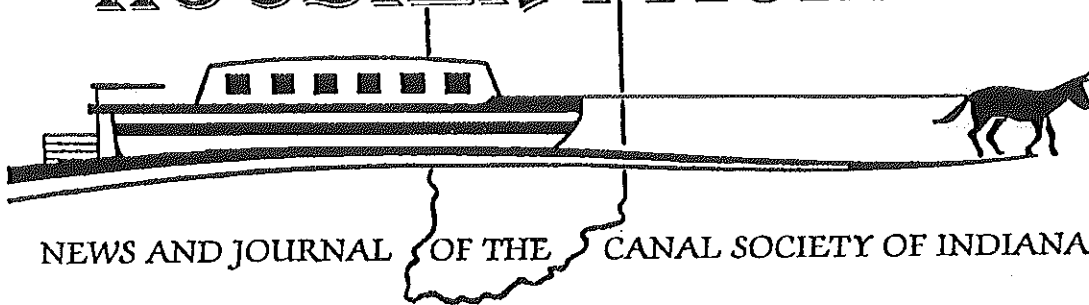


THE
HOOSIER-PACKET

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P.O. BOX 40087 FORT WAYNE, IN 46804

FEBRUARY 2004

CULVERT 146 FOUND



Timbers from Wabash & Erie Canal box culvert No. 146 were seen during low water on November 1, 2003 by the Liggets on Lost Creek north of Terre Haute where Hawthorne St. deadends on the west side of U.S. 41 near the Elks country club. It once consisted of three spans 10 by 1½ feet clear with a length of 134 feet. Photo - Ligget

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CANAL SLEUTHS EXPLORE THE WABASH & ERIE CANAL IN PARKE COUNTY FOR UPCOMING TOUR

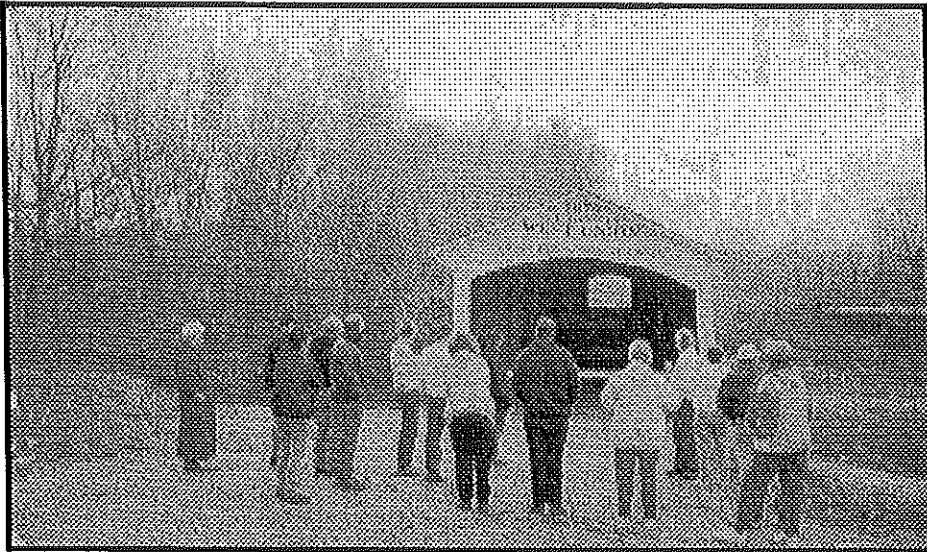
By Sue Simerman

On a cool November morning 15 trusting souls and a dog met in northwestern Parke County to be led into the wilderness by two modern day explorers. It became a day of discovery and wonder for all of us especially crawling and wading our way through Coke Oven Hollow. Our fearless leaders were Chuck Huppert, vice president of the Canal Society of Indiana (CSI), and Charles Davis, CSI researcher and writer of the history of Parke County. You have been enjoying his detailed history articles in our newsletters for the past several years. Our mission was to

EDITOR: CAROLYN SCHMIDT

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260 432-0279



The "Sleuths," Leon & Sandy Billing, Bill Davis, Charles Davis, Bill & Betty Easton, Chuck & Lynda Huppert (dog Winston), Ron & Karen Lewis, Larry & Kristopher Ligget, Sam & JoAnn Ligget, Susan Millikan and Steve & Sue Simerman, assembled at the West Union covered bridge.

Photo by Sue Simerman

we had the W&E Canal on our right. It has many trees growing in the prism and, to the casual observer, would look more like a drainage ditch. We stopped at the location where the Sugar Creek Feeder met the W&E. We could walk across the canal on a filled in area that was created for a passing point between two fields to view the feeder. This area is grown over and some of the earth has rerouted itself over the years but it once carried people and canal boats between Terre Haute and Lafayette.

Charlie Davis is very knowledgeable about his home territory of the canal and we are fortunate that he has been sharing all of his research with our society. He said that flat boats were actually taken up the feeder and that there had been "cracker" mills in the area.

see what was left of the Sugar Creek Feeder and other places along the Wabash & Erie Canal in Parke County. We were to take pictures to show at the 2004 CSI Spring Tour of the area.

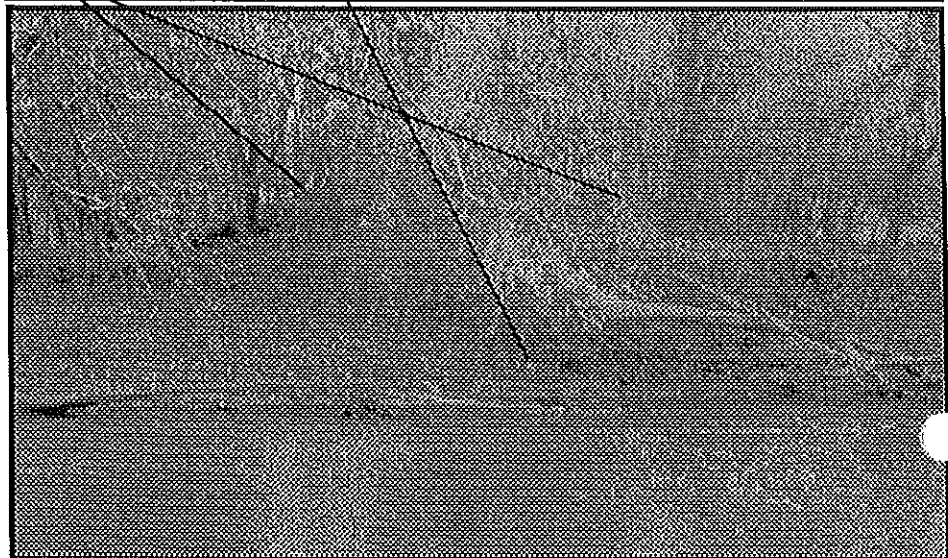
had heavy weight on it. It is no longer being used. The county has placed a newer, much less interesting bridge beside it for road traffic.

We met at 9 am at the West Union Covered Bridge. The bridge is near the town of West Union, which is about the same size as the graveyard with the same name. We approached the location by traveling east from Montezuma on Hwy. 36 to county road 600 W and going north about 4 1/4 miles. We passed the remains of the B&O railroad, which no longer had its tracks. The ground had been elevated to carry the railroad over the road. This rail line once passed over Sugar Creek to the east of our bridge.

We began our driving tour by going south and west from our meeting spot, parking and grouping into 4 wheel drive SUV's and trucks. We drove on a grass conservation strip along one of the many bottomland fields that had been hit hard by this year's heavy rains. As we drove north toward Sugar Creek

The feeder was about three miles long and followed the south curving bank of Sugar Creek to its beginnings at Coke Oven Hollow. We drove a little further north of this junction following the main canal atop a medium height levee that in normal years would keep the flood waters away. We walked across a small field and could see that the land rose up gradually on the route of the canal. This was the approach to the

The remains at the Sugar Creek Aqueduct site as taken from the north shore shows: Embankment for canal Stones under tree roots at the water line Photo - Sue Simerman



The West Union bridge was built in 1876 of Burr Arch construction. It is the longest bridge across Sugar Creek at 315 feet (longer than the Sugar Creek aqueduct at 240 feet) with a double span. It looks like it is sagging and I wondered why on earth would they put new shingles on a bridge that is going to fall down. I learned that this was part of its construction and supposedly it would level out when it



Stones from the aqueduct remain under the tree roots and below on Sugar Creek.

Photo by Sue Simerman

covered bridge style aqueduct that crossed Sugar Creek. We were able to see some tumbled rocks on both sides of the trough of the canal and other rocks at and near the water line of the creek. They were rough cut and most were the inner rocks of the abutments and not the hammer dressed face stones. Charlie said that some of the other stones were taken and used for covered bridge foundations.

Just south of the aqueduct site at Sugar Creek is the location of Lock #38. It was built as a wooden frame lock and would take further research to know if any timbers still exist. This spot did not have water in it at this time so the wood may have rotted away. It once had a 6 foot lift. Today only earth and trees can be seen.

