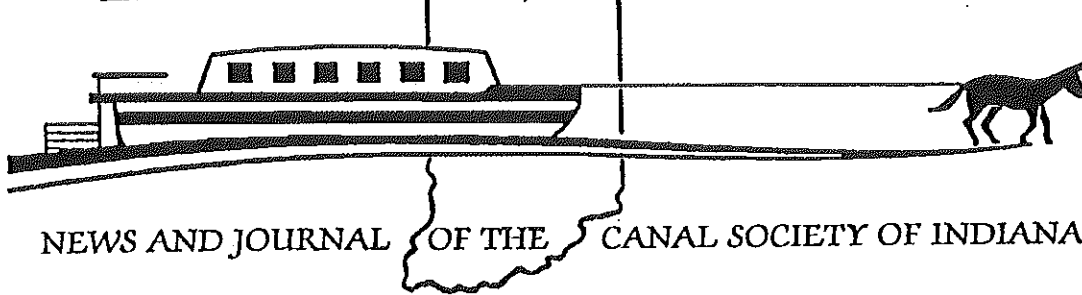


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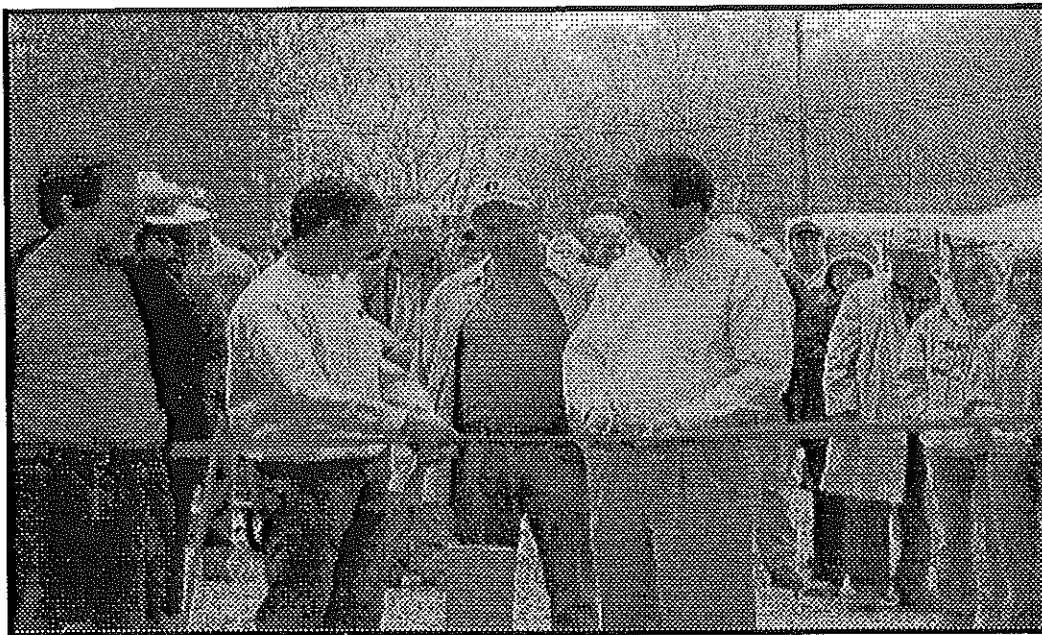


VOL. 4 NO. 8

P.O. BOX 40087 FORT WAYNE, IN 46804

AUGUST 2005

## NEW CANAL TRAIL OPENED



Mick Wilz (center in cap) and his dream of a canal trail from Brookville to Metamora are becoming a reality. On April 30, 2005, a ribbon cutting ceremony opened a one-mile section of the Whitewater Canal Trail at the Yellow Bank Trailhead. This was a volunteer effort of the Whitewater Canal Trail Association. Photo - H. Niesz

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### WHITewater CANAL TRAIL ASSOCIATION OPENS YELLOW BANK TRAILHEAD

By Carolyn Schmidt

Saturday noon, April 30, 2005, was an exciting time for volunteers of the Whitewater Canal Trail, Inc. as they cut the ribbon at the Yellow Bank Trail Head, the first two mile section of the Whitewater Canal Trail to be opened to the public. In time, the trail will stretch 8 miles between Metamora and Brookville, according to Mick Wilz, CSI director from Brookville who is the initiator of this community project.

Although some land was given in the 1940s to the Whitewater Canal Association by the Ariens family

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OF INDIANA**

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and was placed on the National Register of information about the trail, and listed the Historic Places in 1967 nothing much speakers for the occasion. happened until the 1990s when the Indiana Department of Natural Resources began a study for a Whitewater Canal Trail from Metamora to Brookville, IN. In January of 1992 Canal Society of Indiana (CSI) headquarters received an elaborate copy of the Development Plan for the Whitewater Canal Trail with aerial and regular maps. We also received a letter from the Streams and Trails Coordinator saying that work on the trail had began the previous fall and that they hoped to open at least a short stretch for hiking that summer. The trail was to have been 10 feet wide with clearance of 2 feet each side and 10 feet overhead. The surface was to be asphalt or aglime. A trailhead at Metamora was to have a 20-car parking lot at the Duck Creek Aqueduct.

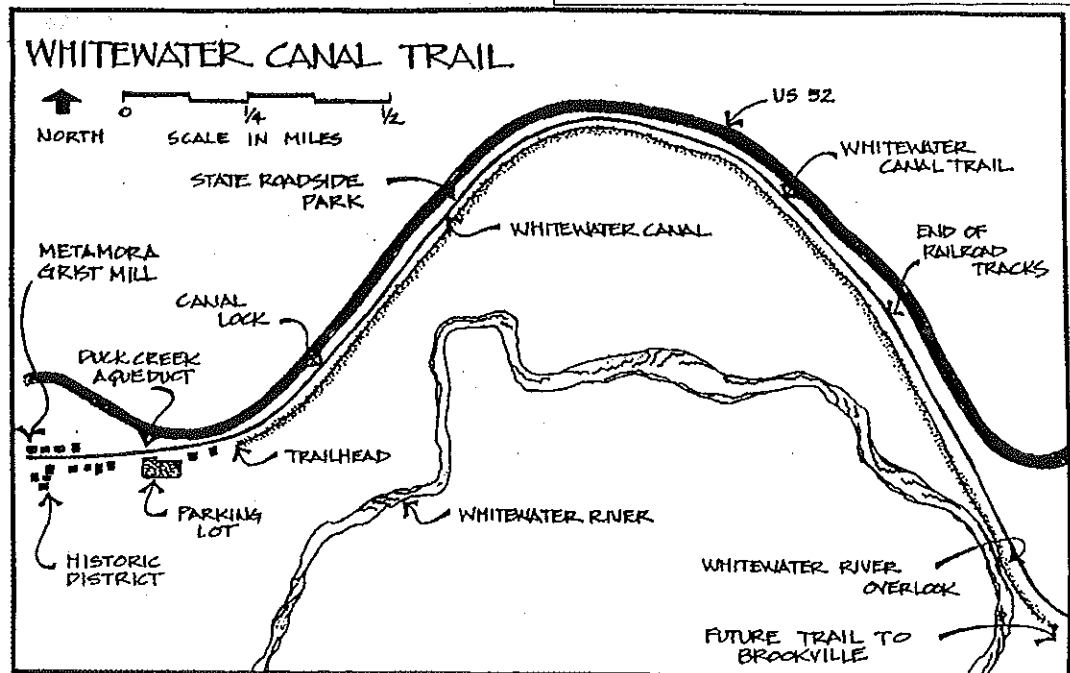
Jay Dishman, Curator of the Whitewater Canal State Historic Site at Metamora, and his crew worked on building the canal trail. Then Governor Evan Bayh approved the purchase of 70 acres along the Whitewater Canal in Franklin county. On October 3, 1992, Dedication of the first two miles of the Whitewater Canal Trail was held by the covered-bridge-style aqueduct over Duck Creek. A printed program was given all those present that included the map below, gave the following

**1992 DEDICATION**

Welcome to the Dedication of the Whitewater Canal Trail, October 3, 1992. As one of the nation's first 500 Rail Trails and Indiana's first state-owned rail trail, it is fitting that the dedication takes place on National Rail Trail Day. The Whitewater Canal Trail, being developed by the Indiana Department of Natural Resources, will be an eight-mile rail trail between Metamora and Brookville. When complete, hikers and bicyclists will be able to travel on a compacted limestone surface along the route blazed first by canal boats and later by railroads.

Today, a two-mile section beginning in Metamora is open for hiking. Trail parking is available at the Duck Creek Aqueduct, and the trail begins at the end of the road east of the parking lot. The first 1.75 miles of the trail is parallel to the railroad tracks used by the Whitewater Valley Railroad. The final quarter mile of the trail runs atop the old Whitewater Canal towpath, and the trail currently ends at the Whitewater River Overlook.

As development on the Whitewater Canal Trail continues, it will follow the Whitewater Canal until the canal's waters empty into Yellow Bank Creek. Beyond that point, the trail will continue on the old towpath and/or railroad path into the town of Brookville. The eight-mile compacted limestone trail will offer opportunities for hiking and bicycling, history and nature study, and a safe transportation route between the towns of Metamora and Brookville.



This map is from the Whitewater Canal Trail dedication on October 3, 1992. The first two miles of the proposed 8-mile trail were opened for a short period of time.

Bob Schmidt, president of CSI, was one of the speakers at the event and talked about the history of the canal saying that "This particular trail has more to offer than just another recreational opportunity. As you walk along its path you will feel the presence of history, hiking where a hundred and fifty years ago others walked with horses bringing manufactured goods into the valley and taking out the harvest of its industrious farmers...Let your imagination take you back to a time when horses pulled boats. Listen for sounds of the past—hooves against the hard baked clay of the towpath, the bellow of the captain's horn as he approaches the lock, the voices of packet travelers sitting atop the boat as they glide along the silver ribbon of water winding its way through this scenic valley. Look around—listen. History is alive—you can feel its presence."

