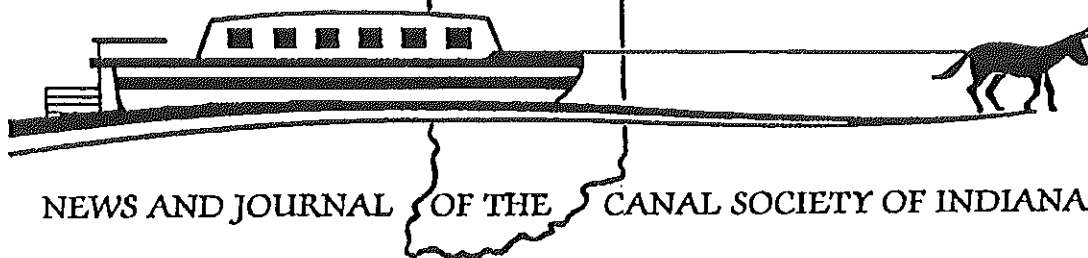


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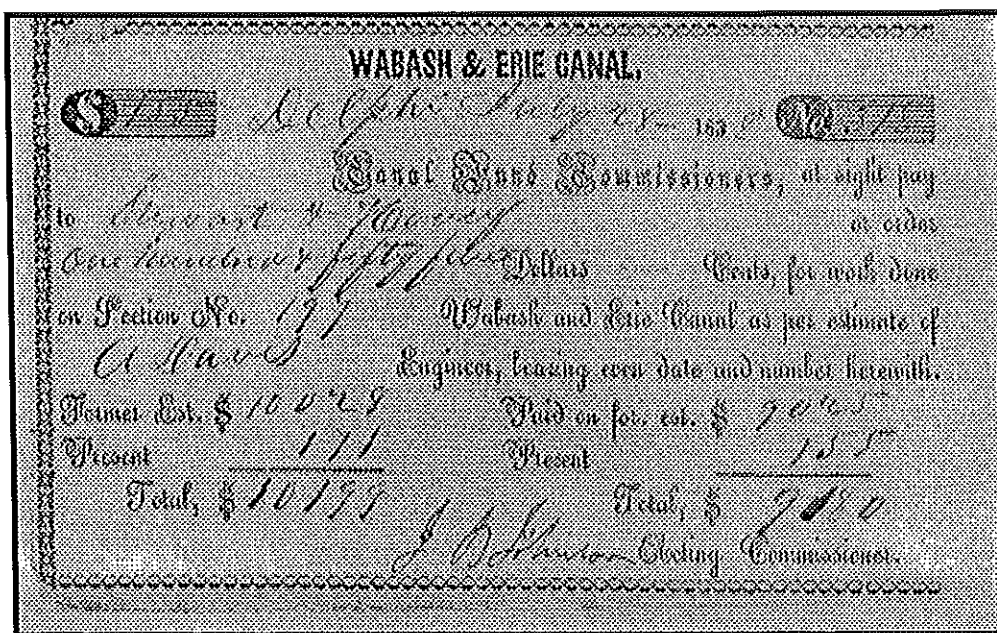
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 3 NO. 10

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OCTOBER 2004

PAYING CANAL CONTRACTORS



This sight draft was given to Stewart & Hovey for their work on Section No. 197 of the Wabash & Erie Canal at Delphi on July 28, 1838 by the acting canal commissioner J. B. Johnson. They had previously been paid \$9,025 toward the estimate made by A. David, engineer, and at present were paid \$155 for a total of \$9,180. The former estimate was \$10,008, present \$171, for a total of \$10,199.

Features

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WABASH & ERIE CANAL PAPER

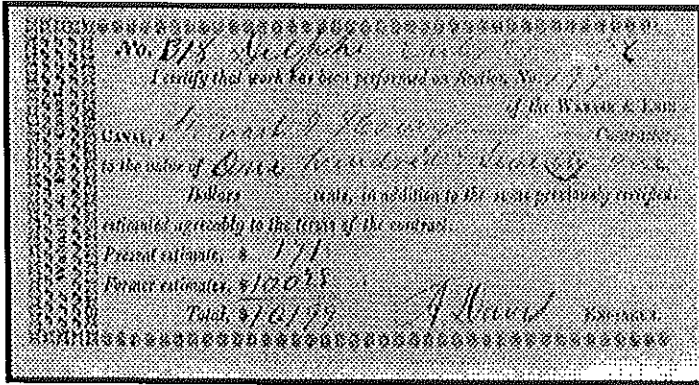
By Neil Sowards, D. D.

Recently I was able to purchase some financial papers related to the Wabash & Erie Canal. Since the canal existed a relatively short time, very little paper created by its construction and use seems to have survived. In this lot there were thirty eight pairs of paper related to its construction. The pairs are stuck together with a red spot of glue, rubber or sealing wax. The top piece of each pair is a form certificate signed by the Canal Engineer which typically read (with the hand written portion shown here in bold face type):

"No. 31 Delphi July 28, 1838 I certify that work has been performed on Section No. 197 of the Wabash &

Erie Canal, Stewart & Hovey Contractor, to the value of Two Hundred & eighty nine Dollars ___ cents, in addition to the sums previously certified, estimated agreeable to the terms of the contract. Present estimate, \$289 Fromer estimates, \$9739, Total, \$10028 (Signed) A. David Engineer. Wabash & Erie Canal are printed vertically along the left end.

See example below



The second attached piece of paper is a sight draft and reads:

"WABASH & ERIE CANAL, \$270 Delphi 1838 No. 31 Canal Fund Commissioners, at sight pay to Stewart & Hovey on order Two hundred seventy Dollars ___ Cents, for work done of Section No. 197 Wabash and Erie Canal as per estimate of A. David Engineer, bearing even date and number herewith. Former Est. \$9739, Present 298, Total \$10037, Paid on for. Est. \$8755, Present 270 Total \$9025. J. B. Johnson Acting Commissioner."

See example on page 1 of The Hoosier Packet.

The canal engineer inspected work as it was finished to see if it was properly done and then issued a certificate stating the work was done and the value of that work. This was presented to the canal commissioner, who then issued a draft to pay for the work done. It appears they paid out 90% of the estimate of work done. At the end of the contract, the contractor received the retained 10%. By holding it back they kept the contractor working.

Much the same kind of paperwork was used on both Ohio canals and is common, but such paper from Indiana is relatively rare. According to the person from whom I purchased the lot, "A Greek businessman in Indianapolis bought a building that was empty except for desks and filing cabinets, along with boxes of these canal items. This took place in the late 1950s or early 60s. Most of the boxes had been soaked with water and the paper stuck together and were thrown out. Only thirty-eight pairs of paper were salvaged."

This would explain why I have not seen these

pieces before. The certificates start with 168 dated July 9, 1838 and end with 555 dated Aug.30, 1838. There is a solid run from #293 to #318 all dated July 28th, 1838. The hand written locations are: Delphi, Logansport, Lafayette and Fort Wayne. These surviving thirty-eight are apparently all that remains from boxes and boxes of such records.

The sections of canal that were paid for are:

- Section 5 East of Huntington M. S. Wines Contractor* (This one is interesting because on the back below the endorsement is the notation "Credit my account, H. McCulloch, Cash. Hugh McCulloch was cashier of the Indiana State Bank and later went on to become Secretary of the Treasury in Abraham Lincoln's cabinet and later served Johnson and Arthur.)
- Section 9 East of Huntington S. Fisher Reed Case (This one has the McCulloch notation too.) (The first three are signed by S. Fisher Engineer. All the rest are signed by A. David.)
- Section 16 West of Tippecanoe Mattock Beard & Co.
- Section 17 West of Tippecanoe Spears, Kenny & McLeland
- Section 27 Peter Schaeffer
- Section 28 Druillard & Murphy (This is the only one on the Indianapolis Division of the Central Canal.)
- Section 148 Brady & Armitage (This has handwritten notation "Logansport" and was accredited to McCulloch's account.)
- Section 150 Barker, Tinker & Gobin
- Section 152 Young & Wilson (This also said Logansport and was accredited to McCulloch's account.)
- Section 153 Philip Leamy
- Section 164 Scott Haskins & Co.
- Section 165 Wm Carroll & Co.
- Section 166 Wm Carroll & Co. (Apparently he held contracts on two sections.)
- Section 174 David Hoover & Co.
- Section 175 Gridley & Breneman
- Section 178 Thos FitzGibbon
- Section 186 C. E. Sturges
- Section 187 Mudge, Mudge & Curtis
- Section 188 Kinnark & Ryan
- Section 189 Barker & Tinker,
- Section 190 Stewart & Hovey
- Section 200 Armitage & Stitt
- Section 201 V. Armitage
- Section 202 Wm. T. Mattock

Two of the documents did not have a section number on them. One was to Hopkins & Donovan. Three were not for sections but for:

The Wabash Bridge issued at Delphi to contractors R. & M. English

(We know Robert English built the Clear Creek floodgate for the canal below Huntington and the canal locks at Carrollton.)

Section No. 1. Steam Boat Canal issued at Delphi to Wm. Mudge

Wabash Dam No. 4 which brought the total spent to \$26067 on that project to Candler, Mudge & Co.