We returned to our own vehicles, drove across Sugar Creek and used a farmer's lane to go to the location on the north side where the aqueduct had its north abutment. We did not see stones but we could see some timber framework in the water that had been part of the aqueduct. Looking upstream we could see several canoes. Sugar Creek is very popular for canoeing and float tubing. We were not too far from Turkey Run State Park

We walked along the canal from the aqueduct site for about half a mile. Half way along the hike we all enjoyed watching an eagle sitting on a limb and giving us his "eagle eye." We were surprised that he did not fly away, but maybe he was used to all the noisy people floating by his territory. We spotted its nest earlier along the creek.

We stopped to look at Manwarring Basin that had some green algae covered water in it. It was used by the people of West Union and would have had a wharf. I would guess that grain was their most important commodity. There also may have been some coal or coke as well as locally manufactured items sent out on the canal.

We drove further north to Mill Creek to the spot where a wooden aqueduct once crossed. Nothing remains except the canal prism. A few brave souls got wet feet when they crossed the creek to look on the north side. There they saw that the canal made a bend to the left to follow a bluff while going on to the town of Howard.

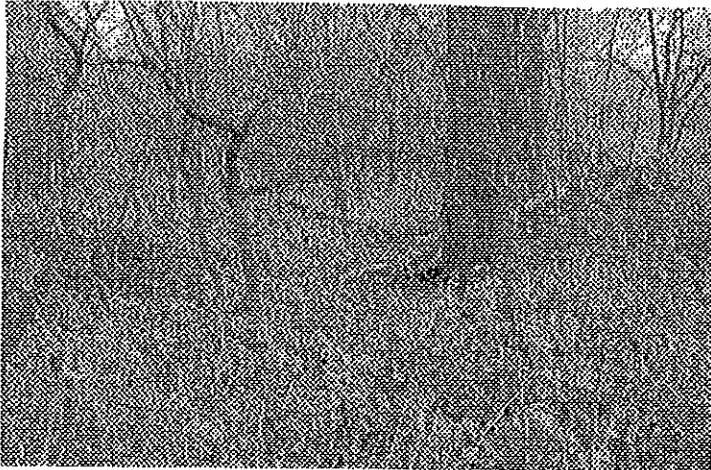
It was getting to be lunch time so we went back to Montezuma to have lunch at Janet's Restaurant. We hoped they were understanding

over all the mud we left behind. I learned from Betty Easton, CSI member from Terre Haute, that we would not have been able to get in the place the two prior weekends because of the crowds that came for the Fall foliage and the Covered Bridge Festival. We did see some Fall color in protected areas, otherwise it was past the prime viewing time.

Driving north and east of Montezuma we reached a place called Coke Oven Hollow that is west of the small town of Annapolis. It is someone's private resort. He has backed up a stream, created a small lake and placed a few travel trailers beside it. This place is a rugged area with steep ravines and hills. Coke made here was used for a foundry nearby, which may have made the iron pieces used on the wooden locks. Due to the roughness of the walk a few canawlers dropped out. The rest of us carefully made our way down a steep slope to walk beside and across a stream that meandered down through the hollow. We climbed over trees, used stepping stones, crawled under trees, crossed the stream many times and arrived at a spot that is believed to be the location of the Sugar Creek Feeder Dam and the beginning of the feeder. It was only 1/2 a mile from our vehicles but seemed further with all the walking and stream jumping that was involved. Very few people have seen this spot. We walked back in a light gentle rain and, due to the time, we broke up, said our good byes and left the hills, history and hollows of Parke County behind for another time.

Many thanks to Chuck Huppert and Charles Davis for their time involved in leading this informal tour and to Sandy Billings and Betty Easton for baking home made cookies for our snack. Everyone seemed to thoroughly enjoy this exploration.





Remains of Culvert 146 Found

On their way back to Terre Haute after the "Canal Sleuth's" exploration, Larry and Sam Ligget stopped where Hawthorne St. dead ends across U.S. 41 near the Elks Country Club. Hiking a few feet they found foundation timbers from Box Culvert No. 146 in Lost Creek. It once consisted of three spans 10 by 1½ feet clear with a length of 134 feet. Water was low so the remaining timbers were easily photographed. CSI headquarters had no prior knowledge of remains at this site.
(See picture on page 1.)



Sleuths Tour in Parke County

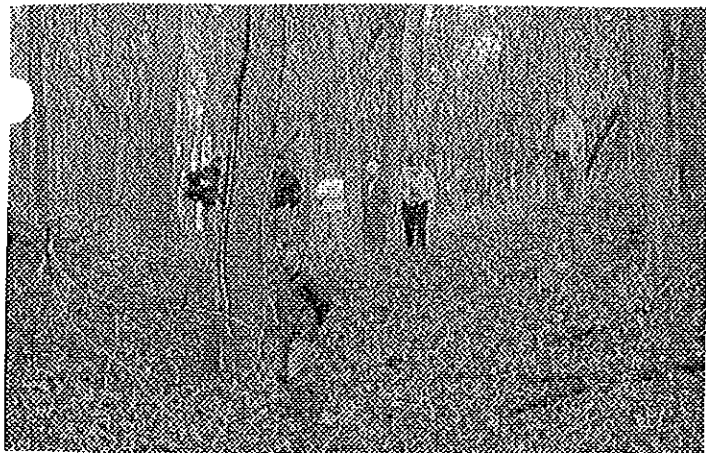
Left

1. The Sugar Creek Feeder Intersects the Wabash & Erie Canal prism at this point. The photo was taken looking east up the feeder from the towpath to the main channel.
2. The canal sleuths near Sugar Creek Aqueduct #11 are from left to right: Susan Millikan, Leon Billing, Charlie Davis, Steve Simerman, Bill Easton, Sue Simerman, Sandy Billing and Betty Easton.
3. High in a tree on the towpath side of the Wabash & Erie Canal north of Sugar Creek we spotted this big bird.

Right

1. This stone, part of the south abutment of the Sugar Creek Aqueduct, has a square taken out on which the bridge once sat.

Photos by Chuck Huppert



ABOVE

Photos by Chuck Huppert

Left

1. Steve Simerman walks into upper end of Lock #38 while Larry Ligget, Bill Easton, Lynda Huppert, Betty Easton, Sandy Billing and Susan Millikan watch.
2. The sleuths walked a mile (NW) to the location of the Mill Creek Aqueduct #10 site along a levy built to protect the field from a flooded Mill Creek. At the end of the levy the canal prism is clearly visible.

Right

1. The sleuths crossed a stream in rough territory.

Remaining photos by Charles Davis

2. 1995 photo of the Sugar Creek Feeder Prism shows what we might have seen if we had not had to beat a fast retreat because of the forthcoming rain.

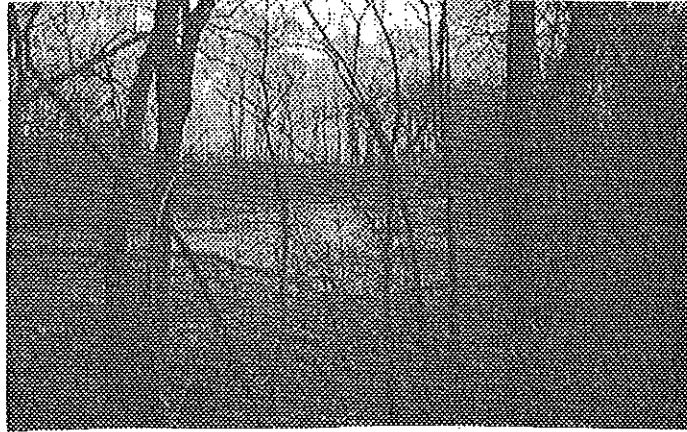
BELOW

Left

1. This 1999 photo of Coke Oven Hollow was taken before the dam was installed and a lake put in.

Right

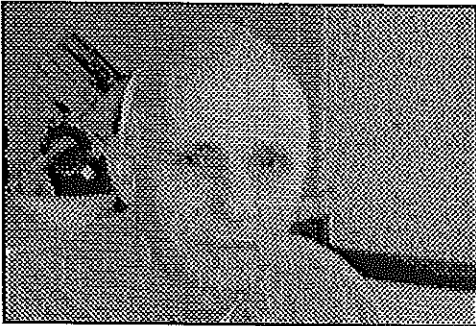
1. Manwarring Basin looked much like this 1995 photo. It served as a place for boats to dock, load and unload. It is on the berm side of the W & E



**WABASH & ERIE USED
TO TRANSPORT LOGS IN
1876-1882**

By Carolyn Schmidt

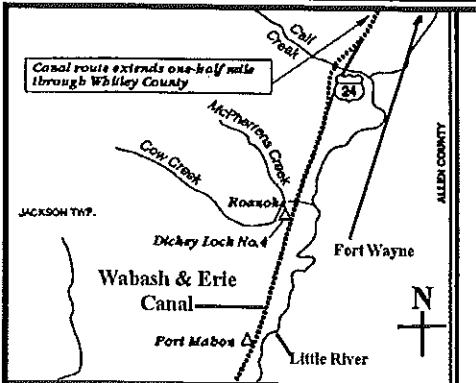
Following Bob Schmidt's presentation about the Wabash & Erie Canal at Roanoke Area Heritage Center on November 17, 2003, Bob was told by Dr. Trent Cooper that he had found an old soot covered box of letters between the rafters in the attic of a home he purchased. He said that some of the letters contained references to the canal. He donated them to the museum.



