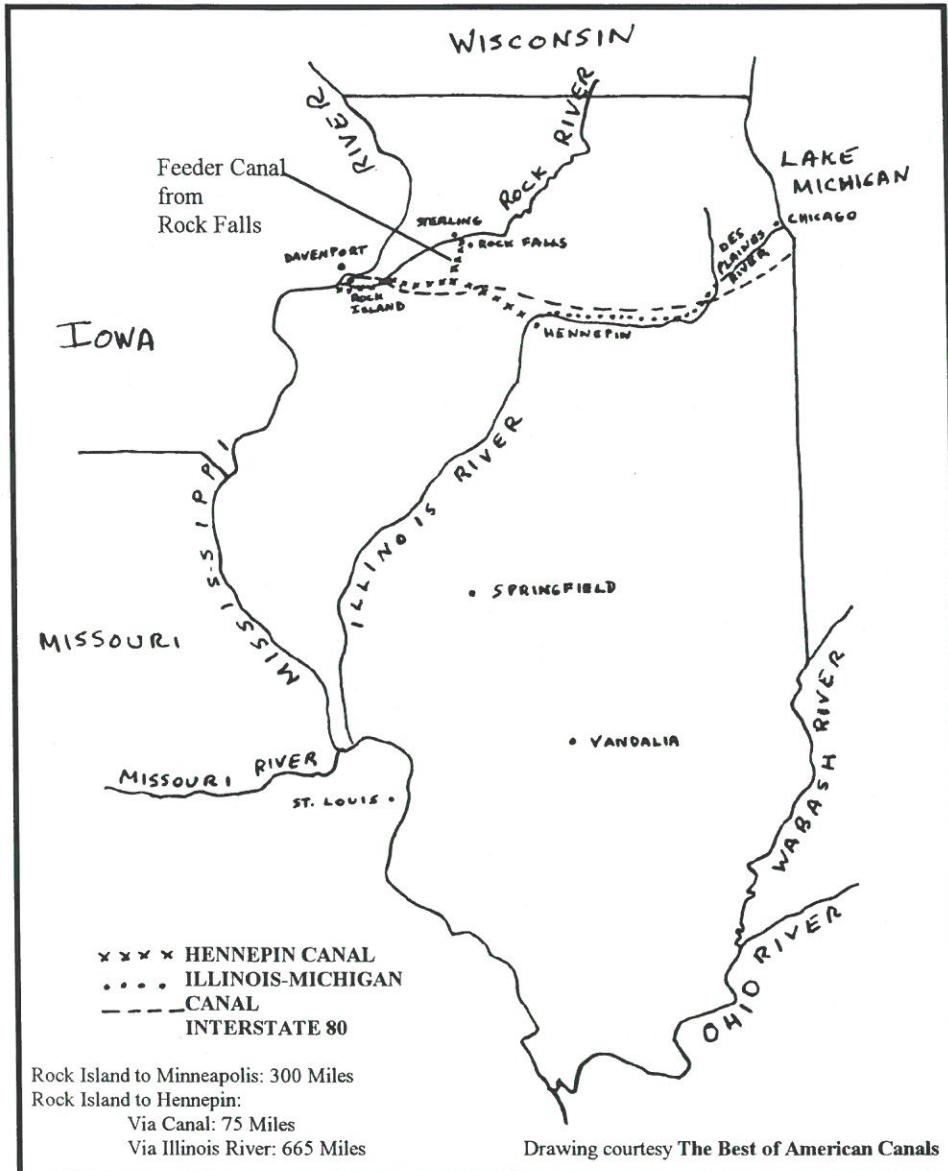
Or The
Hennepin Canal
by
Gerald Hulslander

The Hennepin Canal is a classic example of "too little, too late." It was built to connect the Mississippi River with the Illinois River, a shorter route from the upper Mississippi to the upper Illinois, Chicago, and Lake Michigan. Constructed in the first decade of the 20th century it used steam power, rail cars, and concrete, a far cry from the Illinois & Michigan built with pick, shovel, wheelbarrow, mules, and cut stone. The route followed the path envisioned by early settlers. The Indian Boundary

EDITOR: CAROLYN SCHMIDT

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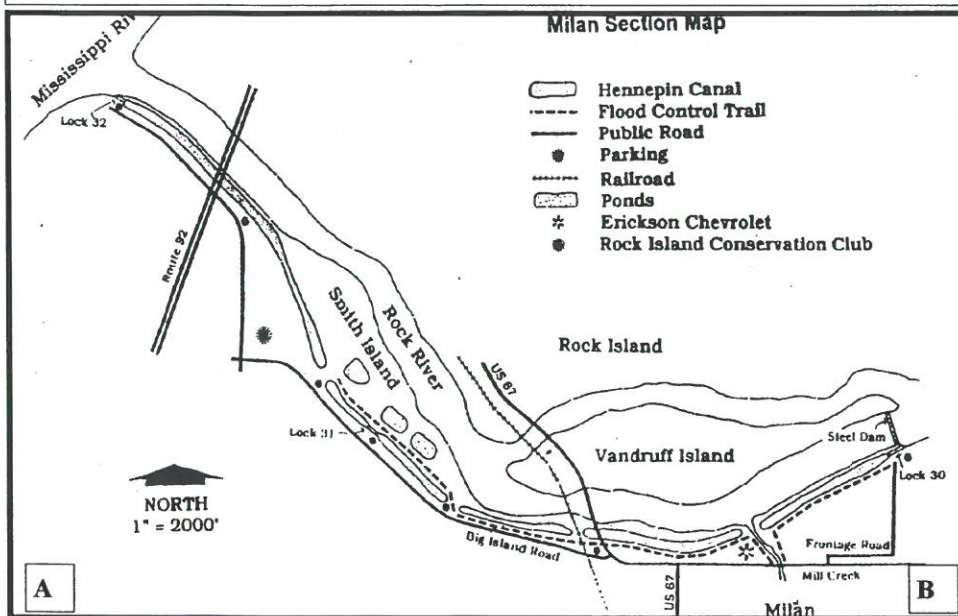
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Line was surveyed early in the 19th century and provided a corridor 20 miles in width that straddled what became both the I & M and the Hennepin. It began at Lake Michigan, went southwesterly with the Des Plaines River to within about 10 miles from the Illinois River and then westerly with the east-west portion of the Illinois River and continued slightly south of west to the Mississippi straddling what became the east-west portion of the Hennepin. Some property remains that is described as either north or south of the Indian Boundary Line.

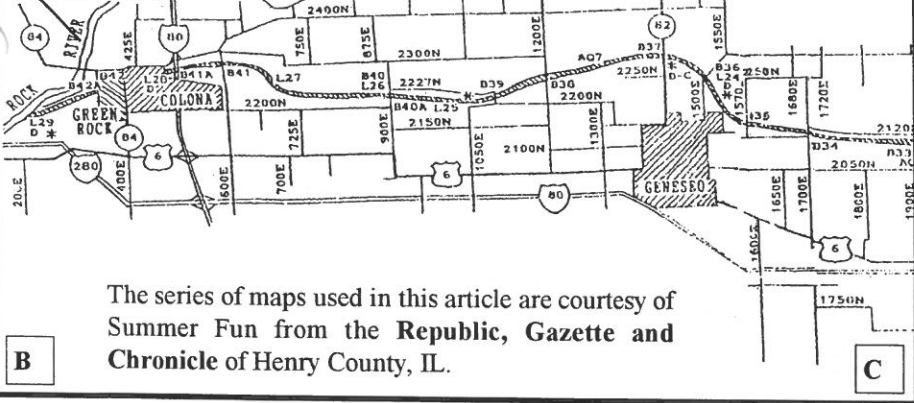
The Hennepin begins at Rock Falls, IL. where a dam was built on the Rock River and a guard lock on the canal to admit water for the entire canal. A supply of water would never be a problem. The route of the canal was influenced by the last phase of glaciation in northern Illinois. The feeder canal (See map on page 4) went south to the main line near Sheffield, IL. crossing parts of Whiteside and Bureau counties. No locks were required thanks to the nearly level outwash plain the feeder crossed. From the junction the mainline canal went southeast to the Illinois River near Bureau, IL. following the valley of Bureau Creek. The final lock was served by a lock tender living on a houseboat rather than in a house due to the danger of flooding by the Illinois River. The west end of the canal went from the junction to the lower part of Rock River following much of the Green River valley. It then went downstream a few miles on the Rock and then back inland as a canal to the Mississippi thus bypassing a hydroelectric dam on the Rock. One interesting note, which may be unique to all other canals, is that this canal crossed the same river twice! The feeder crosses Green River and then northwest of Geneseo, IL. the mainline crosses Green River again.

This map reads A-B, continued on next page B-C, C-D, D-E, and E-F



Most of the canal is easily accessed by road. Still fully watered it is almost entirely a recreational

ROCK RIVER

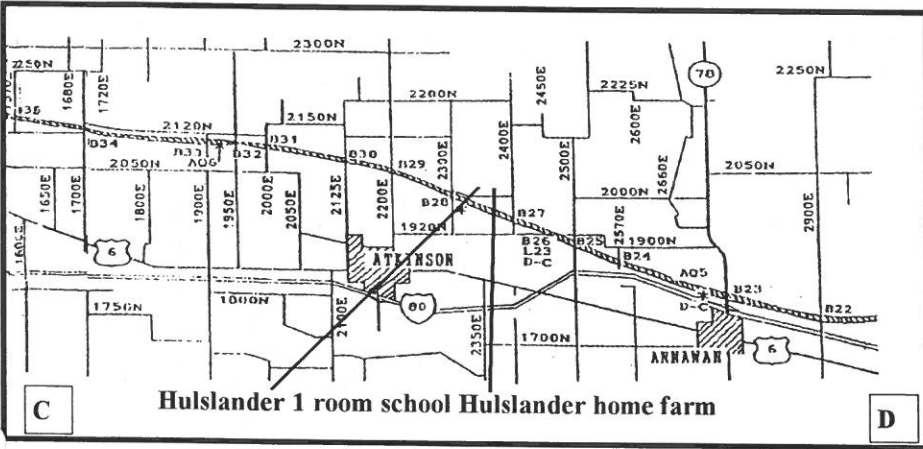


The series of maps used in this article are courtesy of Summer Fun from the Republic, Gazette and Chronicle of Henry County, IL.

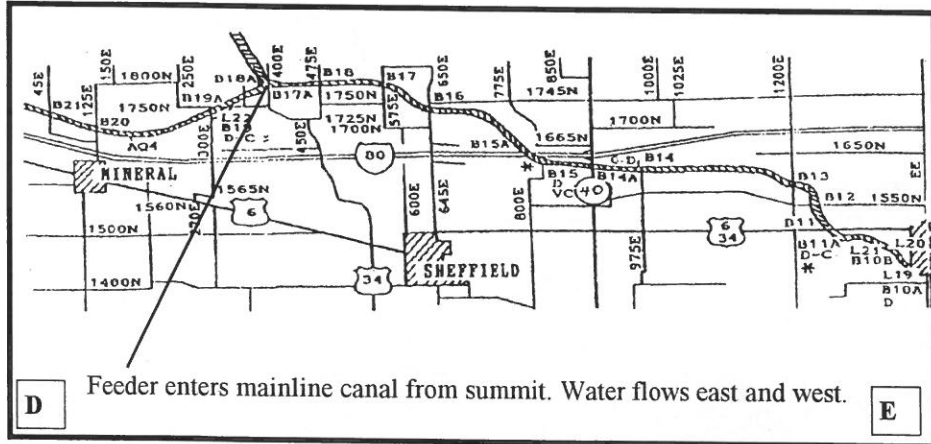
HENNEPIN CANAL

- HENNEPIN CANAL
- 4 LANE DIVIDED HWY.
- 2 LANE U.S. HWY.
- 2 LANE ILL. HWY.
- COUNTY OR TWP. HWY.

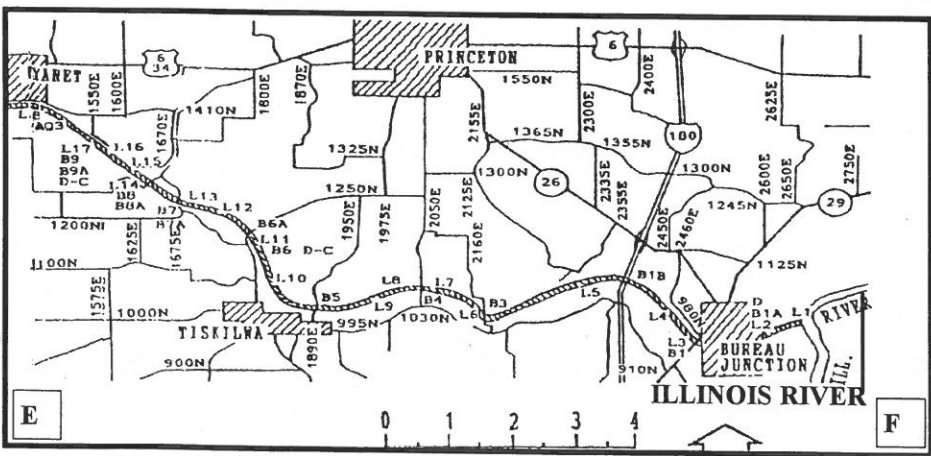
- CLASS C CAMPING
- DAY USE AREA
- AQUEDUCT
- CANAL CROSSING
- BOAT RAMP
- LOCK NUMBER



Hulslander 1 room school Hulslander home farm



Feeder enters mainline canal from summit. Water flows east and west.



facility now. In fact that can be said for most of the life of the Hennepin. In contrast to the New York Barge Canal, which replaced the Erie with large locks and gates powered by electricity generated at each lock, the Hennepin had small locks with gates powered by the lock tender.