Most documents are endorsed on the back showing they received payment. One had to sign with an X and it was attested to by a witness. It seems hard to imagine there could be contractors who could build a section of the canal but could not write!

Steamboats came far up the Wabash at that time so the canal dams across it had to have locks. Apparently the canals extended into the river leading to the lock. *This was the case where the boats were lowered into the Wabash River at Carrollton and poled down to a short canal in the river to access the guard*

lock and proceed to Delphi.

These thirty-eight documents do give a window into the construction of Indiana's canals. It is too bad the missing ones were lost because they would have shown just what sections were worked on and when. July was a month of a lot of construction activity so it is possible the sections for which there are no certificates had not been let.

A list of canal contracts can be accessed on the internet.

Indiana Archives at:

www.in.gov/icpr/archives/databases/land/contract.html

Indiana Historical Society at:

www.indianahistory.org/library/manuscripts/collection_guides/m0758.html#scope

The guard lock at Deer Creek in Delphi, Indiana was Contract No. 650.

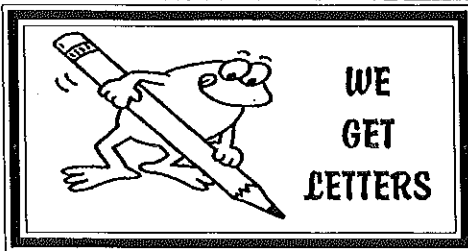
19th CENTURY CANAL LEDGERS FOUND IN PERU

Kreig Adkins, CSI board member and Miami County Historian, reports that a man came into the Miami County Museum with some old dirty books. Mildred Kopis of the museum asked Kreig to come and look at them. He quickly noticed that one ledger was from 1868 and was for Wabash & Erie Canal repairs in District 3. This would have been near the end of the Indiana canal era and the canal was in need of major repairs. The canal was closed in 1874 and auctioned off in 1876.

Included in the ledger were boat horse rentals, labor and material for repairs to the dam and for repairing leaks within the district. The book has 60 perfectly preserved pages. An example of an entry within a list of men's names is: John Olinger 5 \$7.50. Perhaps this means he was paid \$7.50 for 5 days of work.

The man also brought in ledgers from the grist mill and saw mill located at the Peru canal feeder dam across the Wabash River for the years 1844, 1845 and 1851. The books were kept by Eager A. Buckley.

CSI hopes to obtain copies of these ledgers for the archives. Further investigation will be done.



Hello,

My name is Sydney. I am thinking about doing my fourth grade Wander Indiana project on the Central Canal. Could you tell me when you are having tours of the canal this fall? My project is not due until the beginning of December and I need to visit the site of my project. I will also be looking for information to write my paper. Do you know other sources besides the library, internet and the state museum? I am just getting started and I have a few articles that my mom has kept over the

years because we live very close to the old canal near Waverly.

Thank you for any help you might give me. Sydney

Dear Sydney,

My name is Chuck Huppert and I am the vice-president of the Canal Society of Indiana. I live in Indianapolis on the Central Canal. I would be very happy to help you with your project. Our headquarters in Fort Wayne, Indiana, forwarded your E-mail request to me since I am very interested in Central Canal history.

Currently there are no tours planned for this year on the Central Canal, although there is consideration of doing a mini-tour near Anderson. But, there are many other things to do to see the Central Canal. Did you know that the Central Canal has the only watered canal which has the original towpath in tact in Indiana? Did you know that a section of where

the Central Canal was dug can be seen just north of Waverly just to the west of the golf course on old Ind. 37?

Right now there are primarily three writings which delve into the history of the Central Canal. One is a book which can be purchased. Another is a college masters thesis which is on file at I.U.P.U.I. (I have a copy) and the last is a multi-page brief history I wrote several years ago which I could E-mail to you if you want it.

Where do you go to school? It might be very impressive if you wrote about the Central Canal near Waverly. Waverly in canal days was Port Royal. The bluffs got so close to the White River that there was not room for the canal between the high hills and the river so the canal boats were to have been floated out into the river for a short distance before they re-entered the canal again.

I can explain all this to you. I'll look forward to hearing from you. Chuck

LOST BIRDS OF CANAL DAYS

THE CAROLINA PARAKEET

By Cynthia Powers

Early canawlers could hardly fail to notice large, noisy flocks of bright green, foot-long Carolina Parakeets in the sycamores of the Wabash River Valley. The only parrot native to the United States, the adults had bright yellow and orange heads; the juveniles were all green.

Carolina Parakeets, (*Conuropsis carolinensis*) originally lived in most of the eastern United States south of the Great Lakes, including northern Indiana. Unfortunately, their numbers declined throughout the canal era; even as early as 1831 Audubon noticed that they were becoming scarcer. (He shot a few to make his paintings, in those days before cameras and binoculars.) By 1890 there were very few left. The last one in captivity died in 1918 in the Cincinnati Zoo, where the last Passenger Pigeon had died just 4 years before. Since Carolina Parakeets could live to be about 30 years old, hope remained that they had survived somewhere, but the last credible sighting was in 1938 in the Santee River Swamp in South Carolina. Shortly after that the Audubon Society withdrew protection from the area, and it was logged.

Carolina Parakeets had a couple of habits that should have helped them survive. First of all, they would eat almost anything: insects, seeds, and tree buds. But their very favorite food was cocklebur! Of course after the pioneers planted apples, pears, and mulberries, these were even tastier, so some parakeets were shot as agricultural pests.

Another trait was communal roosting. To survive cold Indiana winters, they would roost together in a hollow tree, conserving heat and possibly even lowering their metabolism until they went into torpor, almost like hibernation.

A day in the life of a Carolina Parakeet began at daybreak, when the flock would

leave its roost and fly out to eat, while squawking noisily. Then they would go to a nearby stream, bathe and drink. After resting through the heat of the day, they would flock again to have supper, and then go to roost. They must have been very easy to notice.

It didn't help their survival that when one was wounded, the others would flock closer to it. That may have helped to drive off animal predators, but it made it easy to shoot them. However, it is now thought that other factors led to their extinction.

Two reasons seem most likely: diseases, possibly spread from domestic fowl, and disruption of their apparently complex social structure. Young parakeets were seen in the flocks even as the flocks became scarcer, so lowered reproduction doesn't seem to be a factor. Disease would kill off adults in local populations, leaving the patchy distribution that was observed toward the end. Did they pick up new viruses while eating cockleburs in chicken yards?

Here's a mystery that can never be solved: If a cat were fed the meat or entrails of a Carolina Parakeet, it would die. Several early naturalists told this story. Was it true, or just an early "urban legend"? There's no way to tell!

It's sad when a species goes extinct. The bright green parakeets of canal days are gone forever from the shores of the Wabash. However since the early 1970s a new parrot has appeared in the Midwest: the Monk Parakeet (*Myiopsitta monachus*), native to South America, is now building its large communal nests in the Chicago area. Stay tuned! They may show up in Indiana!

References:

Gilbert, Bill. "Look What's Holed Up in Chicago" Sports

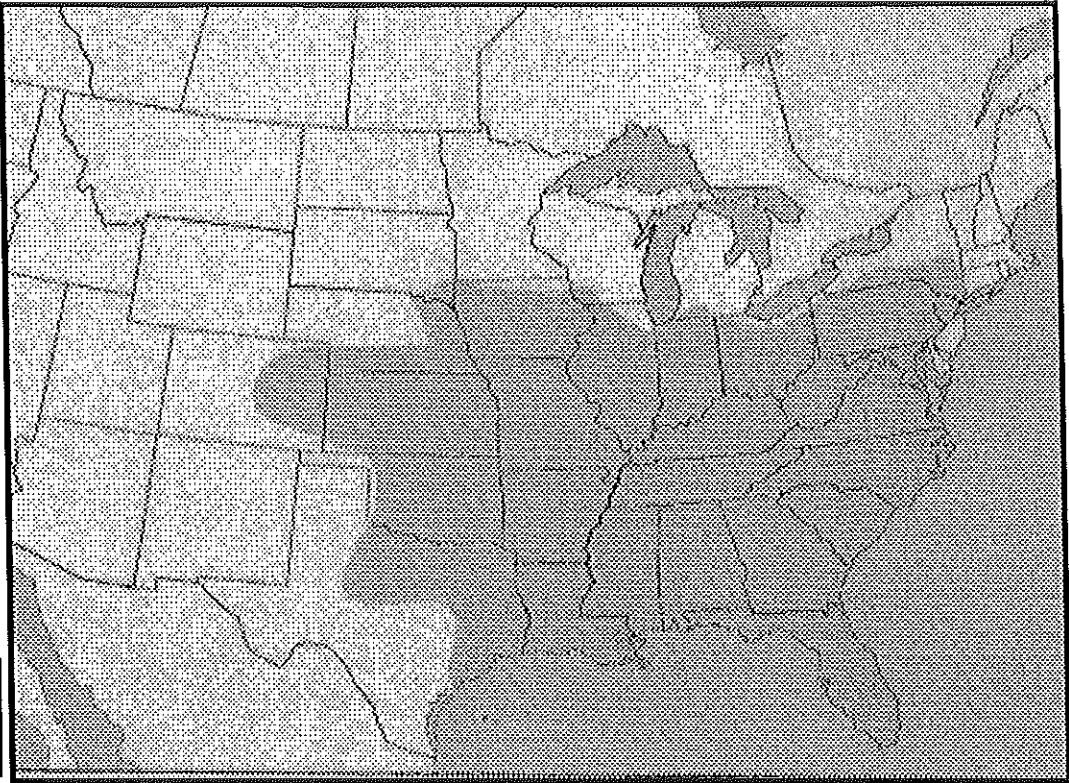
Shown here is one of seven Carolina Parakeets in one painting by John Audubon.