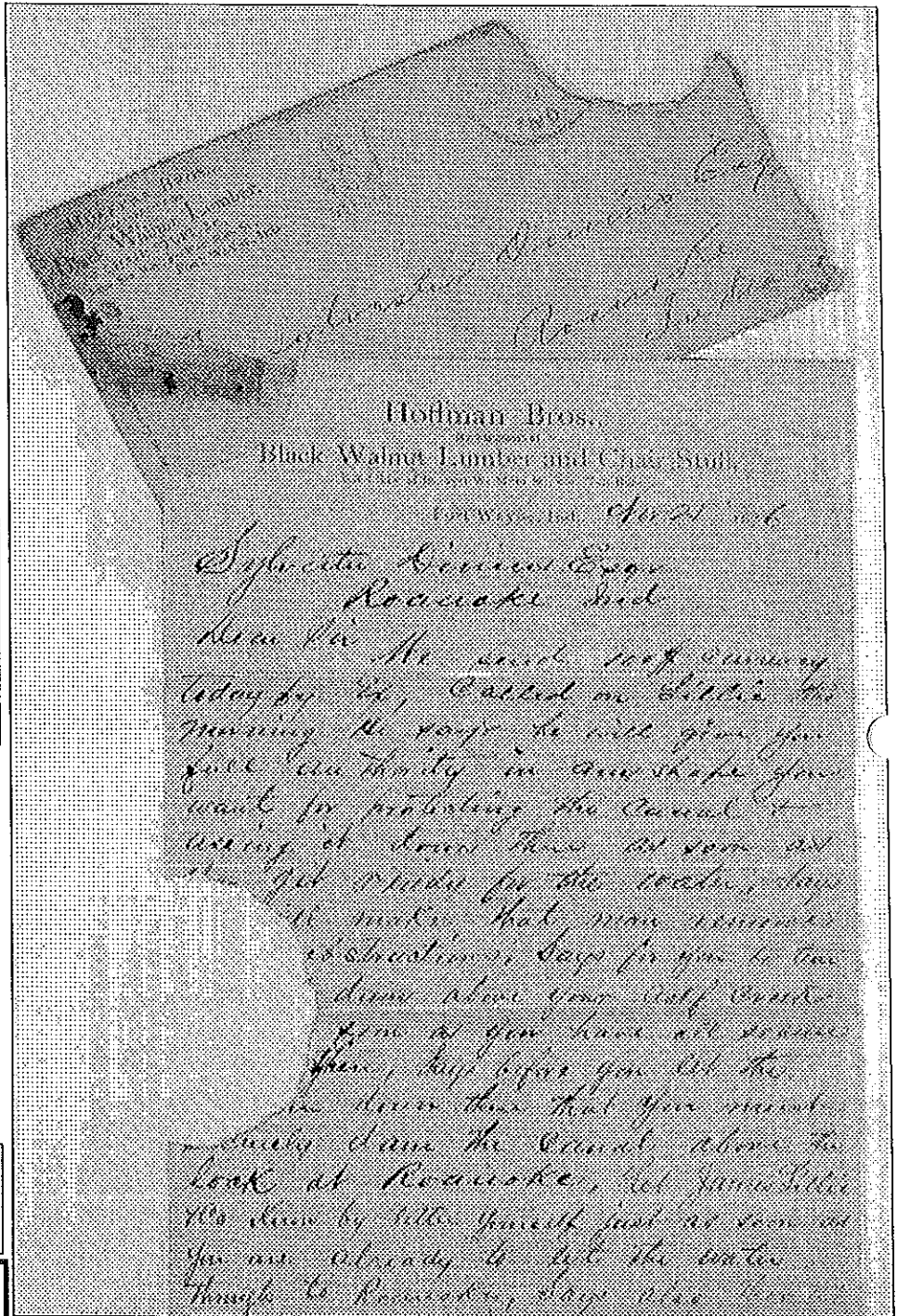
Bob Rose

Bob Rose, CSI member from Roanoke and Roanoke Area Heritage Center president, took the shoe box full of letters home, found six that pertained to the canal, and delivered them to CSI headquarters. Although the handwriting was easy to read, four of them had the stamp torn from the envelope and from the corner of the letter. Underlines indicate where the text was missing.

Map of W & E Canal around Roanoke, IN courtesy of Castaldi, Thomas E. Wabash & Erie Canal Notebook: Allen and Huntington Counties, Fort Wayne, IN: Graphik Mechanix, 1995.



This is an example of one of the letters, the envelope, the letterhead, the script, and the torn areas where the stamps were removed. Copies have been made of the letters for the CSI archives. Courtesy Roanoke Area Heritage Center.



The letters show that men 1876. It needed repair. A dam at Calf Creek was to be torn down. This was not a canal dam. It was either put up to the Hoffman Band Saw Mills in Fort Wayne, IN. The canal needed repair. They mention the St. Joseph feeder canal broke on Sunday, which would have been on February 13, Dickey Lock in Roanoke before re-

Fort Wayne, Ind. Febr 8" 1876

S. Dinius Esqr
Roanoke, Ind

Sir

For the present dont haul any more logs on the [Wabash & Erie] Canal bank but haul to the R. R. scaffold them up well get the best shipping rate you can on logs to [Fort] Wayne and as fast as you get a car load or two in this R. R. load and ship them promptly to keep us going. Leave those lay where they are that are already on the canal as the "ditch" will be repaired sometime this spring. Your crosscut saw will be sent forward today. Dont forget to call & get you another branding hammer.

Charley says you forgot to send in purchase card of timber bought of W. B. Sniff. You omitted to charge Osias Rupert with 5.87 we have his receipt for 2.18 card calls for 8.05. Write us up the necessary explanations so Charley can get the report entered in his books.

Herein please find several memorandums about timber in Whitley Co. These lots of timber should be looked after as soon as possible and purchased if money and a decent price will buy them as the point is near by and we can give it immediate attention.

Hienmiller gave me these memorandums and I have been intending all winter to go for them but positively could not. To go there you could go out and see your 10 Tree 120\$ man (Howinstine I bet was his name) and from there go about 2 miles further west and you will come to a Mr. Wince who I was told had some Walnut timber. From there it is 1 1/2 miles further west to the Widow Alaxanders from whom I bought a good lot of timber. See if it is cut up and commenced hauling. You might look at some Walnut Logs in a Mr. Perins woods adjoining Alaxanders. They belong to some mill men. I offered them 40\$ pr M for a car or two of nice straight logs 24 inches & upward on car at Columbia city. Their mill is near by on your road to Columbia [City]. Need not look at Lewis Holdermans timber as it is small & high priced Birtell near Alaxanders has some timber also. There is a farm near there (Alaxanders) I believe Noble is the name. A man bought it for some 5,500\$ paid some but cant pay balance said to have a fine lot of Walnut on it. Might investigate this, look at timber & see whether it would be safe to buy the timber from either the old owner or this new one. While at Columbia city get those Poplar Ash and Wal (nut) & oak on Ely Haynes land cut. Jacob Rauch a mill man at Columbia [City] said he thought his Bro[ther] would do it. I told him 75¢ pr M for Pop[lar] & 100 pr balance. Rauch can tell you where the man lives. A man by the name of Squires stopping at the Miller house, will be your opposition down there. You better stop at the Centennial or Rhodes house. Squires has no money & bad reputation as buyer but he rubs hard. Think he ships to Box Factory. Look after these matters as soon as suits your convenience but dont neglect your Roanoke business to go to Whitley [County].

Yours
J. W. Sale

watering the canal. They also wanted to bring a boat to Roanoke to repair Dickey Lock No. 4.

All of the letters were sent to Sylvester Dinius, who cut timber and operated a saw mill in Roanoke, Indiana, from Jno W. Sale on letterhead and envelopes that read:

Hoffman Bros.,
Manufacturers of
Black Walnut Lumber and
Chair Stuff, &c
Band Saw Mills, 200 W.
Main St., cor. Van Buren,
Fort Wayne, Ind.

