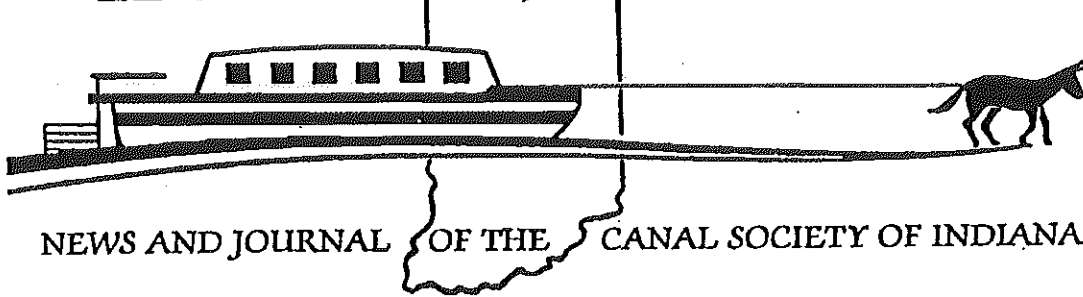


THE
HOOSIER-PACKET

ISSN 1545-421



VOL. 4 NO.11

P.O. BOX 40087 FORT WAYNE, IN 46804

NOVEMBER 2005

TUNNEL TURNOUT



The Cincinnati & Whitewater Canal Cleves Tunnel portal in Cleves, Ohio, is still filled with soil and debris. Trees have been removed from the area around the tunnel and a plastic pipe has been installed to reroute water runoff from a street drain. Work is in progress to make the area a park and open the tunnel. Photo by Bob Schmidt

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TUNNEL TURNOUT

By Carolyn Schmidt

The Village of Cleves and the Canal Committee of the Three Rivers Historical Society held a "See the Tunnel" event from 9 a.m. to Noon on August 6, 2005. Displays were set up to acquaint the public with the planned park and to stimulate interest in clearing the tunnel for foot and bike traffic.

A brightly colored tent was erected near the historical marker about the Cleves Tunnel that stands at the entrance to the park across from the intersection of South Miami and Ridge Avenues in Cleves. The tunnel, which ran from Cleves to North Bend, Ohio, was on the

EDITOR: CAROLYN SCHMIDT

5205 WAPITI DR. FT WAYNE IN. 46804

260 432-0279

CANAL SOCIETY OF INDIANA

P.O. Box 40087
 Ft. Wayne, IN 46804
 Phone: 260-432-0279
 Fax: 260-436-8676

E-mail: indcanal@aol.com
 Web: www.indcanal.org

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 Ft. Wayne, IN

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property of Wm. Henry Harrison. The marker gives the following information:

WILLIAM HENRY HARRISON AND THE CINCINNATI & WHITEWATER CANAL

Harrison, later to become the ninth President of the United States, was a strong supporter of the Cincinnati & Whitewater Canal project and a major subscriber of stock in the canal company. He sold land from his North Bend farm for the canal and tunnel right-of-way and provided clay and cordwood for manufacturing the bricks for the tunnel. On March 31, 1838, the steamer "Moselle" carried passengers from Cincinnati to the Harrison farm to witness the canal groundbreaking ceremonies. After his death in 1841, President Harrison was laid to rest in a tomb on the hill a few hundred feet above the North Bend portal of the tunnel.

CINCINNATI & WHITEWATER CANAL TUNNEL

In 1837, Cincinnati merchants projected a branch canal to join the Whitewater Canal at West Harrison, Indiana, with the goal of tapping commerce from Indiana's Whitewater Valley. The major obstacle of this route was the ridge between North Bend and Cleves, just northeast of this site. Engineer Darius Lapham designed a 1,782 foot tunnel through this barrier. Lined with brick made on site the tunnel, 24 feet wide and 20½ feet high, was the first canal tunnel in Ohio. Six workers died in its construction. The Cincinnati & Whitewater Canal opened in 1843 but was abandoned by 1856, after the main Whitewater Canal had been rendered useless by repeated flooding. The canal tunnel was subsequently used as a railroad tunnel from 1863 until 1888. Illustrating the progression transportation technology in the mid-nineteenth century.

The Cleves Maintenance Department had mowed the area and provided plastic-covered straw-bale seats for attendees. The Hamilton County Park naturalist provided nature walks through the parkland. Costumed first person interpreters included:

- Mike Morthorst as Wm. Henry Harrison
- Susan Bell as Anna Harrison, his wife
- Eric Santen as Darius Lapham, canal engineer
- Dania Barnes as Ruth, a rescued slave
- Bob Schmidt as Gayle Ford - canal boat captain
- Carolyn Schmidt - a canal traveler on the Patriot

Visitors registered for a free drawing of a colored print of the tunnel in the tent. Nancy Gulick, CSI member from

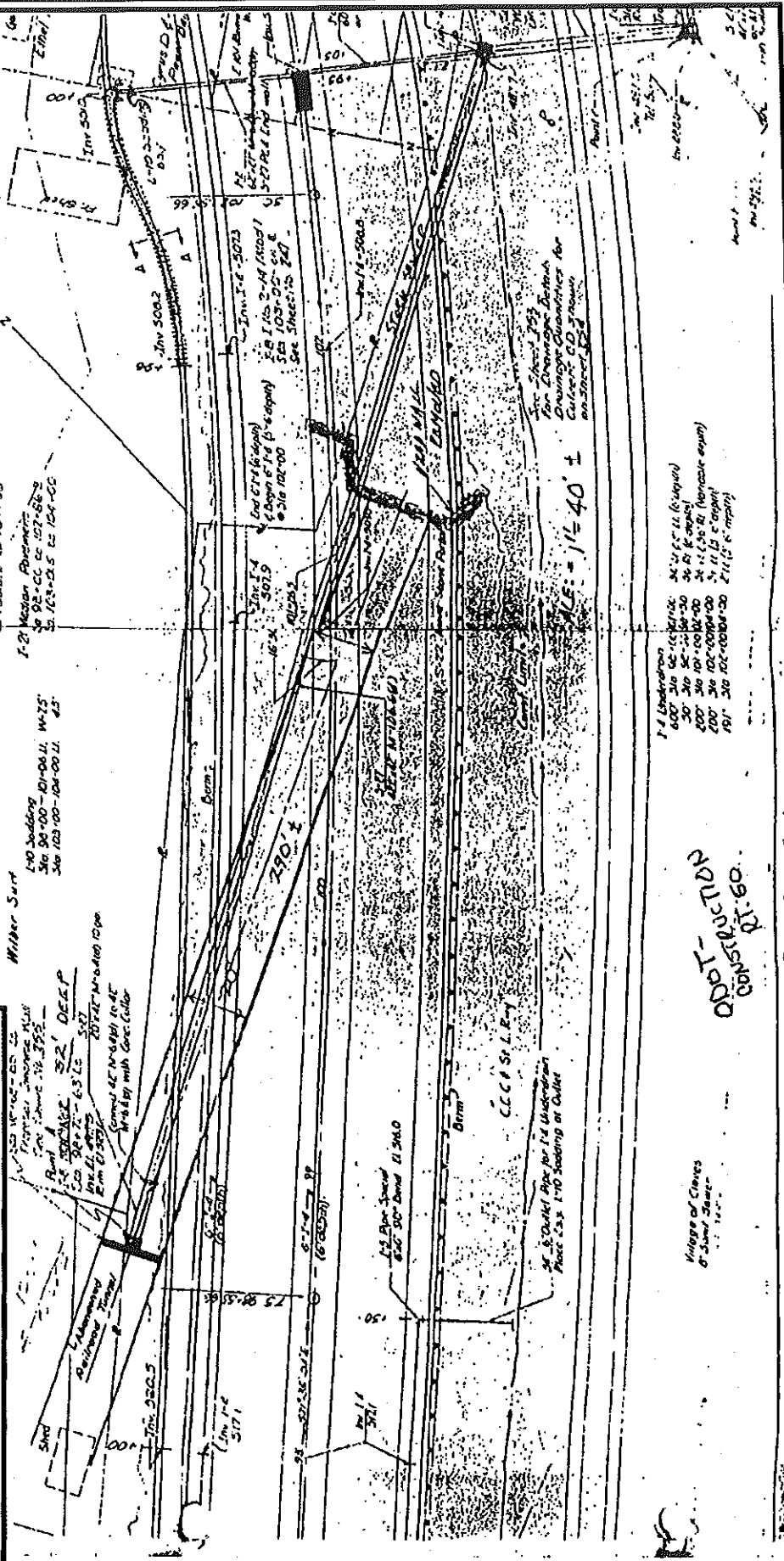
Cincinnati who is on the tunnel committee, talked about the planned park and tunnel restoration using architect's drawings. Refreshments of cool drinks and cookies were served. Around one hundred people attended the event even though it drizzled rain the entire morning.



Braving the weather, over 100 visitors came to the Cleves Tunnel event to see the tunnel and learn about the proposed park. Photos by Bob and Carolyn Schmidt

CINCINNATI & WHITEWATER CANAL - CLEVES TUNNEL

This engineer's drawing shows that 290 feet of the tunnel and its portal at North Bend were to be removed for the construction of Rt. 50 in 1958. A storm sewer runs through the tunnel.



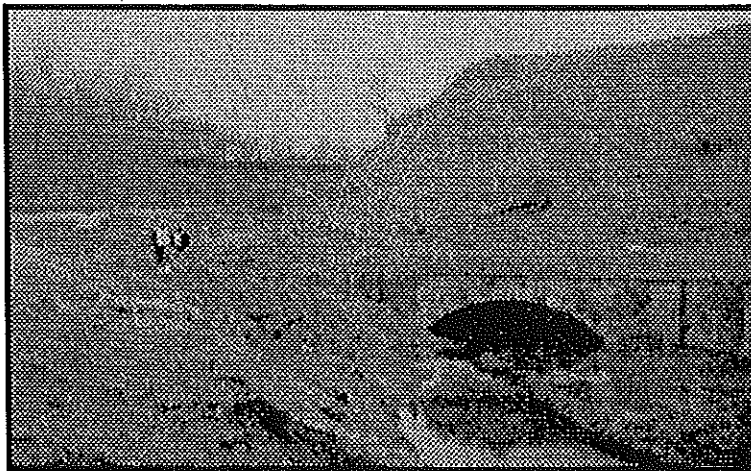
- 1-4 Underdrain
- 600' 3/4" dia. (6' spacing)
 - 300' 3/4" dia. (6' spacing)
 - 200' 3/4" dia. (6' spacing)
 - 100' 3/4" dia. (6' spacing)
 - 50' 3/4" dia. (6' spacing)

DO NOT
DISTURB

Village of Cleves
6-2-1958



**NORTH BEND PORTAL
CLEVES TUNNEL
CINCINNATI &
WHITEWATER CANAL
BEFORE REMOVAL IN 1958**

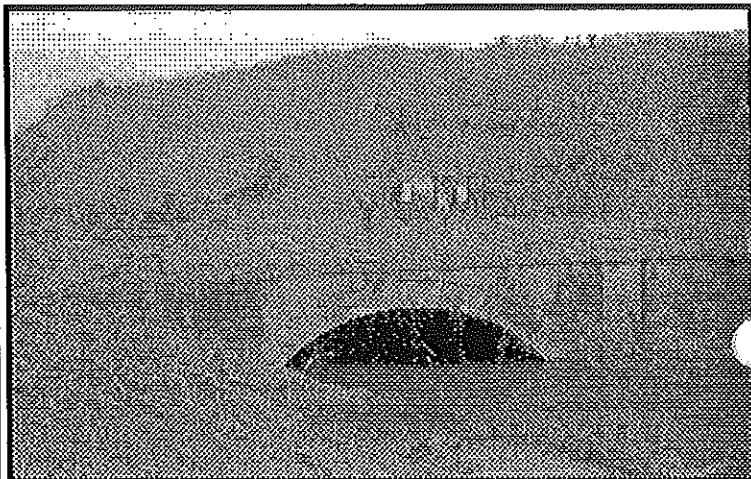


Top: Note the railroad cars and the old bridge to Harrison's tomb to the left of the tunnel. The hillside has been denuded and the portal will be removed for the highway - Rt. 50.