Illustrated, 9 January 1984:
54-68.

Snyder, N. F. R., and K. Russell. "Carolina Parakeet (*Conuropsis carolinensis*).
The Birds of North America. Philadelphia, PA: The Birds of North America, Inc., 2002. No. 667.

Withgott, Jay. "Carolina Parakeet: the One We Lost"
Birding. American Birding Association, June 2003, Vol. 35, No. 3: 289-296.



This map shows the area where the Carolina Parakeet was once found.

OUT OF OLD HISTORY BOOKS

The Old Reservoir

Farmers who lived in the areas of canal reservoirs blamed the reservoirs for diseases and wanted them destroyed so they could farm the land. Reservoirs were blown up around Indiana and in Ohio on the Wabash & Erie Canal, but Clay county's Reservoir War was probably the most notable. This article from A History of Clay County, Indiana by William Travis in 1909 shows that the land wanted for farming was not all that it was expected to be. The article is quoted in its entirety.

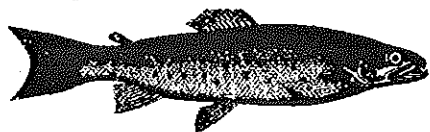
The Splunge creek feeder of the Wabash & Erie Canal was known, also, as the Old Reservoir, and usually so named by Clay county people, for the simple reason that it was older, or constructed at an earlier date, than the Birch creek feeder, which, correspondingly, was known as the New Reservoir. The

Old Reservoir was for a period of years the Mecca of the disciples of Izaak Walton (fishermen) of Clay and surrounding counties, who were seen frequently encamped along its borders. In case they came out of season, when the finny tribes were disinclined to take the bait, the opportunity was afforded to supply their wants from the fisheries maintained, there having been those who made it a business, at least in part, to catch and market large quantities, and what were sold at the pond did not have to be hauled away. During the life-time of this feeder thousands of dollars were realized as proceeds from the sale of fish. On the west side, lying in Vigo county, are well improved and valuable homesteads of which the owners came into possession by the aid of means from this source. Fifty years ago (1859) lands thereabout were cheap as compared with present values. It is told by those familiar with attending conditions and facts that the proprietor of one of the fisheries purchased an eight-acre tract from the proceeds of one night's catch.

The conversion of this fish farm into a corn-producing area by the cutting of its confines and the letting out of the water proved to be a disappointment to its promoters and subsequent investors. The surface soil, the sediment deposited during the course of twenty years, produced a very large yield the first year of cultivation, the season having been in all respects favorable to its development and maturity. This success stimulated rivalry among producers in acquiring Reservoir lands, which later experience proved to have been a mistake. In a dry season a fair crop could be produced, but the frequent overflows of the channel of Splunge creek and the reflux from Eel river rendered production too hazardous to justify the time and labor expended in the

cultivation. Possibly, too, from the loosening of the surface by cultivation, much of the fertility of the soil was washed away by the surging overflows. In later years the crop of corn produced on this area has been very limited, only patches on the highest grounds being cultivated. The wish is frequently heard and freely expressed on the part of permanent residents of the surrounding territory that if the Reservoir had been maintained—that it would be more desired and appreciated as a fish farm and resort than as it is.

Furthermore, recent inquiries have come up as to the title and ownership of the lands comprised within the old canal feeders as well as those appropriated to the construction and operation of this water-way all along its course. The status of this question will be set at rest, probably, only by thorough, critical and competent legal investigation.



A Mid-Winter Fishing Season

The following article taken from the same history book as the prior article expands on fishing in the Splunge creek reservoir.

In the latter part of the year 1866, either in the month of November or December, the embankment of the Splunge creek reservoir was cut and the old canal feeder drained to a low stage. It was generally thought that most of the fish with which it was stocked had gone out with the flow of water into Eel river. In the month of January following, there came a cold spell and hard freeze, covering the reservoir with a sheet of ice several inches in thickness, so that it could be crossed

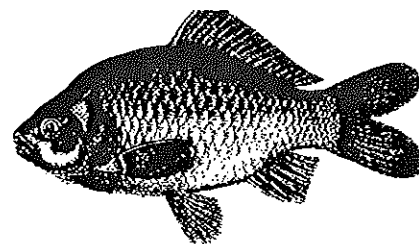
by foot passengers, sleighs and sleds. It was then discovered by some one that a shallow place by the side of a stump, or snag, where there was an aperture affording outside communication, fish were congregated for contact with the atmosphere, the oxygen of the shallow water having been so nearly exhausted that, by the law of self-preservation, the imprisoned "finnies" were driven either to these places or into the pools of greater depth, where the life-sustaining element of the water had not yet been so much depleted as to endanger animation. The situation was self-suggestive. Residents along the margin of the reservoir began at once to cut through the ice and take out fish. They were easily taken, for the reason that they were torpid from the insufficiency of the vitalizing fluid in the water they breathed. Although there were then no telephones, the word was soon spread over the neighboring country and within forty-eight hours the opportunity afforded to replenish their larders, as well as to participate in the novelty of a mid-winter's fishing bee. There was a considerable depth of snow and fair sledding. Not only Clay countians were there, but the surrounding counties of Vigo, Owen, Greene, Sullivan and Parke were also represented, so that at times there were from fifty to a hundred men upon the scene. Axes were used in making holes through the ice, then forks, rakes and other appliances utilized in clutching the fish and bringing them to the surface. Some of the fishermen were provided with armllets, or half-sleeves, made of oilcloth, with finger-stalls at the outer end, provided for the occasion, as a protection in reaching under the ice and taking out the fish by hand. The amount of fish holed away during the week in wagons, sleds, sleighs, buggies, and by other means, could not be estimated, not even approximately, but must have been hundreds of tons. Having no other means of conveyance, one man was seen to leave the reservoir with his

catch of fish strung upon a pair of plow-lines, the ends of which were buckled in front of him, thus playing horse in moving his prize to his home. During the week, at nearly all hours of the day, teams were arriving and departing on all the roads leading to and from the feeder. For miles out there was a scent of fish everywhere, with heads and scales to be seen about every door-yard. Passing along on the embankment, at a late hour of the day, from which there was an unobstructed view westward, the observer could count by the dozen piles of fish, heaped up in pyramid style, ready for the loading, and at the same time see a score of uplifted axe-blades glistening under the rays of the declining sun.

A most remarkable and noteworthy thing about this miscellaneous coming together and intermingling of so many men of varied characteristics and diverse notions of propriety, many of whom, doubtless, were provided with stimulants, is that there were no clashings nor contentions over rights and privileges, everything passing off peacefully and in good humor.

Notwithstanding the torpidity and apparent lifelessness of the fish, they could be resuscitated by placing them in fresh spring or well water; they were preserved in cold storage and may barrels of them, after being dressed, were salted down for later use.

This mid-winter fishing season was of just a week's duration, beginning on Saturday, a thaw-out on the succeeding Friday suspending all further operations with the close of the day.



CANAWLERS AT REST

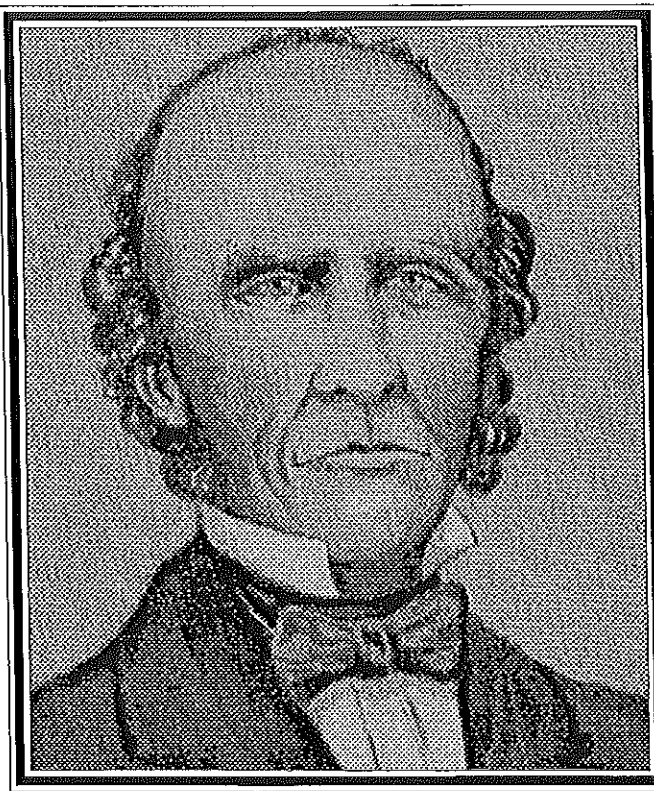
ASA FAIRFIELD

b. January 28, 1797

d. October 4, 1868

By Sue Simerman

Some information from Jim Ellis
Portrait by Morris R. Perry from
Pioneers Resting in Historic Lindenwood



Asa Fairfield was born in Kennebunkport, Maine, January 28, 1797, the third of 14 children born to William and Polly King Fairfield. William was a private in the Revolutionary War and was at Valley Forge with General George Washington the winter of 1777-1778 and in the Battle of Monmouth.