The village of Tampico, IL. is near the feeder and it is likely that Ronald Reagan, famed as a president, actor, and lifeguard, learned to swim in the Hennepin. A few miles west of Princeton, IL Interstate 80 crosses the canal near the canal museum. From there to the Mississippi on I-80 and I-280 you are never far from the canal. US 6 is similarly located. Much of the canal bank has a gravel surface for hiking/biking. Many of the rural bridges have been replaced with large culverts. Locks no longer function but act as dams with some water flowing. Despite the ravages of time, conversion to recreation, and not being

a "towpath" canal, the Hennepin remains as interesting to the author today as it did in the 1930's when his father reminisced about the construction during his boyhood and his grandfather described working off the farm to build the bridge approaches.

Gerald Hulslander, spent his boyhood on farms near Atkinson and Geneseo, IL. The family farm was within a half mile of the canal and his one room school was within 40 rods. The school still stands as a private residence. It was named for Gerry's grandfather. Gerry had the same teacher as his father.

HENNEPIN CANAL

Opened October 24, 1907

Summit 196 feet above Illinois R. & 93 feet above Mississippi River
75 miles long + feeder 29.3 miles

80 feet wide / 7 feet deep

32 locks + 1 lock on feeder

Feeder enters at summit level









Locks: 170 feet long / 35 feet wide

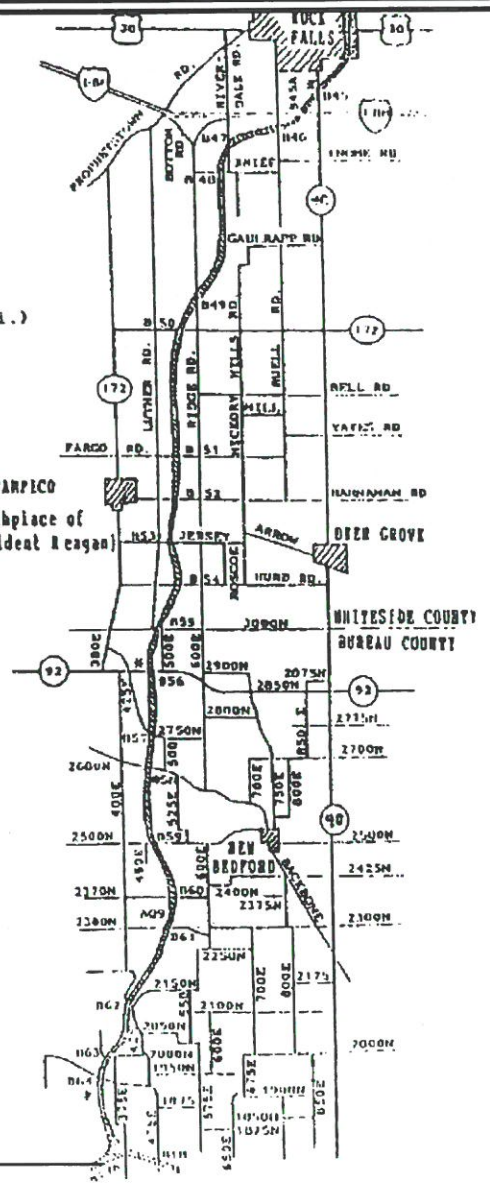
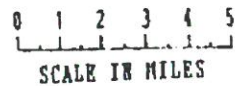
Manual operation of locks

Hand wheel operates butterfly wicket

76 highway bridges

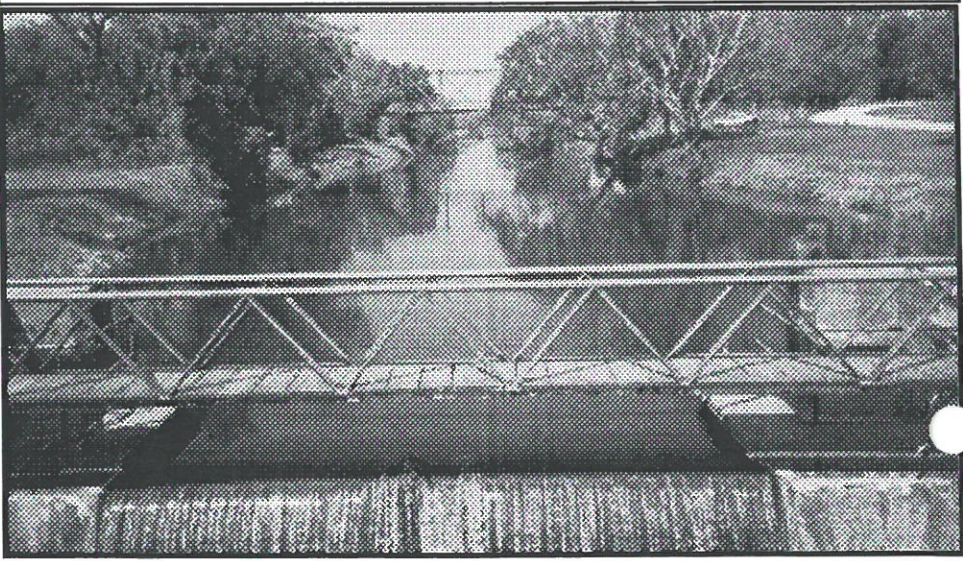
HENNEPIN CANAL FEEDER LINE

-  FEEDER CANAL (29.2 MI.)
-  4 LANE DIVIDED HWY.
-  2 LANE U. S. HWY.
-  2 LANE ILL. HWY.
-  COUNTY OR TWP. HWY.
-  CANAL CROSSING
-  AQUEDUCT #9 (OVER GREEN RIVER)
-  BOAT RAMP



HENNEPIN CANAL MAIN LINE

The Hennepin Canal is used for recreation today. This is how it appeared several years ago during a World Canal Conference. Photos by Bob Schmidt



CANAWLERS AT REST

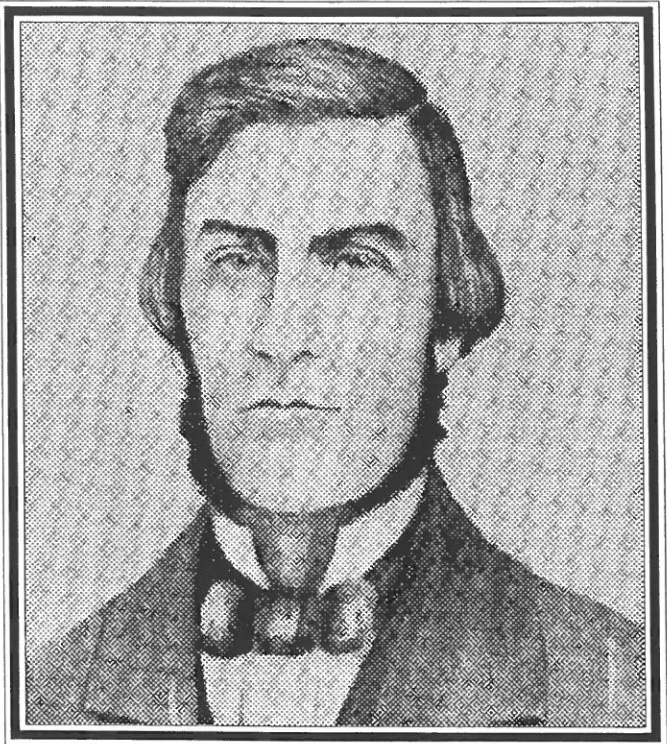
FRANCIS S. AVELINE

b. 1814

d. 1865

By Sue Simerman

**Photo courtesy of Pioneers Resting
in Historic Lindenwood**



Young Francis S. Aveline was born in 1814 and came to Fort Wayne, IN from Vincennes with his family in 1820. His father's name was James, but, since the family originally came from St. Jule, France, he was nicknamed St. Jule.

This was a fast growing period for the small town. Indian treaties had been signed in 1818 followed by the abandonment of the Fort in 1819. The town had many rough edges that lasted well into the canal era. In 1820, the population of Indiana was 147,178.

There is little information on Francis' early years at Fort Wayne. It is assumed that he had some schooling even though there were less than a few hundred people who were of permanent settlement.

Francis Comparet, who also came to Fort Wayne in 1820, established a fur trading business with the Indians. He bought one of the first lots offered in the new town when the land office opened in 1822 and lots were sold in 1824 by McCorkle and Barr. Francis Comparet also operated a trading post near the town of Northport on the Elkhart River in northeastern Indiana. He exchanged trinkets and whiskey for furs.

In a booklet published by the staff of the Public Library of Fort Wayne and Allen County entitled **Daily**

Life in Early Fort Wayne there is a reference to Francis Aveline and the moccasins or shoepacks that he made for the whole village (Fort Wayne). He had worked for a dry goods store for six years and may have made the moccasins to sell in this business.

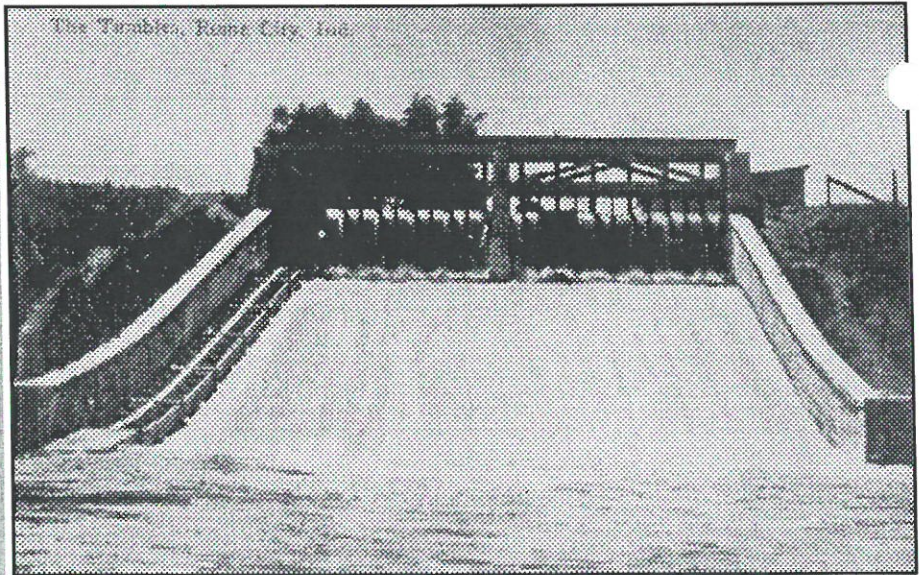
Francis Aveline joined with Francis Comparet in undertaking the project of creating the Northport Reservoir and the feeder for the Erie-Michigan Canal. The reservoir exists today and is called Sylvan Lake. It is located at Rome City on Hwy. 9. Sylvan Lake was and still is an attraction for people who love fishing and boating. It was the "Western Chautauqua" for many years following the tradition of New York's summer school by the lake started in 1874 in Chautauqua, NY, which consisted of educational and recreational programs, lectures and concerts. This special attraction was on Kerr Island at Sylvan Lake.

Three surveys were made for this canal, two in 1829 and 1830 and the last in 1837. The latter was done by W. B. Mitchell and became the official route. The reservoir was created at the summit on a branch of the Elkhart River. Sometimes it is referred to as the North Fork and other times the Middle Fork.

The following was written by Ben Meeks and published in **Indiana Waterways** (a publication of the

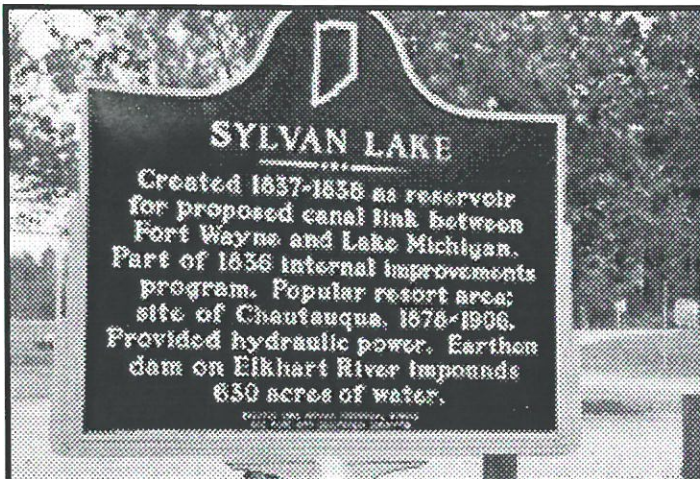
Canal Society of Indiana).

The story is told that there were many Frenchmen employed in the construction of the dam, as well as Irish. The two groups did not get along too well. The foreman Francis Aveline, who later built the famous Aveline Hotel in Fort Wayne, divided the crews up according to nationality and put the Irish who were Roman Catholics on the south end of the dam. The French stayed on the Northport end. Mr. Aveline said that anyone working on the south end would have to do "as the Romans do", so that is how Rome City received its name.



This old postcard shows "The Tumbles" or spillway of Sylvan Lake in Rome City, IN. and is post marked July 1911. Postcard from the collection of Sue Simerman.

The reservoir was created by building a dam on the fork of the Elkhart River near Northport. The town of Rome City was created from the canal workers' shanty town just to the south of the dam. Today's visitor should go to Sycamore Park that is located on Hwy. 9 just north of the town. The Canal Society of Indiana was instrumental in having a marker placed near the foot of the dam.



SYLVAN LAKE Created 1837-1838 as reservoir for proposed canal link between Fort Wayne and Lake Michigan. Part of 1836 Internal Improvements program. Popular resort area; site of Chautauqua. 1878-1906. Provided hydraulic power. Earthen dam on Elkhart River impounds 630 acres of water. P- Bob Schmidt

The Erie-Michigan Canal had some diggings done in Noble County, but, because of the state's financial woes, all construction was abandoned in 1839. The canal was to connect the Wabash and Erie Canal with Lake Michigan. It would start north of Fort Wayne



This postcard post marked August 6, 1910 shows a lady sitting in a gazebo at the edge of Sylvan Lake, Rome City, IN. Postcard from the collection of Sue Simerman.

at the junction of the Wabash and Erie Feeder (also known as the St. Joseph Feeder Canal) and Spy Run Creek, near Clinton and State Street and go to Michigan City.

Mr. Aveline is found again in Fort Wayne history. In 1841 he was a 4th Sergeant in the military organization called the Wayne Guards.