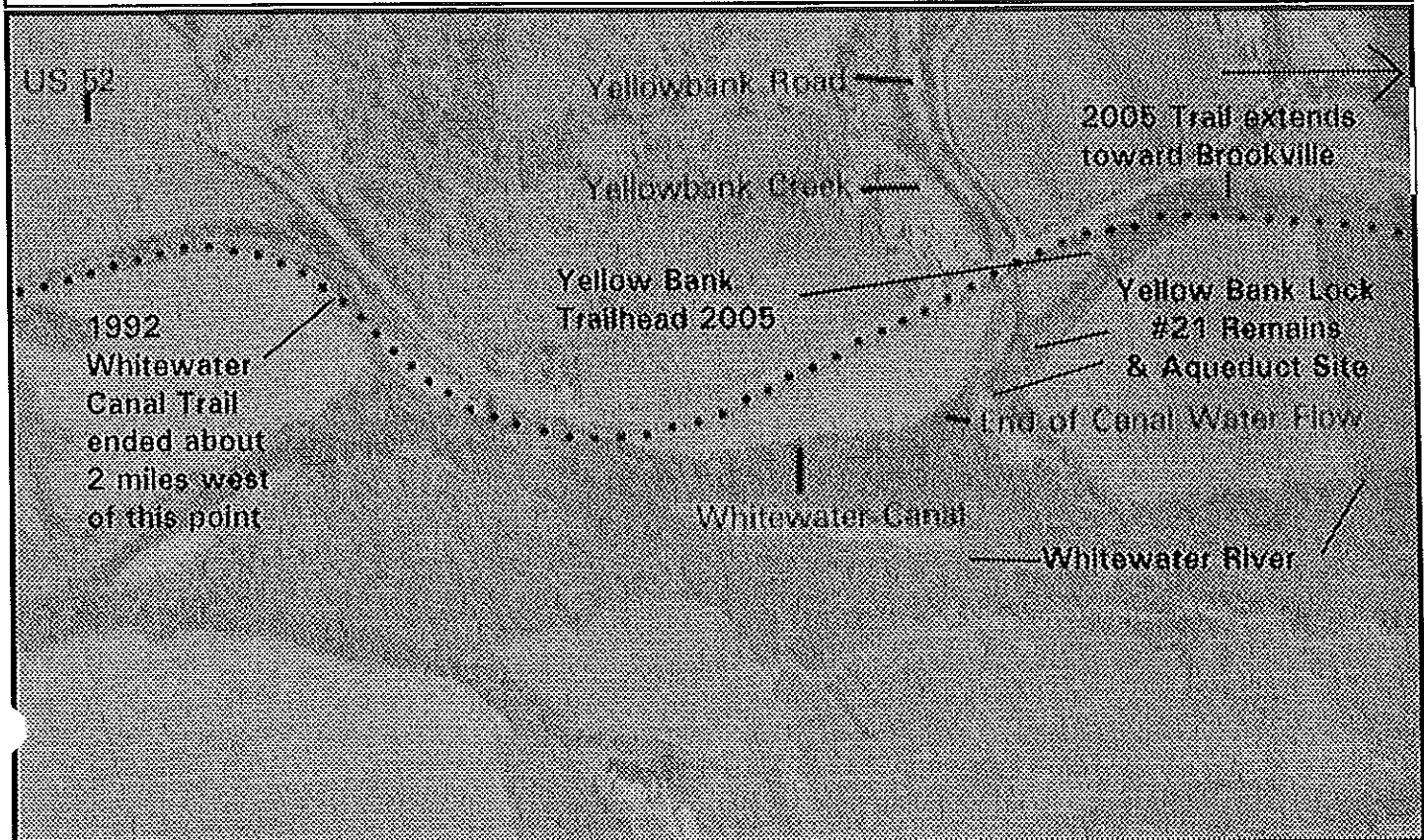
CSI was excited about the new trail as were others. It was off to a good start. Those employed at the Whitewater Historic Site not only did routine maintenance of the canal and operated the canal boat, they also found time to build the trail. They are to be commended on what they were able to accomplish. But soon problems arose with land acquisition from property owners that eventually led to the abandonment of the project.

Over ten years the dream of a trail was dormant until Mick Wilz began talking to people and rekindling it. He organized the Whitewater Canal Trail, Inc. (WCT), to secure volunteers who have spent thousands of hours on the project so far, and obtained funding from Visteon, whose goals are to produce products that make money and give back money to make the communities in which their employees reside better for their children and the environment. The Indiana Department of Natural Resources is working as a partner with WCT group. They have a cooperative arrangement on the section of land on which the Yellow Bank Trailhead and trail is located. They secured funding for a kiosk at the trailhead from the Franklin County Convention, Recreation and Tourism Board. The enthusiasm Mick and the WCT have generated has led to neighbors building a stone walled flower bed. They have even offered to mow the grass.

The ribbon at Yellow Bank Trailhead was cut by Larry Hinkle, Visteon Plant Manager. Over \$16,000 was received from Visteon's "See the Possibilities Fund" and used toward the Yellow Bank connector. This grant and the efforts of those in the community were recognized by Steve Morris from the Indiana Department of Resources during the opening ceremony.

Although Wilz says he lost count of the volunteer

This aerial map, which was part of one found in the 1990s Development Plan for the Whitewater Canal Trail from Metamora to Brookville, has had additional information added to show where the Whitewater Canal Lock #21 and aqueduct (twin stone-arch culvert) were located at Yellow Bank Creek and where the new Yellow Bank Trailhead and parking lot are located.



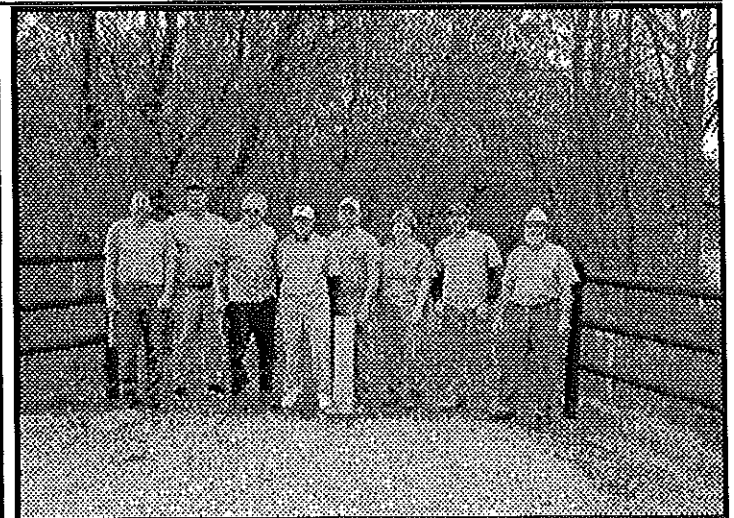
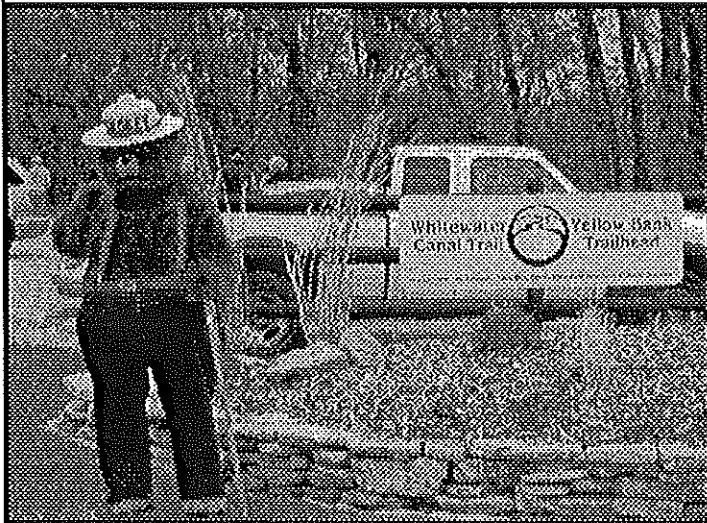


Above: This kiosk at the Yellow Bank Trailhead was funded by the Franklin County Convention, Recreation & Tourism Board.

Below left: This stone walled flower bed was built by neighbors.

Below right: Whitewater Canal Trail board members stand before the entrance to the Whitewater Canal Trail. L-R Terry Duffy, Thad Ariens, Lowell Beneker, Fred Chappelow, Mick Wilz, Carla Austin, Gary Rieveschl, & Tom Cooney

Photos by H. Niesz



hours after 1,600 this spring, he greatly praised all of the workers who manually moved the heavy railroad ties in preparation of building the parking area. He also gave credit to the Whitewater Canal Trail Committee Board of Directors" Gary Rievescht, Charles Hynes, Tom Cooney, Fred Chappelow, Lowell Beneker, Thad Ariens and Carla Austin. A Certificate of Appreciation for funding the first kiosk for the trail was given to the Franklin County Convention, Recreation and Tourism Board. Volunteer hand-crafted the kiosk from Franklin County milled cedar. It was designed by Gary Rieveschl, a WCT board member. It has seating and a message board for trail

information.

For updates on events and trail progress check out their website: [www.whitewatercanaltrail.com](http://www.whitewatercanaltrail.com)

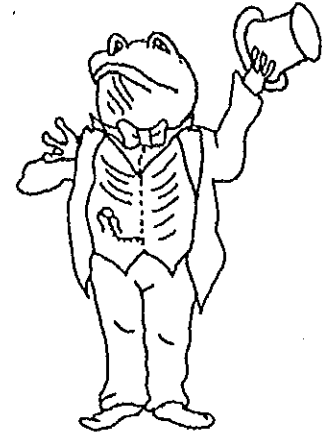
Over 80 people braved the cold weather to attend the opening ceremony. Even Smokey Bear was there. Following the ribbon cutting, he handed out trail mix and led the first official hike.

Visitors could purchase Whitewater Canal Trail T-shirts or sturdy walking sticks to help finance further construction and maintenance of the trail. Although use of the trail is free to the public, they could also contribute by buying an annual membership.

Building the Whitewater Canal Trail will take many more volunteer hours from individuals or groups. This coming Fall they plan to open an additional three mile section to Metamora. If you would like to join the organization or volunteer: (765) 647-6457 or (765) 647-7365  
E-mail: [canaltrail@brookville47012.com](mailto:canaltrail@brookville47012.com)

Our hats are off to Mick for getting community support for the project and spending countless hours in planning and execution, and to his volunteers, who removed 30-40 truckloads of debris along this two-mile section before building the trail.

# Hip Hip Hooray!

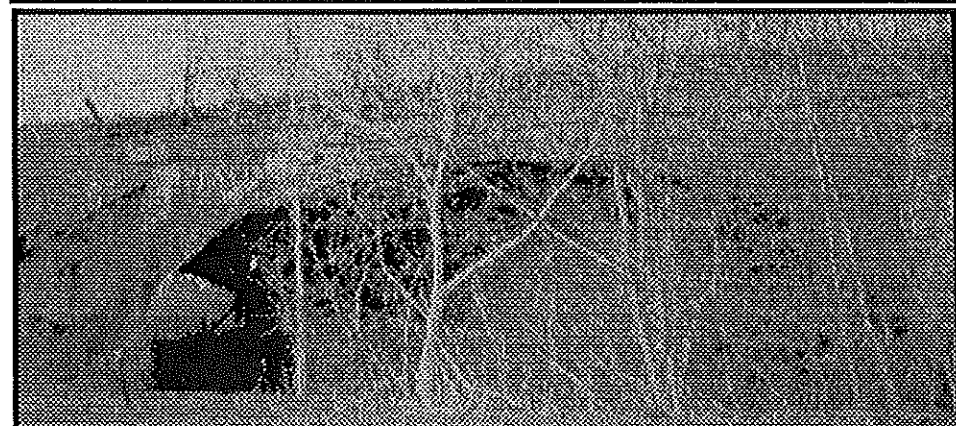
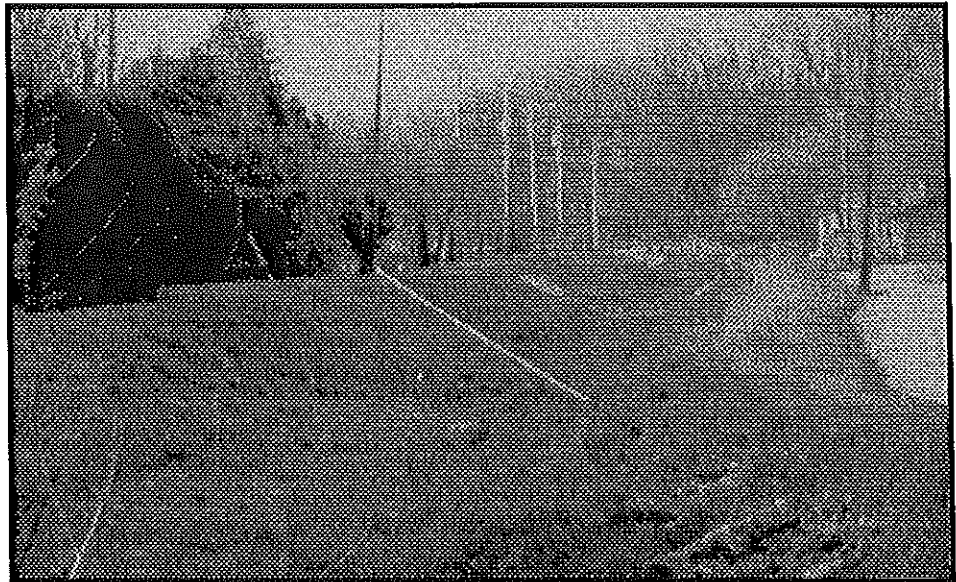


## TUNNEL HILL

By Dr. Neil Sowards

Sunday, May 17, following the all day "Awe Reservoirs" tour by the Canal Society of Ohio, a small group visited several sites on the Sidney Feeder in Ohio. We first saw the well preserved remains of the feeder in a residential section on the south side of Sidney.