Center: Note railroad tracks and old street bridge. The tunnel is silted in with only the top of the arch showing much like it is at the Cleves portal today.

Bottom: This is another view of the portal, which shows the stonework in good condition before removal.

Photos and engineer's plan courtesy of Nancy Gulick from her tunnel scrapbook.



WILLIAM GARTEN COFFIN

And His

Wabash & Erie Canal Connections

By Charles Davis

At the time my article entitled "The Sugar Creek Foundry and Its Wabash and Erie Canal Connections" was published in Indiana Canals Vol. 10 No. 4 Fall 1999, I hadn't found what happened to William Garten Coffin when he left Parke county. With persistence, the answer was found. The Rockville Republican on March 9, 1904, page 8 made mention that Mr. Coffin had died in Lawrence, Kansas. I had earlier found his wife's obituary by chance while surfing the newspaper microfilm. "Death of Semira H. Coffin" was the the July 18, 1883 issue of the Rockville Republican, as reported to that paper by The Leavenworth Times. With this information, I wrote the libraries and historical societies at Leavenworth, KS. This was a dead end. They didn't have any information on these two people. Then when I found Mr. Coffin's death date in 1904 at Lawrence, Kansas, I wrote letters to the Lawrence Library and the Douglas County Historical Society located in the same town. The historical society answered via Paul Jordan, a genealogy volunteer. I compiled all this information in the spring of 2003. The society and library said there was no obituary for Mr. Coffin in their newspapers. They did send me the city population census of Lawrence for 1895, 1900 and 1905. Again this was a dead end in finding out where Mr. Coffin was buried. I then sent the year of death date (1904) to the Leavenworth Public Library and asked if they had a cemetery index for the city cemetery. They checked their records and reported that Wm. G. Coffin was buried in the Mount Muncie Cemetery there. The following is what I found to complete the last chapter of William Garten Coffin's life.

William Garten Coffin was born February 22, 1811 in Guilford county, North Carolina. He died on January 9, 1904 in Lawrence, Kansas and was buried in Mt. Muncie Cemetery. Rec. (DE-5) 335 page No. 8298 818-T9-R23 1866-1909. Rockville Republican Mar. 9, 1904

William's wife Semira H. Coffin was born in 1812 in Guilford county, North Carolina. She and William were married on May 20, 1834 She died in July 1883 in Leavenworth, Kansas. I do not know where she is buried. The Rockville Republican of July 18, 1883 carried her obituary as follows:

"Death of Mrs. Semira H. Coffin"

"The many friends of Colonel W. G. Coffin's family, will, with a feeling of profound sorrow, learn of the death of Mrs. Semira H. Coffin, which occurred at her home, at the corner of Pine street and the South Esplanade, on Sunday afternoon at half past five o'clock. The deceased was born in Guilford county, North

Carolina, in 1812, and was consequently 71 years of age. She was married in her native county to Colonel W. G. Coffin, and moved to Indiana in the year of 1834. From there the family, in 1863, removed to Kansas, where they have since resided. Mrs. Coffin was an honored member of the Society of Friends. She was the mother of eleven children, of whom nine are now living. Mrs. Coffin was the originator of the Home for Friendless Women, and the first meeting to organize an association for this purpose was held in the parlor of her home. Should she have lived she and her husband would have celebrated their golden wedding May 20th, 1884. Mrs. Coffin was a most exemplary lady, kind to her associates, an indulgent mother and a loving wife. Her loss will be most mourned by those who knew her best. Leavenworth Times."

The Indiana--Parke County Census of 1860 shows the following living in the Coffin residence:

Amanda Coffin age 7
Charles Coffin age 4
Elisha Coffin age 24
Henry age 12
Jane age 20
Josephine age 18
Louisa age 47 born in N. C.
Oliver age 6
Samuel age 11
William age 16
William G. Coffin age 50 born in N. C.

Mention was made of W. G. Coffin in the Rockville Republican on March 9, 1904:

"An old canal boat near where the Feeder dam stood is being uncovered by the changing current of Sugar Creek. Many of our older citizens remember the activity of trade on that stream in the prosperous days of the Wabash and Erie Canal. The recent death in Lawrence, Kan., at the age of 93, of Wm. G. Coffin, who once had an iron foundry and burned coke on his farm northwest of Annapolis, recalls the days when coke was hauled to Cincinnati and Richmond, Indiana. This was before the completion of the canal thru this part of the state. With the building of railroads trade on the canal declined."

Lawrence, Kansas, city directories 1895-96, 1898, 1900-1901 show Wm. G. Coffin, residence 811 E. Hancock. The 1895 census of Lawrence, Douglas county, KS shows Coffin, Wm. G. age 84, birth N. C., occupation as Lawyer. Wm G. Coffin went to England and raised \$13,000 of the \$31,000 cost to build the Yearly Meeting stone house at Lawrence, Kansas in 1872. He was serving as head of the Friends "Yearly Meeting" in 1904 and living there with his daughter Jane Coffin Penfield.

The March 1905 city directory of Lawrence, KS shows "Penfield, Jane, C. Mrs., age 64, 2nd ward - Schedule 1 page 42. She is widowed and her husband's name was Alfred S. Penfield. The 1900 census shows Jane C. Penfield as head of house, born Sept. 1840, age 59 years, mother of 4 children and 3 living. The Names of her children were:

William C - born December 1866, age 34 and single, born in Kansas, father birth in New York.

Alice Penfield - born May 1868, age 32 and single, born in Kansas.

Fred C. Penfield - born November 1870, age 29, married for 2 years, born in Kansas.

Daughter-in-law: Edna J. Penfield - born May 1871, wife of Fred C., born in Kansas - father's birthplace in Indiana.

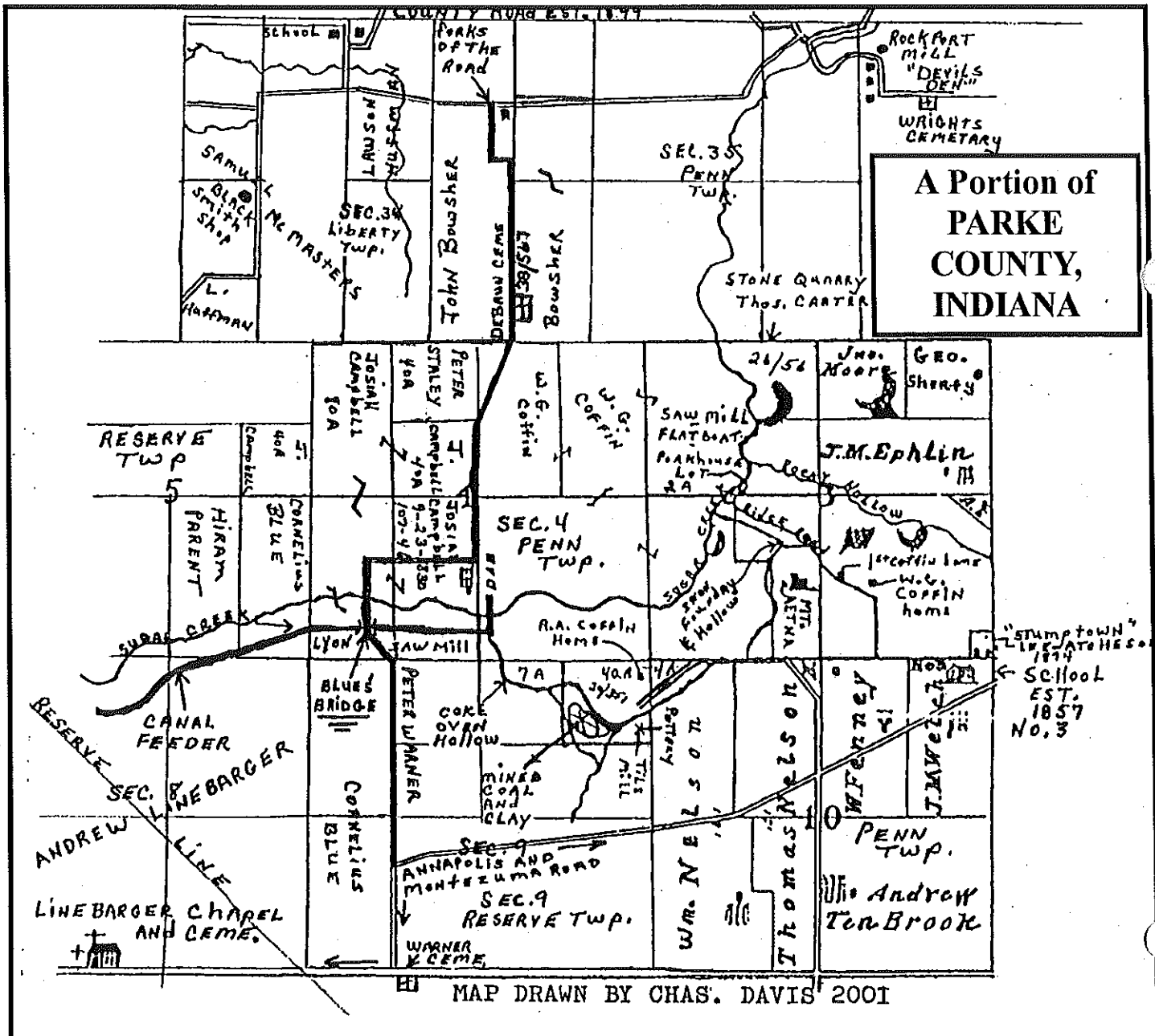
Sister of Jane: Amanda Coffin - born June 1847,

age 53, single and born in Indiana, father's birth in NY.