Another partner of Mr Aveline may have been Mr. John Rhinehart. In 1848 Whitley County placed advertisements asking for bids for the construction of a new courthouse. On June 7 the contract was given to Mr. Rhinehart, a master carpenter and house joiner, and his partner F. Aveline; however, they did not come forward at the proper time or with the required paper-

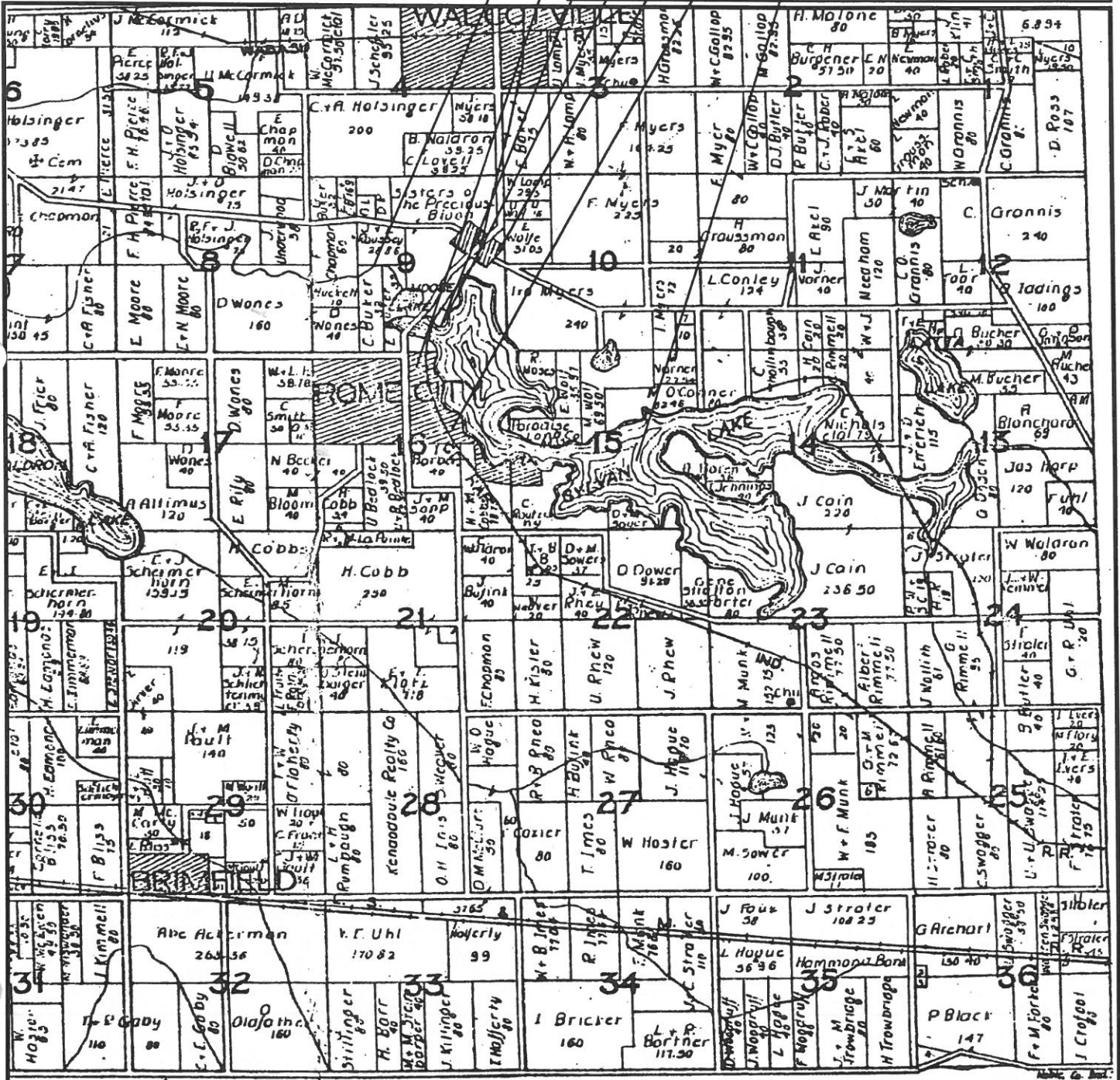
THE HOOSIER PACKET - August 2003

work. The contract was let to Henry Swihart and Co. of Whitley Co. John Rhinehart was a significant builder during the 1840s. All of his known buildings in Fort Wayne have been destroyed.

this section of track no longer exists. It carried the nickname "the Fishing Line."

In 1854, Mr. Aveline was one of many principal speakers at a meeting held in regard to the building of a railroad from Fort Wayne to Grand Rapids, Michigan. The Grand Rapids and Indiana Railroad was built, went through Rome City and ran on the earthen dike at the West end of Sylvan Lake, (Northport Reservoir). Sadly

This map of Orange Township, Noble County, IN shows:
 Elkhart River
 Rome City
 Location of the dam and spillway
 Sycamore Park
 Northport
 Route of the Grand Rapids and Indiana Railroad through the township
 Sylvan Lake (Northport Reservoir)



Aveline House

Francis Aveline is best known in Fort Wayne history for his building and ownership of a four story hotel known as the Aveline House. The contractor was D. J. Silver. Mr. Aveline started the hotel in 1860 and, because of the Civil War and financial problems, he had to take extra time for the construction period. It was finally completed in 1863, but Mr. Aveline had to rely on friends and public spirited citizens to help him furnish it for its opening.

The Aveline House was located at the SE corner of Berry and Calhoun Streets, south of the courthouse square. One of the tallest buildings at the time, it had a cupola on top. It should have had a view of the Wabash and Erie Canal to the North. A balcony on the second level was used for speech making by political candidates.

During this joyous time for the Avelines', tragedy struck in the form of the death of a son. The following is from Dawson's **Fort Wayne Daily Times** dated December 14, 1863.

Louisville by his Father, and there embalmed - Thence brought to his home in this city for final interment. The funeral services were held at the Aveline House, by Rev. R. D. Robinson of this place. There was a large attendance of citizens and soldiers.

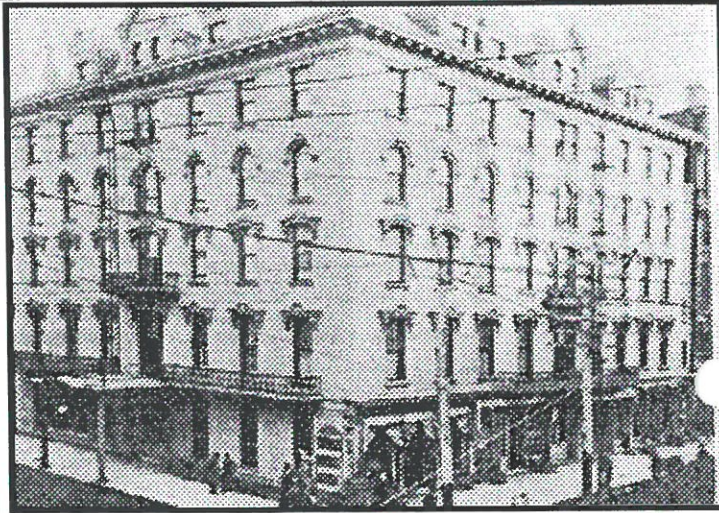
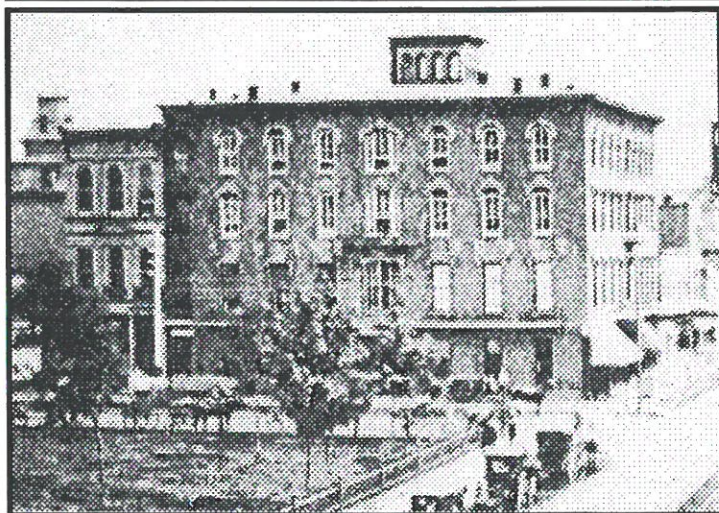
Francis S. Aveline died August 14, 1865 and is buried in Lindenwood Cemetery, section B lot 65. His death was directly attributed to his grief over the loss of his son, Captain Aveline. Francis Aveline has a small stone marker with F. S. Aveline across its curved top. It stands beside the tall marker for his son.

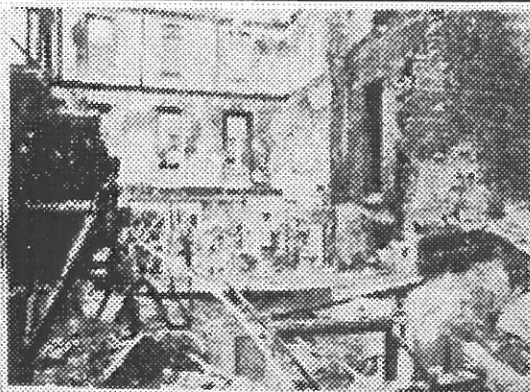
Francis and Junia Aveline had five children, Frank, George, Joseph, Mrs. John (Lavina) Shurick, and Mrs. Horace Clark. Mrs. Aveline died July 23, 1880 at the home of her son-in-law, John Shurick in Fort Wayne. Mrs. Aveline and her son George are buried here also but without markers. Their daughter Lavina Shurick is buried nearby. According to cemetery records, a Martha Aveline, who died September 8, 1902 at the age of 44, is buried in the same lot as Mr. and Mrs. Aveline. Her connection is unknown.

The body of Captain Frank Aveline, of the 12th Indiana, was interred with military honors at Lindenwood Cemetery near this city (Fort Wayne) today. The Captain was killed, while leading his men in a charge at the Battle of Lookout Mountain. After having been buried a very short time upon the battlefield, his body was exhumed, and taken to

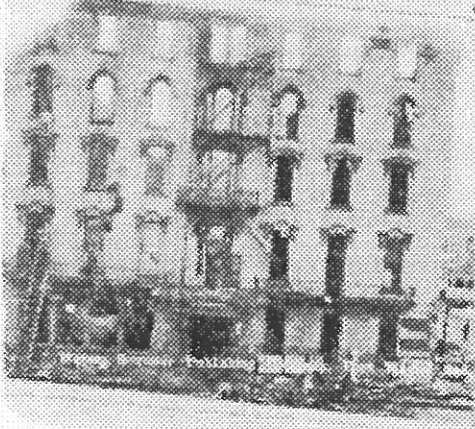
A few interesting things happened at the Aveline House. First, a meeting was held August 24, 1865 to organize the first post of the Grand Army of the Republic. Later, in 1895 at the Aveline, The Bell Telephone Company gave the people of Fort Wayne their first opportunity to hear voices and music sent over the wires from points 900 miles distant.

Left: The original Aveline House was built in 1863 at the corner of Berry and Calhoun streets in Ft. Wayne, IN. Right: The new Aveline Hotel was the same building with a fifth floor added in the 1880s. Photos courtesy of Ft. Wayne Historical Society





NEW AVELINE HOTEL, FT. WAYNE, IND. BURNED MAY 3, 1908



This old postcard shows pictures of the "New Aveline" hotel, its proximity to the Allen County courthouse, and its remains after the fire on May 3, 1908. It is dated June 1, 1908.

Postcard from the collection of Sue Simerman

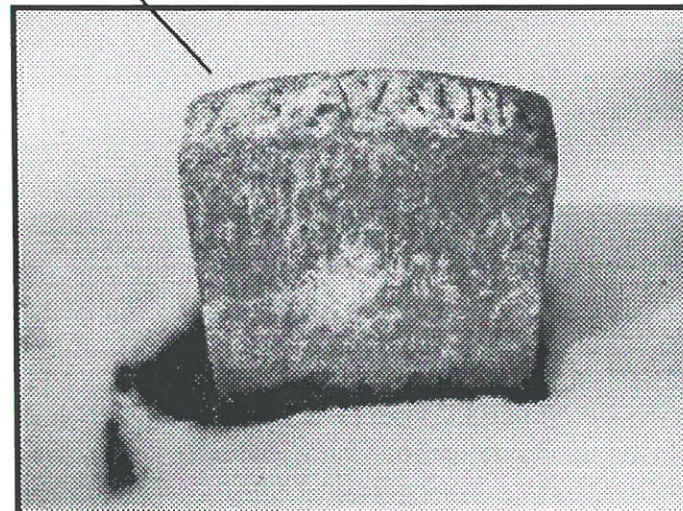
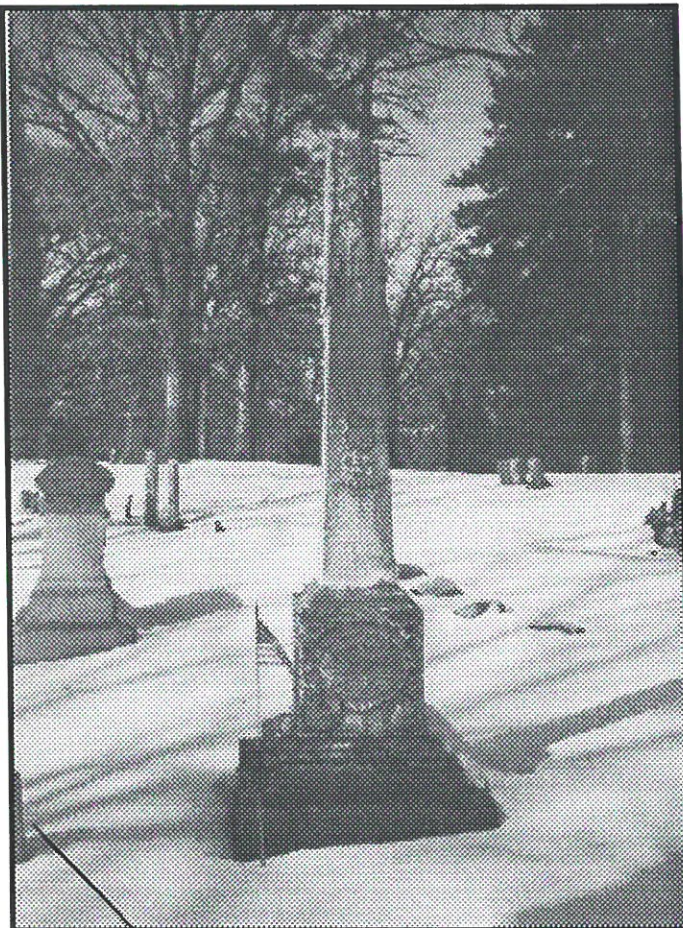
An accidental meeting between three men at the Aveline led to the beginnings of the Jenney Light Co. John Kiess was employed by Evans-McDonald Co., a wholesale dry goods company, as a shipping clerk. He used the Aveline House as his residence. This was especially helpful since it was only one block from his place of employment. He became table mates of two gentlemen from Ann Arbor, Michigan - James A. Jenney, the electrician, and Walter S. Hicks, the businessman. They came to Fort Wayne to interest businessmen in a demonstration and possible sale of patent rights to their lighting system - an arc lamp and dynamo. John Kiess convinced them that his employer Ronald T. McDonald was the man that they should see. A demonstration was arranged for July 11, 1881 (another source gives Sept. 11, 1881) in the Evans-McDonald warehouse on Berry St. near Clinton St. The Fort Wayne Jenney Electric Light Company, which eventually became part of the General Electric Company, was founded. The first building was built in the 100 block of Superior Street. It backed up to the Wabash and Erie Canal's Orbison Basin. In 1881 this

section of the canal was still being used to New Haven.