We next went through a cemetery and saw a diagonal viaduct over the canal. The railroad originally descended from the plateau to the south to Sidney and then ascended to the plateau to the north creating two steep grades and crossing the canal with only the minimum required clearance. As more and more trains became through trains not stopping at Sidney, the tracks were elevated eliminating the steep grades. This track crossed the canal on a concrete overpass that has 1910 molded into it.



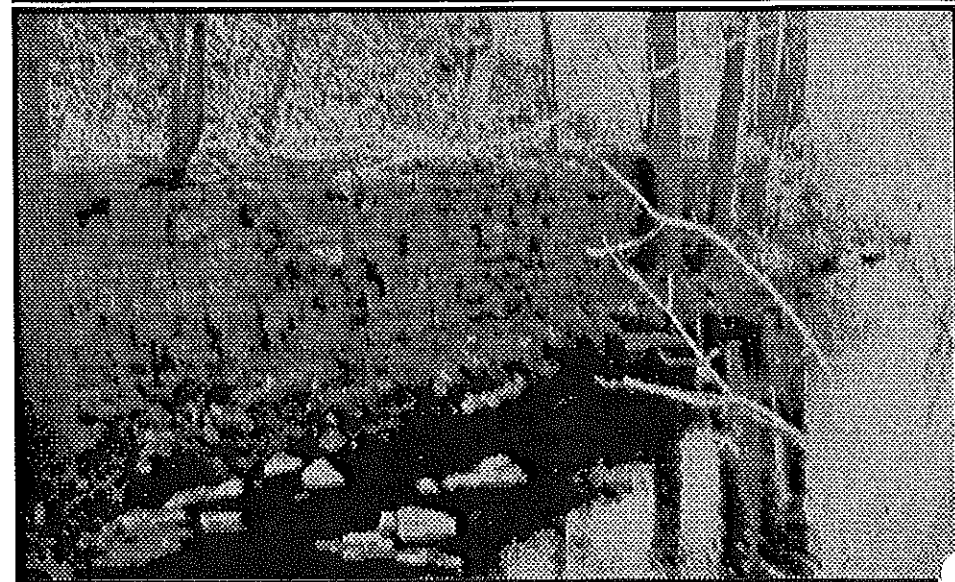
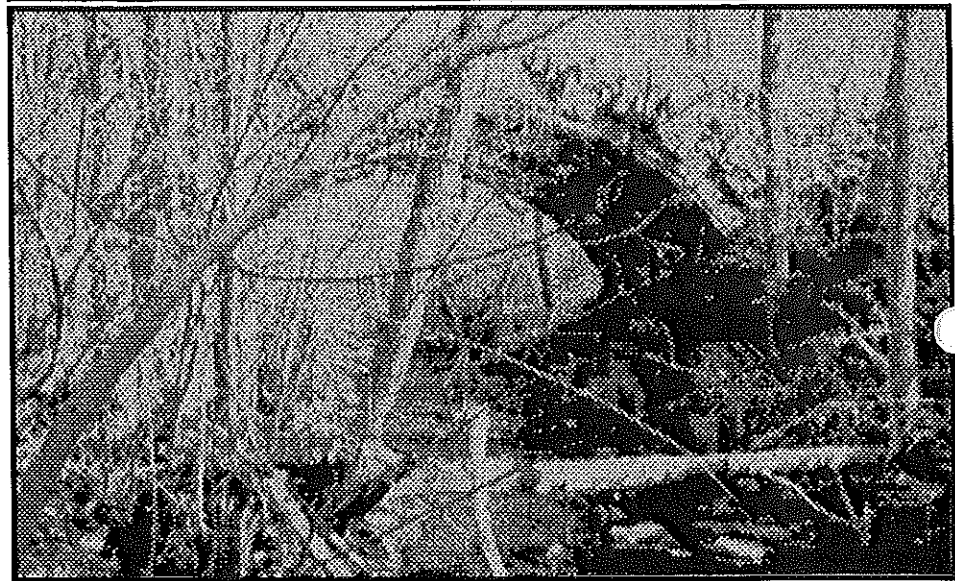
Top: Clear prism of the Sidney Feeder Canal on the south side of Sidney, OH.  
Bottom: 1910 railroad viaduct over the Sidney Feeder Canal

Photos by Neil Sowards

Just beyond this viaduct we saw the location for the "Sidney Falls," which was a tumble or waste weir that allowed excess water to leave the feeder and go into the Great Miami River. Only tumbled-down cut rocks remain to mark its location. This "Sidney Falls" is often seen on early postcards.

We then went on to Van Demark Road, which is called Tunnel Hill Road on some old maps. Mill branch is not a large stream but the Sidney Feeder had to cross it with what was then a large earthen fill. The canal builders had to also accommodate a road that ran alongside the stream. Building a bridge over the canal would have necessitates a very large fill for the east side abutment of the bridge. The problem was solved by making a very large culvert for the stream that would also accommodate a loaded wagon. One of the tour members remembered hearing a person say years before they had driven through that culvert tunnel when it was still completely intact. Now the Van Demark Road goes through a cut in the canal fill. Most of the culvert-tunnel has been opened out leaving only a few feet of arch that has been reinforced with metal. The walls of the tunnel are still well preserved from six to eight feet high on both sides. Another tour member said there was a similar tunnel culvert on the main line north of Lockington.

The Sidney Feeder Canal was 13 miles long extending from Port Jefferson to the main line of the Miami Extension Canal at the top of the flight of locks at the Lockington summit. The feeder was navigable for its entire length. A number of canal related businesses grew up along it in Port Jefferson and in Sidney, the Shelby County seat. From Sidney to Lockington, the feeder was very difficult and expensive to build. It was constructed on the side of steep bluffs above the Miami River and was forced to cross a number of ravines, creating ponds at each where the towpath acted as a dam (the side of the bluffs serving as the canal's berm bank). The feeder prism can easily be seen today from the north end of the Miami River bridges on Interstate 75 just south of Sidney, where the highway slices across the canal.



These photos show the remaining portion of the tunnel-culvert on the Sidney Feeder Canal. Note that the top of the arch has been removed in the lower photo.

Photos by Neil Sowards

# CANAWLERS AT REST

## THOMAS D. SMYTHE

**b. 1824**

**d. May 14, 1880**

**By Carolyn I. Schmidt**

Thomas Smythe (also spelled Smyth, Smith) was born in Ireland in 1824 and came to America at the age of fourteen in 1838 with his family. They settled near Fort Branch, in Gibson county, Indiana, where he remained on a farm for a period of several years, then going West, where he stayed a short time, returning to Kentucky, and then going to Evansville, Indiana.

Thomas was a canal boat captain on the Wabash & Erie Canal from 1848-1855/56. He was appointed Superintendent of the First Division (District #1) of the canal in 1856 and served in that capacity until it was abandoned..

In 1848 Thomas married Mary Rowley, who was born in Evansville in 1824. She was the daughter of Nathan Rowley, a politician and probate court judge who was influential in canal matters and had come from Shoran, Vermont. .

In 1849 the fifth Warrick county courthouse was to erected in Boonville in the center of the Public Square after the plan of Gibson county's court house, 60 x 44 feet. John H. Spilman had the contract for the masonry work and John W. Millspaugh and Thomas B. Byram had the contract for the entire completion of the court house. Thomas D. Smith and Lewis Denison were appointed in September 1851 to inspect the wood work and reported the contract "fully completed."

Henry B. Smythe was born to Thomas and Mary on March 21, 1849, in Evansville, Indiana. At age 15 he attended Behme's Commercial College in Evansville.

Thomas engaged in the livery business with John S. Gavitt in Evansville until the Civil War broke out and he closed the business. With the money he had made he

purchased land in Knight township, Vanderburgh county, which at the time was mostly covered with timber.

Thomas Smythe served as a soldier in the Civil War. On his return to Indiana he took an active interest in the public welfare and participated in politics by voting for the Republican party.

In 1864 when the canal supposedly closed, Thomas moved his family to a farm east of Evansville on the bank of the canal. He purchased two hundred acres on June 22, 1862, from William Walker for \$5,200. He built a house on what is now Green River Road, which today is Evansville's major shopping and restaurant strip. Unfortunately the land was wet and not good for farming. He knew that if he tilled the land and drained it, it would be good farm land.

In 1871 Thomas and son Henry started the Thomas Smythe Tile Factory located near the corner of Green River Road and Morgan Avenue, just down the road from their house. This factory was very successful since much of the land in that area needed draining. It provided jobs both at the factory and on the farms. At that time the Wabash and Erie Canal was no longer in operation and the tracks of the Louisville, Evansville & St. Louis railroad were atop the old towpath. (An 1876 atlas shows this road as the Lake Erie, Evansville & Southwestern R. R. and an 1880 atlas calls this road the Evansville & Eastern R. R.) A stop along this track was known as Smythe's Station. It offered a way of transporting the tile made at Smythe's factory as far as Kentucky and Tennessee. Their business rated among the best in the state.

The tile was made by forcing clay through a mold to shape them. They made several sizes ranging from two and a half inches to six inches in diameter. They produced three "kilns" of tile per month.

Henry Smythe married Emma Stroud on March 13, 1872. She was born in Union township on March 16, 1854 to Benjamin Franklin and Sarah Stroud. Sarah's maiden name was Cloud. Emma was a member of the Cumberland Presbyterian Church.

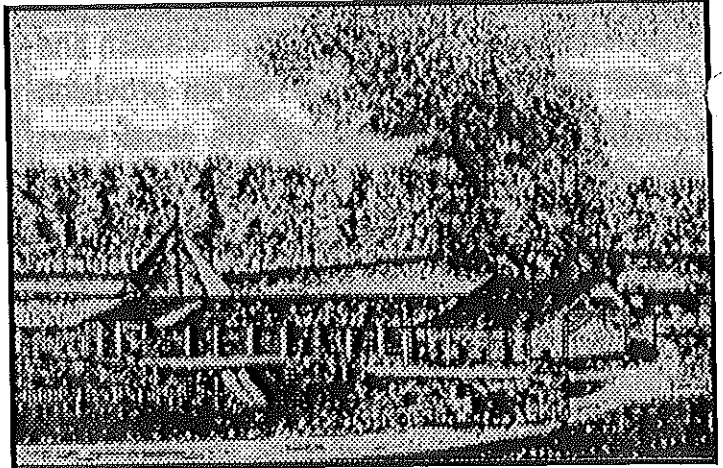
Henry's land covered 176 acres. He had put in six to seven miles of tile on this land. It probably had more under-drainage than any other piece of land in Evansville.