Fort Wayne, Ind Febr 15" 1876

S. Dinius Esqr
Roanoke Ind

Dear Sir

In regard to repairing the break in Canal would say you need not do a thing at it until further advised as it is reported that the [St. Joseph] feeder dam broke Sunday and if it is badly damaged it may not be repaired this summer. Of course you must let the logs lay where they are now. Waters are ___ here but reported running ___ some this morning. It will be unnecessary for Hamilton to come up here for consolation. Hoping your child is better. I am yours truly

J. W. Sale

Fort Wayne, Ind Oct 24" 1876

Sylvester Dinius Esqr
Roanoke Ind a"

Dear Sir

If you are in need of a teamster ___ and have not supplied ___ yourself I think we have a good young man in view here. He has been hauling logs for Jno Peters for a year or more and I have always noticed that he is a No 1 good teamster as far as I could see. He is a single man some 22 or 23 years old stout German boy and I know that his family are nice old people Bot a lot of timber of the old man last fall up the canal which is now being hauled in. If you need him let me know within a week or 10 days

Yours Sa ___

THE HOOSIER PACKET - February 2004

Fort Wayne, Ind Nov. 25", 1876

Sylvester Dinius Esqr
Roanoke Ind

Dear Sir

We send 100\$ currency today by Ex. called on Lillie this morning He says he will give you full authority in any shape you want for protecting the canal & using it down there as soon as you get ready for the water, says _____ [w]ill make that man remove _____ obstructions; Says for you to tear _____ dam above your calf creek _____ soon as you have all secure _____ then, Says before you let the [water] in down there that you must securely dam the canal above the lock at Roanoke [Dickey Lock], Let Janus Lillie & Co know by letter yourself just as soon as you are already to let the water through to Roanoke, Says also that as soon as the water is through to Roanoke he wants to know it as he wants to send his Boat down to do some work about the [Dickey] Lock at Roanoke. Wants you to be sure and tamp & thoroughly secure the defects about the calf creek place so there will be no danger of any break or leak there when the water goes through to Roanoke. Concerning all these things correspond directly with Lillie & Co. Also wirtte him what the saw mill man is doing. Wheter or not, Tell him that you dont' want to have anything to _____ taking out that obstruction _____ he must have it done. I told _____ as we dont want any worse feeling than there now is between the mill man & you, I intend loading logs at Bluffton & Travis next week but will get along without you as we want you to push things through down there with a high hand next week.

Yours Sale

Fort Wayne, Ind. May 9th", 1882

Mr. Sylvester Dinius
Roanoke Ind

Dr Sir

I measured up and received from Coulter & Co[mpany] last week some 20 m ft of oak logs in woods adjoining the Co[unty] line switch 9 1/2 miles West of here on the new R. R. The logs are from 500 feet _____ly 1/4 mile to haul and I _____ say that if your teams are _____ing much good down there _____ et them to come up there _____ those logs out onto the _____ next week sure. We have _____ all our teams 3 of them up on the St. Joe River getting logs into the River as Canal Co warned us to get out logs down from there at once. These Co[unty] line logs can be skidded out also at once & shipped in. Answer

Yours Sale

Fort Wayne, Ind Aug 26" 1882

Mr Sylvester Dinius
Roanoke Ind

Dr Sir

Just learned this PM that canal co[mpany] are going to be little contrary and wont put water out for few days yet anyhow so we wont probably need those logs next week unless you find it as convenient as not to load and ship them So do as you find it convenient about it.

Your Jno. W. Sale

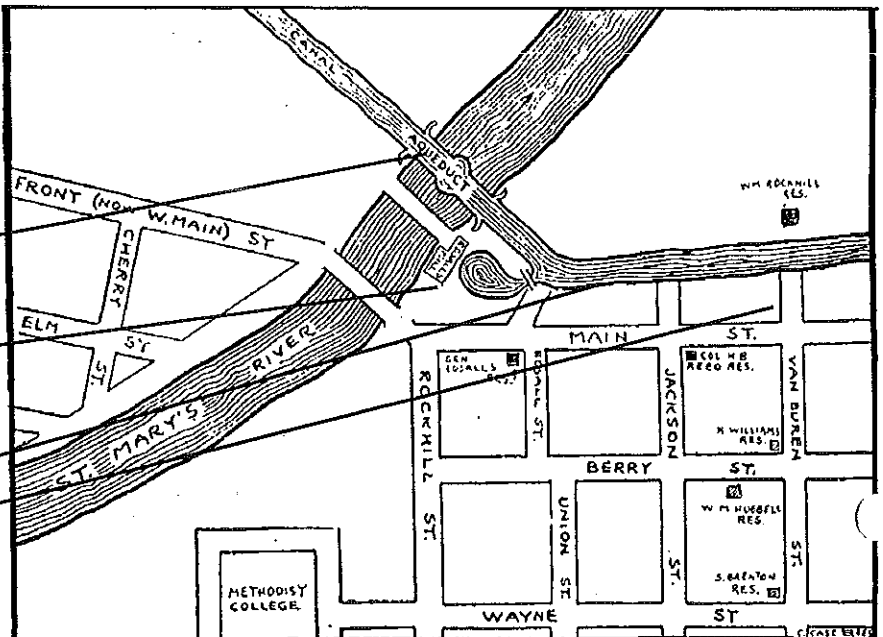
**PORTION OF
WABASH & ERIE CANAL
BETWEEN
"NEBRASKA" NEIGHBORHOOD AND
VAN BUREN STREET, FT. WAYNE, IN
1855 MAP**

ST. MARYS AQUEDUCT
No. 1 on Wabash & Erie Canal

EDSALL'S MILL
And Mill Pond

WABASH & ERIE CANAL

HOFFMAN BROS.
Band Saw Mill



CANAWLERS AT REST

PHILO RUMSEY

b. March 11, 1811

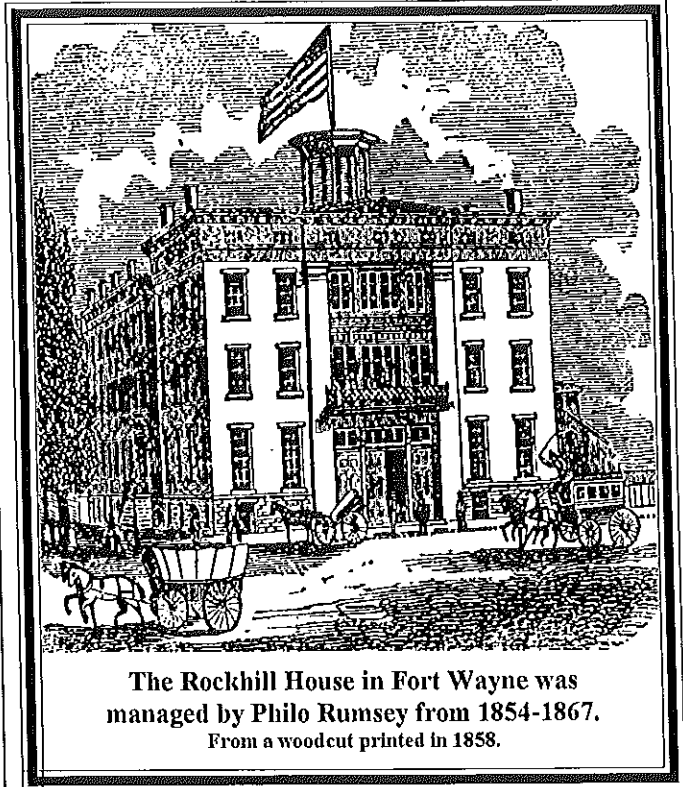
d. ?

By Jim Ellis

Sources:

Griswold, Bert J. *The Pictorial History of Fort Wayne, Indiana.* Chicago, IL/Robert O. Law Company. 1917.

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



The Rockhill House in Fort Wayne was managed by Philo Rumsey from 1854-1867. From a woodcut printed in 1858.

Philo Rumsey was born in Rutland, Vermont on March 11, 1811. He came to Fort Wayne, Indiana in the early part of 1832 and became a merchant and a tailor. There he met Rebecca Rockhill, daughter of William Rockhill, and on March 7, 1838 he married Rebecca. They were blessed with two children, a son James and a daughter Edith.

After the Fort Wayne Light Infantry had to be rapidly created in 1834 to dispel the outbreak of canal workers at Lagro, Indiana, the citizens of Fort Wayne saw the need for a military organization. The first formal organization was established in 1841 and was known as the Fort Wayne Guards. Philo signed up and became an ensign.

In 1840 when the city of Fort Wayne was chartered, George W. Wood was elected mayor. He and the other newly elected city officials faced many problems. Mayor Wood was reelected in 1841, but he had a new city council. Philo Rumsey was elected to this second city council. He was again elected to the council in 1845.

A grand celebration for the opening of the Wabash & Erie Canal from Lake Erie at Toledo, OH to Lafayette, IN was planned at the American House in Fort Wayne, Indiana on May 17, 1843. Philo served on the correspondence and invitation committee. Other notables who made arrangements for this celebration and had canal connections were Sam Hanna, W. S. Edsall, Henry Lotz, Samuel Edsall, Asa Fairfield, W. G. Ewing,

and David Comparat.