Because of a need for more hotel rooms, a fifth floor was added to the Aveline House in the late 1880s. It also was remodeled at this time. The hotel took on the nickname of "the New Aveline."

Early on the morning of May 3, 1908 the hotel was swept by fire. It was one of the city's worst fires to this date. The Aveline had 12 guests perish of the 61 registered. Some escaped by jumping from the lower windows while others used the ledges outside their windows to make their way to the roofs of neighboring buildings. The hotel housed many famous people in its 45 year history. They were politicians, vaudevillians and actors. Among the notables were Buffalo Bill and James Whitcomb Riley.

The Aveline House was not rebuilt. Today, where it once stood, there is an eight story office building that carries the logo Courtside in reference to its proximity to the courthouse.



Top: The front of the marker for F. B. (Frank) Aveline in Ft. Wayne's Lindenwood Cemetery reads:

F. B. Aveline who died while gallantly leading the charge Missionary Ridge Nov. 25, 1863.

The back reads: **He was born in Fort Wayne enlisted as a private the old 12 Ind. Regt. Col. 1 ink May 1864 ?**

The underlined part was almost unreadable.

Bottom: The grave stone of Francis S. Aveline, about whom this article is written, is a small stone located to the left of his son's monument. Photos by Sue Simerman

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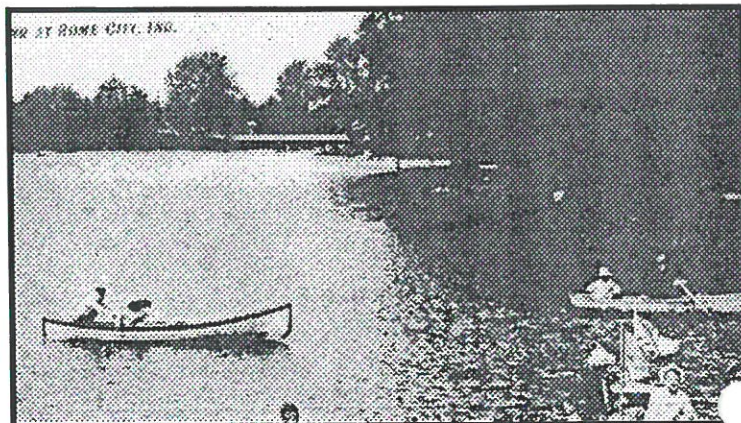
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Sylan Lake was and is used for pleasure boating but was never used to water the few diggings of the Erie & Michigan Canal.

Postcard from the collection of Sue Simerman

TOWPATH DAYS ALONG BANKS OF WABASH

By Charles E. Davis

The following newspaper article was sent by Charles Davis. Special thanks to Bruce Brown, a retired teacher who writes a column on the Tangier, IN area for the Rockville Sentinel, for giving Charles a copy of one page of the article that he found in a scrap book. Charles then wrote the Danville, IL library for the complete copy of the article.

Sunday November 3, 1940
Danville, Illinois **Commercial News**

Man, 82 Views Last Vestiges of Old Erie Canal Scene of Childhood, After Lapse of 74 years, Recalls Towpath Days Along Banks of Wabash

By Hud Robbins
Commercial News Staff Writer

Saga of the era of canal boat days along the old (Wabash & Erie) canal was related here last week by Robert Newton Lawlyes, 82-year-old man who remembers the canal and its operation. This particular part of the history of the Middlewest has almost been forgotten. Not many written words can be found describing the canal and the part it played in bringing people, industry and supplies to residents along the banks of the once well-known water route.

Perrysville was once known as the "port of Danville." Canal and river boats supplied the city with many commodities. Business was so good that teams and wagons often extended as far as two miles out of Perrysville awaiting their turn loading and unloading. Often when night came these teams were seen long after darkness fell.

"Father Was Boat Captain."

There are not many men living today who can actually recall the scenes of those early days. Robert Newton Lawlyes was only a boy of eight years when he left the scene of this canal, but, before that, he can recall many things that happened because his existence depended upon the canal. His father, Capt. Hiram E. Lawlyes, was operator of a canal boat, and his grandfather operated a passenger packet on the canal. Last week this writer took "Newt" Lawlyes, as he was known in his boyhood days, back to Perrysville and the

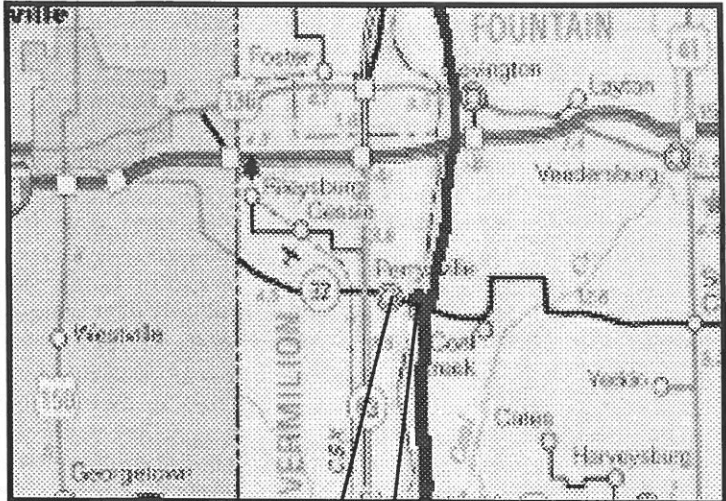
scenes of this childhood. He walked to within 20 feet of where one of the locks in the canal was once located. By digging aside some earth one of the old timbers was exposed. This was located on what is still known as the "Tow Path" road leading south to Vicksburg, across the Wabash River from Perrysville. Just above this lock was the bridge across the canal. It was from this bridge that boys used to wait for a canal boat and drop onto its decks to ride to where the boats entered the Wabash River. (*Perrysville side-cut canal to the Wabash & Erie Canal*)

2 Boats Covered Up

Two of the old canal boats are said by old-timers to have been covered up in the canal itself just north of where the road east of Perrysville now crosses the Tow Path. Lawlyes recalled the Keith family who lived in the house near the old lock. This was Al Keith, he said. (Lock tender?) From the scene of the old lock, Lawlyes was taken to Perrysville where some of his boyhood friends still remain. He met Ed North and Charles Jackson. Both men recalled him as "Newt," even through it was 74 years ago that "Newt" was a boy there. The old home where he was born still stands. It is just the same as the day he left it, he said, even to the old summer kitchen that stood behind the house. Lawlyes remembers traveling the canal boats from Covington north as far as Lafayette, Ind. He recalls his father taking him from the boat in his arms while he was still a small lad and going to a circus in Lafayette. He remembers how frightened he was when an elephant reached for an apple he had.

Fishing Was Good

Walking along the path where mules and horses once pulled the canal boats and passenger packets Lawlyes pointed out where he once fished for sunfish in the waters that came all the way from Lake Erie. He also remembered falling into the water one day when playing and jumping from the boat to the bank as it traveled along. He remembered the day his sister, Cora, and brother, William, fell in at Covington. In those days wild game and waterfowl were plentiful. He told of catching wild ducks that swam in the canal waters by baiting a fish line with corn and waiting for the duck to swallow it. He also remembers the 20-foot pike poles used by the boatmen to help push the boats through the water. All these things happened before "Newt" Lawlyes was 8 years old. He doesn't recall how the canal was built but believes it was done by wheelbarrow and hand labor. The banks were thrown up from earth taken from the canal bed and the bank nearest the Wabash River was used as a tow path.



PORTIONS OF FOUNTAIN AND VERMILION COUNTIES, IN. AND VERMILION, COUNTY, IL.

The black line on the map is the W&E Canal and the dotted line is the Wabash River. The W&E Canal was east of the river passing through Covington to Lodi (not shown) where it crossed Coal Creek. Note that Perrysville is on the opposite side of the river from the canal. A private sidecut canal was dug from the W&E Canal to the Wabash River so that Perrysville and Danville, IL could ship via the canal. W&E Lock 37 opposite Perrysville was poorly built, but another lock on the sidecut was worse and lost lots of valuable water. A towpath bridge was built across the mouth of the Perrysville sidecut.

Packet Boats Fast

Sometimes the canal boats traveled slowly but the passenger packets were faster, he said. At times the horses that pulled the packet boats would travel at a lope. This moved the packets at a fairly lively clip and passengers reached their destinations quickly. There is still another piece of early history which Mr. Lawlyes remembers and that was the steam-boating days along the Wabash. These boats played a major role in developing rapid transportation along the rivers. One could hear these boats coming for miles down river as voices of the Negro stevedores were raised in song. *(Searching the Rockville Republican of May 10, 1882 it is revealed that steamboats were still used on the Wabash River. "Steamboats on the Wabash can be heard in Bloomingdale." Also the R. B. & A. Stage was upset in Leatherwood creek at Bloomingdale.)* Way beyond the bend in the river below Perrysville one could hear the steady chant of the stevedores as they rested between towns. When the boat docked they had their work to do and piled boxes and bales and huge hogsheads of salt and sugar along the bank.

"Sugar Boat" Popular

One of these boats called the "Romeo" usually unloaded the sugar casks. They were placed along the bank in piles and proved a Mecca for youngsters who were pals of "Newt" Lawlyes. He told of pulling

knots from the wooden staves to allow the sugar to run out into their hats. At the age of 8, Mr. Lawlyes' father moved from Perrysville to a place seven miles northeast of Georgetown. Last week was the first visit he had made in these 74 years to the old canal site. He had been in Perrysville several times but never had crossed the river to see what had happened to the canal. The trip last week brought back all these old forgotten days. With Mr. Lawlyes being the only living person known who remembers this canal from his own recollection, it was believed that to set down this vivid description of the old days would probably bring to light other things that happened. Not much has been written about the history of the canal and the part it played in settling the country.

Most Traces "Lost"

The old tow path and bed of the canal can be seen in many places yet. But in other places the banks have been completely filled in. To trace more history and any other recollections others might have, would do much toward bringing the chronicle of events up to date. Many names were recalled by Mr. Lawlyes of early residents of the vicinity. He remembered Sam Winters, Charles Medsinger, the Lowes, the Cromtons, Fred Smith, and many others who have long since passed away.

Mr. Lawlyes resides at 211 W. Seminary

St. in Danville. He is a minister by profession and has preached in many localities through the years since he left the scenes of his boyhood. He has recently endeavored to locate Joan Keith whom he believes to be living somewhere in this vicinity. She was the daughter of Al Keith who lived near the old lock in the canal at Perrysville.

The article has a picture showing Mr. Lawlyes pointing to the lock and a picture of his boyhood home. The copy from the library was too dark to print.

Robert Newton Lawlyes was born in Perrysville on September 22, 1858 to Hiram T. E. and Elizabeth Low Lawlyes. They were among the grantors of the land on which Lowes Chapel, one of the churches in which Newt preached, was built in McKendree township, Illinois.

The Wabash & Erie Canal south of Terre Haute was closed in 1860. The last boat to make the long trip from Lodi to Toledo, OH was the Rocky Mountain, which cleared on October 26, 1872. For several years boats made shorter trips between towns. The last boat in the Perrysville area cleared from Lodi to Lafayette in November 1875. The bridge across the Wabash was replaced in the 1970-80s. It is unknown if the Indiana Department of Transportation disturbed the lock or not when grading was done on the east side of the river. Is the lock still there?

WHITEWATER CANAL UPDATE

By Jay Dishman, Site Manager
Whitewater Canal, Metamora, IN

The good news is that the "Ben Franklin III," the canal boat, has been painted. We will be totally rebuilding the bow cabin this year if funds become available.

A new work group from various Divisions of DNR (Department of Natural Resources) is working on a plan to lessen the sedimentation that plagues the canal from the Laurel Feeder Dam. The Feeder Dam needs a massive removal of sedimentation, and we have already removed 800 tons of sand and silt from the dam area in the past two years. The cooperation of State Parks and INDOT (Indiana Department of Transportation) has been key to remaining open.

Following is a list of our major projects that will

depend on sizeable funding:

1. We must reduce our sedimentation.
2. We must rehab the aqueduct.
3. We must have work done at both of the Metamora Locks.
4. We must complete our ADA projects for the mill.
5. We must stabilize an eroding bank of the river that is extremely close to the canal (about 1 1/2 miles outside of Metamora).

Due to our budget and staff limits this season, the site will be open Wednesday-Sunday 9 a.m.--5 p.m. at the mill, noon to 4 p.m. (on the hour) for the "Ben Franklin III."