Henry and Emma's daughter Maybel married a Mr. Bell in 1908. They had two daughters, Henrietta and Betty.

When Thomas grew old he moved to Kansas because he thought it would be better for his health. He

died on May 14, 1880 at 4:15 a.m. at the age of 56. Henry was left to run the tile factory. We do not know how long the tile factory operated. We do know that the business was not on city maps in 1899.

Henry deeded his land back to his mother, Mary, on March 18, 1897. He died in 1922 at the age of seventy-three. A resource said that all of the Smythes were buried in Oak Hill Cemetery. Although we were able to find a Thomas Smythe there, his middle name was Edward not the "D" for which we were looking. The birth and death dates also did not correspond. Was he buried in Kansas?



The Smythe Tile Factory from Griffing's Atlas 1880

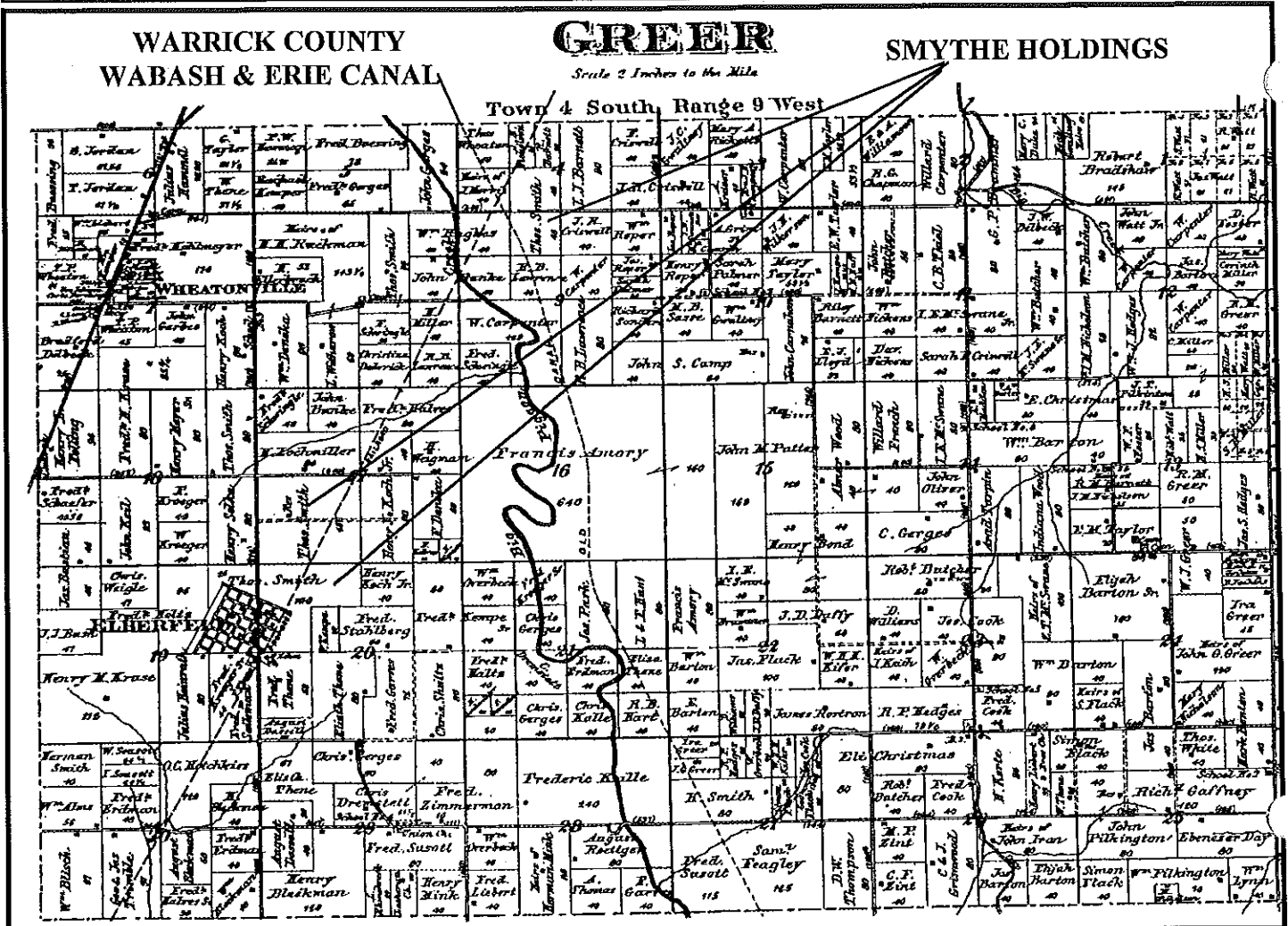
Sources:

An Illustrated Historical Atlas of Warrick Co., IN. Philadelphia, PA/D.J. Lake & Co., 1880.

History of Warrick, Spencer & Perry Counties, Indiana. Chicago, IL/Goodspeed Bros. & Co. Pub. , 1885.

Peckinpaugh, Jane. Superintendent of Cemeteries, City of Evansville, Oak Hill Cemetery, 1400 East Virginia, Evansville, IN 47711.

This 1880 map below shows the location of land owned by Thomas Smythe (Smith) in Greer township, Warrick county, Indiana. The largest holding is along a proposed railroad, which is shown by long dashes. A smaller holding is crossed by the Wabash & Erie Canal, which is shown by short dashes. Note the location of the residence. His home was on Green River Road in Knight township, Vanderburgh county. Did an overseer live in this residence or Thomas or Henry at one time or another? An Illustrated Historical Atlas





# The Locks at the Three Gorges Dam Project in China

By Neil Sowards

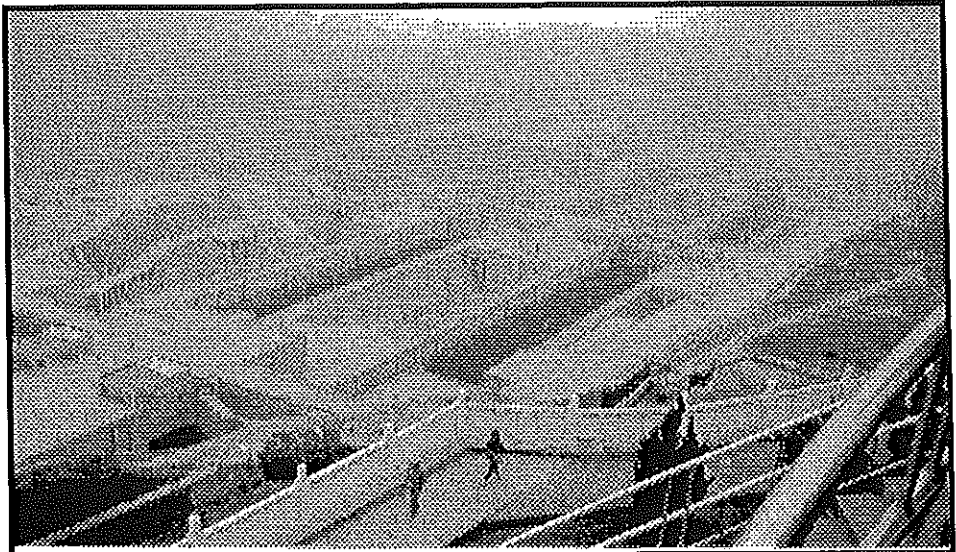
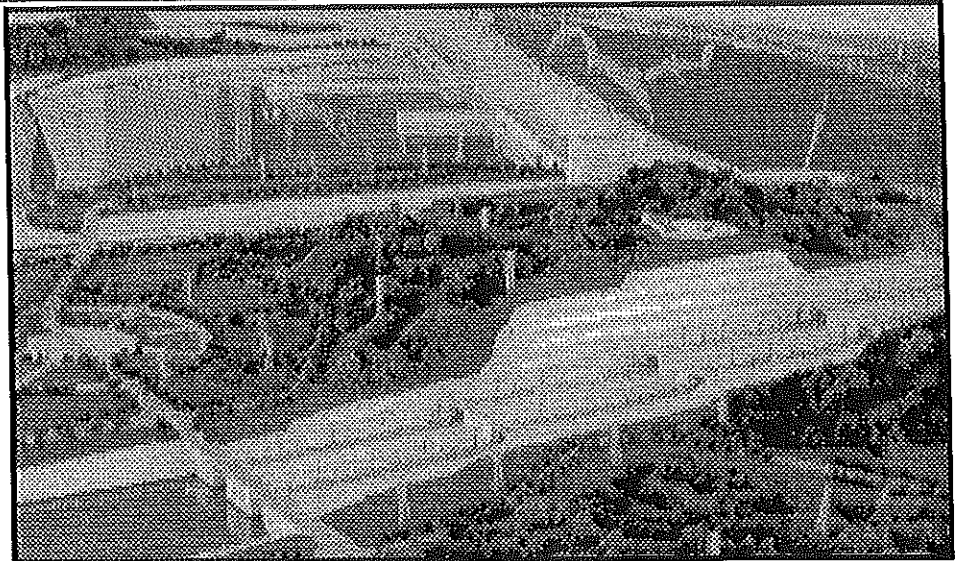
The Three Gorges Dam on the Yangtze River is said to be the largest modern construction project in the world. It will take seventeen years to complete and cost 23 billion dollars. At its greatest activity over 30,000 workers were engaged in its construction or in building houses and apartments for the 1.2 million people who were relocated out of the flooding area. The reservoir is 800 miles long and fills the Three Gorges with 175 meters of water (579 feet).

The purposes of the dam were three fold:

One was to control the river and prevent flooding, which, in the past, killed several hundred thousand persons in each great flood.

The second is to use the impounded water for power generation through 26 huge generators. That will make it the largest hydro generator power plant in the world. It will supply 15% of China's electricity.