In 1849, after the death of Maria Vermilyea, wife of Jesse Vermilyea a canal contractor and owner of the Vermilyea House inn, Philo managed the inn. It was located fourteen miles southwest of Fort Wayne on the Wabash & Erie Canal. It had a dock, a basin for canal boats and was near Aboite Creek aqueduct. He catered to many passengers traveling on the canal.

The experience gained operating the Vermilyea House probably was one reason Philo was given the responsibility of managing the Rockhill House. However, being the son-in-law of William Rockhill, owner of the hotel, wasn't a hindrance. The Rockhill House was a first-class hotel, which opened in 1854 after talking 13 long years to complete. Its rural setting at the west side of Fort Wayne on the corner of Broadway and Main and its being four stories tall with 65 rooms made it the largest and best constructed inn in Indiana at the time. The hotel closed in 1867, sat idle until May 20, 1878 when it was purchased by the St. Joseph Benevolent association. Today the present St. Joseph Medical Center has the original hotel and its one story addition as its core.

After the hotel had closed, Philo moved to Omaha, Nebraska in October 1868 where he became the manager of the Cozzen House and operated several eating houses along the Union Pacific Railroad. He was also proprietor and manager of the Palace Hotel in Santa Fe, NM. We don't know when he died or was buried.

Indianapolis Mayor Announces Cultural District Grants

By Chuck Huppert*

On December 5, 2003 the Mayor of Indianapolis announced the grants for the five cultural districts in Indianapolis. The \$250,000 available was divided as follows:

- \$70,000 Historic Central Canal/White River Park Cultural District
- \$60,000 Fountain Square Cultural District
- \$50,000 Broad Ripple Cultural District
- \$50,000 Massachusetts Avenue Arts & Theater Cultural District
- \$20,000 Downtown Wholesale Cultural District

On December 10, the core of the Historic Central Canal District committee met to try to map out how we would do the project provided for in the grant. That project is described in the grant much like as follows:

.. to design and construct a gateway tower near elevator or stair access points. The artistically designed element, which may involve light or movement above street level will offer way-finding and vending opportunities at the canal level. The tower will serve as an entry point to the district and as a way to entice pedestrians to visit the canal level. The tower is expected to be the first of many along the canal.

There are eight places that the committee thinks deserve towers. One at each bridge which crosses the canal with vehicular traffic (7 crossings) and the north end of the canal near 11th Street.

I have been asked to chair the History Task Force. This task force will write the various history of the city along the canal as well as that of the canal.

A Summit meeting was held from 4-5 p.m. on January 15 to get

everyone on board for the Historic Central Canal/White River State Park Cultural District. It was in the theater at the Historical Society, which provided plenty of room for everyone who wished to attend.

*CSI's vice president Charles "Chuck" Huppert represents our society's interests at these committee meetings. We congratulate him on being asked to chair the History Task Force for the Historic Central Canal District.

Whitewater Canal Between Laurel And Metamora To Be Closed

By Carolyn Schmidt
(From a DNR Fact Summary Sheet)

Bob Schmidt, CSI president, and Carolyn Schmidt, editor of The Hoosier Packet, attended a community meeting for the Whitewater Canal State Historic Site at the Metamora Fire Station on December 8, 2003, at 4 p.m. The objective of the meeting was to inform the community about the current operations of the Whitewater Canal regarding time, money and staff, and to clarify the process and criteria used to select a solution. After the meeting began and much literature was passed out, it was quite evident that this meeting was only to inform the public as to what was going to be done. Although the state Department of Natural Resources representatives listened to what the audience had to say, the determination had already been made.

In 1946 the state of Indiana assumed management of a 14-mile section of the Whitewater Canal from Laurel at the Feeder Dam to Brookville in Franklin county and today operates a horse-drawn canal boat and mill in Metamora as part of the Whitewater Canal State Historic Site. The Laurel Feeder Dam supplies 4 ½ miles of canal to Metamora with water. Located along this route are 3 locks in ruins, which once helped regulate the water flow. When the water reaches Metamora it turns the wheel for the grist mill and is deep enough

to float the canal boat. In the past few years an increase in sediment throughout the canal has concentrated at the Feeder Dam area. This sediment has resulted in the shut down of these heavily visited canal attractions during the height of tourist season. It has also resulted in the need to mount large-scale sediment removal efforts increasing this need six fold since 1999. Last year this removal had to be done almost monthly.

The increase in sediment has been caused by the Whitewater River itself. Excessive sediments are also coming from an un-named tributary, which enters the canal near the location of the Laurel Feeder Dam. When the sediments from the river and tributary reach the slowly moving water of the canal, the sandy sediments quickly settle out. The sediments in the tributary are due to sandy soils, steep slopes and an off-road vehicle facility, which operates in the watershed exposing the soils and significantly aggravating the erosion and sedimentation problems.

Haspin Acres has been notified of the problem caused by the off-road facility and has hired a consulting engineering firm to design a sediment collection structure to minimize its contribution to the problem. This structure is under construction and will help control future sedimentation, but it will not control those sediments already released into the watershed of the tributary. These sediments will continue to flush through with each rain for some time. Channel down cutting and bank erosion may also be contributing to the sediment volumes.

A solution was sought by a team of experts from the DNR divisions of soil conservation, water and engineering to identify the sources of sediment and come up with possible solutions. They recommended three possible solutions but eliminated the first two

due to extensive capitol costs of acquiring land and equipment.

1. Continue operation of the canal as it has been, but commit dollars and equipment for regular maintenance. For this option to work, the Department must provide the resources for regular as well as emergency (after large rains) sediment removal and disposal in a location where it cannot re-enter the canal or its tributaries.

2. Build a sediment basin just up stream of the confluence with the canal to collect sediments from the tributary in question before they enter the canal. This option would allow for a more regular and convenient maintenance schedule for clean out and disposal of the accumulated sediments. The downside of this option would be the capital costs of land acquisition, design and construction of the basin near the Laurel Feeder Dam area.

3. Install a groundwater pump system to supply water for canal operations in Metamora, and abandon the canal upstream of the town of Metamora. This would provide a more reliable and higher quality supply of water for operations in Metamora, and reduce the surge flows during heavy rains. The drawbacks to this option would include; capital and operational costs of the pump system, loss of the historical accuracy of the canal operation and potential negative economic impacts to the Whitewater Valley Railroad and other local organizations.

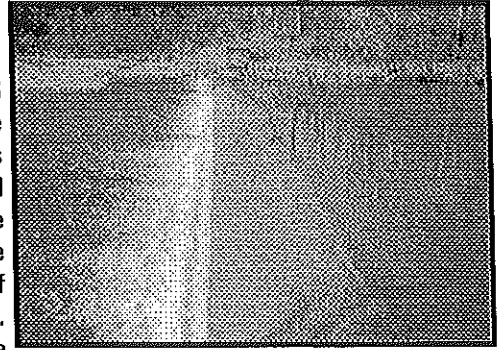
Implementation of the third proposal will free the feeder dam site of constant removal of sediment and turn it back to a more park-like setting. Using groundwater pumps to supply water for the canal will involve drilling a test well to see if the entire plan is feasible. It was noted that this type of operation is employed by other canal managers throughout the U.S. Water pumped from a quarry

feeds the Wabash and Erie Canal in Delphi, IN. The system would operate during the tourist season and supply a regular, consistent source of water, assuring water levels needed to operate the mill and canal boat. It will free personnel to devote needed hours to maintain the Aqueduct, which is badly in need of repair; Lock #25; and the Mill Lock. The canal from Laurel to Metamora will probably contain enough water to keep the timbers under the locks wet but not enough to activate the mill, lock or boat in Metamora. The towpath will be maintained intact and will not be affected as water pipe and service lines will go underneath it. They acted like this section of canal could be reopened at a later date when funds were available to purchase land and equipment.

A rough estimate of flow needed to supply the gristmill, lock gate overflow and to stay ahead of the aqueduct and canal leaks is 1000 gallons per minute. This could be supplied by three 8-inch groundwater wells with 7.5 HP motors. The three pumps will cost \$2.24 per hour to run at 100% capacity. This would rapidly fill the canal in Metamora of clear silt-free water and provide one spare pump. Probably one or two pumps will be needed during normal operation.

A proposed operating schedule would be to fill the canal for 3 hours using 2-3 pumps in the early morning, running one pump to maintain the flow for 10 hours, then shutting down all flows over night. Total energy costs for the 6 month operational season plus 4 winter holiday weekends would be between \$250 and \$500 per month. The system would be shut down and winterized during the off-season.

Local citizens questioned if this would lower the water table and dry up their wells. Officials were not able to answer this for sure. The test well should help answer their questions.



The Laurel Feeder Dam will no longer be used for the purpose for which it was built — to provide the water for the Whitewater Canal. Photo by Bill McNiece

Bob Schmidt suggested they place the channel where the feeder enters the canal farther upstream from the feeder dam. He was told that currently they do not have funds to purchase land or equipment to do this. This could be done in the future.