In order to cut costs, we have cut back on our grass cutting. The areas of the Feeder Dam will only be mowed once every two weeks. Canal banks just outside of Metamora will not be cut.

NEWS FROM DELPHI

A DREAM COME TRUE

By Dan McCain

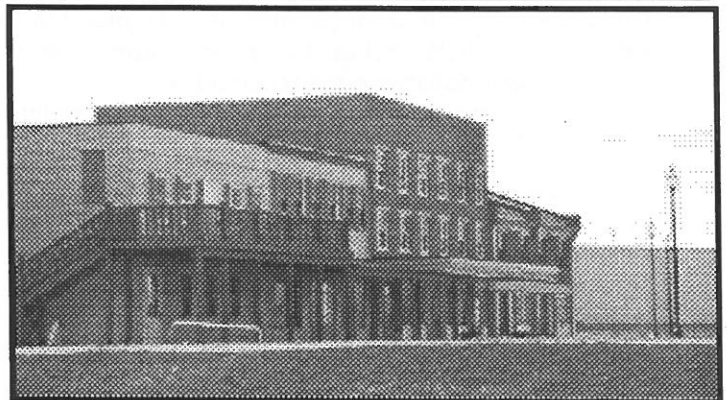
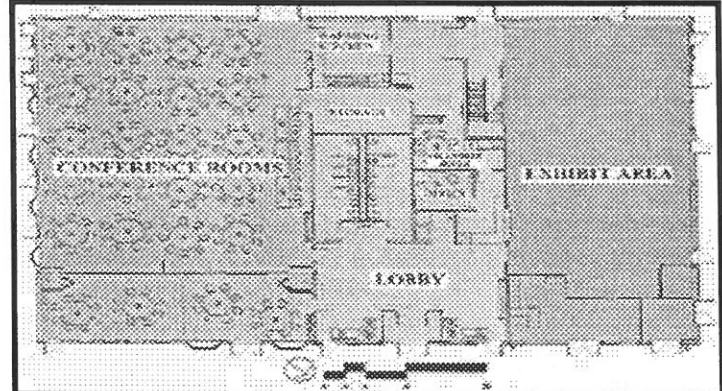
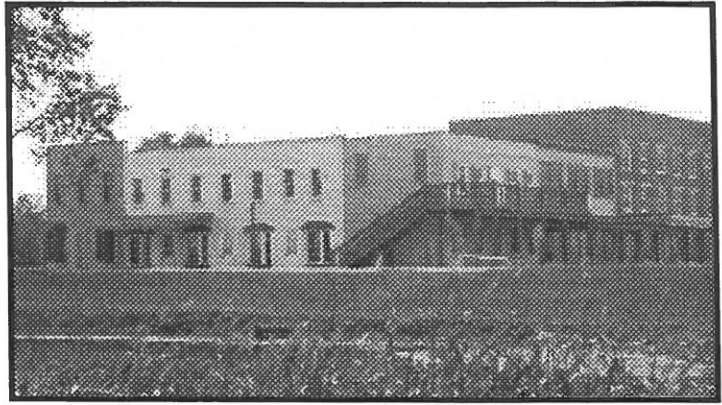
1850s looking Wabash & Erie Canal Conference and Interpretive Center in Delphi, IN -- is open!

When the original Canal Association members first conceived their plans for restoring the old Wabash & Erie Canal through Delphi in 1971 they had no money, little community support and no idea when this undertaking could produce results. However they had a "vision" and that strong attribute has prevailed through the years. This group of mostly retired residents represents a generation that came through the depression, raised their children in this mostly rural community and found satisfaction in dreaming of the impossible.

The next generation of Canal Association leaders adopted the "vision" and produced a most unique facility -- the WABASH & ERIE CANAL CONFERENCE AND INTERPRETIVE CENTER. Scores of volunteers came together (many almost daily) to create and build Canal Park and the construction of exciting exhibits comprising this new center. This non-profit organization is solely a volunteer effort and has operated for its 29 years without any paid staff.

Planning for a facility big enough to have meetings, meals, programs and plays began a decade ago. The Long Range Planning Committee sketched the plans, looked for grants and donations and now has nearly completed the 12,000 square foot, two million dollar facility. The Department of Transportation was the primary source of funding for the building. In addition, the museum galleries, which include over 60 exhibits and even more graphic panels, will shortly become the Canal Interpretive Center for all to enjoy. Its cost would have been a half million dollars if not for the thousands of volunteer hours devoted to its completion and a grant from DNR's Wabash Heritage Corridor Fund.

Opening of this center begins in July 2003, and will show off "state-of-the-art" exhibits such as the real water model of a canal that includes an operational reservoir, aqueduct, lock and grist mill. This Center will become a regional attraction with exhibits to entice children as well as adults. Completion of exhibits will likely command time of the volunteers through the end of 2003.



Wabash & Erie Conference and Interpretive Center

As seen from the canal

Layout of the Center's interior

Front view of the Center

View of the north side of the Center

Photos by Dan McCain

Initially the Center will be open to the public on weekends (Saturday 10-4 & Sunday 1-4) until the display area is finished. There will be no admittance charge until all displays are completed. Donations are welcome and needed to see the full completion of these galleries.

The other half of this beautiful facility will house three conference rooms that may be rented for catered receptions, meetings, reunions and a variety of community functions. Income from these uses are expected to cover the Center's operating expenses although an endowment fund has been started to cover future maintenance and replacement costs.

The setting of Canal Park and this new Center in Carroll County is at a point about midway in the full length of this historic "manmade" waterway across Indiana and Ohio. Construction began in 1832, but it was not completed from Toledo to Evansville until 1853. At 468 miles, the Wabash & Erie Canal was this nation's longest canal.

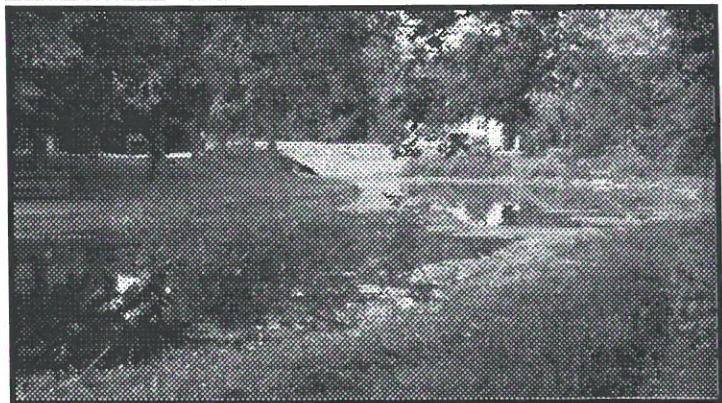
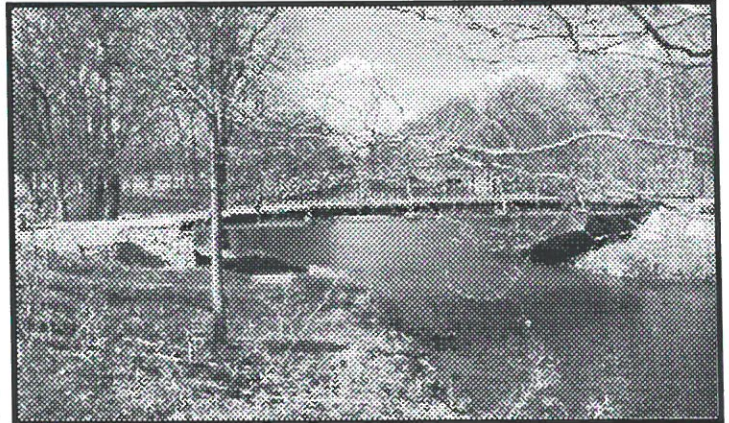
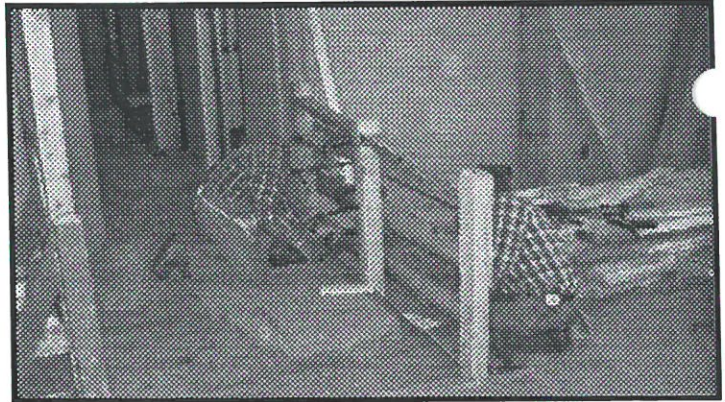
Efforts to reconstruct the canal were successful over the past decade. Nearly a mile of the old channel was deepened with a huge dragline. Hopes are for another quarter mile section to be completed later this year if adequate donations are received.

(If you are interested in helping fund this dredging project contact Dan McCain)

Three million gallons of clear water flow into the north end of the canal daily from the local Delphi Limestone Company. This fresh water replaced the stagnant water in 1996 when the Stone Company completed a long diversion pipe from their pumps in the quarry bottom. Formerly ground water was just diverted to the Wabash River nearer the quarry.

As a child, I remember the bad image of the canal on local residents. Many of my friends said "I'll get a 'lickin if dad finds me down here at the canal. Mom says that there are rats and snakes AND the water is dangerous." Really that was the message passed down generation to generation as the canal left an image of failure and dispare in the community--we were stuck with that "'dirty old ditch." The state went broke over the expenditures for canal construction never seeing a fair return on its investment. So the mothers of Delphi were just repeating the doom and gloom they were told.

Today we have a rebirth of this historic resource. With fresh water in the canal and trails bordering the 3 miles of canal jointly owned by the Canal Association and the City of Delphi, the doom and gloom has changed to show a bright economic and environmental future.



Volunteers build exhibits in the Interpretive Center. Restored Paint Creek bridge joins Delphi's Historic Trails on either side of the canal.

The bridge was restored by volunteers donating hours of time. The Washington St. bridge over the canal at Canal Park is eye appealing.

Photos by Dan McCain

Almost 8 miles of the Delphi Historic Trails are completed. Significant structural remnants of the canal are identified along these trails. Three National Register Sites are: the Irish workers construction camp; Lock #33 and the lockkeepers house; and the Harley & Hubbard Lime Kilns. The restored 1873 Paint Creek iron bridge now spanning the canal is on the State Register. All sites and many scenic vistas are connected by the 7 mile trail system and accessible by hiking from the new Center. Trails too are a product of volunteer efforts for the past 14 years.

The Canal Association hosted CANAL DAYS FESTIVAL on July 4th and 5th in Canal Park, 1030 North Washington Street in Delphi. Grand opening of the Center with its replicated facades from downtown Delphi buildings of the 1850s began with a ribbon cutting at noon on the 4th. This opening ushers in a new era of historic education for participants of all ages.

HIP HIP HOORAY!

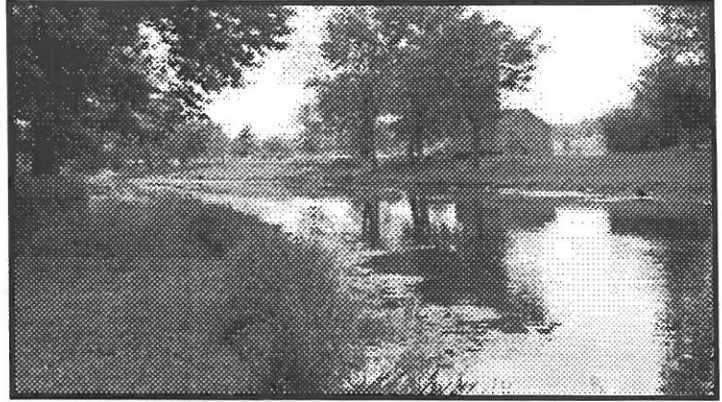
CANAL MODEL OPERATES WITH REAL WATER

By Dan McCain

Tuesday June 17 was a banner day for the new Wabash & Erie Canal Interpretive Center. The first of the commercially constructed exhibits arrived by truck from Minnesota. Blue Rhino Studios co-owner Dave Leak and a crew of two other technician/artists arrived to unload and install the two biggest commercial displays. In addition they were prepared to place three lifelike moulded plastic white oak trees and to paint a mural on the back wall depicting a fresh slice of canal cut into the pristine forest landscape. The mural depicts the forest transition to reflect canal construction across the landscape from the 3-D model. The native materials of soil and rock look so real that one cannot tell the difference in the moulded composition limestone from the real native stone in this area.

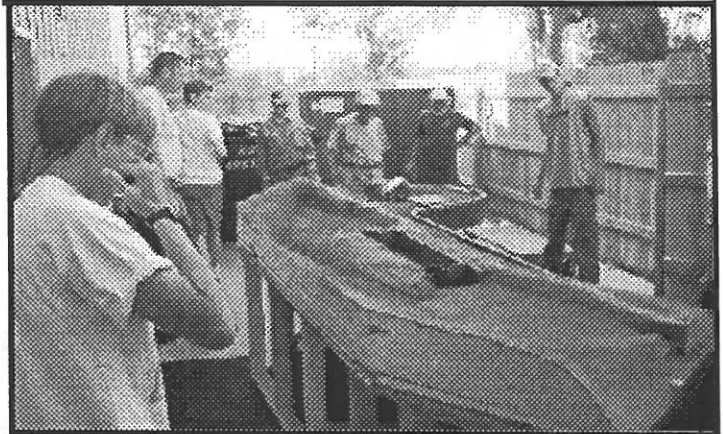
We were alerted to have some help nearby with the unloading of these heavy cumbersome exhibits and did we ever need help. A panic call to the Mayor at 8:15 a.m. netted several city employees and a couple of local neighbors. Ten in all were there to manage the lifting. But sweat and fret yielded some concern when the panel of the 3-D model acted for all the world like it would not make it through the double doorway. A miracle happened when it managed to slip inside.