In My Sugar Creek Foundry story of 1999, I showed a map and gave a description of the mansion that Mr. Coffin built. A more complete and accurate description of that home was reported in the Rockville Tribune on Thursday, September 16, 1897:

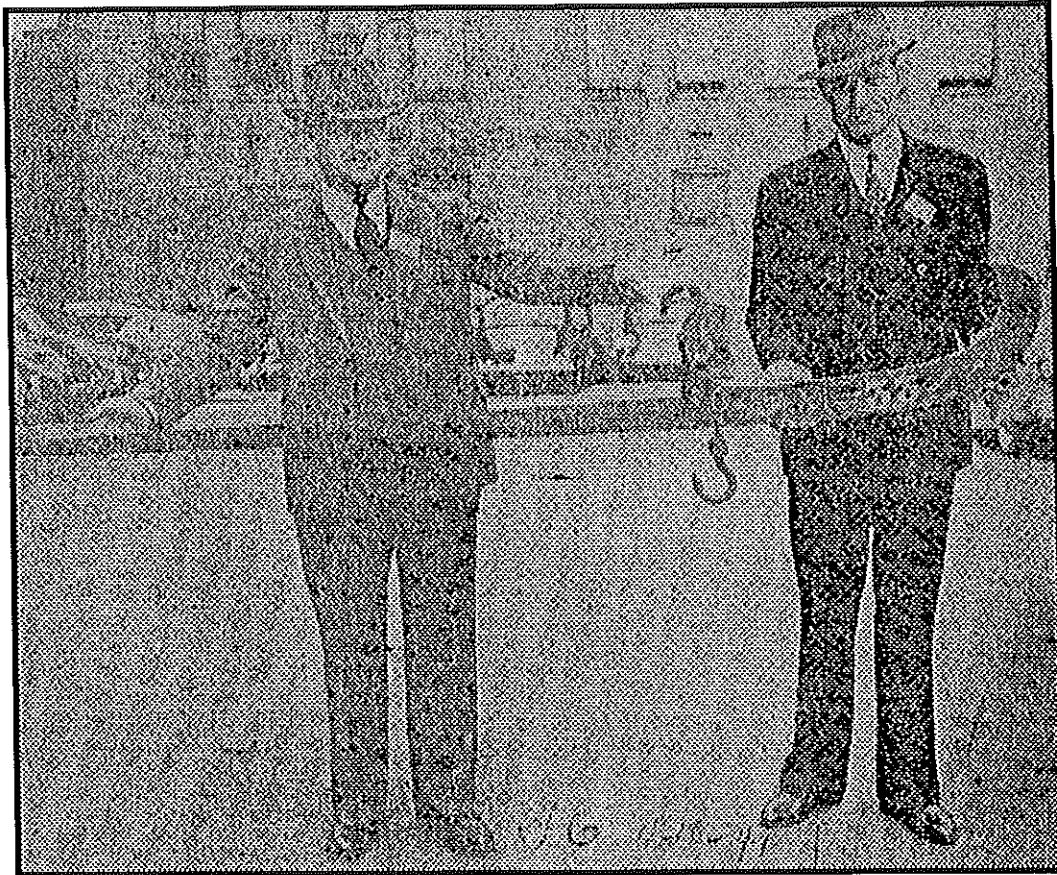
"A Picturesque Place"

"Parke county has a number of beautiful, picturesque and historic places, but none which combines the three characteristics more perfectly that that which is known as the old Coffin place, and is now the property of William Swaim. The place lies about one mile west of Annapolis, on a by road, and the casual passerby might easily fail to observe anything unusual in the aspect of the place, as the house stands back from



the road and is thickly shaded by pine and fir trees. The quest who turns in at the gate, however, and drives up () line to the dwelling, is sure, if he has an appreciative mind, to carry away a picture never to be forgotten. In the late rays of the September sun the old house looks like some enchanted spot, some vision out of a more beneficent time, when life was nobler and its inspirations grander than in these latter days of strife and struggle. The house is built of bricks and painted stone color, green shutters finish the big, old-fashioned windows and a double veranda with white pillars and green iron railing give it the look of an old Kentucky or Virginia mansion. This house was built by William G. Coffin in the 30's and is said to have broken him up, the expense amounting to much more than he had calculated upon when he began

the structure. In reflecting upon what a wilderness the country was at the time when this mansion was built, a stranger would scarcely imagine what would lead a man to select a spot so secluded for the erection of a house on a scale, which in those times, was very grand indeed. It was, however, near Sugar Creek, the river, and the iron foundry established by Mr. Coffin at Coke Oven Hollow, only a half mile away. The rivers were then of the utmost importance, for when the foundry was erected there was not a railroad in America. Fortunately the place has fallen into the hands of people who thoroughly appreciate its historic value. Visitors to the old homestead are cordially welcomed by Mr. Swaim, his pleasant wife and charming daughter."



Ft. Wayne
Journal-
Gazette
April 10, 1941

CANAL SCALES

A bushel, not a pound, was the unit of weight when the Wabash & Erie Canal carried the freight through Fort Wayne and other northern Indiana cities. DeForrest McLin, Huntington county scaler of weights and measures, and Clarence Disinger, scale mechanic, are shown at the ends of a 'Roman Steelyard' scale, an accessory of the old canal, which could measure up to 33 bushels. On the way to the sealers' conference in Fort Wayne, IN, on April 9, 1941, McLin picked up the 100-year-old scale in Roanoke, IN, where it formerly was set up in the old Dinius warehouse beside the canal.

This scale is a replica of one dug up in the ruins of Pompeii 400-years before Christ. Centuries later, the same principle of weighing was applied when the canal flourished. Weights of the old scale, used during 20 years of buggying as a horse weight, have been lost, and so has the 'poise.'

McLin and Disinger, the latter a representative of the National Scalemen's association, planned to recondition the century-old device and replace the weights and poise.

Made by J. L. Brown in New York city, the old scale was competitive to the products of Fairbanks, from whose genius all modern weighing devices have sprung.

The Steelyard lever, held by the two men, still was used in modified forms in scales at that time.

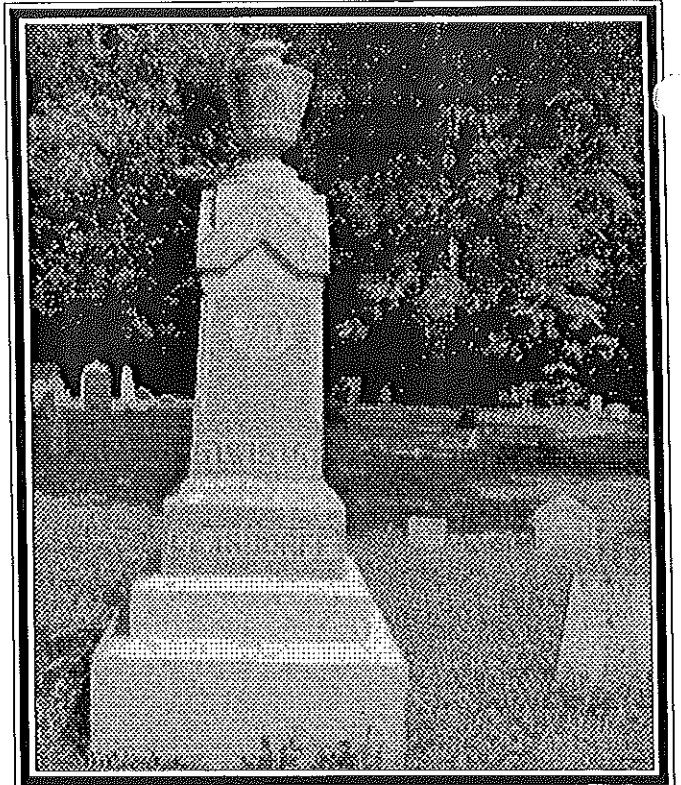
CANAWLERS AT REST

ROBERT DEARDORFF

b. November 10, 1808
d. July 5, 1891

By Carolyn I. Schmidt

Photos by Bob Schmidt



Robert Deardorff, was born in Bedford County, Virginia, to Samuel and Elizabeth Deardorff, natives of Virginia, on November 10, 1808. In 1817 the family moved to Ohio and settled in Montgomery County. Samuel was a farmer and brought up Robert to become one as well.

At the age of twenty years, Robert left his father's farm to work on the construction of the Ohio Canal. His wages were \$9 per month. By being a persevering and painstaking worker, he attained the position of superintendent of a construction gang at double his former pay in a short three months time. After seven months in this position he resigned and returned to his father's farm.

In the spring of 1829 Robert packed a few things and started on horseback for Indiana. He arrive at the home of his brother Peter on April 5. Peter had settled in the woods of Wayne Township, Tippecanoe County. Robert, an expert with an axe, worked for Peter in helping him clear the timber from his land. Shortly thereafter Peter moved to Michigan. Robert purchased the land and continued to clear it while living in a neighbor's home.

Wanting to learn the carpenter's trade, Robert apprenticed himself to a carpenter in Lafayette, IN. For his work he received \$6 per month. Through this apprenticeship he learned much practical knowledge of the trade and, combining it with knowledge he had learned on the farm, built a house for himself on his land.

On April 13, 1841, Robert married Lydia Dutton. They had six children: Elizabeth, born February 6, 1842, married Peter Kile, of Lafayette; Martha D., born February 26, 1844, wife of John G. Miller, of Lincoln, Nebraska; John D., born May 3, 1846, who resided in Union Township; Mary Ann and Eliza Jane (twins), born in June, 1850, the former married Benten Loutz, of Wabash Township, and the latter married John M. Loutz, of Jackson Township on February 27, 1880; and Samuel, the youngest child, was born on September 4, 1852, and married Agnes Strain on November 1, 1874. Agnes was the daughter of other early settlers to the county, James and Mary Jane Cash Strain. They had five children—Leroy, John O., Harry, Quincey and Florence. Although Samuel started by living on his own land, he was called back to Robert's farm to take over its management. Samuel still resided on the old homestead in Union Township in 1888.

Robert lived on the farm, which he first settled, until 1855. He then moved his family to a homestead in Union Township, which he purchased from James P. Ellis. His good crops and practical management helped him expand his fortune rapidly. Politically he was a Republican and religiously he was a Liberal, supporting the denominations surrounding him.

Lydia, Robert's wife, who was born on June 15, 1811, died on January 17, 1869, and was buried at the West Point Cemetery. She was a member of the United Brethren church where she and Robert had been among the early members of the church in that place.

Robert was very successful as an agriculturist. He acquired 1,010 acres of land, most of which was among the finest in the county.

The first mill in the county, the Foreman mill, was built by Robert. Many of the other early building improvements were done by him.

In an 1888 county history he said he witnessed many changes in the county over the past half century. He divided most of his possessions among his children retaining 350 acres for himself and started them well off in life. He attributes his accumulation of so much property because he never lost a friend. Instead he gained their confidence and was respected by them in business relations.

Robert Deardorff died on July 5, 1808. The Deardorff marker is located in West Point Cemetery, West Point, Tippecanoe County, Indiana. It can be reached from SR 25 turning into town on Washington Street, taking a left on Jefferson, passing Monroe, Madison and East Streets, turning right on Andrew Road, passing Main Street and entering West Point Cemetery. Proceed toward the back of the cemetery to the flag pole. The reddish-pink monument is to your right.