Little was mentioned as to how this would impact the environment along the canal from Laurel to Metamora when the canal was no longer fed. They did mention that the canal in Metamora would have to be dredged less often from less siltation. They would no longer have to open gates to dump water or risk flooding adjoining properties, homes and businesses in Metamora after a large storm.

The scenic aspect along the 22,000 feet long Whitewater Valley Railroad will be greatly diminished. Historic accuracy of operating a canal "like they used to do it" will also be diminished.

The test well and other wells would be located north of US 52 by the bridge over the canal on the west side of Metamora. This area is now brush covered.

This plan may not work and can not be completed until 2005. In the meantime Jay Dishman and his staff will have to continue to try to maintain a flow into the canal from the Laurel Feeder Dam.

NEWS FROM DELPHI

CANAL TOWPATHS AND LIME KILNS

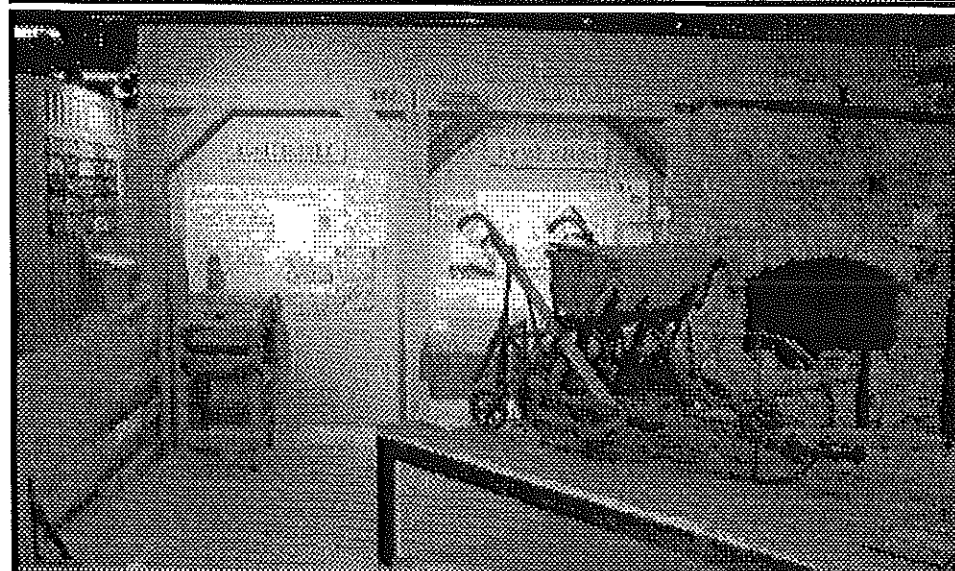
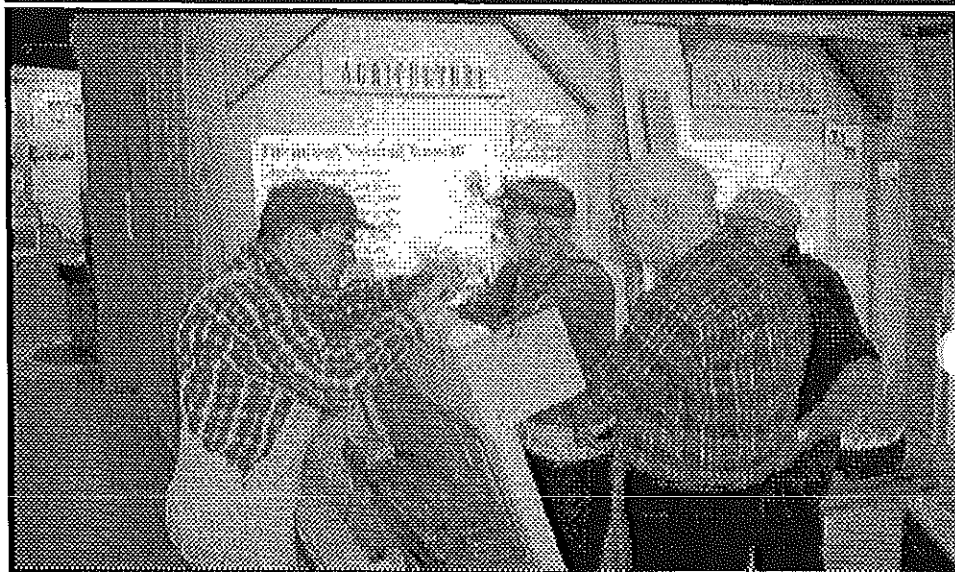
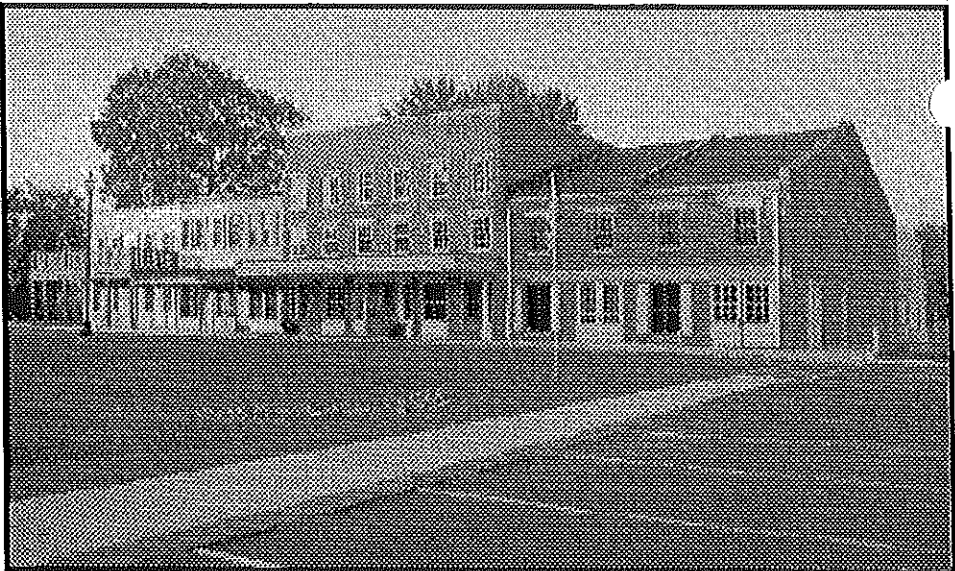
By Dan McCain

The Carroll County Wabash & Erie Canal hosted a 90-minute historic trail walk that assembled at the Interpretive Center (museum) in Canal Park at 10 a.m. and proceeded on the easy nearly level stone trail going north along the beautiful watered section of Delphi's 19th century manmade waterway. Canal Park is located 12 blocks north of the Court House stoplight on Washington Street

Narrator Dan McCain explained the hustle and bustle of canal boat travel at various historic locations along the three-quarter mile walk. At one point a canal wide water or boat turning basin and loading docks was explained. Busy times for this site began in 1857, when the canal-side Hubbard & Harley Lime Kilns were constructed. This site is on the National Register of Historic Places. Shipments of plaster and whitening products from six massive lime kilns went by boats as far east as New York City.

Further to the north at Founders Point the tip of the trail "loop" highlights the entrance of millions of gallons of fresh water from the Delphi Limestone Company's diversion pipe. This scenic spot commemorates the vision shared by the canal group's "founders" in 1971.

Returning along the canal towpath the group stopped and admired the restored ornate 1874 Paint Creek Iron Bridge. Nearly 100 volunteers worked for over a year to place this centerpiece in Canal Park Annex.



Top: Front view of new Canal Interpretive Center and Museum in Delphi. Center: Volunteers Ed Gruber, Roy Patrick, Ron Dust and Bill Draper assemble exhibit. Bottom: This finished display features agricultural machinery in the foreground with graphics and a lime kiln in the background.

Photos by Dan McCain

Delphi Historic Trails and Canal Association volunteers offer many other walks like this throughout the year. Call the CANAL HOTLINE 765-564-6572 for updated recorded information about trails and canal events.

OLD FASHION CHRISTMAS AT CANAL PARK

By Dan McCain

An "Old Fashion Christmas" was enjoyed by all on December 14th at the Wabash & Erie Canal Park in Delphi. The open house for the public began at 1 PM and ended at 4 PM. The canal village buildings were decorated in the simple Christmas beauty of the mid 1800s with crafts, blacksmithing, period music, cookies and punch, and even a big old sleigh.

New to this year's Christmas program was the opening of the CLOTHES as a craft shop inside the Interpretive Center. Plans call for live on site demonstration to be held on a changing venue throughout the year. This day featured making of "old fashion rag paper". Terry and Fran Lacy from Rockfield volunteered to be the first craftsmen to demonstrate in this shop. In the future this room, which will allow children inside when safety is not a problem, will host many skills in the making of harness, barrels, pottery, shingles, and many useful period items.