The third reason is to improve navigation in the Yangtze River both above and below the dam. It improves it above the dam by raising the river level 175 meters (579 feet), which makes the river wider with no rapids for 800 miles. Before, there were 42 places in the narrow gorges that required one way traffic, creating



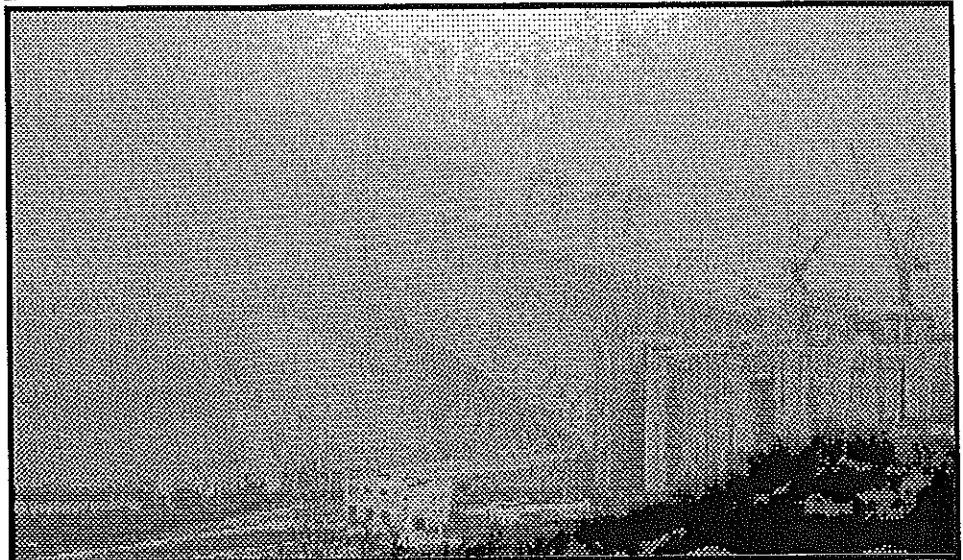
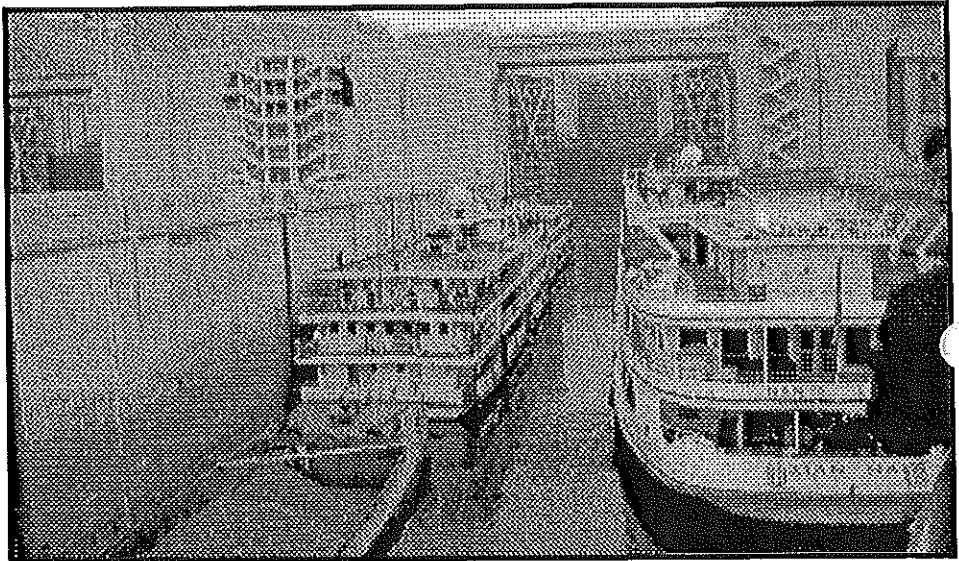
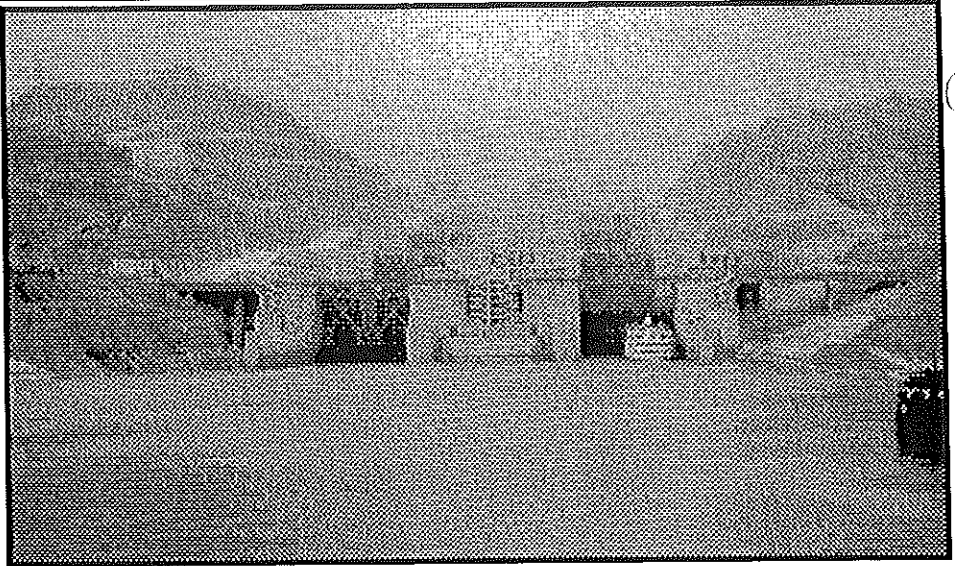
Top: This is a model of the Three Gorges Dam project.  
Center: The Three Gorges Dam and Locks are about two-thirds done.  
Bottom: The dam is one of the largest construction projects in the world.  
Photos by Neil Sowards.

many bottle necks as well as difficult rapids. The reservoir eliminates these problems.

Since the dam impounds flood waters and releases them at low flow times, it increases the depth of the river below the dam at times that used to be low water. Our tourist boat drew 9 feet of water and often the river was only seven feet deep making it impossible for our ship to travel in time of low water. But the added water increases the river's depth to over 9 feet so our ship, the Yangtze Pearl, will be able to travel all year around.

When the dam is completed in 2009 and the reservoir reaches maximum depth, there will be 175 meters (579 feet) difference between the water above the dam and below the dam. This necessitates a staircase of five locks. Since there is a lot of boat traffic, there are two sets of locks side by side. One set is for ascending ships and the other for descending ships. The locks are huge—280 meters (918 feet) by 34 meters (111.5 feet) and 5 meters deep (16.4 feet). The total lift of the five locks depends upon the reservoir's level, which averages 175 meters (579 feet) above the level below the dam. Thus the five locks have an average lift of 35 meters (114.8 feet) each.

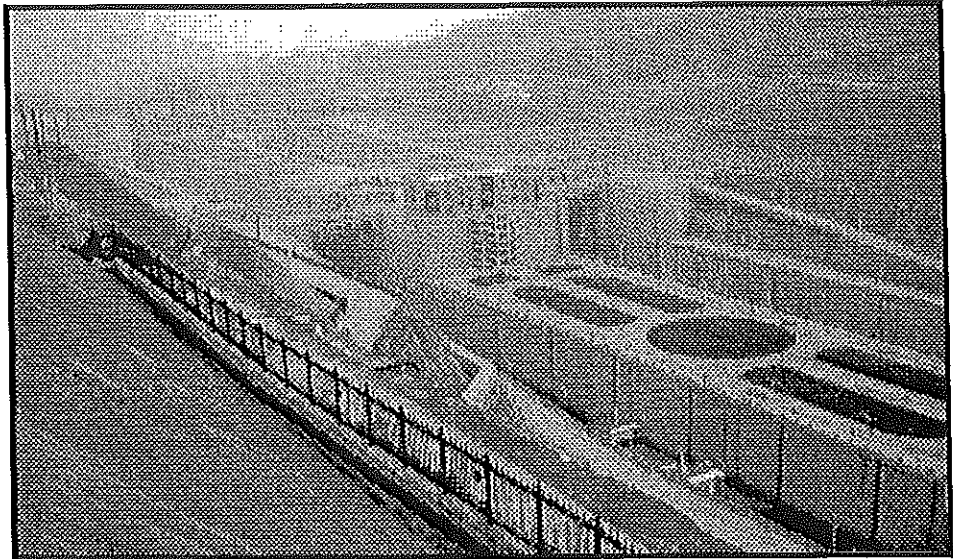
During construction a temporary lock that was 240 meters (787 feet) by 24 meters (78.7 feet) by 4 meters (13.1 feet) was constructed to raise the ships to the level created by the second coffer dam. This lock and the channel to it was later incorporated into the dam and converted to a lift lock or lock elevator. There are many small boats using the Yangtze River and their number could force the large ships to have to wait to use the five staircase locks. So a lift lock was also built separately from the double five staircase. It's chamber is 120 meters (393.7 feet) by 18 meters (59 feet) by 3.5 meters (11.5 feet) and can lift



Top: Approaching the lock, the right staircase ascends to the reservoir.  
Center: The ships are preparing to leave the first lock and enter the second lock.  
Bottom: The Elevator Lock of the Three Gorges Dam is in the right foreground.  
Photos by Neil Sowards

a 3,000 ton ship. A boat or boats go into the chamber, it's entry gate is closed, and then it is lifted by cables 175 meters (579 feet) like an elevator. Then the upstream gate is opened and the boat(s) leave the chamber and are on the top of the reservoir.

In March 2005 the reservoir had not been filled to its ultimate level so we only used four locks. Although our tourist cruiser seemed quite large, the lock was filled with two tourist ships, two passenger ships for Chinese, and two cargo ships for a total of six ships. After the lock was filled, the upstream gate was opened and the ships proceeded one by one into the second chamber. It took 45 minutes to pass through each lock or a total of 3 hours for all four locks. If there had been only one ship instead of six, the time would have been cut to 20 minutes per lock.



The Chinese are great landscapers. They have landscaped the area between the top two flights of locks at the Three Gorges Dam. Looking closely you can see the top of a ship in the lower lock. Photos by Neil Sowards

The Three Gorges Dam is the largest dam in the world and an incredible accomplishment. The Chinese people should be justly proud.

## CENTRAL CANAL

### CONCERTS ON THE CANAL

Once again this year concerts are being held at the Indiana History Center's plaza at 450 W. Ohio Street on the Central Canal in downtown Indianapolis, IN. This is the seventh season for these popular, which are attended by families and downtown workers. Rain or shine, the concerts are a perfect way to take advantage of the abundant musical talent Indiana has to offer. Guests can enjoy music, dancing, food and drinks along the historic Central Canal. Take lawn chairs or blankets to sit on, or guarantee your spot by reserving seating. Reserved seating and pre-ordered boxed dinners are available by calling 317/ 232-1882 for pricing, menu options or to reserve your table.

**Thursday Evening Concerts 2005**  
5:30 - 7:30 p.m. — June 2 - August 18  
(No concert July 7)

- June 2- Cathy Morris Latin Jazz
- June 9- The Dixie Power Trio
- June 16- Indy Jazz Fest Preview
- June 23- Cool City Swing
- June 30- Cynthia Layne

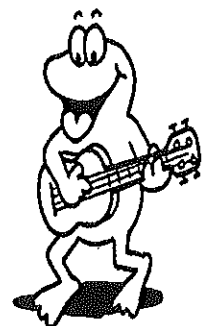
- July 4- Independence Day Concert!
- July 14- Rodney Stepp and 360 Degrees
- July 21- Cool Chillis
- July 28- Indy Irish Fest Preview featuring Brigid's Cross
- August 4- Everett Greene and Trio
- August 11- Jack Gilfoxy Trio and guests
- August 18- Carrie Newcomer

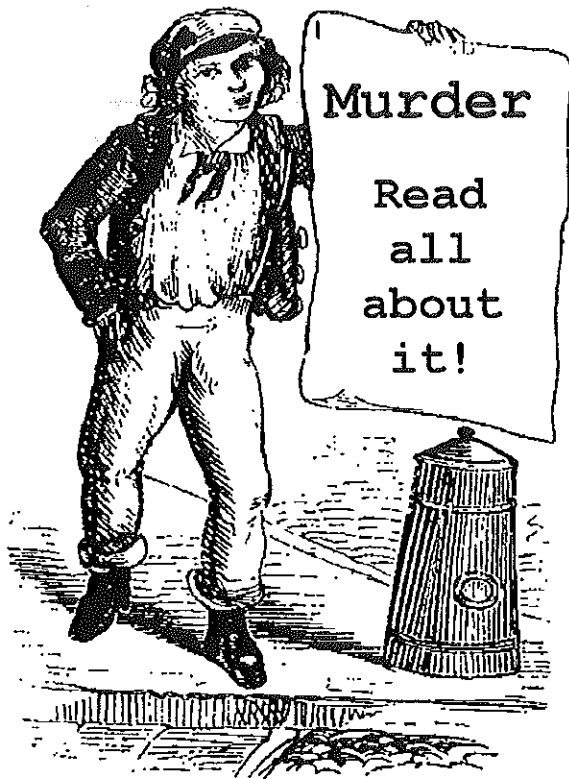
On select Friday afternoons, rain or shine, lunchtime patrons to the Indiana History Center's Stardust Terrace Cafe will be treated to a FREE outdoor concert sponsored by Indy Parks.