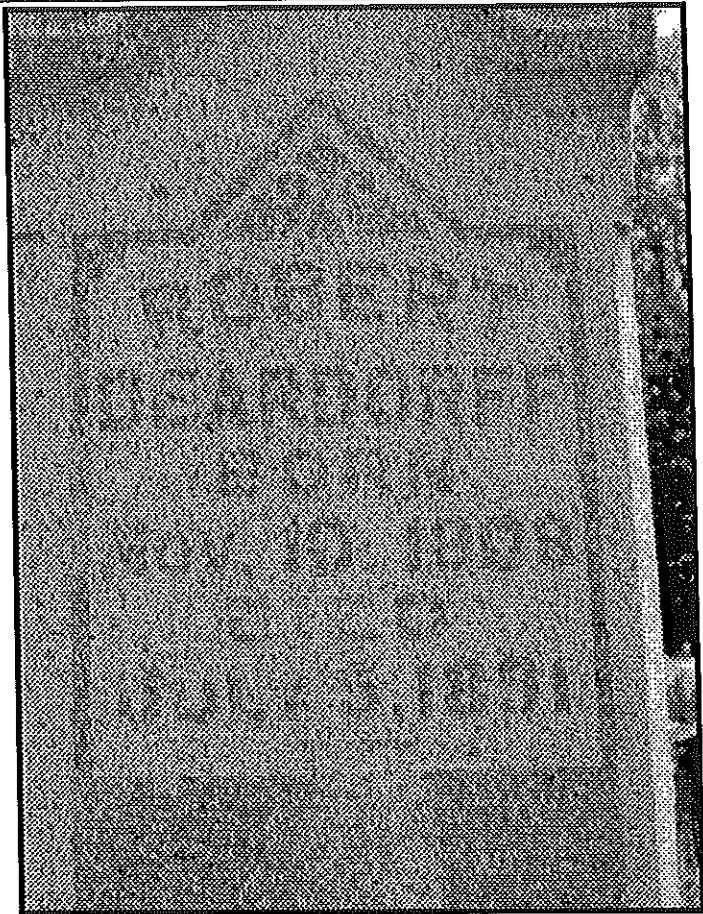
Sources:

Biographical Record and Portrait Album of Tippecanoe, County, Indiana. Chicago, IL/Lewis Publishing Co. 1888.

Chessman, David R. Wayne Township Cemetery Index. Tippecanoe Co., IN/ 1994.

Combined Atlas Map of Tippecanoe County, Indiana. Kingman Bros. 1878.

Tippecanoe County Will Book 5. p. 456.



DEARDORFF MARKER

Front: D

Right: Lydia

Wife of Robert Deardorff

Born Jun. 15, 1811

Died Jan. 17, 1869

Back:: No inscription

Left: Robert Deardorff

Born Nov. 10, 1808

Died July 5, 1891

WEEDER ON THE CANAL DU MIDI

Weeds growing in a canal have always been a problem to navigation. Charles (Chuck) Huppert, CSI vice-president, recently found the following description of a weeder, which was developed by Garripuy, a great Canal engineer after Riquet, and used on France's Canal du Midi. The description is from Rolt's book on the canal.

"The resourceful M. Garripuy also tackled another trouble that has always bedevilled the long pound in summer — the prolific growth of water-weeds. He designed a special weed-cutting boat, probably the first of its kind. Beneath the stern of this boat three curved, horizontal scythe blades projected radially from a central boss attached to a vertical shaft having a pinion at its upper end. By means of a toothed sector linked by two connecting rods to a manually rotated crankshaft and flywheels, a rapid alternating motion was imparted to the scythe blades which prevented them from becoming fouled with weed. Two long screws enabled the frame on which the blades were mounted to be adjusted for depth."

**YELLOW BANK TRAIL:
A HIKE FOR THE SENSES**

By Carolyn Schmidt

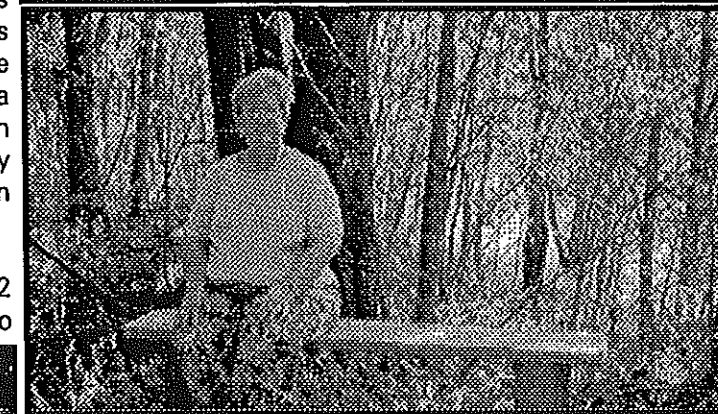
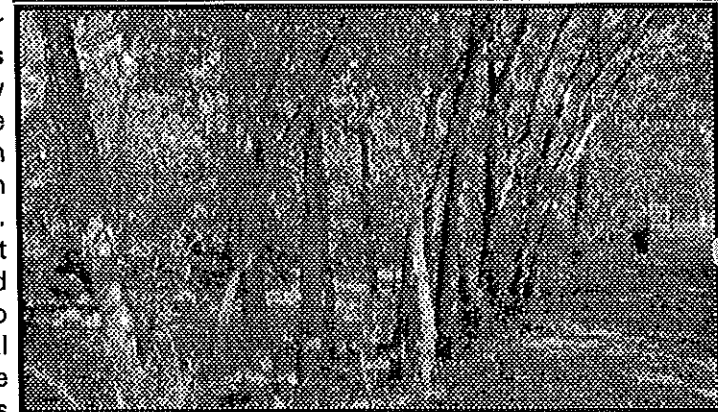
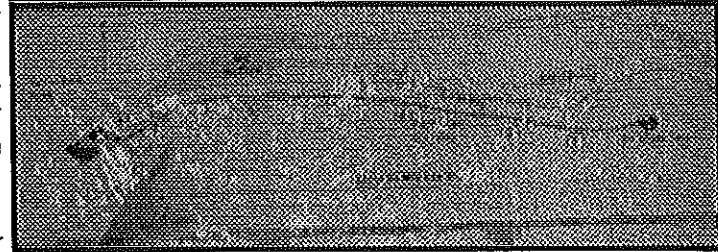
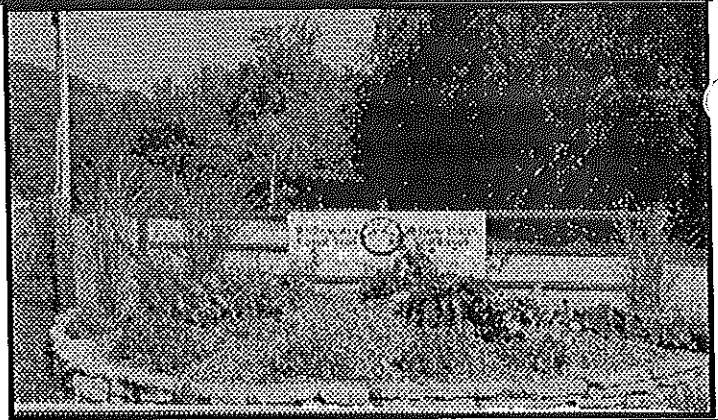
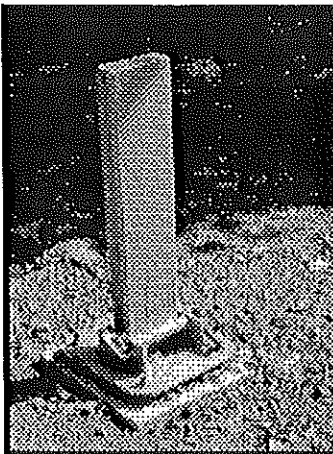
Orange, yellow & white butterflies fluttered over black-eyed Susans, blue chickory and other white wildflowers alongside Yellow Bank Trail near Brookville, Indiana. A late August hike down the 3/4 mile long towpath trail of the Whitewater Canal and back was very relaxing and peaceful.

At the Yellow Bank Trail parking lot bird boxes had been put on the fence posts like those that were later seen along the trail. A kiosk located at the trail head showed the old location of an ice pond where water was frozen during the winter, cut, harvested and stored for the following year. It also pointed out an old road bridge and the canal route.

The entrance to the trail crossed a culvert over the canal. Then the canal was on the left side and Moster Turf Farm was seen through the trees to the right. Beads of water from the sprinkling system made the new sprouts of bright green grass glisten in the sun. Sunshine filtered through the overhead canopy of leaves. Although the weather was hot, the air was much cooler beneath the trees. Young leopard frogs hopped across the path. The prism of the canal was easy to see even though it was unwatered. A mile marker from the railroad stood beside the trail that was similar to those once used to mark the canal. At an entrance to a farmer's field, special posts, which can be folded down to allow maintenance vehicles onto the trail, had been set in concrete. Benches provided places to rest and enjoy the scenery. Sounds from chirping birds, whirring cicadas, the click of the sprinklers, and the occasional hum of vehicles on a nearby highway combined with the crunch of gravel on the trail, which was about 10 feet wide, level, and easy to hike. Signs marked the end of the completed portion of the trail.

Yellow Bank Trail is located on Highway 52 between Metamora & Brookville, IN. There are no restroom facilities or drinking fountains. The trail is litter free. Signs ask that you carry out what you carry in.

The Whitewater Canal Committee is to be commended for its work on establishing Yellow Bank Trail. Wildflowers in the spring and colored leaves in the fall will further add to its ambiance.



1. Yellow Bank Trail parking entrance
2. Map at kiosk by trail head entrance
3. Whitewater Canal prism on left, towpath trail on right
4. Carolyn Schmidt takes time to listen to the sounds, watch the butterflies flit from flower to flower, and see frogs hop across the towpath trail.

Left: This post folds down to admit maintenance vehicles onto the trail.

All photos by Bob Schmidt

ILLINOIS & MICHIGAN CANAL CHICAGO WONDER?

Illinois canawlers are attempting to get the Illinois & Michigan Canal named one of the Chicago area's "Wonders." Of all places nominated, the 14 with the most nominations will be voted on by the public. The following list of why the canal should be a "Wonder" was sent to CSI headquarters:

- The 157-year-old, 96-mile canal, reaching from Chicago to LaSalle/Peru, was dug by hand, using shovels and wheelbarrows. First the land had to be cleared of trees, brush and boulders, also by hand.
- The historic canal, a National Historic Landmark, is visible in many towns and cities. Examples include Summit, Willow Springs, Lemont, Lockport, Romeoville, Joliet. The canal towpath now makes up several popular recreational trails.
- Providing the final link in the nation's great water highway system of the 19th century –enabling inland travel between the Eastern Seaboard and the Gulf of Mexico – the canal spurred meteoric growth of Chicago. In the 12 years after the canal opened (1848), Chicago's population quintupled to 100,000.
- When the canal opened in 1848, it made Chicago the transportation hub of the nation.
- If not for the canal, Chicago and the rest of northeastern Illinois would be part of Wisconsin. (When plans for the canal were underway, the states' borders were modified so that the canal would be contained in a single state.)
- Although the Stevenson Expressway was built over a stretch of the canal, officials recognized the importance of the canal when they originally called the thoroughfare the I&M Canal Expressway.