For the past year a crew of 5-10 volunteers have worked M-W-F mornings to create the many galleries and exhibits inside the new Interpretive Center. Many visitors were amazed to see the exciting items created by these volunteers from donated native hardwood logs cut to boards on site. The Canal Association and City of Delphi first opened the museum to the public during the July 4th Festival. Since then many people including visitors from 22 states have come to this

exciting, interactive exhibit area on weekends. The Canal period from 1832-76 was during Delphi's early days and is portrayed in exciting ways.

The "Old Fashion Christmas" theme put all the buildings in the mid 1800s period heyday. The majestic 1844 two story Case House is now a walk through museum. It was once owned by W & E Canal construction superintendent Reed Case, who raised his family for 6 years in this wood frame Federal style home that was previously located on Front Street. There visitors were treated to cookies and punch as well as background dulcimer and piano music.

The Cabin Crafts Shop was in the Bowen log building near the towpath entrance to Canal Park. The massive fireplace with its "cooking hearth" provided an ambient glow while visitors shopped for special crafts typical of the canal era. The smell of potpourri and the challenge to find just the right item for a special person warmed their hearts.

Next-door was the Kuns Family Cabin where the potbelly stove and the smell of fresh cookies tantalized the curious children and adults. This log cabin was the first building moved to Canal Park in 1983 and since has been used as a period museum illustrating 1850s family life.

In the Blacksmith Shop the "village smithy" hammered iron to demonstrate production of much needed products of a bygone era. The ringing of his hammer could be heard in the park.

Canal Park and the beautiful new Conference and Interpretive Center have been sought out by an increasing number of visitors since opening last summer. Six wedding receptions, dozens of reunions, and now hundreds of meetings, memorials and other special events

have already happened or have been booked. The normal weekend open hours at the Interpretive Center are: Saturday 10-4 and Sunday 1-4. For more information: Dan McCain 765-564-6297

CRAFTSMEN SOUGHT

By Mark A. Smith

In order to expose the visiting public to Canal-Era Pioneer crafts, the Carroll County Wabash-Erie Canal, Inc., is conducting a survey of area artisans for the purpose of enlisting craftsmen of all trades to conduct demonstrations both on the campus of Canal Park and in the Crafts display area of the newly-constructed Interpretive Center. Crafts and trades appropriate for the interior of the Interpretive Center would include butter churning, ironing, laundry, sewing, soap making, candle dipping, embroidering, knitting, quilting, wool washing and carding, corn grinding etc, etc. Those suited for the exterior and campus of Canal Park would include building a split rail fence, cultivating fields with hand tools, daubing a log home, and mowing with a scythe. All readers either having these skills themselves or knowing those who do should respond to : Mark A. Smith, 1031 S. Brackney, Brookston, Indiana 47923 or smith4881@earthlink.net. Craftsmen will be contacted regarding scheduling for either weekend openings of the facility, or during Canal Days July 3-4.

AFTER CHRISTMAS WALKS

By Dan McCain

After Christmas Delphi Historic Trails volunteers again hosted two guided walks focused on 19th century transportation and history of the area. The shorter, easier walk began at 10 am Friday, December 26. The second more difficult hike took place at 1 PM Saturday, December 27. Both walks began at the new Wabash & Erie Canal Interpretive Center.

Friday's walk featured several stops highlighting early water transportation on the longest man-made waterway in the Northern Hemisphere. Dan McCain narrated the history of this system as the walkers progressed north to the old 1873 Iron Bridge moved 4 years ago from Camden. Business along the canal was mentioned as well as the Hubbard & Harley Lime Kilns, canal boat turnaround and Dr. Grimes' Folly.

Saturday's three-hour hike narrated by historian Charles Gerard ultimately went to the old Monon Railroad's High Bridge over Deer Creek. Walkers first boarded an old fashion trolley that took them to Riley Park where the walk began. Brian Stirm operated the trolley, named the "Delphi & Wabash Valley Traction Company," which looks like an Interurban car. The hike went east of Riley Park up along Deer Creek to the majestic Slate Bluffs and Bosard's Falls for a scenic view of the valley. A moderate distance away was the trolley to take the group to the other side of Deer Creek. At the Sherry Mears farm on CR 300N hikers followed the Monon rail bed to the awesome High Bridge.

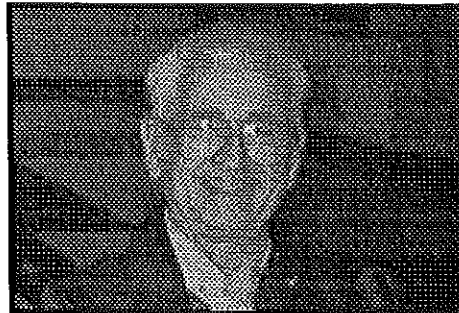
MIAMI-ERIE CORRIDOR RECEIVES GRANT

A 5.5-mile corridor along Mill Creek and the Miami Erie Canal designed to provide hiking, to enhance wildlife observation, and to protect important natural resources has been granted \$1.085 million of Clean Ohio grant money. This is part of an ongoing conservation project to acquire land in the area of the Port Union-Gilmore Ponds Conservation Corridor. The grant will purchase land in the floodplain of Mill Creek between Gilmore Ponds Interpretive Preserve and Ohio 747 in West Chester Township, Butler County, OH. The proposed corridor will eventually consist of 500 acres. It will preserve open space and

floodplain property creating a greenbelt and enhancing the quality of life in the region. It will protect the habitat of significant Ohio species, including the leopard frog and the tiger salamander.

The Clean Ohio fund and the Environmental Protection Agency granted \$700,000 in 2002 toward the project. The 2003 grant will not only be used for land acquisition, but also for landscape and engineering designs and planting restoration according to an article entitled "County To Use Grants To Build Corridor" in the Nov. Journal News of Hamilton, OH.

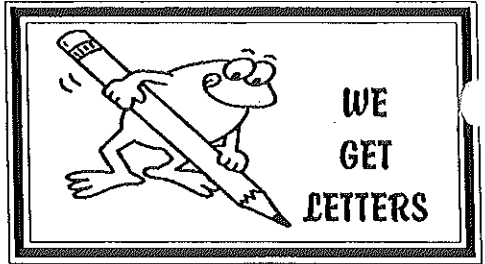
John Geyer, CSI member, Hamilton, OH



Nate Tagmeyer, CSI Artist

TAGMEYER RECEIVES BRONZE STAR

Nathan L. Tagmeyer, CSI board of directors and CSI artist, finally received his bronze star. He was one of 25 World War II veterans who received the medal for service on the front line. The veterans were honored on November 8, 2003 at the Fort Wayne Memorial Coliseum. Apparently paperwork is slow. In 1944, President Franklin D. Roosevelt issued Executive Order 9419, which bestowed the Bronze Star to any veteran who, during World War II earned the Combat Infantryman or Combat Medical Badge. Many of these veterans did not know they had been awarded the medal until a few months ago. CSI thanks Nate for his service to our country and for his creation of the CSI logo, tour logos, and art work for our publications.



ANCESTORS SOUGHT

Vicki Amber Haramoto of Newark, NY writes:

I'd like to learn more about the Whitewater Canal because I think some of my Irish ancestors helped to build it. My great grandfather was born in Brookville (IN); my great-great grandmother unfortunately drowned, along with her new baby, in the river.

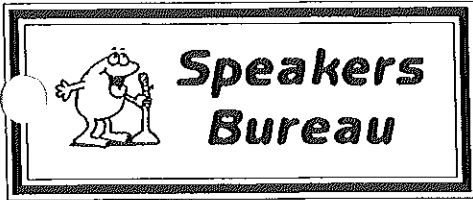
My relatives were Bernard "Barney" Brannan and John T. (Thomas) Brannan. Their names could be misspelled various ways. Barney was evidently born in Ireland; John was born in either Brookville Franklin Co., IN or Greensburg Decatur Co, IN in 1857 or 1858. In 1880, they are in Wabash Co., IN and on the 1880 census, John describes himself as "Ditcher." Barney was my great-great-grandfather and John my great grandfather. I am just thinking maybe they moved where they did because of the canals since these locations had canals nearby."

CSI headquarters has no information on these people. Any of you who do may contact Vicki at vickih@rochester.rr.com or CSI headquarters at indcanal@aol.com



CSI welcomes aboard the following new members:

- Lanny & Janice Simerman - Markle, IN
- Mick & Jenny Wilz - Brookville, IN



November 17 - Ft. Wayne

Eighty-nine fourth grade students, four teachers, and several guests assembled in the auditorium of St. Charles Catholic School in Fort Wayne, Indiana at 8:15 a.m. to hear an hour long program about the Wabash & Erie Canal and what it was like to travel on the canal. The students had previously taken a field trip to Historic Forks of the Wabash Park where they had seen canal remnants.