Some corrective cuts in the massive display had to be made to fit the wall space. Then the Canal Model with its real looking operative reservoir, road bridge, lock

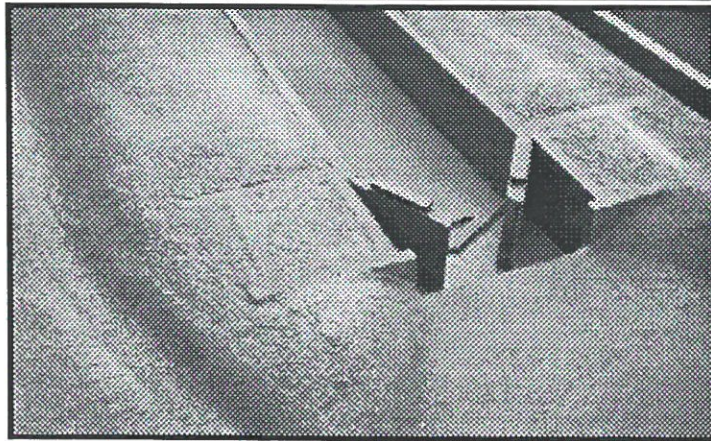
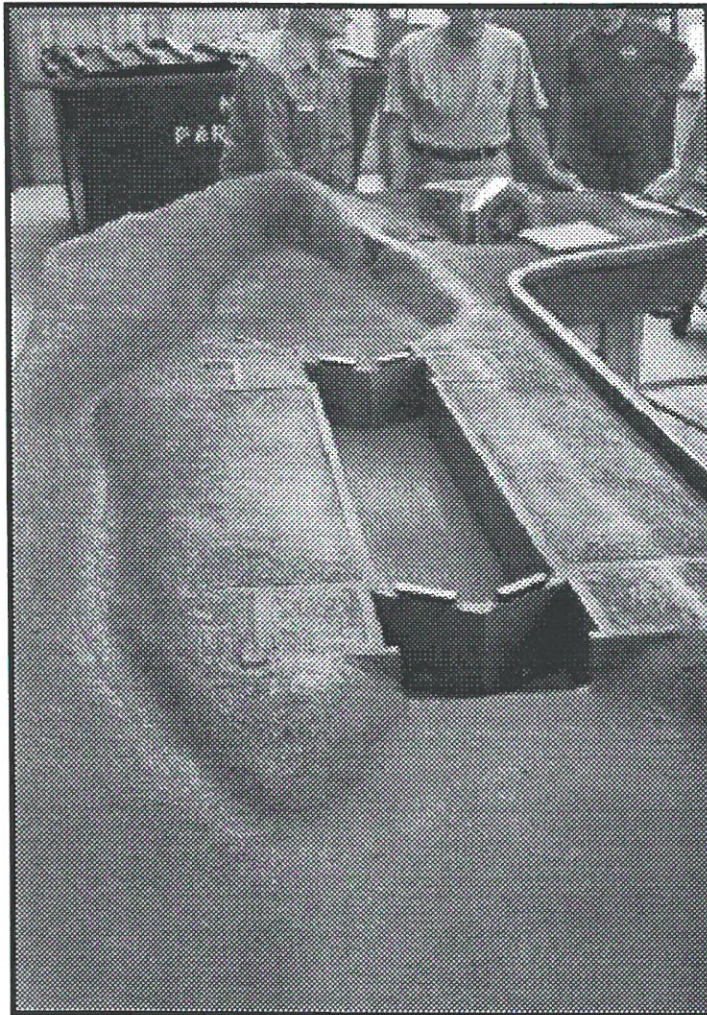


Above: Scenic vistas are seen on the reconstructed sections of the 163 year old Wabash & Erie Canal. Photos by Dan McCain

Below: Bringing in the canal model took many hands.

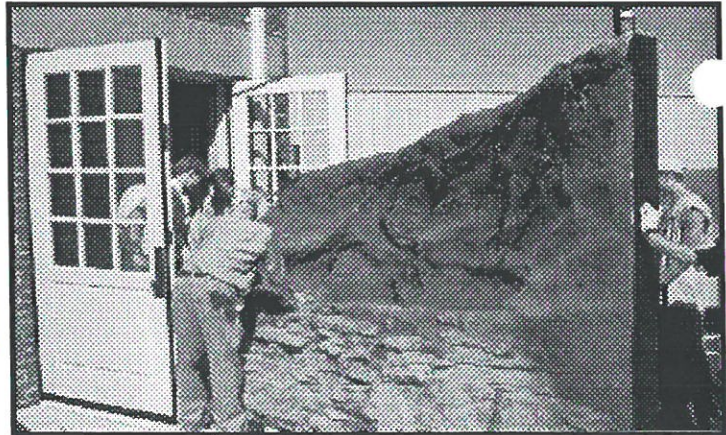


and grist mill seemed to be just right in the tight space. Museum attendees will be able to operate the structures and direct flowing water to fill, lower, and manage the system as it might have been more than 150 years ago. It took the company crew three days to complete installation and testing.



Above: The interactive canal display has an operating lock, a water bypass, reservoirs, and a mill. At the base of the lock gates are the mitre sills. The lock recess and cribs are seen on either side of the gates. The gates point toward the upstream end of the lock.

Photos by Dan McCain



Above: Getting the model for the canal construction site exhibit unloaded and into the building took patience and sweat.

Photos by Dan McCain

Come and See This Work in Progress

Museum Hours:

Saturday 10 a.m. - 4 p.m.

Sunday 1 -4 p.m.

Admittance free until displays
completed

Donations greatly appreciated

FIVE DAYS BEFORE WE DIDN'T EVEN KNOW THIS VOLUNTEER!

By Dan McCain

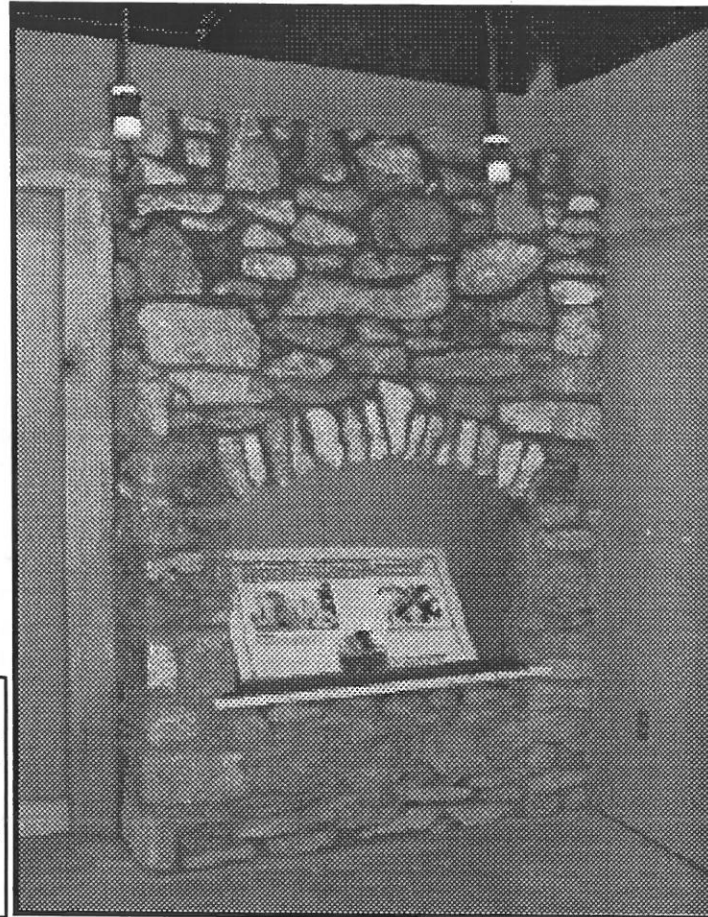
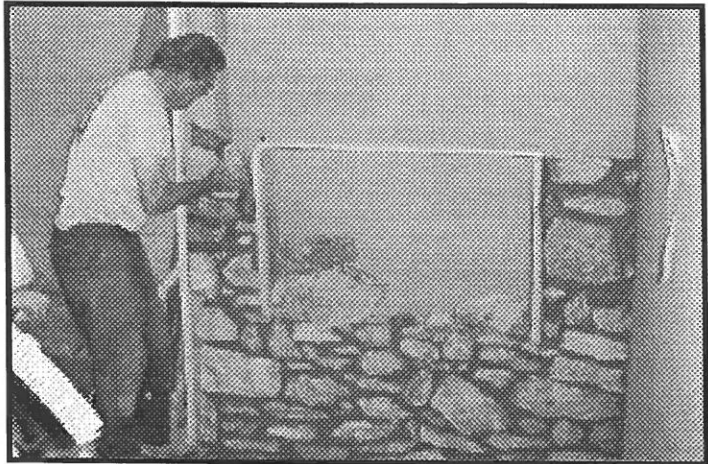
Dick Markins came to Delphi from Valparaiso, IN and found a job right away. He arrived at the Canal Interpretive Center and said his sister-in-law (Billie Hedde from Camden) had pointed him in this direction and asked if he could be of help. Dick is a retired brick mason and has worked with many types and shapes of stone during his career.

Quickly he was shown one of the planned but yet unbuilt exhibits in the new Canal Interpretive Center. This one was a facade model of a canal era lime kiln -- like Delphi's Hubbard & Harley's 1857 kilns that are now on the National Register of Historic Structures. Dan McCain, president of the Canal Association, showed Dick the kiln site near his home and then went with Dick to look for just the right stones to replicate the style of that era.

Markins went to work selecting stone pieces from Canal Park, the Delphi Limestone Company, and from near the restored old Paint Creek bridge, which is now over the canal.

Work began the next day and ever so soon the structure began raising up from the floor level. The central opening, as was typical of the era, had space for air to "fuel the fire" and for removal of the finely "burned" (heated) stone, which came out as powder. After sifting, the pure product of this process became plaster, mortar or whitewash. It was most frequently used to plaster walls of new homes built during the mid and late 1800s. Originally it was sent via canal boat to eastern markets.

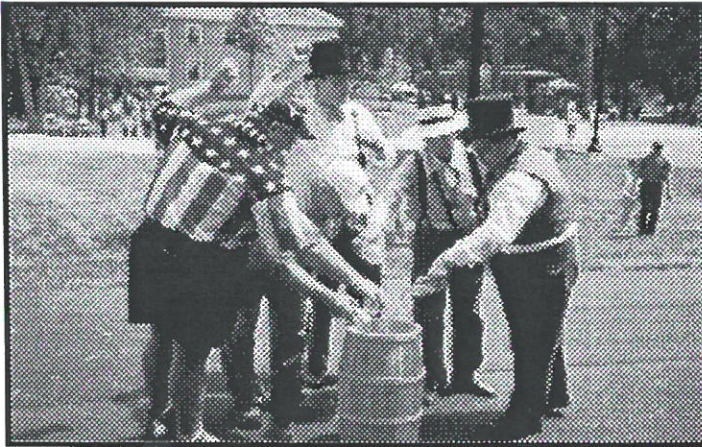
The resulting structure inside the new building now becomes one more of the nearly completed exhibits of the Interpretive Center. It is a favorite of the McCain family because this family has a long legacy of lime kiln owner/operators -- ancestry includes the Hubbard, Harley and earlier McCain generations. Delphi's lime products were sold as far away as New York City via canal and later, when the Monon Railroad connected north to Lake Michigan, the plaster went to rebuild the fine homes after the Great Chicago fire.



Top: Volunteer Dick Markins beings work on the lime kiln replica.
Center: Markins uses stones selected from Canal Park, the Delphi Limestone Company and near the Paint Creek bridge, which cover the floor.

Bottom: The completed lime kiln facade has a sign within its opening that tells about the firing of limestone.

Photos by Dan McCain



Waters from the Erie, Genesee Valley, and Welland canals were united in a "Wedding of the Waters" ceremony to signal the public opening of the Canal Interpretive Center. Pictured are Lee Hoard, Jim French, Dan McCain, Ed Gruber, and Bob Schmidt.

Photo courtesy Bob Schmidt

WEDDING OF THE WATERS

By Dan McCain

Participating in the Friday July 4th dedication of the new Canal Interpretive Center were Lee Hoard, Delphi mayor; Jim French, past president W & E Canal Board ; Dan McCain, president W & E Canal Board; Ed Gruber, treasurer W & E Canal Board; and Bob Schmidt, president Canal Society of Indiana. The "Wedding of the Waters" ceremony involved using actual water taken from the Erie Canal and Genesee Valley Canal in New York State and the Welland Canal in Ontario. Bottles of the water were poured into a barrel just outside the front door of the new Canal Conference and Interpretive Center in Delphi. This ceremony signaled the public opening of the new Center and was held on the same day 178 years after Governor DeWitt Clinton christened the Erie Canal.

CSI EXHIBIT IN CENTER

By Carolyn Schmidt

The Canal Society of Indiana was well represented at Delphi's Canal Festival. Bette Lockhart, CSI board member from Marion, IN, set up a 4th of July display in the windows of the new Canal Interpretive Center and on the craft tables for children. She used patriotic tablecloths; red, white and blue decorative pieces; and books with covers showing flags and the Declaration of Independence. She had canal boats and canal boat flags for the boys to make. Girls made rag dolls and were told how in canal times girls used their mothers' fabric scraps or discarded clothing to make their dolls. The dolls were given names from the canal era.

CSI also took new memberships at a nearby table. Copies of *The Hoosier Packet*, the society's news and journal, were given to visitors. CSI members talked



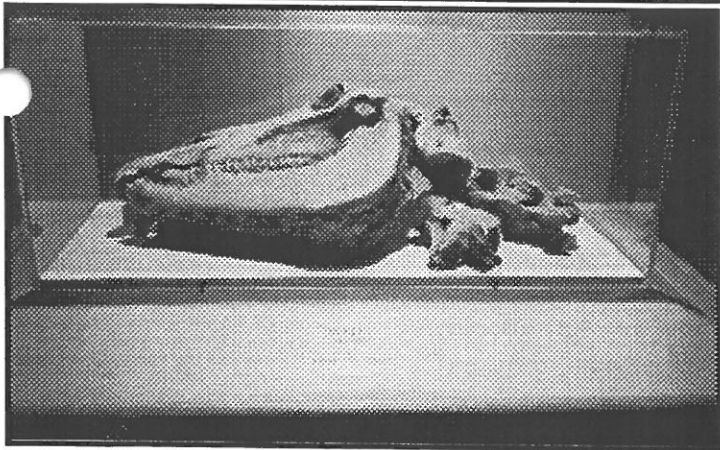
Top: Bette Lockhart, Sally Bancroft and Charlotte May help a young boy design a canal boat flag.