LIVED NEAR CANAL

Jo Ligget, CSI member from Terre Haute, IN, wrote the following note to CSI Headquarters:

I really enjoyed your article about Thomas Smythe in the August CSI Journal (The Hoosier Packet). I grew up on the east side of Elberfeld (IN). It was a mile or two further east on our street to Pigeon Creek and the Wabash & Erie Canal. The part of town where I lived was called Smith's Addition. The streets in that part run north-south, east-west unlike the original part of town. It was most interesting to read about the man it was named after.

EAGLE MARSH PURCHASED

CSI Headquarters received the following note for its \$500 contribution to the Eagle Marsh Project in Ft. Wayne, IN:

CONGRATULATIONS! YOU DID IT!

As of August 15, 2005, Little River Wetlands Project officially owns the 675-acre site to be known as Eagle Marsh. We wanted you and our other caring donors to be the first to know because you made this wonderful purchase possible.

In the last six months, we have raised enough funds to purchase the property and almost half of the Stewardship Fund. This tremendous accomplishment could not have happened without your generous support.

The next six months will be spent in intense planning for the two-year restoration of Eagle Marsh, with on-the-ground work to begin in Spring, 2007. When it is completed, this restored wetland ecosystem should enrich the lives of people and wildlife for many years to come. For updates check out: www.lrwp.org

WHITEWATER CANAL AMBASSADORS

Jerry and Phyllis Mattheis are good ambassadors for the Canal Society of Indiana. When Harry Moschel, a member of the Milton, IN, town board, which is trying to get people aware of the history in that area, contacted them for help with its Community Day on Saturday August 13, 2005, they were quick to respond. They met with Harry, looked through his file of Milton information and photos, and showed him their pictures and some new prints taken by Jake Ferris of Milton Lock #50 and City Run Creek stone arch culvert on the Whitewater Canal. These they decided to exhibit at the town hall along with a poster of the canals in Wayne County.

Phyllis and Jerry, CSI director from Cambridge City, IN, are authorities on the Whitewater Canal. Recently they met Jake Ferris, who now lives in Michigan, but grew up in Milton near the lock. Although he knew about the lock, he was astonished to discover the culvert this spring during a visit and contacted them. He has taken many pictures.

To prepare for the Community Day event the Mattheis' put more information on the poster that Jerry made back in 1993 for the CSI tour of the Whitewater Canal. They used the three township maps from the 1893 Wayne County Atlas because it had the route of

the canal. Jerry high-lighted the canal in red with the Whitewater River in blue.

Phyllis studied the information they had on the canal and found that 18 miles of the 76 mile long Whitewater Canal were in Wayne County, with a fall of about 133 feet from Hagerstown to the Fayette Co. Line. At least eighteen canal structures were built in Wayne County. Lock # 50 at Milton and the culvert over City Run Creek are the two best preserved structures. There is also a portion of a culvert left at Scout Lake south of Hagerstown that one canawler crawled through back in 1993.

Phyllis reports that during Community Day several folks looked at the display. She hopes that some interest was aroused in preserving the canal path through Milton.

Jerry and Phyllis were also asked to speak about the Whitewater Canal in Wayne County for about 30 minutes at two different times during Pioneer Days on August 27-28, 2005 at the Wayne County museum. Dr. Ron Morris of Ball State University was also asked to speak about Wayne County. They used the video from Morris' Ball State students' "Traces and Trails" project showing the canal. Jerry also introduced the segment on the National Road.

The Whitewater Canal brochure, a draft of which CSI members received with The Hoosier Packet a few months ago, was created by Phyllis and Jerry. This they updated and improved for the museum event.

Cambridge City Canal Days was held on September 9-11, 2005. An exhibit about the Whitewater Canal and the National Road was set up on the 3rd floor of the Vinton House. They hope to make it a permanent exhibit to maintain the Vinton House "educational" status to avoid Wayne County taxes on it. They have made copies of Jerry's posters on a blueprint copier.

Besides setting up exhibits, the Mattheis' are busy driving their trolley in parades. They were in the Hagerstown Jubilee Parade on Saturday August 20, in Centerville's Archway Parade on August 27 and in Richmond's Moonlight Parade later on August 27. (The Richmond area celebrated 200 years since the first settlers arrived there in 1805. There was also a special exhibit and one on early photographers in the area.)

Phyllis has also put a little notice in the Western Wayne News that Western Wayne Heritage provides The Hoosier Packet to the Cambridge City Library each month. She encouraged residents to read it and join CSI.

FISH MIGRATED BEYOND HABITAT VIA CANAL

John Weddell, CSI member from Ft. Wayne, IN, recently purchased a two volume set published by the Indiana Department of Conservation (now the DNR?) in 1920. It focuses on Lake Maxinkuckee at Culver, Indiana. In a communication to Tom Castaldi, Allen County Historian and CSI advisory council member from Ft. Wayne, IN, John wrote about the book as follows:

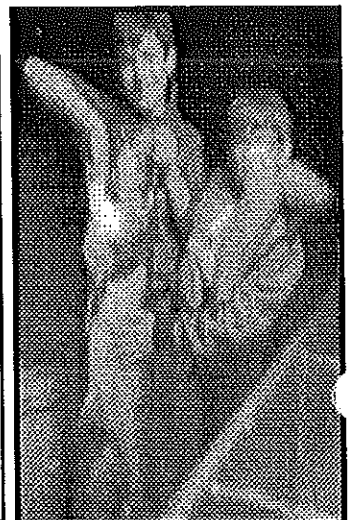
One section covers all known species of fish in the lake and tributaries. They talk about the Paddlers (Spoonbill Cat, Duckbill Cat or Spade-fish), similar to a gar, but up to 6 feet long. They're most common in the Mississippi Valley, but range as far north as the Ohio River, at least as far East as Pittsburgh. I've taken pictures of these when scuba diving in the France Park Quarry in Logansport.

They mention one rare occurrence of this fish in Lake Erie (not its natural environment) recorded in 1892, "which it had probably reached through the Wabash and Erie Canal". This critter (or its ancestors) swam right through Fort Wayne. You have to wonder what other species migrated through the canal to new habitats and what impact they had on the ecosystem.

Tom Castaldi, replied to John relating his acquaintance with the large fish as follows:

As you know I grew up a couple of miles from the Georgetown Quarry (aka. France Park) and often could see the paddle fish and the giant gold fish in the clear quarry water. We heard of the very large ones that often reached six feet in length as did some catfish in slack water conditions. Not long ago, a friend of mine caught a paddle fish about three feet in length downstream from the Huntington Reservoir, so they continue to be found in the Wabash.

Although this old photo is fuzzy, it shows the size of a large paddle fish that Greg (14) and Jeff (9) Schmidt and their grandfathers caught on a trot line on July 2, 1985, in Hovey's Lake, a backwater where the Ohio & Wabash rivers meet near Mt. Vernon, IN. The lake was named for Alvin P. Hovey, Indiana's twentieth governor. Besides being a great fishing lake, it is probably the northern limit for the cypress trees that grow there. P - B. Schmidt



I have a book somewhere here that tells about Fort Wayne pioneer boys riding on the backs of large fish the Maumee. It never identified the fish as I recall, so I cannot say it was a paddle fish. I suspect we'd be very surprised with the fish "that use to be." In fact, Alexander Comporet in *Reminiscences of old Fort Wayne* wrote, "In early days the settlers paid a great deal of attention to fishing, as the rivers here afforded a great supply of fish. There were no dams across the Maumee, and the fish found their way up from Lake Erie to Fort Wayne. I have seen them so plentiful on the riffles that a person could easily gather them up by hand and carry them to shore." He then goes on speaking about the Wabash & Erie Canal being completed to Toledo and wrote, "there had to be built two dams to supply water for the Canal; one, below Defiance, Ohio, and one, at Providence, Ohio. These two dams put a stop to the fish coming up the river from Lake Erie." Dams or no dams, the fish could have reached Lake Erie by canal even if a canal boatman placed them there; flooding could have made a cross over possible as well.

FOLLOWED CANAL TOWPATH

Clar Pratt from Yakima, Washington, writes:

My grandfather on Mom's side was Albert Dickinson, longtime resident of Remington, Indiana. He was born in 1857 in Oneida county, by the lake, in New York State. He, with family and father George Roxy, mother Eliza Roberts, came to Indiana in 1865 — according to research and notes from a grandson (Earl Bressner, Evansville lawyer, now deceased) — by "following the canal tow path of the Wabash & Erie Canal." This makes sense, as migration from Oneida would naturally have followed the old Warriors Path, or Iroquois Trail to Huron and thence into the Ohio Valley. We have no record of that family in Ohio, Michigan or eastern Indiana (though there were early Dickinsons in the Richmond area, we haven't been able to sort it out).

Albert's uncle Leonard also moved from Oneida in 1865 to Piper City, Illinois. Albert married Sarah (Waymire, related to H. Hoover) in 1880 and they had a lot of kids including my mother. A great deal is known about Waymires. Far far less is sorted out about Dickinsons because there were so many of them in New York.

When Albert was 12, the pretty-well substantiated story goes — he got homesick for his grandfather and grandmother and walked/hitchhiked back to Oneida (Verona or Vienna) on his own — working his way doing chores, chopping wood, etc. for room and board. Allegedly his grandparents took pity on him and financed a train ride when he return to Indiana.

Albert, wife and parents are buried in Jasper Co., Indiana. Sarah's kin and origin are the subject of a new book (John Rudolph Waymire and Descendents) due out in a few months; for information contact pstegel@aol.com

Interestingly, quite a few folk from Oneida County came west after the Northwest Territories were opened. Some even made it to Malad City in Idaho where both the county and a museum are named Oneida!

The Journal of Amos Hannah

By Pat Gaines

(Reviewed by Carolyn Schmidt)

Personal journals frequently give views of everyday life that you really don't get from discussions of facts and observations that are found in most historical publications. In her new book, *The Journal of Amos Hannah*, Pat Gaines explores the life of her great-great-grandfather, who was born in Portsmouth, Ohio and moved with his family near Cedar Grove six miles south of Brookville, Indiana, around 1830. Later living near Yellow Bank he married, raised a family, earned his living as a cooper, read books at every opportunity, and promoted establishing schools and libraries. Even though he was of ordinary circumstances, he traveled the Ohio valley and later, when he got caught up in gold fever, made his way via Panama to the California gold fields with a brief stop in Honolulu.