Dressed in canal era clothing like a canal captain might have worn, Bob Schmidt sang the Erie Canal song and asked the children to sing the refrain with him. He told how the success of the Erie Canal in New York being paid off in ten years made other states want to build canals. He pointed out that the canal in Indiana is the Wabash and Erie canal and not the Erie Canal. At the time Indiana began the canal, which was funded by selling alternate sections of land granted by the federal government, northern Indiana had few settlers, very limited roads, and had to depend on rivers for transportation. Bob explained that Fort Wayne got the name "Summit City" because it was the highest level of the canal and asked where the water was found to fill the canal. One boy answered, "the St. Joseph River."

When Bob blew the canal boat horn Miss Caroline arrived and told of her journey from Toledo, OH to Fort Wayne. Models of a packet boat and freight boat were shown to the children. She had them participate in showing how a canal boat was pulled by mules or horses. Two boys got up on the stage to represent the horses on the tow path and held onto a "tow rope." Another boy stood

behind them as the "hoggee" to drive the group was very large. The them down the tow path. Three girls teachers purchased the Canal stood on the auditorium floor, which Coloring Book by CSI board member represented the canal, and held the Nate Tagmeyer of Fort Wayne to use tow rope. They were supposed to be in follow-up exercises. passengers aboard a canal boat. Another boy stood on the floor with them. He was the boat captain. He pretended to blow the horn, which signaled the hoggee to say "Gee Up" to the horses. The horses began to move and the boat to follow. Then he said "Whoa!" and the horses stopped but the boat kept coming since it was gliding on water. He repeated these two steps and then after the third "Gee Up" the boat was on its way. When asked why he did this, the children figured out it was to cut down on the strain on the horses chests. With each tug the boat picked up momentum and when it was up to speed the horses quite easily pulled the boat

One teacher asked about a statement that six canal workers died for every mile of the canal that was built, which she had heard. She was told that if that were true, more people would have died than were in Indiana at the time. It was true that sometimes hundreds of workers in an area died from cholera or malaria. Other causes of death such as fighting, rattle snakes, boat accidents, etc. were discussed.

The children wanted to know how they could tell if a boat went over the 4 miles per hour speed limit. There was really very little way to verify speeds. There were no canal "police" boats. If a boat was seen creating an excessive wake that would erode the bank, they were fined or they might have been reported by officials or passengers on the boat. Also the horses or mules couldn't have maintained high speeds for a very long duration.

Many other good questions were asked and answered. The children had listened well at the Forks. They were attentive and polite during the presentation even though

November 19 - Terre Haute

Sandy Billings, CSI member from Terre Haute, presented two programs for the 4th graders at Consolidated Elementary School in West Terre Haute. The 45 children and their two teachers saw the size of a canal boat by looking at a 14 ft. by 75 ft. rope outline that Sandy put on the floor. She had diagrams and pictures of canal structures and the inside of a canal boat cabin. She showed the route of the canal on a map. Leon Billings, Sandy's husband, made some charts that she used.

Sandy compared the 3 cents per mile that it cost for a person to travel by canal boat to the cost of traveling today. She also told how much it cost to ship wheat and other commodities back then.

The children enjoyed picking up an axe, pick, and shovel that Sandy displayed. They were told that these were the basic tools used by canal builders to clear the land, dig the canal, and construct the towpath.

Sandy told how a canal was different from a river or stream. Rivers and streams flood in the spring and sometimes dry up in the summer. Some of them have rapids. Boats could only travel the direction of the flow. A canal is a controlled body of water in levels between locks. Locks work by gravity flow to raise or lower canal boats from one level of the canal to the next. During the canal era in Indiana boats were pulled by horses or mules on water that was 4 ft. deep. Since it was level, boats could be pulled in two directions.

Once the canal was completed settlers came and settled along its route. Lodi, Numa, Riley, and Worthington were stops on it.

IN THE NEWS

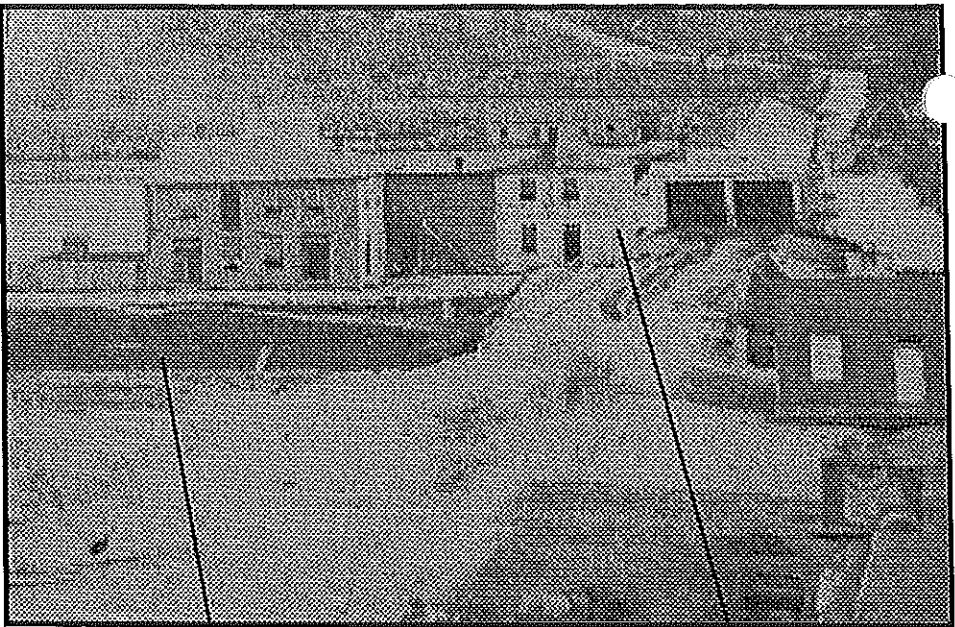


2003
November 9 - Peru

When an Associated Press article entitled "Peru Renovates Its Historic Toll House" was read by CSI members in newspapers around the state, a deluge of articles found their way to CSI headquarters. The first notification that the article was incorrect came from Kreig Adkins, CSI board of directors and Miami County historian, who thought the video he produced several years ago about Miami County had corrected the concept that the toll house collected tolls for the Wabash & Erie Canal. It had in fact collected tolls for the two-lane wagon bridge across the Wabash River at Peru, Indiana. It is not known who was misinformed—the reporter or the member of the Ole Olsen Memorial Theater who was interviewed.

The article said that "A 160-year-old toll house where barges and canal boats plying the Wabash/Erie Canal once unloaded supplies and settlers is being renovated for a new life as an education center." This misconceived idea of the toll house's purpose probably lies in the fact that it is so near the canal. It appealed for donations to the project. The Ole Olsen Memorial Theater group earlier restored the Peru Depot and uses it for theatrical productions. They have spent \$65,000 to date on the Toll House and need another \$60,000 to complete it for use as a place to teach school children Indiana history. They plan to have a full-sized replica of a canal boat outside the building and a Miami Indian tour guide.

Frances Godfroy, Miami war chief and trader, probably built the Toll House around 1837. It is the oldest building in Peru. More recently it was used as an ice house, chicken



Tolls for the Wabash & Erie Canal were not collected at the "Toll House" in Peru. It was built to collect tolls for the two-lane wagon bridge across the Wabash River seen in the right hand corner of this old photo.

coop and storage space for circus wagons.

Tom Castaldi, CSI advisory committee and Allen County historian, writes that "in a history of the Peru-Miami No. 67 Free and Accepted Masons it says that it (toll house) was used as their first meeting place (1844). It clearly notes that this was a toll house for the Wabash River bridge."

According to the article the Wabash/Erie Canal was part of a network of inter-linking canals somewhat like today's interstate road system. Although such information about the canal was correct, CSI hopes the information about the Toll House will be correctly interpreted when the renovation is finished by late spring.

Thanks to canal sleuths Kreig Adkins, Annetta Baker, Barb Bauer, Leon Billing, Tom Castaldi, Berky Davis and Jim Ellis for contacting CSI. Fort Wayne Journal Gazette, Kokomo Tribune Terre Haute Tribune Star

November 30 - Lagro

The headline in Today's Catholic read "Deadline Nears For Church Organ Project." It said that

the Friends of St. Patrick's are raising funds to restore the rare organ located in the balcony of St. Patrick's Catholic Church in Lagro. Canawlers will recall that Irish canal diggers built the original St. Patrick's and this church replaced it. It will cost \$42,500 to repair the organ, which had its pipes stolen in the 1940s. They still had \$10,780.35 to raise by their target date of December 2003 so that restoration work could begin by Hal Gober, of Ontario, Canada.

The organ is historically significant because it is the work of Henry Pratt, of Winchester, New Hampshire, who built some 50 organs between 1798 and 1841. They believe that Pratt originally built the organ at St. Patrick's for a Lutheran church in Albany, New York.

This old historic church only celebrates Mass at 12:15 p.m. the first Sunday of each month, preceded by the rosary at noon. The congregation is working hard to keep up what was probably the second Catholic church in Indiana. The first being founded in Vincennes. Tom Castaldi, CSI Adv. Council, Ft. Wayne.