Center: Charlotte May helps children make canal boats as their parents watch in the Center's board room.

Bottom: Dan White, CSI member from New Haven, IN, demonstrates how a canal boat passed through a lock for his wife Ceri. The hands on watered model has a lock, road bridge, aqueduct, basins, and a mill.

Photos by Bob Schmidt

to them about the society while the children did their crafts. On Friday horseshoes were set up outside the building so children could participate in the old tir game. On Saturday pictures of canal structures, a poster about canal boats, and canal books were displayed. Many people took membership forms with them. Eleven



The head of "Bullet" the mule is on display in the canal museum.
Photo by Bob Schmidt



Top: Rain water threatened the Canal Interpretive Center & Museum the Sunday following the 4th Festival.

Center: The carpenter's shop and the trappers cabin were flooded by the storm.

Photos by Bob Schmidt

Bottom: The W & E Canal rose high within its banks.

families joined CSI during the festival.

Part of the fun was working with CSI members from across the state and getting to know them better. Another part was seeing the wonderful exhibits such as Bullet, the mule, who was found in a grave along the towpath with other mules during an archaeological dig.

Many thanks to Bette and the CSI members who led crafts and took memberships: Sally Bancroft, Leon & Sandy Billing, Jim & Ruth Ellis, Don & Betty Haack, Charlotte May, and Bob & Carolyn Schmidt. CSI also wishes to thank its many members who are part of the Carroll County Wabash & Erie Canal, Inc. for their work not only during the festival but for the past year on the new Center. It's terrific!

WATER, WATER EVERYWHERE!

By Dan McCain

In the midst of the CANAL DAYS FESTIVAL (between Friday night and mid-morning Saturday) Canal Park in Delphi and the watershed above this Carroll County town received over 7 inches of rainfall. Again on Sunday night a deluge of nearly 2 inches fell. The result was disastrous for families and businesses in lower sections along Deer Creek in and near Riley Park. A Delphi Historic Trails section and suspension bridge were torn to shreds along with a "bath house" structure. Untold damage was done to stream banks and personal belongings.

The Wabash & Erie Canal through Delphi itself is inside a levee area built 50 years ago that normally keeps the area "flood free." This time the storm tested mankind's ability to manage too much backwater and rainfall. Canal Park and nearby Rhineland Trailer Park experienced high water that even threatened the very safety of the newly dedicated Canal Interpretive Center.

Perhaps the "Wedding of the Waters" ceremony held outside the building just ahead of opening the doors to the public on July 4th had an effect on Mother Nature -- or was it the "Rain Dance" by our Festival Chairman on the then parched grass in the 95+ degree heat of Friday? The ceremony commemorated the event by that same name held on July 4, 1825 in New York City's harbor when then Governor DeWitt Clinton took two barrels of

water -- one from the Atlantic Ocean and one from Lake Erie -- and poured them together thus marrying (opening) the Erie Canal spanning New York State's new manmade waterway. Friday's ceremony commemorated the fact that 160 years ago a traveler from Delphi could travel all the way to New York City via the waters of the Wabash & Erie Canal, Lake Erie, the Erie Canal and Hudson River.

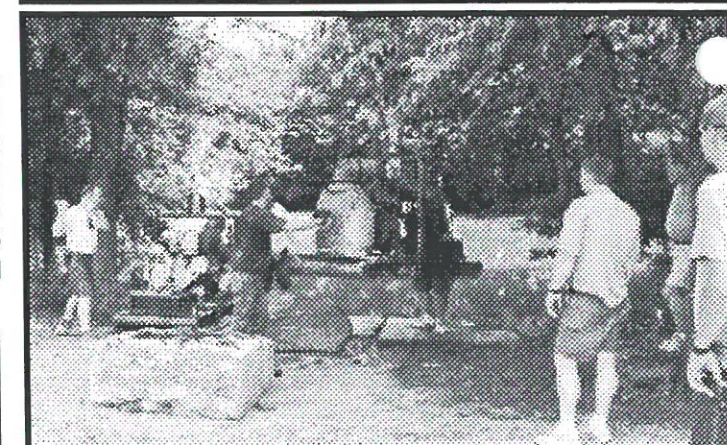
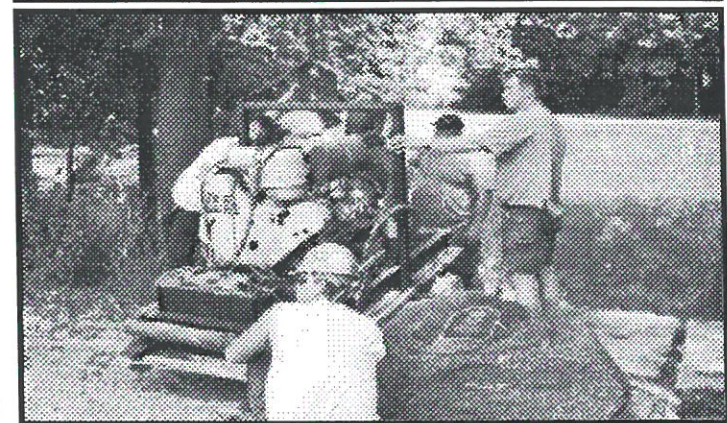
Action by the City employees was greatly appreciated by the Canal volunteers and nearby trailer park. Monday City employees with cooperation from the Delphi Limestone Company employees set up two 6 inch diesel pumps loaned by the stone company. They were placed at Founders Point beside the monument dedicated to the late Jack Wroten. This spot is the same place where the stone company regularly diverts fresh water into the canal in normal times. That three million gallon per day source was stopped on Saturday morning after the first huge downpour from the clouds.

Thanks to all who helped there was no water in the new Interpretive Center. However, several other buildings in Canal Park had water lapping on their floors. Considerations for other Delphi homes and businesses along Deer Creek kept the city crews busy for over 72 hours when a call for additional rain still loomed as a big threat.

Removal of flood water from the upper end of the canal at Founders Point with the two pumps relieved many worried north end property owners even though it had not yet entered their homes. Delphi was very flood-prone in the years up to 1953 when the flood control system was put in place. This first week of July 2003 tested the system in a most unusual 500 year localized flood event that made national news.

Right: Volunteers from the city and the stone company unload and ready a pump loaned by the stone company to keep the buildings from further flooding.

Photos courtesy Dan McCain



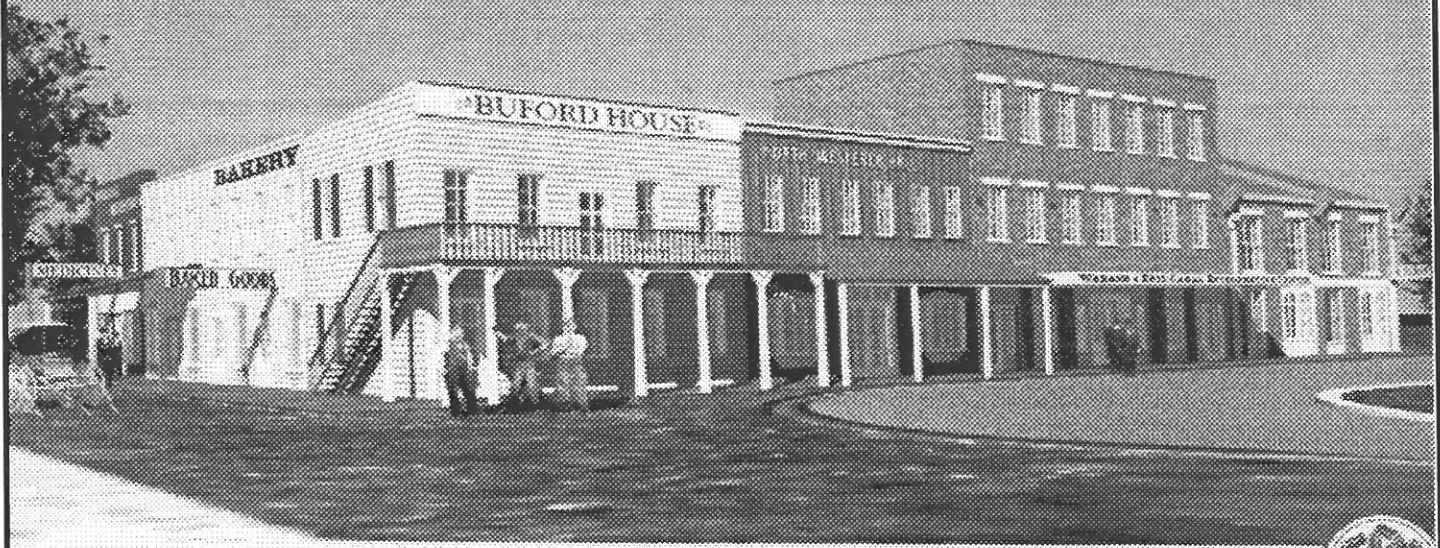
CENTER'S FACADE EXPLAINED

As visitors toured the Wabash & Erie Canal Conference & Interpretive Center they were given an excellent four-page architect's description of the new Center's facade, which depicts Delphi buildings built during the canal era (1830-1850). When facing the front of the Center, it starts at the north end near the furniture company and proceeds around the building, along the side facing the canal, and across the back.

The first building on this corner is modeled after the Pigman Building, which sat on the southeast corner of Main and Washington Sts., where the present flower shop and Oddfellows Lodge is now located. At its site, in the very early days of the community, the first frame house was constructed. Pigman's building replaced it. It became a locally famous landmark called "the old brick block." If you needed to get somewhere in Delphi, you were often directed in reference to this building. It was erected by George W. Pigman, who was born in Ohio in 1811 and settled in Delphi in 1836. Therefore, this building was probably built in the very late 1830s or early 1840s. It was a large and imposing structure, probably the largest brick

building erected in Delphi in those early years. It had a kind of rough beauty in its plainness, simplicity, and imposing style — like early civilization built into the wilderness, striving for high aspirations. It characterizes those early years of work and striving. Different businesses occupied the rooms at different times, but Pigman occupied the right side of the building for his mercantile business in which he was engaged all of his life. He was active in public affairs, was elected auditor in 1841-1851, was county commissioner in 1869, then Delphi City Clerk, and in 1878, Carroll County Clerk. He died in that office on August 16, 1882. During that term of office, his build-
ing was demolished and replaced with the French Second Empire Oddfellows Lodge Building, which presently occupies that location. He was

Drawing courtesy of MSKTD & Associates, Lt.



Wabash & Erie Canal Interpretive Center
Delphi, Indiana



also a Whig by politics, then a Republican, and belonged to the Methodist Church and the Oddfellows Lodge.

The business room to the left of the prominent firewall, was occupied by Henderson Dunkle, and across the top of this room was a sign "H. DUNKLE" "Books and Stationary." Dunkle was born in 1826 in Pennsylvania and came to Delphi in 1837 with an older brother, William. He was a printer and mastered the compositor's craft. He was also a Whig, later a Republican. He was publisher of "The Carroll Express," a Whig newspaper in Delphi from 1844-1848. It may have been printed in this building since he also dealt in paper goods here. In 1851-1852, he was a compositor for Applegate and Graham of the "Delphi Times." He was also clerk of Dunkle and Kilgore Hardware Store and was elected county treasurer in 1871 and 1873, then on to county auditor in 1878. Dunkle married the first white female child born in Delphi, Mary Dewey, the daughter of Aaron Dewey, who taught the first school in Delphi, and built the first brick house in Delphi. Like Pigman, he was also a member of the Oddfellows Lodge. That helps explain how the successor building on this site was the Oddfellows Lodge.

The model used for the next structure was the Bolles Building. It was originally built by William Bolles and James H. Stewart in 1850. Bolles, a prominent businessman, operated the mercantile house of Bolles and

Colton. They built a warehouse on the south side of the canal, just west of the Washington Street Bridge.

The model for this building still stands on the east side of the Court House square on Washington St. It is now occupied by the Antique Mall and the building just north of it. It was originally two buildings — the building by the alley, with three windows abreast, and the building south of it, with five windows abreast. You can see by looking at the early pictures of that side of the square, that some latitude was taken in the design, because there are only six windows abreast on the interpretive center representation.

This is the oldest building on the Court House square. Starting in the 1850s, more and more business buildings were being constructed of brick. In the early days, Delphi experienced several fires (1839, 1844 and 1850), which burned down much of the town. Shortly after this building was built, there was a huge fire, which broke out on Thursday, October 10, 1850 in the M'Cannell & Ruffing shoe-shop. It destroyed the businesses on the northeast corner of the intersection of Washington and Main Sts. for a loss of \$16,660. But, this newly built building contained the fire. Otherwise, half the town would have burned to the ground. That corner was known for some time as "the burned out block," until the Case brothers built the current building in the mid-1850s.

Of course, several buildings occupied this business block at various times. The north end of the building was called Bolles Hall. He did business there. It was also used as an entertainment hall, as several of the buildings in town were. There was a new year's celebration there in 1855 attended by many of the older settlers, who began to feel the importance of organizing an Old Settlers' Association. Things had changed so much and passed them by that they felt the need to organize a society to remember the early pioneer community. In August of 1855 "Old Settlers" began and continues to this day

The middle part of the building housed the William Bradshaw Jewelry store. For many years, he had a large sign in the form of a pocket watch hanging out from above the first floor to identify his business. Another pocket watch sign hung flat against the building between the third floor windows.

William Bradshaw was instrumental in developing this community. He eventually bought the Dunkle and Kilgore machine shop and started the Delphi Body Works. It is the oldest continuous industry in the State of Indiana and is owned by William Bradshaw's great grandson. It is still in business today on South Washington St.