**Friday Lunchtime Concerts on the Canal**  
11:30 a.m. - 1 p.m. — June 10 - August 26

- June 10- Bill Lancton Quartet
- June 24- Brian Deer Group
- July 15- Keep "Em Guessin' Quartet
- July 29- Zelaya Mariachi Band
- August 12- Blueprintmusic
- August 26- The Clover String Quartet

There will be a special Independence Day concert on Monday, July 4 from 4:30 - 8:30 p.m.





## Murder in Montezuma

By Charles Davis

At the end of the Civil War, Montezuma, Indiana, was still a growing prosperous town. While the southern terminus of the Wabash & Erie Canal had closed by then, the canal was used quite extensively in Parke county and to the north of it. Only one railroad was operating in this county. By 1860, the Evansville and Crawfordsville Railroad (E&C) was completed to Rockville, Indiana, and that town was its northern terminus for twelve years. All the engines on the E&C were wood burners, such as the "Evansville," "Princeton," "Patoka," "Vincennes," and "Carlisle." Of special note here is that Parke county had its own famous "Wabash Cannon Ball." James Shelburn was the engineer and conductor. It operated between Rockville and Portland Mills. There are few if any that know this fact today.

There was quite an influx of Civil War Veterans into Montezuma after the war including Confederates such as Charles Wilson. Our subjects here in this story are the Sylvester brothers - John Wesley, Stephen P. and William H., Sr. They also had a sister Mary, who married William George of Montezuma on December 23, 1858.

John Wesley Sylvester was the oldest of the brothers being born September 27, 1840 to John and Phiania Hill Sylvester in the state of New York. He was known by everyone at Montezuma as "Uncle Wes." As an infant, his parents moved to Illinois and a few years later they moved to Wisconsin. At the age of sixteen, Wes with his parents, brothers and sister moved to Kentucky where both parents died. Three years later he returned to his friends in Wisconsin.

Wes joined up to fight in the Civil War in the 7th Kansas Cavalry, serving under Col. Charles R. Jennison. Mr. Jennison had been his teacher in Wisconsin and they had become warm friends when he was a boy. When he learned that Jennison was recruiting at Leavenworth, Kansas, he went there as quickly as he could. Members of the 7th Cavalry were called "Jay Hawkens" as they were Unionist guerrilla raiders on the Kansas-Missouri border. He served in that war for four years.

After the Civil War, Wes came to Montezuma via a steamboat on the Wabash river. By occupation he was a painter. He never married and died in Montezuma on December 9, 1927 while living with his nephew, Frank George. He was buried in the Oakland cemetery there.

William H. Sylvester was born in 1841. There is nothing in the county's history that says whether he served in the Civil War or not. He was in Kentucky with his parents in 1860, the year his father died. Although he has no Civil War record, he may have removed to Montezuma sometime after his mother and father's deaths by 1860. When arriving at Montezuma, he began work in the carpenters trade, which he followed for a short time. Soon after, he engaged with Wilson & Brothers to clerk in their dry goods store. The businesses in which he worked were all located in the same block on Washington street, the main trade center in that town during the latter period of the canal.

While with the Wilson brothers, William acquired a knowledge of the business and he put this knowledge to good use. He started several businesses for himself, first embarking in the grocery and confectionery business and at the same time dealing in real estate. He also owned half interest with his brother Stephen P. Sylvester in a drug store, which was comparable to any drug store in other cities. William and Stephen bought part of Lot #49 on December 25, 1874 (Deed Record 31/254) from Jedidiah F. Stacy and were operating their store at this location. Mr. Stacy had used this lot for several years making marble grave stones. He was also a grain dealer on the canal in a very big way. The brothers ran this store for several years until August 14, 1880, when William bought out Stephen's interest. He was then sole owner. (Deed Record 40/130.)

William was married twice, but nothing is known about his first marriage. His second marriage was to Nettie B. Wolf on June 9, 1897. She was born in 1878 to James and Lydia Paris Wolf.

Just one year after the canal closed and times were becoming tough, Montezuma was hit by a fire. The Rockville Indiana Patriot ran the following article on February 3, 1876:

"Montezuma, Ind., Jan. 31, 1876. Editor Patriot:

"The greatest fire ever known in this town occurred on last Saturday morning. Seven houses were burned to the ground. The following is a list of the losers: Noah Deer, dry goods and groceries; goods mostly saved. W. H. & S. P. Sylvester, groceries; mostly saved. L. Lorch, unoccupied house; total loss. Morris Hughes, groceries, total loss of everything. (Hughes was a very wealthy man making his fortune with the W&C Canal. When he died in 1888 he was a poor man financially.) Edmond G. Wilson, dry goods; mostly saved. Nancy Headly, store house; total loss of everything. Two unoccupied houses, owned by Morris Hughes and E. G. Wilson. Total loss about ten thousand dollars, no insurance. Mrs. Headly and M. Hughes are the heaviest losers. The fire originated in the storeroom of M. Hughes, and was discovered about one o'clock in the morning. The wind blew a strong gale, and had it not been for the rains a short time before, many other buildings would have been swept away by the flames. The losers in this fire return their thanks to the citizens of this place for their energy and promptness in saving as much as they did from the fiery element."

A son, William H. Sylvester, Jr., was born to William and Nettie Sylvester on November 18, 1902. During this time William was retired.

On July 13, 1905, the First National Bank was started in Montezuma. The bank bought part of Lot #51 from Alex Leslie on July 13, 1905. (Misc. Deed Record 6/466) William came out of retirement and was the bank's first president. In May of 1906, he was shot down by a gunman, his brother. The following article is from the Rockville Republican of May 16, 1906:

"BROTHER SHOT BROTHER

Awful Tragedy Last Thursday at Montezuma.

VICTIM DIES SOON OF WOUND.

Wm. H. Sylvester, President of the National Bank, Killed in His Own Home."

"About half past 11 o'clock, Thursday forenoon, (May 9, 1906) Stephen Sylvester, who has been mentally unbalanced for several years, shot and killed his brother, William H. Sylvester, president of the National Bank at Montezuma, in the latter's home. In a few minutes Montezuma was in a state of the utmost excitement. The murderer, without knowing the result of his shot, started for his own home near the business part

of town. Before reaching there he engaged in a pistol duel with Victor Allais in the course of which they exchanged five shots each, but tho some of the shots were close, neither was hit. The latter stood part of the time behind a telephone pole, which was struck by one bullet fired by Sylvester. Reaching his home he took refuge in an out building used as a coal house, which was covered with sheet iron and which had but one opening, the door. This Sylvester locked and then stood a siege. It is reported that probably 50 shots were fired at the building. Some of these passed near Sylvester but none hit him. At some stage of the shooting one ball passed thru the rim of his hat. News of the trouble was telephoned to Sheriff Carter at this place and as soon as possible, accompanied by his son Roy and Marshal Alf Boyd, he reached the scene of hostilities.

"The greatest excitement still prevailed in the town and on all sides were men armed with revolvers and guns watching for a chance to shoot the imprisoned man or to see that he did not escape. Once Sylvester opened the door, after the sheriff arrived, and a man with a Winchester fired at him. This ball took effect in the door casing near his head and scattered splinter over him. The sheriff was urged to consent to dynamiting the building but he couniled delay and an effort to get into communication with the imprisoned man. This was finally accomplished and Frank Mankin opened talk with him from the alley outside. He told Sylvester that the sheriff was present and would protect him from those who wished to kill him. Sylvester asked that the sheriff come in and talk with him, to hear his story, promising to not try to injure him, but wanted an hour's time. This was agreed to, but friends advised the sheriff to take no such chance and later Sylvester agreed to surrender if the sheriff would protect him.

"Meantime a number of men were deputized by the sheriff and under his direction everyone was ordered away from the vicinity. Roy Carter stationed himself with a Winchester where he could get the drop on Sylvester if he should make a hostile move while the sheriff and marshal approached the building. Before they reached the entrance Sylvester came out and locked the door behind him. They at once took hold of his arms, one on each side, and proceeded to disarm him. They found a loaded revolver and a hunting knife, sharpened to a razor edge, a most dangerous weapon. He was handcuffed and allowed to enter his home where he secured his watch, pension paper, &c. There was no further trouble with him and he was brought to jail.

"To go back to the beginning of the tragedy, it appears that a good many years ago the brothers were in partnership in business and Steve always claimed that a proper settlement had not been made and that his brother owed him several thousand dollars. Thursday he

went to his brother's home and asked for a part of the money he claimed was due him. This was refused. The two were alone and Mrs. Sylvester was in the kitchen preparing dinner. The first she knew of trouble was on hearing the crash of a lamp knocked off a table in a scuffle. Hurrying in she found her husband on the floor and Steve over him. She ran outside and called the first man she could see, John C. Pittman. He ran in, separated the brothers and started to lead Steve out. The latter asked to be released, saying he would go away quietly. On being released he suddenly pulled his revolver and at the distance of a few feet shot at his brother. The bullet entered the body near the naval, penetrated the intestines, cut an artery and lodged against the skin in the back. The wounded man died from internal hemorrhage in a short time, about 12 o'clock. It was 15 minutes past 12 o'clock when Sheriff Carter received word by telephone calling him to Montezuma. At once after shooting his brother, Steve turned the revolver on Mrs. Sylvester, taking one shot at her and one at her little 2 year old son. The shot at Mrs. Sylvester made a slight wound on the side of her leg but the boy escaped injury.

"On arriving at the jail with his prisoner Sheriff Carter made a more complete search and found in his pockets a queer collection of articles, including 47 keys of various shapes and sizes. Some were door keys, others keys to padlocks. The smaller keys were on three rings. There were about a dozen cotton tobacco sacks in which he had various amounts of money aggregating \$124.21. Of this \$115. was in gold, \$4 or \$5 in nickels and dimes and the rest in various denominations. He had two watches and a lot of trinkets, altogether enough to fill a pasteboard shoe box. Around his waist suspended from his shoulders was a curiously arranged belt attached to which he carried his revolver and the knife already referred to. It is said William Sylvester, the unfortunate victim of his brother's wrath, was worth from \$30,000 to \$40,000 while Steve is also worth considerable, owning property in Montezuma and Indianapolis. The former having been twice married leaves a young wife and one son. The latter was never married. He lived alone and his mental condition is shown by the fact that he kept everything about the house under lock and key. People say he never left the house to go even a few steps away without locking the door, and it was because he had not time to unlock the house when pursued that he took refuge in the coal house.

"With reference to the duel between Allais and Sylvester there are two stories. One is that Allais shot first and that Sylvester replied. On the other hand there is, we understand, a man whose name we could not learn who is ready to make oath that Sylvester shot first at Allais. Since neither was hit it is an unimportant detail.

The fact that so many attempts were made to shoot the fleeing and besieged man indicates the extreme excitement that prevailed in Montezuma and considering the number of wild shots that were fired in every direction and the further fact that hundreds were in the vicinity of the shooting it is indeed strange that no innocent bystander was killed or at least wounded.