Asa and several of his brothers followed their father by working on sailing ships. They became captains of their own ships.

Legend states that as a teenager Captain Asa served during the War of 1812 and was taken prisoner by the British. He was imprisoned for six months in Dartmoor prison in England.

In 1819 Asa married Olive Stone. She was a first cousin to Hugh McCulloch. McCulloch came to Fort Wayne in June 1833. He practiced law and later became Secretary of the Treasury under presidents Lincoln, Johnson and Arthur. He is also known for being the founder of the Secret Service under the Treasury Department. McCulloch may be responsible for Asa and his brother Oliver's decision to come to Fort Wayne in 1834. They came intending to invest in land.

Asa and Olive had five children. They were all born in York County, Maine. They were as follows: William Henry, born in May 1822; James Monroe, born in April 1826; Olive, born July 1829; William Augustus, born September 1831; and Cyrus King, born December 1834.

The story of Captain Fairfield's life states that he came to Fort Wayne with \$30,000.00 in a knapsack. As there weren't any banks, he was convinced to hide his money. Mrs. Ann Thompson, wife of Dr. L.G. Thompson, sewed it into a mattress for safe keeping until Asa decided how it could be best invested.

In 1835 some of Asa's money was placed in the Fort Wayne branch of the newly formed Indiana State Bank that was set up by Fairfield, Hugh McCulloch and others. Asa became one of 10 directors of this new bank. The other directors were Samuel Lewis, William G. Ewing, Francis Comparet, Joseph Morgan, Joseph Sinclear, Isaac Spencer, Jesse Vermilyea, David Burr and Samuel Edsall. Allen Hamilton became president of the Fort Wayne branch and Hugh McCulloch was made cashier and manager.

In 1835 Asa and his brother Oliver returned to Maine to bring their families to Indiana. Their brother Charles returned with them. Oliver went into the bakery business while the other two brothers busied themselves clearing land and beginning their farming operations.

Asa invested heavily in land to the south of the town of Fort Wayne and in Wells County. He bought 240 acres in Allen County in 1835 for \$12.00 an acre. This land today is defined by the following streets: Hoagland Avenue on the east, Broadway on the west, Taylor on the north and a point a bit south of Packard on the south. He built a double log house on this acreage and began raising hogs, sheep and garden products. In 1838 he

bought an additional 240 acres. In 1838 and 1839 he bought 408.04 acres in Wells County.

1835 was a busy year for Asa. Besides bringing his family, building a cabin and starting his farm, he also served on the "Arrangements Committee" for the July 4th Canal Celebration. Three men from each township were chosen to raise funds for entertainment of guests. Although Asa was one of them, his real claim to fame came that year when he captained the first canal boat, the "Indiana," on the Wabash & Erie Canal, opening the "Summit Section" to travel from Fort Wayne to Huntington, Indiana, on July 4th. The three mile an hour journey took eight hours and it is said "There was dancing on board and drinking good whiskey, even getting funny."

The following was written in 1906 concerning the memories of Cyrus Fairfield, son of Asa:

"My Father had the first boat built — the first passenger and freight boat that ran on the Canal — and it was called the "Indiana." I remember they went to Huntington to celebrate the Fourth of July. Among the crowd were Hugh McCulloch, my father's brother, my father, who was captain of the boat for that occasion, Allen Hamilton, Judge Hanna, Major Lewis, and a dozen or so of the early settlers. They had a pretty big time of it — dancing on the boat, etc. — and they thought they were going some. I often think that if it were possible for them to come back and see how we go today, they would think they were not going so fast then.

"The tract of land that lies between DeWald Street and Taylor Street, from Broadway east to Oakley Street, we called 'hog pasture.' My father built a pen of round logs twelve or fifteen feet high. He had a so-called trap door, 'a figure four,' which gave entrance into the pen. It was almost impossible to get through this place, as it was a swamp. There were a great many wolves around there. We tried to raise sheep, but the wolves destroyed too many for us."

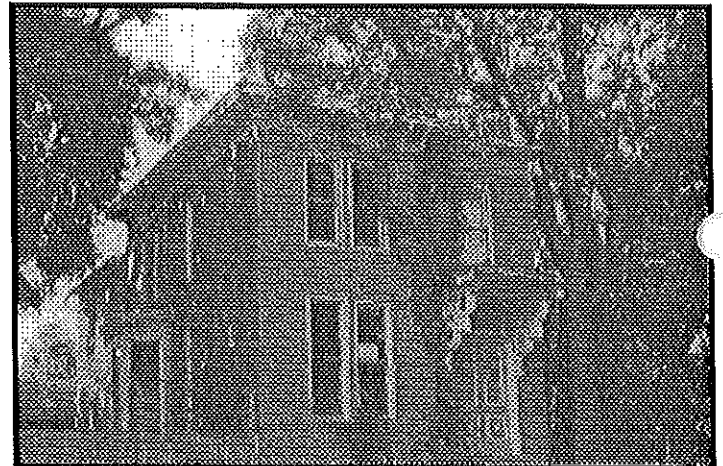
Another reminiscence that tells us about Asa was written in 1906 by Alexander C. Comparet, son of Francis Comparet. It says"

"The first boat yard on the Feeder Canal was constructed by Barthold and Sons. They built the first three canal boats. The first boat was called "Indiana" and was built for Mr. Asa Fairfield. It started from a place on the Feeder Canal north of Bloomingdale, known in those days as the Hinton farm."

The "Indiana" was later owned by the Mahon brothers. They owned a line of packets including the "Clyde," "Wabash," and "Chief Richardville."

Captain Fairfield operated several businesses that tied in with his farming business. He owned a soap and candle factory as well as a grist mill. During the Cholera scourge in 1849, the log building that contained the soap and candle factory was moved from the Fairfield farm to the County Farm for use by those with Cholera. Between 1849 and 1854 Cholera claimed 600 victims in Fort Wayne. The grist mill, which he purchased from Louis Davis, was located on the left side of the St. Mary's river where Foster Park is now located. This mill was built in 1827 by Samuel Hanna and James Barnett. It was called Beaver's Mill.