What make Amos special is his almost daily journal entries from the time he became 21, on February 2, 1838, until he reached California in April 1850. We learn of his business transactions, his marriage to Cynthia Ann McWhinney in March of 1842, his visitation with friends and relatives, his court appearances and his travels.

This journal is especially significant to those interested in the Whitewater Canal in Indiana and the Falls of the Ohio Canal at Louisville, Kentucky. Both waterways played an important role in the life of Amos and his travels. The Hannah's lived by the Whitewater Canal near Yellow Bank Creek between Brookville & Metamora. Amos carried on much of his business in Brookville, which, in the early 1800s, was the center of Hoosier politics. Three governors in succession (Ray, Noble & Wallace) from 1825 - 1840 came from this small progressive town.

Gaines carefully explains terms used by Amos in the journal and also his connection with personalities mentioned. Learn more about logrolling, the Great Comet of 1843, hickory pole raising and personalities like Martin Van Buren and Senator William Giles. All of these are explained in detail. Maps of Franklin County and the route to California illustrate Amos' travels. Diagrams

point out parts of a barrel, cooping tools and descriptions of making lime in a kiln.

included the following taken from a June 2, 1955, article:

Letters received or written by Amos Hannah that are not directly part of the journal are included in the book. One of particular interest is about his crossing the Isthmus of Panama on the way to the California gold fields before there was a canal.

A large wooden trough was found during excavation for the Nickel Plate Railroad track elevation project at Clay and Main streets (Ft. Wayne). At the bottom of the hole, workmen uncovered what they believed was an old water-carrying trough, leading from the Wabash-Erie Canal bed and dumping into the Maumee River. The trough, made from large timbers, was about 5 feet deep and was well-preserved. It was assumed that the wooden channel was blocked off just short of the river, because there was no opening visible on the bank. Workmen and spectators alike speculated about the exact nature of the old channel. The best guess as to the function of the tunnel was that it was a slue, used to control the level of the Wabash-Erie Canal, making it a little more than 100 years old(c.1855). When construction of the Wabash-Erie Canal began in 1832, the population of Fort Wayne was around 300. With the growth of railroads in the 1850s, traffic on the canal began to decline until it was abandoned in 1874. The canal right-of-way was sold to the railroad in 1881. Jim Ellis, CSI treasurer, Ft. Wayne, IN

We are fortunate in having this treasure, which gives us a window into the past, preserved and passed down. Chopping wood, cutting ice on the canal, raising farm animals, the steps used in making a barrel, Amos' bouts with sickness and disease -- it's all here.

ISBN 0-9755888-9-3 Dragonfly Publishing, Inc.,
www.dragonflypubs.com

IN THE NEWS

Spring 2005 - U S

American Canals article "Historic Replica Canal Boat Rides—Summer 2005" listed the following boats and cities where rides can be accessed:

Ben Franklin III - Metamora, IN
Sam Patch - Pittsford, NY
The Chief Engineer - Rome, NY
Monticello III - Roscoe Village, OH
St. Helena III - Canal Fulton, OH
General Harrison - Piqua, OH
The Volunteer - Grand Rapids, OH
Priscilla Jean Pitcher - New Hope, PA
Myfanwy Davis Jenkins - New Hope, PA
Josiah White II - Easton, PA
Georgetown - Georgetown, Washington, D.C.
And now Delphi, IN has a pontoon canal boat ride

April 14, 2005 - Geneseo, IL

An article entitled "100 Years Ago: April 14, 1905" appeared in the Geneseo Republic. Along with several other short blurbs it spoke of the Hennepin Canal as follows:

"Many of the canal men have arrived ready for starting of the big shovel. It will probably begin operations next week."

Gerald Hulslander, CSI member, Marselles, IL

May 30-June 5, 2005 - Ft. Wayne, IN

The Fort Wayne News-Sentinel ran a column "The Week In Local History" May 30- June 5" which

June 20, 2005 - Delaware

"Historically Restored Lock Celebrated At Delaware Canal State Park" was the title of an article released by the Pennsylvania Department of Conservation and Natural Resources. It said that the \$1.2 million project to restore Lock 11 of the Delaware Canal was completed in February 2005 and a celebration was held on June 20 honoring the only working lock on this historic canal. The lock raised and lowered mule-drawn barges filled with Pennsylvania coal and lumber on their way to the eastern seaboard. Today, the lock will attract tourism.

The Friends of the Delaware Canal, the Delaware and Lehigh National Heritage Corridor and the Department of Conservation and Natural Resources worked together to get Lock 11 designed, financed and constructed. Pennsylvania Department of Transportation provided \$1.1 million in Transportation Enhancement monies. Additional funds came from the Historic Delaware Canal Improvement Corporation (HDCIC) and Growing Green. Organization began in 2000 with the formation of the HDCIC. Work began in January 2004.

Restoration of Lock 11 included:

Several feet of sediment excavated from lock chamber and canal cross section

Stone masonry downstream end walls of lock chamber rebuilt

Repaired/replaced lock floor timbers

Two timber miter gates replace/ installed into gate recesses

Upstream drop gates to control water entering the lock chamber replaced — visible remains
Lock shanty replicated that houses upstream wicket gate gears
Pedestrian bridge replaced at original location
Carolyn Schmidt, CSI editor, Ft. Wayne, IN

July 18, 2005 - Piqua, OH

A Columbus, OH paper carried an article entitled "Nation's Canals Coming Back To Life As Tourist Draws." It said that at Piqua, OH, ditches that once were traversed by coal carrying canal barges are being refilled and restored, attracting visitors who jog, bike, fish or take a replica canal boat ride. In 2002 Piqua started a \$400,000 project to improve the watered two mile section of the Miami & Erie Canal with wooden docks, foot-bridges and trails. Canal tourism has increased from 12,000 to 15,000 visitors to the park over five years.

Other canal communities like Piqua, which have restored portions of the United States' 4,000 miles of 1800s canals, report an increase in tourism. The Pennsylvania canal has locks in working order, bird-watching and wildflower areas, and a hike/bike path. One gentleman bikes up to 50 miles crossing the canal at several points over bridges and stops at little villages along the way. The Illinois & Michigan Canal at LaSalle has a 100-passenger replica canal boat that gives 2-mile tours.

The canals are attracting food, equipment and recreation businesses and services. In Massillon, OH, a bike shop moved closer to the Ohio and Erie Canal and tripled its business catering to bikers along the restored section of canal. The 110-mile stretch of the canal from Cleveland had an estimated 2.5 million people hike, bike or ride horses on the 70 miles of trails for an increase of 500,000 from 3 years ago.

Dave Barber, president of the American Canal Society, said, "People started to realize there was a whole new use for the canals, which was recreation. It's a matter of imagination. There is a lot of potential. Canals are a natural attraction because people like to be near water. A dry ditch—especially if it's overgrown— attracts nobody."
Don Hack, CSI director, Ft. Wayne, IN

August 5, 2005 - New Haven, IN

The Fort Wayne News-Sentinel article "New Trail Makes Best Afternoon 'Haven'" said that the newest section of the Allen County Greenway system is the 10-foot-wide asphalt trail with board walks in New Haven, Indiana. It is a smooth, debris-free, flat, shaded haven

with views of the Maumee River for hikers and bikers. A biker described her carefree ride as a "feast for the senses (where a) gentle wind rustled the leaves in the trees, the water sparkled in the sun ...no odor...a heron standing motionless in the water, waiting for an unsuspecting fish to become dinner... and a snake on the path..."

The Greenway extension from Fort Wayne to New Haven isn't quite complete. Eventually the 3-mile trail will connect to New Haven's Moser Park. The project is on hold until sewer work is completed south of Landin Road Bridge. (A culvert remnant from the Wabash & Erie Canal can still be found in Moser Park.)
Bob Schmidt, CSI president, Ft. Wayne, IN

August 21 - Piqua, OH

"Bygone Canal Routes Now Draw Tourists" was the title of an article in the Ft. Wayne Journal-Gazette. It was the same Associated Press article that appeared in the Columbus, OH paper on July 18 about Piqua and canals.
Don Haack, CSI director, Ft. Wayne, IN

August 26 - Romeoville, IL

"I&M Canal Historian Honored" was the title of an article in the Chicago Tribune. It said that John Lamb, CSI member from Lockport, IL and American Canal Society director, has been honored for his efforts and dedication in gathering historical information about the Illinois & Michigan Canal since 1964 by naming his collection the John M. Lamb Collection. Upon the dissolution of the Illinois and Michigan Society, the collection was moved to Lewis University from which Lamb later retired as a professor. It eventually grew to over 10,000 items including 56 canal documents. To view his work: www.lmcanal.lewisu.edu
Gerald Hulslander, CSI member, Marseilles, IL



CENTRAL CANAL PERFORMANCE

Susurrus presented "Waterways," a site-specific performance involving dance, theater and live music by the Indianapolis Women's Chorus, on September 30-Oct. 2, 2005 at 7:30 p.m. between St. Clair and 11th Streets on the Central Canal in downtown Indianapolis. The piece involved personal stories of the director and performers about their relationships with water. It was presented in collaboration with the Indianapolis Women's Chorus with support from the Arts Council of

Indianapolis; the city of Indianapolis; the Indiana Arts Commission, a state agency; and the National Endowment for the Arts, a federal agency. Susurrus is a not-for-profit performance group providing people with multi-disciplinary arts experiences through performance and educational opportunities.

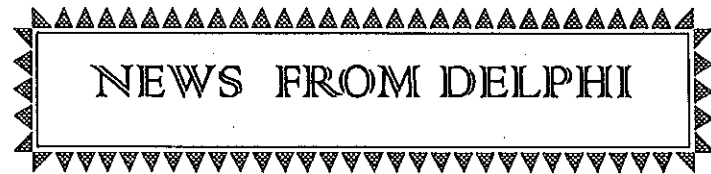
CULTURAL INTERPRETIVE PLAN

In 2004, The Indianapolis Cultural Development Commission announced an interpretive plan project designed to engage district visitors and help them learn more about the past, present and future along the historic Central Canal. The plan's theme, "Reflections on the Water. Past. Present. Future," is now ready for public input.

Eleven topics have been identified to highlight the bridges across the canal, from immigration and people to arts and scientific discovery. The interpretation may use the bridges' walls, ceilings and sidewalks--even the surface of the water--to tell a story.

The interpretive plan team sought public input to establish stories of interest, obtain additional information about the topics and verify whether any new topics should be added in early September. Proposed topics include: Movement, Place, Immigration, Stories, People, Transportation, Humanities, Arts, Scientific Discovery, Natural Systems and Health & Wellness.

The interpretive plan is being developed through a generous grant from The Sallie Mae Fund, a charitable organization sponsored by Sallie Mae, and by Browning Day Mullins Dierdorf (BDMD), Architects for the Canal/White River State Park Cultural District. For more information, visit www.DiscoverCanal.com.



NEWS FROM DELPHI

McCAIN RECEIVES NATIONAL AWARD

Recipients of the 2005 Association of Retired Soil Conservation Service Employees (ARSCSE) Presidents Award for Community Service were announced at their annual banquet held on August 2, 2005 in Rochester, New York. To receive the award nominees must have maintained the spirit of the Soil Conservation Service in their retirement years.