"During the construction of the C. H. & D. railway thru Montezuma Stephen Sylvester, who was assisting in the work on the bridge was injured thru an accident, falling and alighting on his head, since which time an effort was made to have him placed in the insane hospital and Sheriff Aydelott went to Montezuma to arrest him, but because of the importunities of the brother he killed, so reported, he did not make the arrest. In the light of this tragedy it would seem a great mistake was then made.

In an interview Friday afternoon Mr. Sylvester states to THE REPUBLICAN that he was 63 years old, having been born in Syracuse, N. Y., in April, 1843. June 5, 1861, he enlisted at Cincinnati Co. 4, 4th Ohio infantry, and served three years. He participated in many battles and skirmishes and at Fredericksburg was wounded in the left thigh. He has been receiving a pension of \$12 a month. Regarding the trouble with his brother he said he was starving, that he had nothing to live on except his pension and that for 14 years he had little to eat. His brother he said owed him so much that he went to his house to get a part of it. There, he said, his brother knocked him down (and he has a badly bruised face) and was on top of him beating him when the man came in and pulled him off. He recalled shooting at his brother but said he did not remember shooting at Mrs. Sylvester and did not see the little boy at all, except that he was playing in the street with his wagon when he went in the house. When he mentioned the debt he claimed his brother owed him, he began crying. With reference to the fall of 27 feet, when he was at work on the bridge, he said that did not hurt him any, that his spirit went out of his body and did not return for several hours. Since that time he said he had not earned a dollar. While he talks rationally enough on most subjects there can be no question that he is mentally unbalanced." --

"The Coroner's Verdict." Coroner Peare's verdict, after taking evidence concerning the killing of Wm. Sylvester, was that his death was due to a gun shot wound by the hands of Stephen Sylvester, said wound being caused by a bullet of 38 caliber revolver. The testimony of John C. Pittman, who was present at the time of the shooting was to the effect that when he was called by Mrs. Sylvester he found William holding his brother on the floor. He led Stephen to the hall and there let loose of him. Stephen whirled and ran thru the sitting room to the kitchen, opened the door, shot three times

and then ran out.

"Mrs. Sylvester testified that Stephen came and demanded money of her husband. He said he owed him nothing. The two then engaged in a scuffle. She called Pittman and when he took Steve out she hustled her husband and little son into the kitchen. They were standing near the center of the kitchen when Steve opened the door and shot three times, one shot making a slight wound on her and one hitting her husband in the abdomen.

"John Wesley Sylvester testified that he heard of the trouble and ran to his brother's house, and found him lying on the floor. William said, "Pittman, why didn't you hold him? And in reply to the question as to where he was hurt he answered, "Its all over with me."

W. H. Reid, who reached the house soon after the shooting, also heard him make the same statement. These were the only words the wounded man uttered soon becoming unconscious."

The Rockville Tribune of May 16, 1906 concluded their version of the story:

"No criminal prosecution has been made, since it is so evident that the prisoner is insane. He did not seem to know that he had killed his brother, and when he was made to realize the situation by his brother, at the jail, on Friday, he wept like a broken hearted man."

Probate book 20/273 of 1906 states:

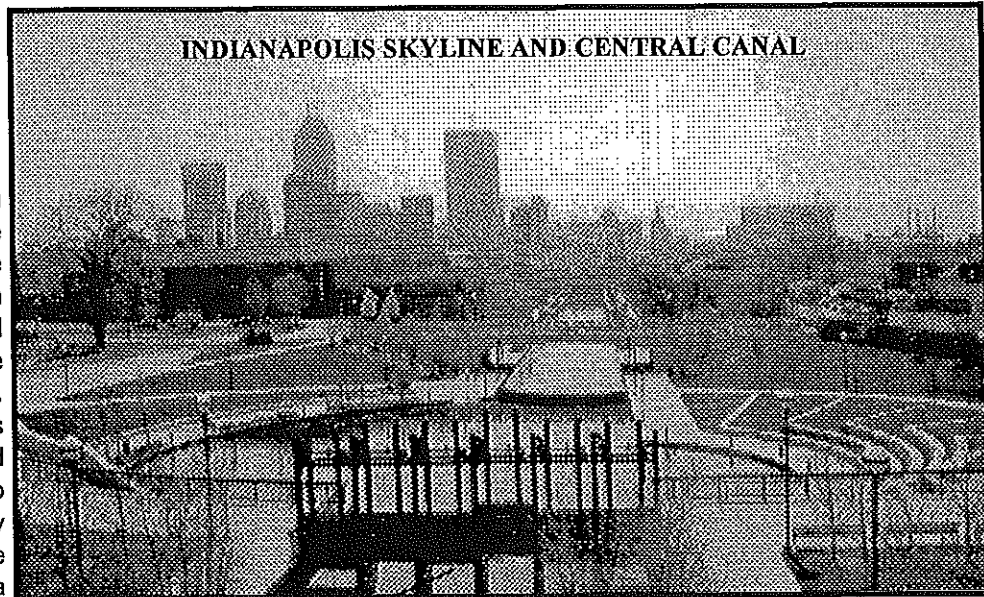
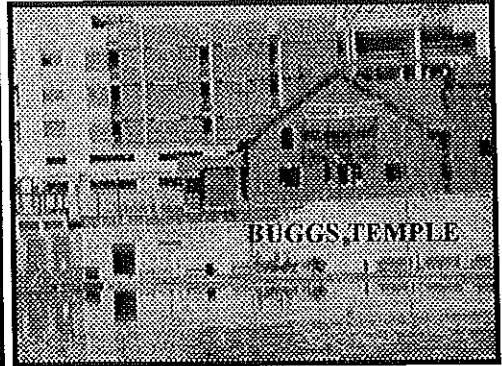
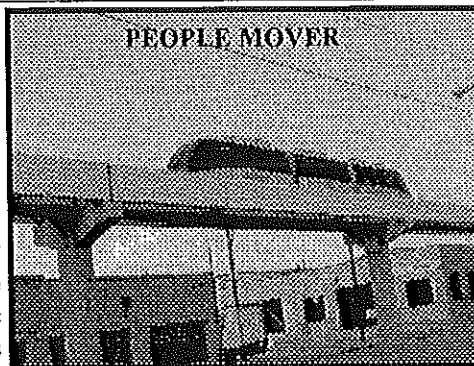
"Nettie Sylvester makes for guardian of estate for Wm. Sylvester Sr., made bond of \$1200, with John El and Sam Skeeters as sureties. John Wesley Sylvester made application for guardianship for Stephen P. Sylvester for the penal sum of \$1000."

In Probate book 21/257 it is noted: Wm. H. Sylvester Jr. minor heir and Nettie as guardian. She petitions to sell bank stocks.

This concludes another story of the lives of those who were merchants in the town of Montezuma and their Wabash & Erie Canal Connections.

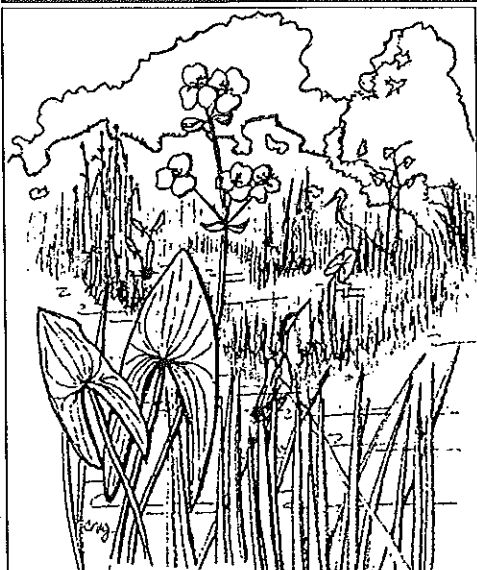
## See Central Canal—Ride The People Mover

One unique way to view the Central Canal in downtown Indianapolis is to ride the Clarian Health "People Mover" that was built to transport doctors, workers, patients, and visitors between Indianapolis' hospitals to avoid traffic tie-ups. This is the "only privately funded system in the nation that runs over public streets." There are two trains consisting of three cars each. Each car has eight rubber-tired wheels. Four run on top of the track and four along the sides. Each car has two bench seats, one at each end, and a large open area in the middle. Automated voice messages tell you to wait for the doors to open. The free 1.4 mile long ride may be boarded at either the Indiana University Hospital / Riley Hospital for Children's south station or the Methodist Hospital's north station. When restoration of the Buggs Temple is completed, a third (central) station will allow riders to get on or off at the Canal Walk by the Holton Gate, a canal structure that was moved to the site and is a focal point on the canal.



HOLTON GATE

Photos by Bob Schmidt and Lynette Kross



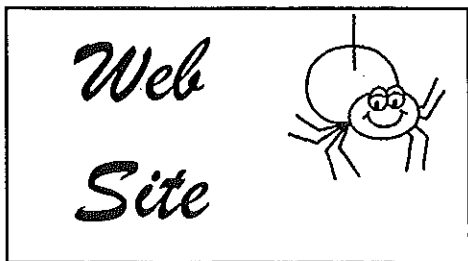
**THANK YOU**

The following note was sent to Bob Schmidt, CSI president, for the Little River Wetlands Project - Eagle Marsh donation:

Bob,

Thank you for the generous donation of \$500 for Eagle Marsh from the Canal Society of Indiana. Perhaps as we go along we could work together on an interpretive display.

Paul McAfee



The following note was sent by E-mail regarding our CSI web site:  
[www.Indcanal.org](http://www.Indcanal.org)

Your site has helped me so much with putting this paper together on the canal development in the Midwest. You have treated each part of the Web site with taste, and calm design, It is a comfort to open your site.

Thank you,  
 Lynn L Johnstone



May 4- Huntington, IN

Bob Schmidt, CSI president, spoke to 26 members of the Huntington County Genealogical Society at 7 p.m. on May 4 in the Indiana Room at the Huntington library. A list of Internal Improvement contractors in the Indiana State Archives in Indianapolis was given to the president of the society. Attendees received maps of Indiana/Ohio's canals, a CSI membership form, and a Maumee Valley Heritage Corridor brochure. Bob illustrated his hour long talk by using overhead transparencies of maps, charts and pictures.

After Bob told of the great success of the Erie Canal, he said Indiana needed a good transportation system. Its roads were few and often no more than Native American trails. Although railroads were being built, that technology was in its infancy. He showed a picture of an early train and told how a horse drawn coach had beaten it during a competition. Canals had been proven to be a good way to carry passengers, bulk commodities and manufactured items. He showed how glaciers had formed a natural trough, later a portage, through which the Wabash & Erie Canal could be built.

Bob said the genealogists should check the 1850 Census for lists or men who built the canal in Gibson, Pike and Daviess counties and for locktenders in other counties. Although he knew of no lists of boat passengers, he could give them some idea of what time periods to check out according to what they knew from oral histories. Boat captains are listed on bill of ladings or on toll records.

Worked on canal:

1832 If their ancestors had worked on the Wabash & Erie Canal, the earliest this could have been was after February 22, 1832, when ground was broken in Ft. Wayne. The Central Canal or Whitewater Canal would have been after 1836-37.

Came by canal boat:

1825 If their ancestors came by canal boat, they could have come on New York's Erie Canal to the Great Lakes, crossed the Great Lakes by boat and then traveled by wagon or horseback to Indiana after October 1825 when the Erie Canal was completed from Albany to Buffalo.