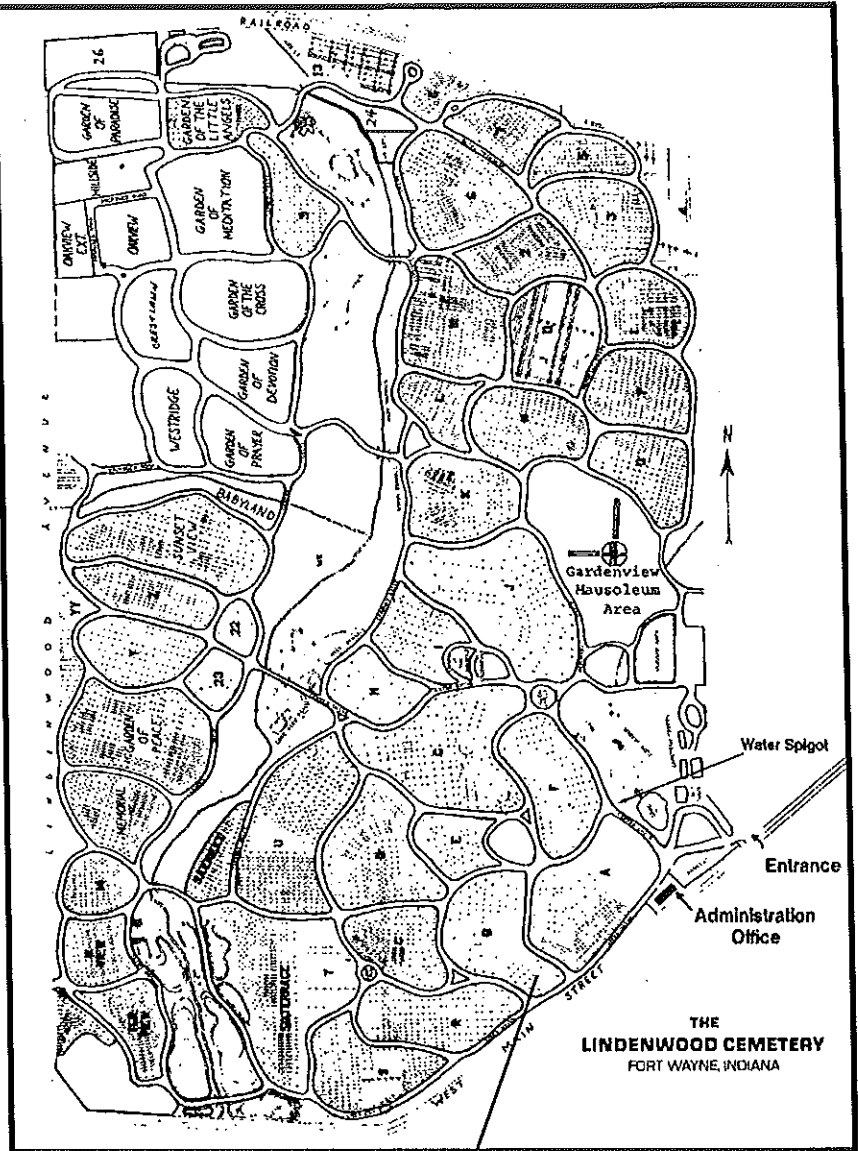
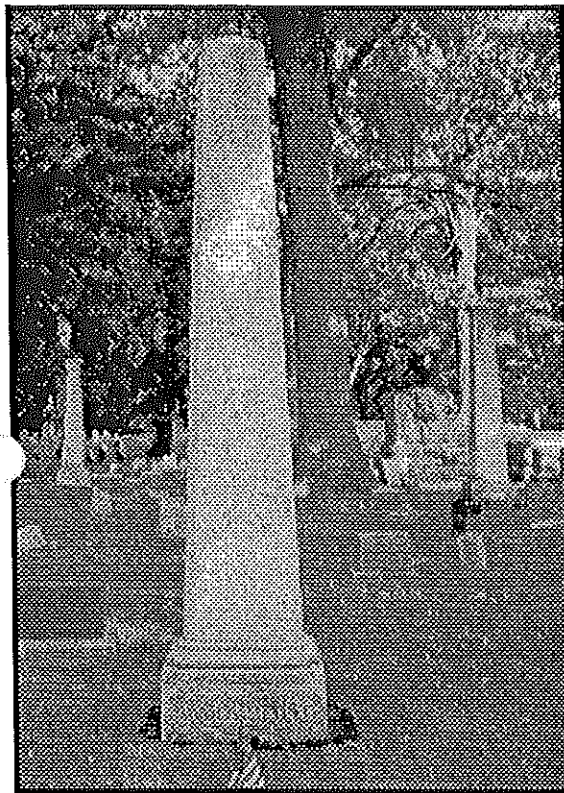
In 1860 Asa built himself an Italianate designed home on a hill on Creighton Avenue in Fort Wayne. It originally had a third-floor cupola and a separate summer kitchen. He graded the land in front of the house to make Creighton Avenue and used the dirt to fill in a swamp where Fox Avenue is now located. The house is still standing today at 813 West Creighton.



Asa Fairfield's home at 813 West Creighton in Ft. Wayne, IN as it appears in 2004. Photo by Bob Schmidt

Asa Fairfield died October 4, 1868. Although no obituary could be found for Asa, we know that he was active in the old Second Presbyterian Church and the Masonic Lodge. His funeral was probably conducted by them. He is buried in Sec. B Lot 113 in Lindenwood Cemetery, close to West Main Street in Fort Wayne, IN. Fairfield Avenue is named in his honor.

Upon Asa's death the farm and house were inherited by his son, Cyrus. In 1880 Cyrus sold the house to David Nestels, whose children were midgets known as Commodore Foote and Fairy Queen. These children sold it to Bernhard and Wilhelmina Weber. The Webers platted out lots and sold them reducing the size of the property. Today the home is being restored.



Asa Fairfield is buried in Section B Lot 113 of Lindenwood Cemetery in Fort Wayne, Indiana. Map from Pioneers Resting in Historic Lindenwood.

Top: Front of Marker reads:

Capt Asa Fairfield
 Born Kennebunkport, MA Jan. 28, 1797
 Died Oct. 4, 1868 Aged 70 Yr. 9 Mo.
Olive
 Wife of Capt. Asa Fairfield
 Died Sept. 6, 1864 Aged 69 Yr. 19 D.
 Capt. Asa Fairfield (across marker bottom)

Bottom: Back of Marker reads:

Mary Fairfield Died 1850 Aged 2 Yrs. 5 Mo.
 Olive P. Fairfield Died Nov. 23, 1853 Aged 8 Mo.
 Cyrus J. Fairfield Died Dec. 17, 1859 Aged 3 Yrs. 1 Mo.
 Oliver A. Fairfield Died Sept 16, 1861 Ages 1 Yr. 8 Mo.
 J. M. Fairfield (across marker bottom - Asa and J. M. Fairfields' families shared a marker) Photos by Bob Schmidt

Sources

"Canalabration": (Miami) Wabash & Erie Canal Allen County, IN and Paulding, Defiance, & Henry Counties, OH. Fort Wayne, IN/Canal Society of Indiana. April 2002.

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Poinsatte, Charles. Fort Wayne During The Canal Era 1828-1855. Indianapolis, IN / Indiana Historical Bureau. 1969.

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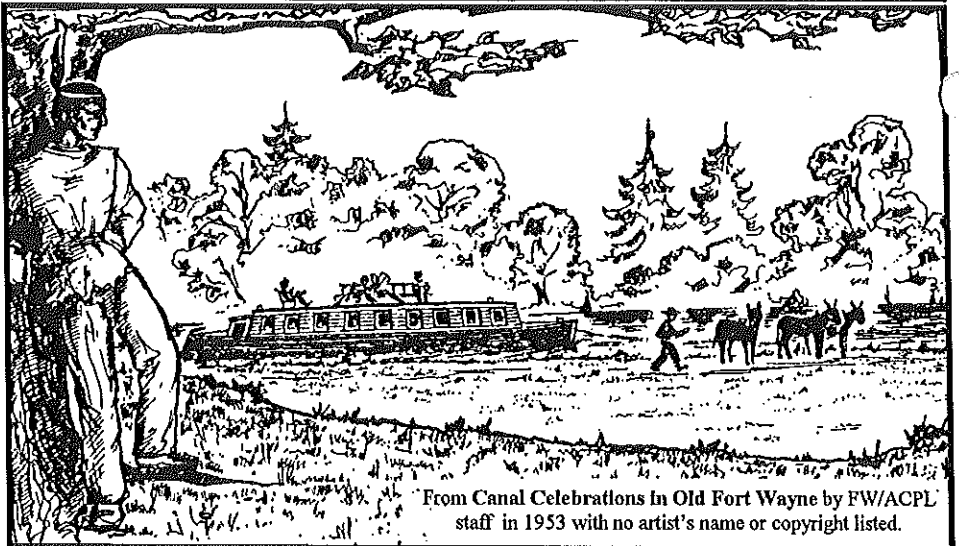
WABASH & ERIE CANAL
MEMORIES

By Ellen Cole Fetter

The Wabash and Erie Canal was the great artery of commerce and travel. Line boats and packets conveyed by mules which trod the toe (tow) path were subjects of unceasing interest to the inhabitants of town and country. The village population which filed in sedate or neighborly regularity to the wharf when the old packet bells would sound their coming at the locks above or below town at Miamisport (Peru) might have saved the census maker any further effort. Warehouses were located on the banks and boats carried much and varied produce while the Packets were in those days to rural sense the synonym of luxury, and the elite of the land moved on the quiet channel with serene rest. There was the ladies cabin, quite comfy, with side sofas, and a center table. The men's cabin next the bow of the boat was of much greater length and served as a dining room. Colored waiters also gave tone to the ménage, but its table fare! Ye gods and little fishes! When I remember the luscious poultry, the tender roast pork, the fresh garden truck, berries, cream and all the rest of it I would not care to compare it with the choicest French cooking I ever heard of, for it wouldn't be fair, in the absence of the chef - ala Francais.

The Captains of these canal vessels were men of dignity and character and were ever the genial 'mine hosts' to their guests.

One picture engraved on memory when I was perhaps about ten years old was the going away from their home so near of all the full blood Miami Indians. Government had bought their land and they were about to depart for new hunting grounds in Indian Territory. A company of blue coated soldiers had come to escort them and they were to depart on the several canal boats



From Canal Celebrations in Old Fort Wayne by FW/ACPL staff in 1953 with no artist's name or copyright listed.

awaiting them. I was taken to see them on the eve of departure. We crossed — forded the river in a buggy — and the Indian camp was above and beyond the present cement bridge. There were tents and camp fires over which supper was cooking, and there was weeping among the squaws who were mourning for their dead. They had put in sacks of earth from the graves of their kin and tribe to carry with them to the strange country. My heart was made very tender by this weird scene, and has never lost sympathy with the wrongs which were wrought against our friendly predecessors.

The half breeds and others claiming white blood degenerated, and no trace has been left of the better possibilities of the native Aborigines, altho a remnant yet remain. The Chief of the Miamis was Old Chief Godfrey (Godfroy) and the tribe was given to his son Gabe, who was educated but finally reverted in habit to Indian ways. He has recently gone to the happy hunting ground which was to the simple faith of his people the heaven of the future. The lands belonging once to the Maimis is now the rich farms of prosperous white citizens.

Source:

"The Memoirs of Ellen Cole Fetter 1837-1934." Miami County, Indiana Encyclopedia Vol. 1. Peru, IN/Peru Public Library, 1980.