In the building to the right, there was the Bolles and Gasaway business — later the Federated Stores, Ben Franklin dime store, and the current Antique Mall. Bolles was involved

with Gasaway and Colton, and Pigman and Dunkle did business individually, and as part of partnerships, many times. (In the early years of the community, the object of life was working, producing, doing business, providing goods and services, building a business and estate, and helping the community. It wasn't unusual to find one person involved in different businesses in different ways throughout his entire life.)

The next two buildings sat together on the north end of the east side of the Court House square, down the street from the Bolles Building and the "old brick block." The structure on the right represents the "Northwestern Hall," a grocery and liquor store, run by Joseph Assion. It was a hangout for the Democratic Party, which was dominant here from the time of the Jacksonian Democracy. It was a frame, two-story building, quite typical of the frame structures that occupied much of Delphi's business district in the years after the first settlement. Many frame structures were replaced by brick buildings, which were more fire resistant, and because of canal prosperity from the 1850s onward. This building was demolished in 1864 by Joseph Assion. Assion, together with John Ruffing, then built the "City Hall," a community center where dances, veterans meetings, meetings for special occasions, concerts, plays, etc. were held on the same site. That building still stands and, as part of Delphi's permanent historical infrastructure, is on the National Register of Historic Places. It is owned by the Delphi Preservation Society, which hopes to reclaim the third floor Opera House, which was installed in 1882 by John P. Lathrope in place of the "City Hall."

The corner building had as its model the Buford House, which was an important building housing a hotel, tavern and stagecoach depot. It was built by Major William H. Buford, who arrived in Delphi in 1832, painted the first house in Delphi, mustered the first company, was the second cabinet maker, and, for his first 12 months here, shook with the "ague" all the time. Buford was known as the best landlord on the upper Wabash. He built the Buford House in the 1830s and, in 1848, built another hotel across the street to the north, which became known as the Knight House, because he felt too circumscribed.

He did business in the Buford House until it burned in 1869. There are two stories connected to this event. One holds that some drunks poured kerosene on a rat, set it on fire and it ran into a hole setting the hotel on fire, burning it to the ground. But, at the same time, there was also a suspected arsonist in Delphi. Previously the livery stable behind the Buford House burned and other fires occurred at the time. This brought emphasis of the need to organize a fire department and have a night

watch to prevent such things. In 1870, the three-story brick Ruffing Building, was built by Assion's partner in the City Hall enterprise, John Ruffing. Today, that building stands on the southeast corner of the intersection of Washington and Franklin Sts.

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As we turn the corner, there are two more modest buildings (one frame, one brick) whose models were found on east Main St. They occupied the area on the north side of the street between the Case Building and the alley. They're quite typical of the simple, but individualistic style of building in the early community. They are uniquely designed by the individuals who sponsored them. Notice they are brick or frame; have one, two or three stories; have three, five, six or seven windows abreast; have lintels and sills; some have false facades; and some have gables.

The first building had a bakery in the first business room. A sign hung perpendicular to the building from the second story to a pole on the sidewalk. This was the bakery of Capt. John P. Lathrope. He was born on October 27, 1841 at Penzance, Cornwall, England, an only child, and came to America in 1851, eventually settling east of Delphi. He served in the Civil War as the leader of the 9th Indiana Volunteers Regimental Band. Lathrope was known as the most expert cornetist in the United States. He as a band leader and music teacher. He was the cornet teacher of Walter P. Rogers, who played in the John Philip Sousa's band and became the world's greatest cornet player. He grew up in the Case House, which was relocated to the Canal Park in 1987. His recordings are still available on CD

Lathrope was a many-talented man. Apart from musical pursuits, he was engaged in business in Delphi. He ran the bakery, after which this building is modeled, a clothing store on Washington St. where the Opera house is located, a restaurant, and later a confection shop. He remodeled the "City Hall" on the third floor of his building into the Lathrope and Ruffin Opera House in 1882. It served with two other opera houses as entertainment centers until they were subsumed by motion pictures early in the twentieth century.

The other part of the building contained the Dixon and Callahan boot and shoe making business. They had a sign over the entrance to that effect: "Dixon and Callahan," "Boot and Shoe Makers." Over the other door, was a sign simply saying "Shoe Store," while above the second window on the second floor, was a sign saying "Cash for Hides."

The model for the brick two-story building next door was the business of "J. H. Stewart." This was a drug store. He had a sign over the sidewalk attached to the building and a pole on the sidewalk, saying "Drugs &

Medicines," "Wholesale & Retail." Above the door and the bay windows was a sign simply saying "J.H. Stewart." James Hervey Stewart was a man of considerable local fame. Born in 1809 in Kentucky, he came to Delphi on his 21st birthday, March 27, 1830. He was elected county clerk in 1834 and held that office for a quarter century while also practicing law.

He was a member of St. Mary's Episcopal Church and belonged to the Oddfellows Lodge. He also published **Recollections of the Early Settlement of Carroll County, Indiana** in 1872, which was the first published history of Carroll County and gives an account of the first Old Settlers' meeting, has accounts of the fire and other events, has rosters of the city and county officers, has histories of the churches and has biographies of settlers.

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As we turn the corner toward the back of the building, we can see two other facades whose design was based on actual models from the early days of Delphi. This is a more utilitarian part of the building with service entrances to the Center. The two buildings used a models were also utilitarian buildings from Delphi's past — the near building was a blacksmith shop, and the larger facade was a livery stable. The signage hasn't been painted on the Center yet, but it will be in due course. The blacksmith shop was that of Harry Bau, practical horseshoer. He did business from a shop on the northeast corner of the intersection of Union and Main Sts., currently occupied by Main Street Marathon. Harry Baum was a man of prominence in the community and a member of the school board in the early 20th century.

The livery stable was modeled after the Swatt's livery stable, which sat on the northwest corner of the intersection of Franklin and Market Sts. It wasn't the earliest building that rested on the site, but it was probably built at about the time of the Civil War. The door for the horse would have been where the fenced in area is. In those days, the horse was the means of transportation. When you came to town or were traveling through, you needed a place to bed and care for your horse, so there were usually several stables in town such as this. Sometimes they adjoined hotels, so that customers could conveniently care for their horses. The building stood on the corner of Franklin and Market until 1899 when it was demolished and replaced by a brick building, which was used as a livery for horses, then for both horses and automobiles, and variously used later as a Chrysler-Plymouth dealership, Moose Lodge headquarters, and finally, the REMC building.

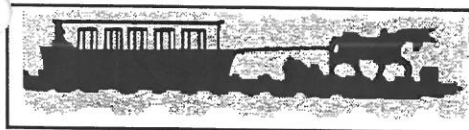


I-69 Indianapolis to Evansville

A meeting of consulting parties for I-69 Indianapolis to Evansville met on March 27, 2003. An overview of the process of developing a Tier 1 Memorandum of Agreement (MOA) was given. It will be circulated among the consulting parties for their comments. It should be completed by August 2003.

Eligibility of properties for the National Register of Historic Places that are along the proposed route were given by Linda Weintraut of Weintraut & Associates. She "asked the consulting parties to look at ways to minimize and avoid; ways to preserve and enhance; and ways to interpret and educate. She suggested that conservation easements may be a way to preserve archaeological sites, and interpretative centers for large themes, such as the transportation (Wabash & Erie Canal), agriculture, or quarrying, may be venues for educating the public about the history of southwestern Indiana. These interpretation venues may be linked to tourism and to the education of schoolchildren."

Linda contacted CSI several months ago requesting information about the Wabash & Erie Canal in the Evansville area. The firm purchased "Great Expectations," the 137 page book from the CSI tour of the Wabash & Erie Canal in Warrick & Vanderburgh Counties, to use as a reference to locate the canal, its structures, and related canal sites. A determination for their eligibility on the National Register will be made after finding out how many of the following seven elements are still retained: location, design, setting, materials, workmanship, feeling and association. A property need not retain all seven elements to possess integrity.



Two-Way Traffic Tested At Widened Gaillard Cut

The recently widened Gaillard Cut, previously a one-way at a time narrow passage on the Panama Canal, is undergoing safety tests to pass huge commercial vessels as they head in opposite directions toward either the Pacific or the Atlantic oceans. During trials in Bas Obispo and the Cascadas a supervisory pilot and a senior pilot are placed aboard each vessel as they pass one another. These towns, located in the far north section, constitute about forty percent of the cut. Later other sections of the cut will be tested. Tests are expected to be completed in 9-12 months.

The original 152 meter wide Gaillard Cut was widened to 192 meters on its straight stretches and up to 222 meters on its curves. Once it is deemed safe, it will increase the Panama Canal's capacity and will probably reduce the time spent in canal waters for huge vessels.



June 14-15 - Connersville

Jerry Mattheis, CSI board member from Cambridge City, IN, took the trolley he recently purchased from the city of Lafayette to Connersville for the "Thomas the Tank" weekend. He set up exhibits about Indiana's canals both on the inside and the outside of the trolley. Thousands of people attended and had an opportunity to learn more about their canal heritage.

June 21-22 - Millville, IN

Jerry and Phyllis Mattheis once again took their trolley and

canal displays to the Wilbur Wright birthplace for the "Flight Festival." This interpretive reconstructed farmhouse is located in Millville, IN near Newcastle. The original building was destroyed by fire in 1884. The state of Indiana purchased the property in 1929 and rebuilt the structure on its original foundation by piecing together several old houses. It was furnished with pieces on loan from local and state museums. It opened in April 1874. In 1988 the Wilbur Wright Birthplace Preservation Society, Inc. took over its operation. Wilbur Wright was born in 1867.



SEPTEMBER 26, 2003 1 p.m.

Gronauer Lock
Marker Dedication
Park Hill Center
New Haven

OCTOBER 7-9, 2003

Trip aboard Emita II on
New York's Erie Canal
(30 reservations)

MARCH 26-28

CSI Spring tour of the
Wabash & Erie Canal
Parke and Vigo cos.

Turkey Run Inn - make
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1-877-500-6151
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1 double bed
\$59 + tax

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Mention CSI

Reservation made

IN THE NEWS

February 23 - Evansville, IN

"Aboard the Magic" was the title of an article in the Evansville Courier & Press. When Jim Williams, 72 of Evansville, discovered he had leukemia, he decided now was the time to take a Great Circle Waterway voyage. This year-long journey, which followed inland waterways, the Gulf of Mexico, the Great Lakes and the eastern coasts of the United States and Canada, has been done by several hundred people once. Jim is one of a few who has done it twice (1996-97 and 1999). He always had someone with him - friends or his daughters. He did the cooking.

The article tells of various stops on the second trip, his 56-foot Sea Ranger, and said he'd like to eliminate some of the swampy canals along the lower East Coast to spend more time in North Carolina. However, Canada's "Trent Severn Canal, a 244-mile passage between Lake Ontario and Lake Huron that has 44 locks and lifts, holds a place in his heart. Here the 'Old Chute' lift that resembles a railroad car, took his boat 200 feet into the air, across a highway and railroad, and then descended 400 feet down a track into the gorgeous blue Georgian Bay." He says his knees were knocking.

Leon Billing, CSI member, Terre Haute, IN

March 27 - IN/OH

"Maumee Valley Heritage Corridor Debuts Its Web Site" ran in the Sentinel Tribune. The non-profit Maumee Valley Heritage Corridor organization, established in 1992 in Ohio and 1993 in Indiana, has created a new web site:

www.maumeevalleyheritagecorridor.org

It has a map of the valley's watershed and the history of the valley. It lists upcoming events by city or village destination in 18 locations. It recommends sites to see along the Maumee Valley Scenic Byway such as the M,W&E canal.

The web site also gives useful links such as the Ohio Historical Society's Ohio History Central, an on-line encyclopedia of information about Ohio's natural history, pre-history and American Heritage. It notes that the Allen County Library, located in Ft. Wayne, IN, has the world's second largest genealogy research collection.

The organization has worked with the National Park Service on studying the Battlefield of Fallen Timbers, which led to its being designated an affiliated national park, and on obtaining a Scenic Byways designation for 60 miles of roads along the Maumee River. Its mission is to identify historic, natural, cultural and recreational resources in the Maumee River watershed, to increase public awareness of these resources and to protect them for future generations.

Dick Kudner, CSI member, Perrysburg, OH

May 2003 - Huntington, IN

Footprints At The Forks, the newsletter of Historic Forks of the Wabash Vol. 10. No. 2 announced the renovation of its Visitor's Center. They are redesigning exhibits around the theme "Where Cultures Met." The exhibits will introduce visitors to the area's history before they tour the grounds and other buildings.

A Miami Indian exhibit will have a partial longhouse built with a mural wrapping around the wall to show a typical woodland village. They will develop areas about food preparation, clothing, and trading.

A Settlers exhibit will feature the inside of a pioneer's log home. The Nuck family, early German

immigrants to the area, will be featured in a corner with photos and artifacts.

A Wabash & Erie Canal exhibit will feature "a portion of a full-sized canal boat, built in low relief, next to a wharf. A mural will show the paths, portages, roads, canal, railroads and a town in northern Indiana. A diorama will depict the history of the canal, from its construction through its heyday to its demise when the railroad came. (Money CSI donated to the Forks for the Flood Gate project will help fund this exhibit.)

A Time Line through the display areas will show dates and people that were significant in US and world events. Local events will be included.

After visitor's have a chance to work the canal model, they may exit the center to walk along the old towpath and see the canal prism. It is the Fork's hope to "help visitor understand that, because of the Canal, many more people and products and technologies came to this area." It changed the way people here lived their lives.

They are looking for canal items such as barrels, benches, clothing, crates, horse tack, old trunks and wooden shelves. Call (260) 356-1903 if you have items to donate.

CSI members working on this project are Dwight Ericsson and Tom Castaldi. Other volunteers are: The canal area: Gib Young, Bryan Young, Bob Cline, & JH Northrup. The canal boat: Jim Taylor. The canal diorama: Mike Burnett

The newsletter also contained information about the Canal Conference and Interpretive Center opening in Delphi, IN on July 4. It said that the Delphi project has been an inspiration for the Historic Forks Interpretive Center. Bob Schmidt, CSI president, Ft. Wayne, IN