Dan McCain, CSI director and president of the Carroll County Wabash & Erie Canal, Inc., received the award for his community leadership in the development of Canal Park, the Canal Interpretive Center and Delphi's

trails. Although he was unable to attend the banquet due to a presentation at the Greenways conference in Minneapolis, Minnesota, he wrote that he was "humbled and somewhat over-whelmed with the announcement of this award. It comes at a time when we in the Canal Association are getting stronger every year. The award really belongs to ALL of our volunteers here at the Canal and Trails as they do the real work." His award was later given to him by a state representative.

CANAL ASSOCIATION RECEIVES GRANT FOR REPLICA BOAT

By Dan McCain

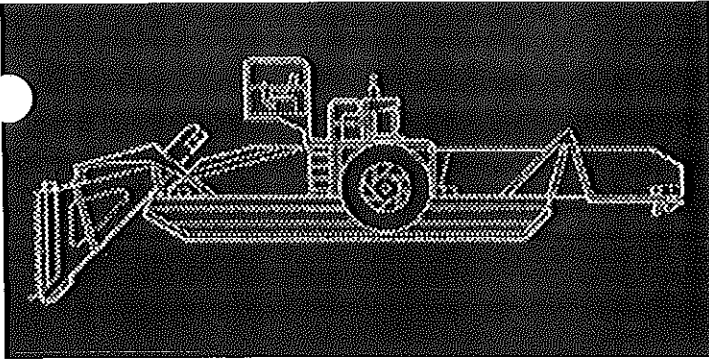
People ask "Are you ever going to have a canal boat?" Well, now we can answer that question with a resounding 'Yes.'" I, Dan McCain, President of the Carroll County Wabash & Erie Canal, Inc. recently learned from Mayor Lee Hoard, Delphi is the eligible unit of government) that major funding has been approved by the Indiana Department of Transportation (INDOT).

A historically accurate canal boat replica has been a long-held dream of the Canal Association. Two years ago a conceptual drawing, appropriately titled "our dream" was produced and has captured the excitement and imagination of all who have seen it. There are even T-shirts in our Gift Shop that feature this concept.

Can you imagine the excitement at a future reception in the Conference Center when the crowd welcomes a wedding party arriving at the dock just outside the building in a replicated canal boat or seeing bus tour groups or school classes filling the seating capacity of approximately fifty persons while traveling the "mile" of restored watered canal? Then there is the visual and educational enhancement of historic loading and shipping at the Speece Warehouse where the boat can enter the building nightly for protection and be raised above the ice in the winter for storage or repair.

This package has been funded at a level of \$554,900 by INDOT through their federal Transportation Enhancement program. The new project is in the same category (Historic Transportation Museums) as the funding for completion of the Canal Interpretive Center in 2003. Although the endorsement comes from the City of Delphi, all the local match of 20% has to be committed by the Canal Association.

A fund raising campaign will begin this year with efforts focused on corporate foundations, private donations, supportive members and usage fees to make this become a reality. Receiving the major funding is "a dream come true." The Canal Association has started a Canal Boat Fund for tax-deductible contributions.



water, it stores the bulk on another moving chain. Discharged material can be ejected on the towpath banks or into a trailer for hauling.

Repairs needed include rehabilitating the leaking pontoon "barge" that carries the unit in the water. Propulsion is by individual side paddle wheels which operate hydraulically with two levers (like driving a bulldozer). Cutting action takes place at the entry to the submersible "mouth" with sets of sickle sections much like a farmer's hay mower. The whole unit is about 26 feet long by 9 feet wide and will fit the canal perfectly.

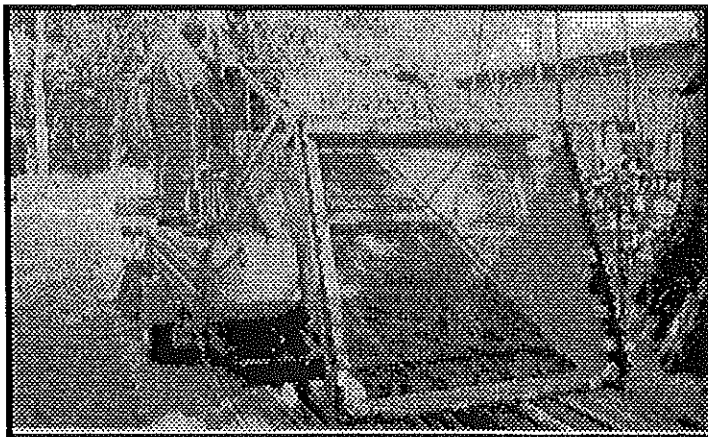
CANAL ASSOCIATION PURCHASES USED ALGAE HARVESTER

By Dan McCain

The Carroll County Wabash & Erie Canal, Inc. sought out and located a used "algae harvester" that was owned by the Turtle Lake Association in northwestern Wisconsin. The 20-year-old floating waterweed harvester needs repair but the promise of success will be a great reward. It will be capable of removing most of the abundant aquatic growth in Delphi's mile long watered canal section, which has three million gallons of clear groundwater diverted into it daily from the Delphi Limestone Company -- what a blessing.

I went to look at the unit in late July while on a speaking mission in nearby Minneapolis. Arrangements were made to purchase it for \$3,000 "as is" (a new one would cost nearly \$45,000).

The two-cylinder motor is nearly new and it drives the hydraulic pump with fluid motors that power the lift, propulsion paddles, sickle bars and chains doing the harvesting. It has a 4-foot by 4-foot capacity at the "mouth" and, after elevating the weed mass above the



Volunteer Roy Patrick (behind the seat in the picture) offered to drive his van and trailer and pick up the aquamarine harvester two weeks later. Ed Gruber (left) inspects the operation from beside the driver's seat. All of the intriguing machine works except for leaking pontoons.

Photo by Dan McCain

SPRING SCHOOL TOURS COME FAST AND FURIOUS

Every spring the Canal Interpretive Center is abuzz with the arrival of classes of elementary school children wanting to learn what the Wabash & Erie Canal is all about. This is the time when fourth graders study Indiana history, so a trip to the Canal Center has become a very popular destination since so much of Indiana's early history centers on the canal.

Susan K. Feller has taken on the task and title of Education Coordinator and is already busy scheduling school tours -- not only for fourth graders in the spring but other ages year around. She is gathering input and soliciting more volunteers for the expected onslaught of school tours.

All fourth grade teachers in the county and nearby area have been sent a letter inviting classes to tour the longest accessible watered section of the Wabash & Erie Canal in the entire state and the museum that interprets it. Tours are modified to fit the maturity of the group. The students are usually guided on a 40-minute tour through the exhibits in the Interpretive Center and spend an additional 40 minutes on the Tow Path Walk where they get acquainted with the actual canal site. The pioneer buildings and Reed Case House in Canal Park also can be opened if desired and time allows. Groups may arrange for lunch at the shelter house or inside the Canal Center. Each group must schedule an appointed time for its tour to avoid over crowding and allow for an optimum experience.

PAINTING TO INCLUDE NEW INFORMATION

Some recently discovered information about the bridge across the Wabash river at Carrollton has inspired a good deal of historic research and made it necessary to alter the latest painting that will hang in the lobby of the Canal Interpretive Center in Delphi. The painting includes the original Carrollton Bridge, Lock No. 32 of the Wabash

& Erie Canal and the Menzer Tavern. Research by Tom Castaldi, canal historian and chairman of the center's Archives Committee, has located reports that the bridge had an exterior "tram" or attached walkway on which the mules crossed the slackwater lake formed by the dam across the Wabash River at Pittsburg.

Dora Thomas Mayhill, former local historian, wrote that when boats came down the canal into Lock No. 32 (by the bridge), the towing animals were detached. The tow line was carried through the bridge on the tram car pulled by the mules. When the lock gates were opened at the end of the lock the boats were released into the slackwater. If the river was high, the boat might shoot out into the current at such a high speed that the boatmen would have to work hard with poles and oars to keep the boat on a straight course. The mules would have to gallop at a high rate through the bridge tram and down the tow path beside the Wabash to reach the canal again by the time the boat got there.

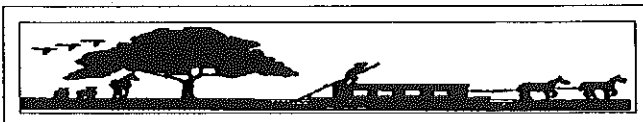
Terry Lacy, the artist painting the scene, is determined to depict it correctly, according to available research. If you have information about the "tram" bridge, contact Terry or Tom Castaldi.

The present Carrollton bridge is at the site of the only crossing of the Wabash River by the main line of the Wabash & Erie Canal. A historical marker denotes the spot.

FURNISHING CASE HOUSE MUSEUM

Recently Canal Park received some early 1800s rope beds (sans ropes) for the Reed Case House. They plan to use them as they renovate the other front bedroom and eventually restore the entire house as a house museum. The house not only celebrates the architecture of the canal period but also honors the man who built it and constructed the canal through Delphi - Reed Case.

A sponsor for this room is being sought. All the rooms restored so far have wonderful sponsors who have either helped with the work, with the funding or with both. Additional bedroom furnishings from the mid-1800s is needed, as well as volunteer cleaners, painters and furniture movers. Want to learn to string a rope bed? They have two of them to work on! It may not be a skill in demand every day, but it should be fun to learn! Does anyone have any hand-made rope for this project? Call Annadell Lamb at 765-447-3359 to offer your skills.



CANAL PARK TIDBITS

Trail benches add convenience and comfort along the towpath. Rachael and Fred Jenkins bought one of the benches in memory of David and Clara Jordan. Connie Peters is donating a bench in memory of her late sister Carol Trapp, one of our loyal artisans. The sturdy wooden benches can be purchased for \$150 each from Treasurer Ed Gruber.

There is a "fish" display at the Canal Center? Thanks to a good number of sponsors, Canal Park has collected funds to buy the algae-eating fish that help keep the canal clean. You, too, can have a fish displayed with your name (or the names of your grandkids) at \$10 each. The money collected will go to a fund to purchase more fish next year to supplement those placed in the canal this spring.

Remember matching gifts can double your support of the Canal Interpretive Center or the Canal Boat Fund! Find out if your company matches gifts by contacting the company's human resources department to get the necessary form to accompany your donation to the Canal Association. We know Ely Lilly, Prudential and the Caterpillar Foundation have matching gift programs to 501 (c) 3 organizations.