THE ROANOKE WEEKLY POST
EXCERPTS

Saturday February 7, 1880 Vol. 1 No. 4
The basin (Wabash & Erie Canal basin in Roanoke, IN) is in a fine condition for skating and the boys are having a fun time.

Saturday March 13, 1880
What has become of the 'card band' that once practiced in the old warehouse near the basin ? (W&E Canal basin in Roanoke, IN)

The new mill near the swing bridge (over the canal) will be in running order about the nineteenth of next month.

Saturday May 15, 1880
Is the basin (W&E Canal basin in Roanoke, IN) to be ditched?

Saturday May 25, 1880
The old canal (Wabash & Erie Canal) was full to overflowing last Saturday.

Saturday June 19, 1880
The recent storms caused a serious break in the Miami Canal, at Miamisburg, Ohio. Thirteen miles south of Dayton the canal boat "Louisville" was carried off into an adjoining stream, and broken up. Her cargo of ice was lost and the two men and one woman on the boat barely escaped drowning.

December 4, 1880 Vol. 1 No. 29
The ice on the basin (W&E Canal basin at Roanoke, IN) is nine inches thick.

GEORGE HEDFORD DUNN

In his "Canawlers At Rest" article in the June 2003 issue of The Hoosier Packet, Charles Whiting wrote about Judge George Hedford Dunn. He recently found another reference to Dunn at Lawrenceburg, IN in Cotton's Keepsake. Cincinnati, OH: Applegate & Co. 1858.

"The old pioneers are nearly all gone. The Rev. Dr. Ferris was an excellent and useful man, and his 'memory is precious.' Gen. James Dill, Hon. Amos Lane, Dr. Percival, John Gray, David Guard, Walter Armstrong, and my ever-cherished friend James W. Hunter, Esq., one of the best magistrates and best majors, and the most graceful man on parade in all the land. My venerable friend Judge Dunn, seems to stand alone. His history is one of thrilling interest and high honors. When quite a youth, being over on the Point, as it is called, he crossed the Miami (river) with two other persons, in search of stray stock. Night coming on, the other men though best to strike up a fire and encamp for the night; which they persisted in doing, in spite of all the remonstrances of their young companion, Mr. Dunn, who told them it would not be safe. He therefore, left them for home, all alone, with the promise that he would be on hand again early in the morning. When, lo! he found both of his friends cold and stiff in death; tomahawked and scalped—stripped and robbed! What a narrow escape by youthful foresight and caution! The judge has held many posts of honor and trust in the community; and when he shall have been gathered to the land of his fathers, his name and his memory shall not perish, but be embalmed in the hearts of his friends and countrymen, and, in the pages of history, shall be immortal."



Spring 2004

The Hoosier Genealogist article "Richmond: A Plantation on the Ohio" is about a plantation located between Clarksville and Jeffersonville, IN, the area to be covered on the Falls of the Ohio "Overcoming Obstacles" tour on October 1-3, 2004. It said that Michel Lacassagne, a Frenchman from Philadelphia who lived in Louisville, KY where he was the first postmaster and lived in a French-style house with gardens unlike any others on the frontier, dreamed of establishing a town across the river from Louisville that would be greater than Louisville and provide travelers a safe portage about the dangerous Falls of the Ohio. He purchased land in Clark's Grant from Gen. George Rogers Clark's brother-in-law, William Croghan, in 1788 and named the town Cassania. He planted vines, hired settlers to tend to the vineyard and erected warehouses and a distillery. In 1790 all his work was destroyed by an Indian attack. They burned his buildings and vineyards and killed one man. His Richmond plantation was located about halfway between Jeffersonville and Cassania. Today Perrin Park in Jeffersonville sits on what was a part of the plantation. Subdivisions, condos, and homes along Utica Pike sit on other parts of it. The family history of those who once lived there is interesting reading. An 1796 map shows the location of Cassania in relation to Clarksville, Louisville, the Falls of the Ohio, Mill Creek and Beargrass Creek.

Jim Ellis, CSI treasurer, Ft. Wayne, IN

Students." Georgia Kohart, author of A Heritage of the Heart, has written a children's historical novel about life in the mid-1800s in Ohio on the Miami and Erie Canal entitled Secret of the Lockkeeper's House. She says her premise of time travel and historical fiction, like her first book with new characters and a mystery, is a painless way to learn about the canal system, life on the farm, and that history can be found in your own backyard. The characters include Tessa, Will, and Will's brother Patrick, who loves mules. The mule theme is carried out on the book's cover and at each chapter's heading.

When Kohart, who lives in Oakwood, Paulding County, Ohio on the Miami and Erie Canal, speaks at schools about writing, she presents a PowerPoint canal trip from Providence to Piqua, OH using old photos and having a mule tour guide. She displays a piece of tow rope, a mule shoe, a harness, samples of cargo that a canal boat might have carried, and artifacts from canal sites. She encourages students to touch and feel the objects while explaining how the tow rope was attached from the canal boat to the harness of the mule that walked alongside the canal to pull the boat up or down stream. She distributes stickers to the students that ask: Have you hugged a mule today? Ohio Canal Era 1825-1913.

Kohart says area schools love her books "because the Ohio curriculum standard for social studies requires a unit on canals." The schools have used her earlier A Heritage of the Heart and its teaching companion binder. Books may be ordered by E-mail at: fspbooks@tds.net Dick Kudner, CSI member, Perrysburg, OH

June 2004 - LaSalle IL.

WELCOME NEW MEMBERS

Allan & Linda Corwin - Wakarusa, IN
Robert & Wallace Dolan - Lafayette, IN
Miriam Fitch - North Hills, CA

May 29 - Paulding Co., OH

The Crescent-News from Defiance, OH ran an article entitled "Book Unlocks Canal Era For

A Country News article" Historic Canal Boat Another Boost For Tourism, Officials Say" predicts that the canal boat replica to be launched in La Salle, IL in 2005 will

bring 70,000 more visitors to the nearby Starved Rock State Park area, which currently attracts two million every year. The \$550,000, 15-by-76 foot boat was approved by the U.S. Senate to be built and placed on the Illinois and Michigan Canal. The boat will accommodate 80 passengers for hour-long tours, dinner excursions and school field trips from La Salle to Split Rock about three miles from Starved Rock. First person interpreters in period dress aboard the open-decked boat will relate the history of the canal, which linked Chicago to southern ports via the Illinois River from 1848-1933. The boat dock will be located south of downtown La Salle. By 2006 a \$2.5 million visitors center, which includes a ticket counter, shops and canal exhibits, should be built. A second replica will probably be launched by 2008 to ensure hourly departures.

The I & M Canal was only briefly used for passenger travel during the mid-1800s. Its major use was by freight boats, which were pulled by horses and mules and traveled the 97 miles from Chicago to La Salle in 22 hours to load their cargo on swifter river steamboats to travel to the south.

Jim Ellis, CSI treasurer, Fort Wayne, IN

June 15, 2004 - Metamora

A Richmond Palladium-Item article, "Students Study Remains of Past: Ball State Team Records Lock's Data," said that four graduate students from Ball State University's historic preservation program are recording the history of Gordon's (Millville No. 24) Lock on the Whitewater Canal located on U.S. 52 near Metamora, IN. They are making a structures report about the water, wood and stone of the lock, the mill at Metamora and the canal. Their work is funded through Ball State Center for Historic Preservation and a grant from the Indiana Division of Historic Preservation and Archaeology.

The project started on May 17, 2004. They sought information from the Indiana State Archives, the Indiana Historical Society files, the Franklin County Courthouse records, (the Canal Society of Indiana, which is not mentioned in the article although CSI headquarters answered their questions and provided much printed information), and other sources such as deeds, mortgage records, photographs, newspapers and telephone books. This has taught them to use a diversity of sources.

Students carefully measured the lock and made drawings so that they can see how much it changes in the future. Although they had hoped to go into the lock to examine its walls, heavy rains and thick mud in the canal floor prevented it. While assessing the conditions of the lock's stone, mortar and wooden gates, they found that a beaver had gnawed away a portion of the lock's western gate. The gates also have cracks, leaks and vegetation growing from them.

Talking to Jay Dishman, manager of the Whitewater Canal State Historic Site, they learned that the White Rose Mill once stood at the lock site. He also related various renovations, repairs, water overflow, paint colors, history and legend.

The research done by Kent Abraham, Susan Lankford, Bob Bettis and Jennifer Brewer finds the current Metamora mill was shortened from three stories to two and a half by a fire. This mill, which now is handicapped accessible, is being studied in detail.

The rough draft of their report was scheduled to be done by July 10. In it they note that the lock is one of more than 50 built on the Whitewater Canal to raise or lower boats smoothly to the next level of the canal. The final draft should be done by fall.

The article carried a picture of

Bob Bettis looking into the lock. There was also a small map showing the canal route through the Metamora area.

Phyllis Mattheis, CSI member, Cambridge City

July 6 - Delphi, IN

The Terre Haute Tribune-Star article "Dig Strikes Gold" has three pictures of archaeologist Dr. Wayne Bischoff digging into Lock No. 31 of the W & E Canal at Carrollton and finding bits of wood thought to be from an old canal boat.

The hole he dug was about five feet deep and at least seven feet lower than Towpath Road. The dig was between the curve on the north side of Carrollton Bridge and county road 700 West. He found pieces of wood and a loose spike. Eight feet away was more wood and an iron bracket attached to a plank. He found at least 25 feet of timber—a boat?

The dig was done to locate the lock and help determine where the new bridge to replace the Carrollton bridge will be built. Now the exact location will be in the records of the Indiana Department of Natural Resources. Other canal sites found earlier by Bischoff have been placed on the National Register of Historic Places.

Dan McCain, CSI board member, Delphi, IN

July 11 - Metamora, IN

"Indiana Canal Town Making A Comeback" was the title of an article that appeared in the Chicago Tribune about the town of Metamora, IN. The article says that many historic buildings along the Whitewater Canal still stand in Metamora. It attributes their survival to the canal remaining open as a source of water for the 1845 grist mill and the canal section of town being bypassed by a new road leaving the Old Metamora to "languish."

The Whitewater Canal, built in 1847 to overcome the 60-foot change in elevation and to connect

Cambridge City (and eventually Hagerstown through the Hagerstown tension) to Cincinnati, had 56 locks and 7 dams within its 76-mile course. Boats pulled by animals could go both directions on the canal. Canal barges carried produce from the Whitewater Valley to the Ohio River. From there it was sent almost anywhere. Much of the canal was taken over by the Cincinnati Rail Road, which laid tracks upon its towpath.

Metamora had a population of 200 during its canal heyday in the mid-1880s; however, today only 125 residents call it home. During the summer and at Christmas it comes alive with tourists.

Metamora's old brick and wooden structures were rescued from the ravages of time about 30 years ago when the state of Indiana reclaimed the stretch of canal through Metamora as a state historic site. The old grist mill was put into operation grinding grain. A white and blue canal boat replica was put into the canal to take passengers on a one mile round trip crossing the Duck Creek aqueduct, the only remaining wooden aqueduct still in use in the United States. The aqueduct carries the canal over Duck Creek. The buildings were spruced up and turned into bed-and-breakfasts, gift shops, and restaurants.

Although today's canal boat, Ben Franklin III, is pulled by Belgian draft horses, the early boats were pulled by mules or horses traveling at the 4 mile-per-hour speed limit to avoid the boat's wake from eroding the canal banks. The animals were changed every "trick" of 6-10 miles and then replaced by fresh animals. Sometimes the animals were carried on board the boat and other times they were exchanged at farms where the farmers rented out their mules. The number of animals used depended upon the weight of the boat and cargo.

Today tourists to the

Metamora area can glide along on the canal boat or on other old-fashioned forms of transportation. There is a carriage ride around town. Salt Creek Ranch, a 700 acre spread, has 100 horses and offers 1 hour to overnight guided horseback rides over the rolling hills. It is located outside Metamora on U.S. 52. Canoe trips on the Whitewater River are available near Brookville. The White Water Valley Railroad has a five-hour round trip from Connersville to Old Metamora that includes a two-hour layover in Metamora to shop or eat. It follows the Whitewater River and the canal most of the way. Canal locks are visible from the train.

Two pictures accompanied the article. One was of the Ben Franklin III on the Whitewater Canal in front of several restored buildings with ducks preening themselves on the canal bank. The other was of the lock bypass (tumble) by the old grist mill. A side bar gave directions for getting there; listed local attractions, lodging facilities and dining opportunities; gave the dates of upcoming events; and told where to get further information.

Gerald Hulslander, CSI member, Marseilles, IL

July 11 - C & O Canal

A Fort Wayne Journal Gazette article, "Pulled Into The Towpath Chesapeake And Ohio Canal Full Of Beauty, Natural Wonders," had photos of the Town Creek Aqueduct on the C&O trail, a biker riding on the trail south of Little Orleans Lock 56, the Licking Creek Aqueduct as seen from the Western Maryland Rail Trail, and the lock at Great Falls. All were on the trail.

The article said that the 184.5-mile-long towpath of the Chesapeake and Ohio Canal follows the Potomac River from the nation's capital to Cumberland, Maryland passing through a remote and natural wilderness that lies between Washington, D.C. and Baltimore. The canal operated from 1828 to 1924

carrying coal from western Maryland to Georgetown in the District of Columbia.

In 1954, when plans were put forth to turn the canal into a vehicular parkway, Supreme Court Justice William O. Douglas led a hike along the canal and convinced others that it should be kept natural for hiking and camping. The public agreed. Finally, in 1971, it was designated the Chesapeake and Ohio Canal National Historic Park. The National Park Service took over its management.

Today park visitor can camp, fish, hike, spot wildlife such as heron, kingfishers, ospreys, red-tailed hawks, deer or red fox, and view hundreds of original canal structures such as aqueducts, locks and lock tenders' houses.

The article describes a bike ride taken by a Fort Wayne, IN reporter and friends from a populated valley into the Appalachian forests, from Georgetown north through Great Falls, where the canal has been restored and park rangers dressed in period clothing talk about canal times aboard a mule-powered canal boat. South of Great Falls there was a detour to another path to avoid rocks and water. They saw Little Falls, Great Falls and Seneca Falls along the first 23 miles of canal. The waterfalls were posted as being dangerous, but not all kayakers heed the warnings.

At Whites' Ferry rides across the Potomac to Leesburg, VA, still only cost 50 cents. The ferry is the last working one on the Potomac.

They traveled to the mouth of the Monocacy River passing by the Monocacy River Aqueduct. Gen. Robert E. Lee had ordered it blown up. Fortunately the Confederates failed. The 560 foot long, seven arched aqueduct is one of the nation's 11 most-endangered historic places. Trees and even cars have crashed into its limestone piers

during floods.

At Violettes Lock, canal structures and the lock tender's home were seen. Big Pool and Little Pool were natural pools that the canal used for turning basins. The pools and the river offer fishing opportunities.

North of Big Pool they took the Western Maryland Rail Trail into Hancock. The area is remote and parts of the trail are not accessible by car. Before reaching Paw Paw they passed through the Paw Paw tunnel, a 3,118-foot, brick-lined structure, which is probably the most impressive structure on the trail. The tunnel was so long that mule tenders for the canal boats used gasoline lanterns to light their way through it. The tunnel was narrow with no room for boats to pass. Boats lined up outside the tunnel to await their turn to go through it.

The article recommends biking the North Section. It is a 9-

hour, 475-mile drive from Fort Wayne, IN to the Cumberland Visitor Center at the end of the C&O Canal National Historic Park, the closest place to access the trail. It is also the prettiest section.

Jim Ellis, CSI treasurer, Ft. Wayne, IN
Roger Miller, Ft. Wayne, IN

By mid-August, the gift shop in the Metamora Grist Mill will be open. Within a year Jay hopes to have both the Duck Creek aqueduct flume and Lock #24 rehabilitated. He says that there is a chance to get money in his budget to control canal bank erosion, but he will need support from CSI.

There is excitement about how the Canal Trail folks are surging forward with their project to establish a trail from Metamora to the twin locks area.



METAMORA HISTORIC SITE

Jay Dishman, Site Manager of the Whitewater Canal State Historic Site reports that the Ben Franklin III, a canal boat replica, is getting a new coat of paint. A new public address system will also be installed in the boat by September to help the riders hear the story about