CSI DONATES TOUR BOOKS

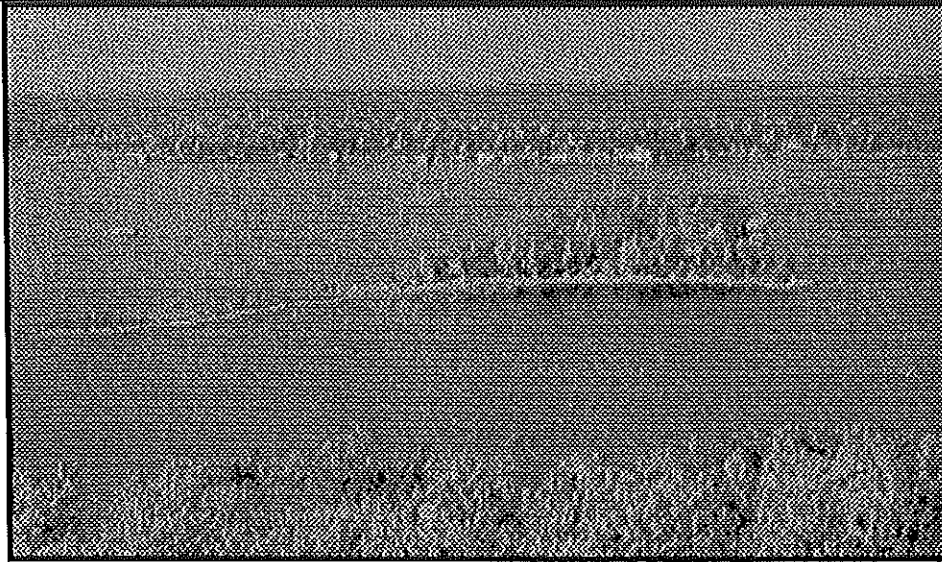
CSI headquarters has donated to the Allen County Public Library in downtown Fort Wayne, IN, copies of our past tour books that their previous collection was missing. This called attention to our books and they have since ordered three more sets for their library branches. The following letter was received from Curt Witcher, Manager of the Historical Genealogy Department for one of the books:

"Thank you for your generous gift of Wabash and Erie Canal, Warrick and Vanderburgh Counties. It is a welcome addition to our collection of family and local history materials and I am sure it will be of great use to the hundreds of researchers who use the facilities of the Historical Genealogy Department each week. It is through the generosity of individuals such as yourself that our department is able to maintain its margin of excellence. I deeply appreciate you interest in our collection."

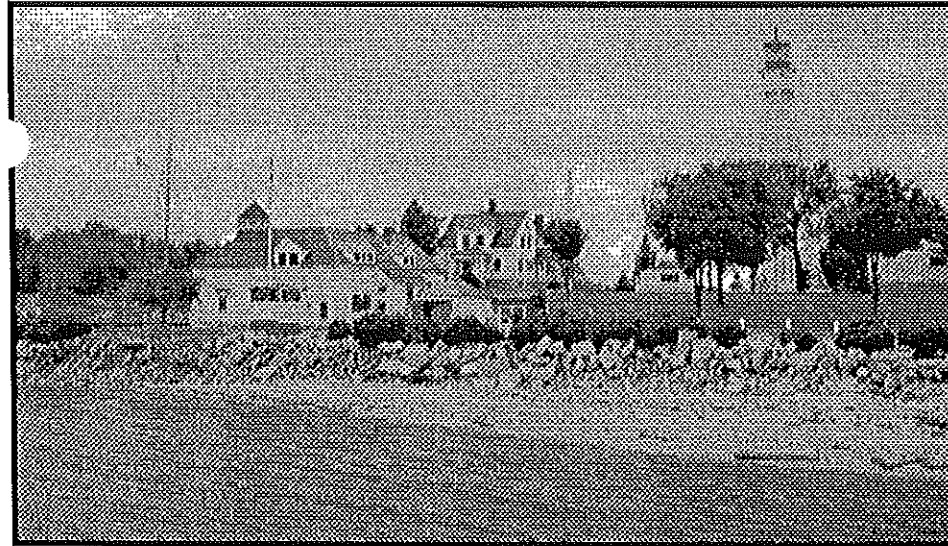
The library has the 3rd largest genealogy collection of materials in the United States. It is very widely used by people from all over the country. It also has hard bound copies of "The Hoosier Packet," the CSI news and journal. The tour books they already have are also hard bound and in the genealogy department.

STURGEON BAY POSTCARDS

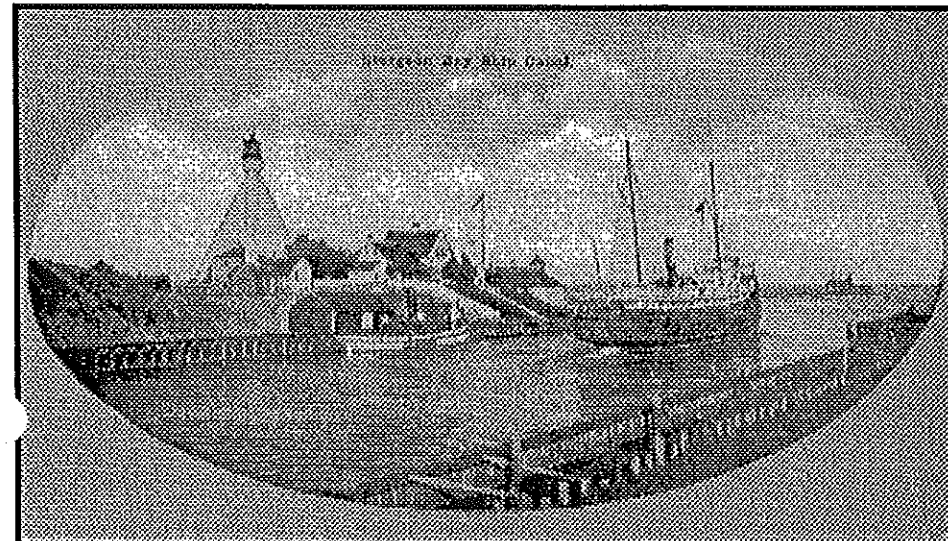
After Cynthia Powers' article entitled "The Sturgeon Bay Ship Canal, Wisconsin" appeared in the October 2005 issue of The Hoosier Packet, CSI director, Don Haack from Fort Wayne, IN, brought the following antique postcards and photographs from his collection to CSI headquarters to share with you.



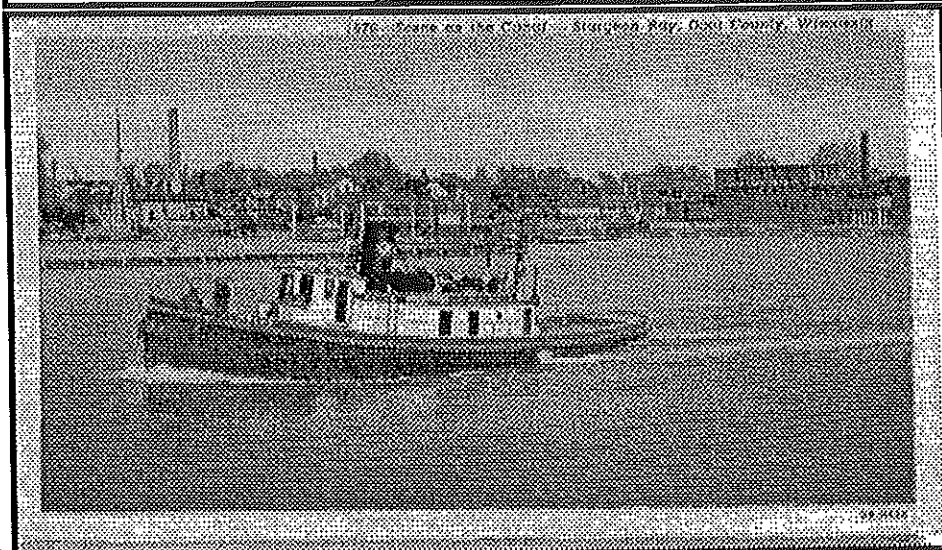
This photograph of Sturgeon Bay was taken from a lookout tower located in Potawatami State Park. It shows the size of the bay. The park is between Green Bay and Sturgeon Bay, Wisconsin.



This photograph was taken in Door County, Wisconsin. It shows the light house and Coast Guard station located at the Sturgeon Bay Ship Canal. Note the cable supports on the light house that are used to stabilize it in the heavy winds. These were added in 1903.



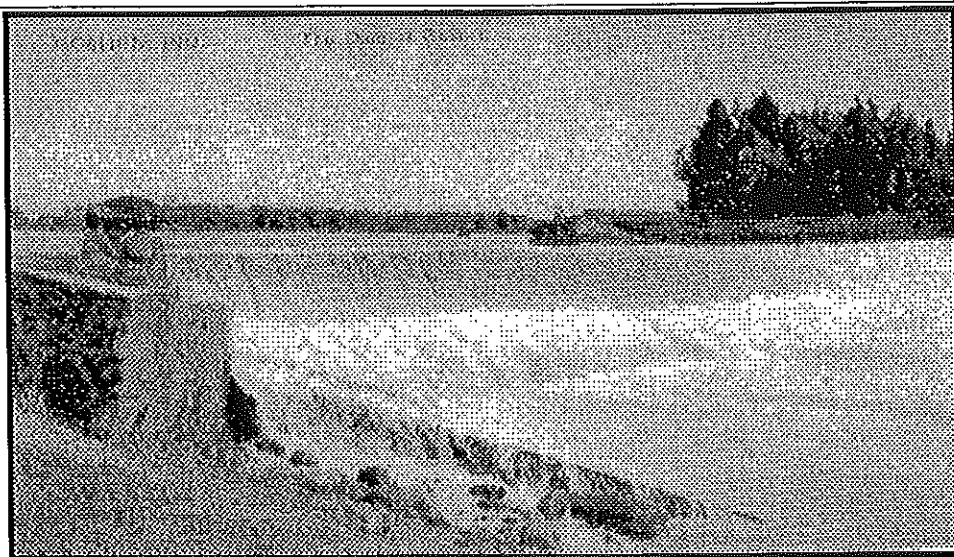
This old postcard of the Sturgeon Bay Ship Canal shows the size of the canal, the light house and Coast Guard station. Note the sides of this 1 ¼ mile-long canal that crosses the Door peninsula.



This post card mailed on June 9, 1946, shows a tug boat on the Sturgeon Bay Ship Canal in Door County, Wisconsin. Behind it is the Fruit Growers Co-op. The canal was begun in 1872 and completed in 1882.

THE GOSHEN HYDRAULIC CANAL

After Richard Brown's article "Preserved Canals of Elkhart County" appeared in the September 2005 issue of *The Hoosier Packet* Sue Simerman, CSI director from Ossian, found an old post card of the dam at Goshen. A few weeks later Carolyn Schmidt, CSI editor from Ft. Wayne, found another old post card that showed the canal.



This dam at Goshen, Indiana, backed up water that was fed into the 3 mile-long Goshen Hydraulic (Millrace) Canal. The canal cost around \$100,000 to build. After 19 months of construction, it was completed on October 28, 1868.



The Goshen Hydraulic Canal was first built to provide water-driven power for local businesses. Located along its banks were linseed oil mills, grist/flouring mills, furniture factories and a woolen mill. The canal was later converted for the generation of electricity.