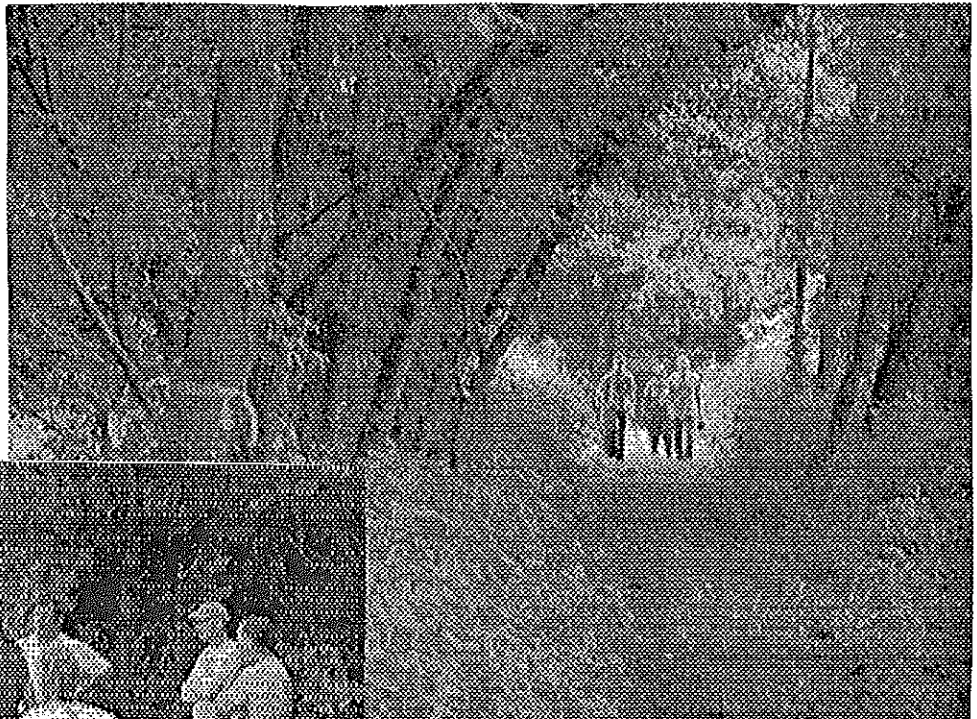
CANAL TRAIL PROGRESS

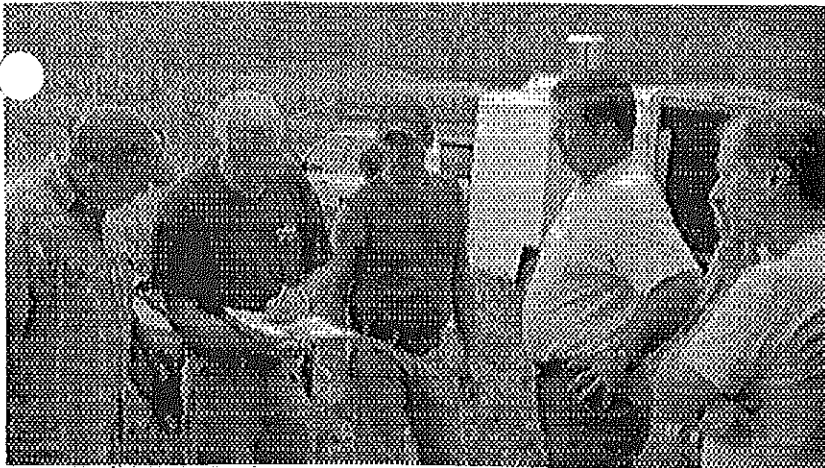
The Whitewater Canal Trail is progressing nicely. Almost 2 miles of trail between Yellow Bank and Boundary Hill were cleaned by volunteers of the Whitewater Canal Committee on Saturday and Sunday, July 31-August 1, 2004. Paul Baudendistel recorded the work in the following photos:

WHITEWATER CANAL TRAIL WORK

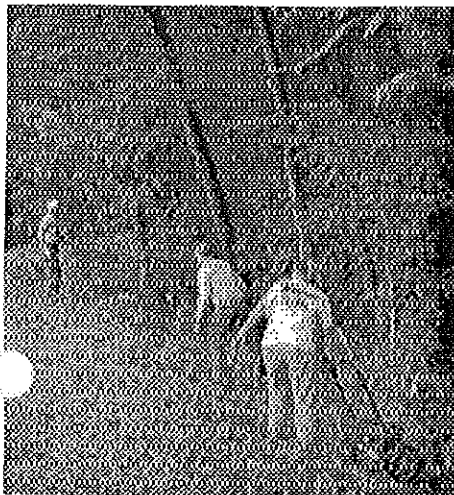
A JOB WELL DONE LUNCH BREAK

Photos by Paul Baudendistel





**DIVIDING INTO CREWS
CLEARING TRAIL
BRINGING EQUIPMENT**
More of the Yellow Banks
section of the trail was cleared
on Aug. 28-29



**NEWS FROM
DELPHI**

**RILEY PARK SUSPENSION
BRIDGE REPLACEMENT
UNDERWAY**

By Dan McCain

Ten volunteers assisting the Delphi Historic Trails efforts raised the heavy cables to their mighty "A" frames high above Deer Creek's banks on Saturday August 21. The suspension bridge replacement was necessary after the record flood on July 4-5, 2003 that also caused other extreme damage along this normally lazy creek. When completed the Riley Park foot bridge floor elevation will be 3 feet higher than

before to protect it from future floods.

The volunteers headed by Dick Bradshaw took two heavy steel cables and threaded them up and over the supports and across Deer Creek before attaching each end to the new underground concrete anchors. Bradshaw and the local Walton family's shop experience with cable, hangers and supports has been invaluable in planning this reconstruction.

The cables from last year's washed out bridge were tested by an outside firm and re-coupled to new turnbuckles. First a fishing line was cast across the waterway and then a smaller cable was manually pulled by the fish line. All was ready for the tractor to tug the heavy line over the tall frames. As the cable was fed off

the reel a special lubricant was sprayed onto the strands. The required two parallel cables are now in place and are awaiting the next workday.

There have been spring and summer workdays leading up to this day. Each has involved volunteers accomplishing specific tasks. Soon the threading ends and bending of hooks in the vertical stay rods will make way for the installation of the wooden floor frames. This work was anticipated for August 28th if the stay rod galvanizing can be completed in Muncie and returned in time.

The ten volunteers on Saturday were: Dick Bradshaw and his visiting brother Bo Bradshaw, Mary Ives, Bill Draper, George Mears, Dan McCain, Gordon Stevens, Mark

Shietze, Bob Conner and Charley Harris. Ives also acts as "treasurer" and reminds the community that donations of materials and money are always appreciated.

The workday with greatest needs for carpentry volunteers will come in mid September coupled with a trails maintenance workday. Trail maintenance on this trail and on the canal trails involve pruning and grooming the many tree lined paths. Kids groups with adult supervision are encouraged. There will be "free lunch" for all volunteers. Further announcements will be made or call Ives 564-2374 or McCain 564-6297.

STAY ANOTHER DAY

By Dan McCain

It was good news for Delphi when Governor Joe Kernan came to officially open Prophetstown State Park. Our Carroll County town is nearly as close to the park as Lafayette. Many people who come to Prophetstown may wish to visit nearby places as well.

Our new Interpretive Center in Canal Park now attracts many visitors interested in historic transportation. Prophetstown will attract people who want to experience historic connections. For example: travelers staying at Indiana Beach or Prophetstown may look to next-door communities for added activities. Therefore a new regional tourism theme has been launched called Stay Another Day. www.StayAnotherDay.com

Delphi's Canal Park attendance has steadily increased as more people find out about our exciting, interactive indoor/outdoor 19th century history of the Wabash & Erie Canal. The Canal Conference and Interpretive Center located beside the beautiful watered canal and the connecting trails has been open more than a year. www.wabashanderiecanal.org

We have a "dream" to place an operative canal boat on the reconstructed one-mile section of this historic waterway. Plans for this boat include operating with the traditional towing animals on special days and using inboard power for lesser occasions to round out a full season.

The attendance draw with a canal boat would be a tremendous boost. Neighboring historical and recreational projects like Prophets-town are very complementary to this effort. If we are to continue to grow with these projects there must be a concerted push to fund and finish the plans. These public investments pay off in increased local economy.

DELPHI HISTORIC TRAILS AND CANAL SITES WELCOME BICYCLES

By Dan McCain

When you come to Delphi in northwest central Indiana you can come with your bicycles and even your pets. The Delphi Historic Trails system now has over 7.5 miles of groomed trails. They are wide and surfaced with packed crushed limestone. They lead to some of the most interesting things. Trails have been constructed over a twelve-year period primarily by volunteers using local products like the fine "screenings" for all the trails provided by the stone quarry and lots of scenery thanks to Mother Nature and the Wabash River.

Places to start biking are located conveniently at Trailhead Park along Deer Creek one mile southwest of Delphi on Indiana 25. Another good place to begin a scenic ride is at Canal Park, 11 blocks north of the Court House stoplight on Washington Street. Parking and walking or bicycling along the historic towpath of the mid 19th century Wabash & Erie Canal is both relaxing and interesting. There are three National Register Sites to visit nearby: Canal Construction Camp

site; Lock #33 and adjacent lockkeeper's home site; and 1857 Harley and Hubbard Lime Kiln site.

The northern half of the 2.5-mile section of the Canal looks much like the man made waterway appeared in its heyday of the 1850s. Groundwater from the limestone quarry nearby is diverted into the canal to keep it full. Three million gallons of clear water daily comes to the "tumble" at Founders Point. Flow through the full length finally releases the surplus water back into Deer Creek at majestic Sunset Point.

The newest section for biking is Campbell Ridge Trail with its entrance off of Indiana 25 two tenths of a mile south of Trailhead Park. A parking lot is available to leave your car, but this trail is bicycle accessible. The payoff for the visitor is to look at the old canal era dam site from high atop a bluff. This structure was at the mouth of Deer Creek where it joins the Wabash River.

Legend has it that the last boat to use this section of the canal in 1874 destroyed the dam. As the mules were pulling the boat up to the spillway bridge they fell through the rotting footboards. Since they lost their forward momentum the captain could not steer the craft away from the current and crashed into the spillway. The boat, cargo, mules and all were dashed into the Wabash and drowned—thus the end of the canal.

When you come to Delphi you must allow time to visit the new Canal Interpretive Center in Canal Park, a dozen blocks north of the Court House traffic light. This interactive transportation museum is a marvel with a dozen galleries and set in an old 1850s style building built in 2003. Open hours are Saturday 10 a.m.-4 p.m. and Sunday 1-4 p.m. Nearby are the canal village, towpath and connections to all the trails. For a trails map and much more information look us up at www.wabashanderiecanal.org