1835 If they were in Ft. Wayne in the 1800s, the earliest they could have taken a canal boat to Huntington was July 1835 when the Wabash & Erie Canal was opened between these two towns. First the canal was built from Ft. Wayne to the west. To dig through the great black swamp to the east was a major problem and Ohio was not eager to have Indiana's commodities compete with theirs in eastern markets.

1843 The earliest they could have come from Toledo on Lake Erie to Huntington was in July 1843 when the W & E was completed from Toledo, OH, to Lafayette, IN.

During a fifteen minute question and answer period, one gentleman told Bob that the Huntington Co. surveyor's office had an old map of subdivisions along the canal. Another told of his exciting experience on the Whitewater Valley Railroad along the Whitewater Canal. Several people wanted information about where they could ride a canal boat. Mentioned were Metamora, IN, Grand Rapids and Piqua, Ohio, and the Erie Canal. Bob suggested a visit to the Canal Interpretive Center at Delphi and to the Indiana State Museum. Others were interested in the Gronauer Lock preservation.



After the meeting Kathryn Trisler of Andrews, IN, spoke to Bob and said she knew one of her relatives had been an administrator something on the canal. Bob asked if she had looked at the contractors list. She hadn't. When she read the list she found Henry Myers, the relative she was seeking. As a bonus she found his brother Nicholas Myers. There was also a P.S. Myers who might also be related. Bob suggested she go to the State Archives and find the contracts to see what structures or sections of the canal they had built.\*

CSI gained two new memberships through this talk. Several others said they might join.

*\*Canal contracts are stored in numerical order. Contract numbers were not assigned in sequence along the canal route. Also there is no cross-index with the archives' alphabetical list of contractors. Contracts were let by section. This makes research challenging. CSI is in the process of looking at the contracts and compiling a sequential list following the canal route. This will take many trips to Indianapolis and hours of research before it is finished. We have to determine where the sections were located. Once the list is completed, it should be an effective tool to use when researching ancestors or when writing articles about those who built the canal. Any help with this project would be greatly appreciated.*

May 9 - Ft. Wayne, IN

Bob and Carolyn Schmidt spoke to 84 4th graders and their teachers at Aboite Elementary School in southwest Allen County. Bob gave the background history of the Wabash & Erie Canal and its relationship to places nearby the school and in the county. He talked about the swamp that was created by retreating glaciers and how the canal was built along its edge. He explained how the aqueduct across Aboite

markers that tell of the Wabash & Erie Canal that once passed through the park, several varieties of trees, and perennial plants.

Carolyn Schmidt portrayed Miss Caroline who came to aid her cousin Maria Vermilyea after the death of Jesse Vermilyea. She told of her experiences enroute to Ft. Wayne on a canal boat. She had the children act out a hoggee whipping up the horses and pulling a canal boat. She asked many questions about why the students thought the canal was built, how it felt to ride on a canal boat, why the hoggee started the horses several times before getting up to speed, etc. The children from the Alpha class answered correctly every time.

The children were each given a canal badge (those left over from previous tours) that had pictures of canal structures on them. Each teacher was given a kit of maps, diagrams, information about the canal, and master copies of a canal boat the children could cut out and paste together.



April 22 - Ft. Wayne, IN

"City Wins Award For West Jefferson Trail Project" was the title of an article in Aboite and About. Dawn Ritchie, Greenways Manager, accepted an award at Purdue University for the City of Fort Wayne's West Jefferson Trail that begins in Rockhill Park and connects with the rivergreenway in Swinney Park. It was presented by Indiana Partnership for Highway Quality. Also recognized were Bonar Group, which designed the project, and Brooks Construction, which built the trail.

The new trail amenities include a limestone wall with a sign that identifies Rockhill Park, historical

markers that tell of the Wabash & Erie Canal that once passed through the park, several varieties of trees, and perennial plants.

Tom Castaldi, CSI Advisory Council, wrote the text for the canal markers.

May 3 - Syracuse, NY

The Erie Canal Museum, a private, nonprofit educational organization dedicated to the collection, preservation, exhibition, research and interpretation of Erie Canal related artifacts and archival materials, spearheaded an effort to get the state of New York to issue an Erie Canal "cause" license plate. Legislation for the plate was introduced by Senator John A. Francisco and Assemblyman William B. Magnarelli. The New York State Legislature along with the Department of Motor Vehicles have issued the plate, which costs \$43. The plate pictures a canal boat and says "Take History for a Ride!" Each plate will have a number assigned by the Department of Motor Vehicles. Renewal fees for the plate will be \$25. For those wishing to have a personalized version of the plate there is a motorist's choice of two to six characters, including spaces, which is available for \$68 with an annual renewal fee of \$50.

The Erie Canal museum exists to preserve the proud legacy of the Erie Canal—a great engineering marvel in American history. A portion of the proceeds from the plate will be deposited into a fund to help support the Museum's education programs, research, exhibitions and preservation of the National Register landmark 1850 Weighlock Building, the only structure of its kind in America, which once weighed canal boats to determine their tolls.

WELCOME NEW MEMBERS

We welcome aboard:  
Richard and Karen Brown - Okemos, MI  
Lowell Goar - Costa Mesa, CA

NEWS FROM DELPHI

TRAILS RECEIVE COMMUNITY SUPPORT FROM MANY VOLUNTEERS

By Dan McCain

Project W.E.E.D. in Delphi was a resounding success. Sixty-one adults and children came out to Trailhead Park to work on trail restoration and cleanup after the January-February floods on April 16, 2005. Many youth were Scouts or 4-Hers putting in their hours of community service with their clubs. Both Deer Creek and the Wabash River had over-topped their banks last winter and caused debris and washing of the lower portion of Delphi Historic Trails. The Robbins Trail, Obear Millrace Trail and Happy Jack's Loop contained most of the flood debris.

Fortunately last winter was not nearly as bad as the major "flood of record" on Deer Creek in early July 2003. That flood caused the loss of whole sections of trails and wiped out the Riley Park Suspension Bridge. To the satisfaction of all volunteers, who came to offer time and machinery, these losses seem to be easily erased. By comparison some communities might have to spend tens of thousands of dollars to repair damage and in Delphi the spirit is to just "roll up your sleeves and get to work."

Trail volunteers are part of the USDA EARTH TEAM program where hours are recorded and "rewards" are given each year. On National Trails Day in June each year, Earth Team shirts are given to those that volunteer. Many dedicated volunteers show their continued love for these community trails by logging hundreds of hours each year. This year's volunteer recognition day was held on Saturday, June 4th in Canal Park at noon. Delphi's celebration of National Trails Day is just one of many across the USA.

An interest in the outdoors and our environment brought out the big assembly of children and adults. Those who didn't work on the trails prepared the flowerbeds in Canal Park for planting. It didn't stop there. Young Scouts from Brookston built Bluebird houses and placed them near the trails as their offering. Sorority sisters from the Psi Iota Xi's Beta Chapter in Delphi set the tables in the shelter house for a lunchtime feast in support for these community volunteers. Others continue to work on weekdays and sometimes all by themselves to provide the same collective trail improvements.

An example of this effort is the diligent trail work

by the minister of the Delphi Presbyterian Church. She manually picked up over a dozen huge black trash bags of debris from along the canal and creek-side trails over a six week period while walking her dogs. Each time she would leave a filled bag or two at the entrance to the VanScoy Towpath Trail behind Pizza Hut. When Trails Chairman Dan McCain kept finding the bags he wondered what good Samaritan "group" had done all this work. Now we know and we thank Kelly.

DELPHI SHOWCASED ITS "STUFF"

By Dan McCain

The first week of May has traditionally been recognized as Historic Preservation Week in Indiana and across the United States. This year the success of the annual celebration led the National Trust for Historic Preservation to expand the event to Preservation Month. And Indiana joined in the party.

The theme, "Restore America: Communities at a Crossroads," was the basis for a number of events taking place during the month throughout Indiana. A Grassroots Preservation Roundup was held at the Canal Interpretive Center in Delphi on May 21 from 9 a.m. to 4 p.m. The Roundup was a casual gathering of individuals concerned about preservation. It provided an opportunity to learn about state preservation programs, to network with other preservationists, and to tour preservation highlights of the host community.

The Carroll County Wabash & Erie Canal Association, Delphi Preservation Society and the Delphi Library all teamed up to produce a special day in Delphi that Saturday. Preservationists from other communities in Indiana assembled in the Canal Center for the 11th Annual Grassroots Preservation Roundup. This annual statewide call-out, hosted by various Hoosier cities over the past decade, is coordinated by the Department of Natural Resources Division of Historic Preservation and Archaeology. In Delphi the stage was set for activities including a morning indoor information session and two afternoon outdoor tours. This event was open to the public at no cost.

Other activities that day included a call-out to the public to come and plant flowers in Canal Park and along the trails which radiate out from this park and needed springtime cleanup as well. Workers were provided a map noting where action was needed. Work began in the morning at 9 a.m. with a free lunch at noon.

One large group from Lutheran Churches in surrounding counties came armed and ready to work. They beautified an extended area of unclean canal berm. Gerry Arney from Pittsburg coordinated the church

volunteers. Other volunteers planted flowers in the park.

Also that day artists painted scenes capturing the beauty of Delphi's extensive canal and stream-side trails and its downtown architecture. Those interested could watch them as they worked at their easels. An informal showing of the paintings created that day was held at 4 PM in Canal Park. Organization of these painters was coordinated by the Lafayette Renaissance Academy.

The Renaissance Academy will be calling out any artists throughout the year to join in further activities such as this one. The end product will be a showing of art created throughout the spring, summer and fall at the Old Fashioned Christmas in Canal Park on December 10-11, 2005. For more information and a pamphlet contact Rena Brouwer at the Academy in Lafayette 765-742-0009.

The flower planting crews, artists and workshop guests all enjoyed a lunch prepared by Delphi's Psi Ote sorority. Caterer Darrell Bailey cooked pork donated by Indiana Packers Corporation that was served by the sorority. This followed the tradition of many 3rd Saturday Workdays on Delphi's Historic Trails where the volunteers working that day get a "free Ote Meal" complements of the sorority and IPC.

That afternoon the public spent an idyllic time on the lawn of the Delphi Public Library playing games from the 1905 era as part of the Library's Centennial Celebration, which offers something every month this spring and summer. Visitors could pitch a horseshoe, compete in a hoop race, hop in a gunnysack relay, dance around the Maypole, whitewash a fence with Huck Finn, sip some lemonade and just enjoy the "old fashioned" fun.

At the end on the day, visitors attended Delphi Public Library's Coffee Beat, a monthly coffee house featuring the music of Annie Hatke and Kim Strother. Coffee started brewing around 6:30 and the music began at 7:00 p.m. The coffee and music were free and desserts were sold.

### A WALKING MEDITATION

On Saturday, May 14th another Delphi Historic Trails volunteer offered a unique experience. David McCain led a "walking meditation" for the public. This was an easy stroll along the Wabash River from Trailhead Park in the southern trails section.

McCain guided this 90-minute experience of connecting mind and body in tranquility. He is a movement therapist and has been a meditator for over 40 years. David has taught Tai Chi and Yoga at West

Lafayette's Morton Center and Purdue University. He gave a demonstration of Tai Chi, which is often described as a moving meditation.

### COLORFUL SCENES ADDED TO CANAL CENTER'S LOBBY

By Dan McCain

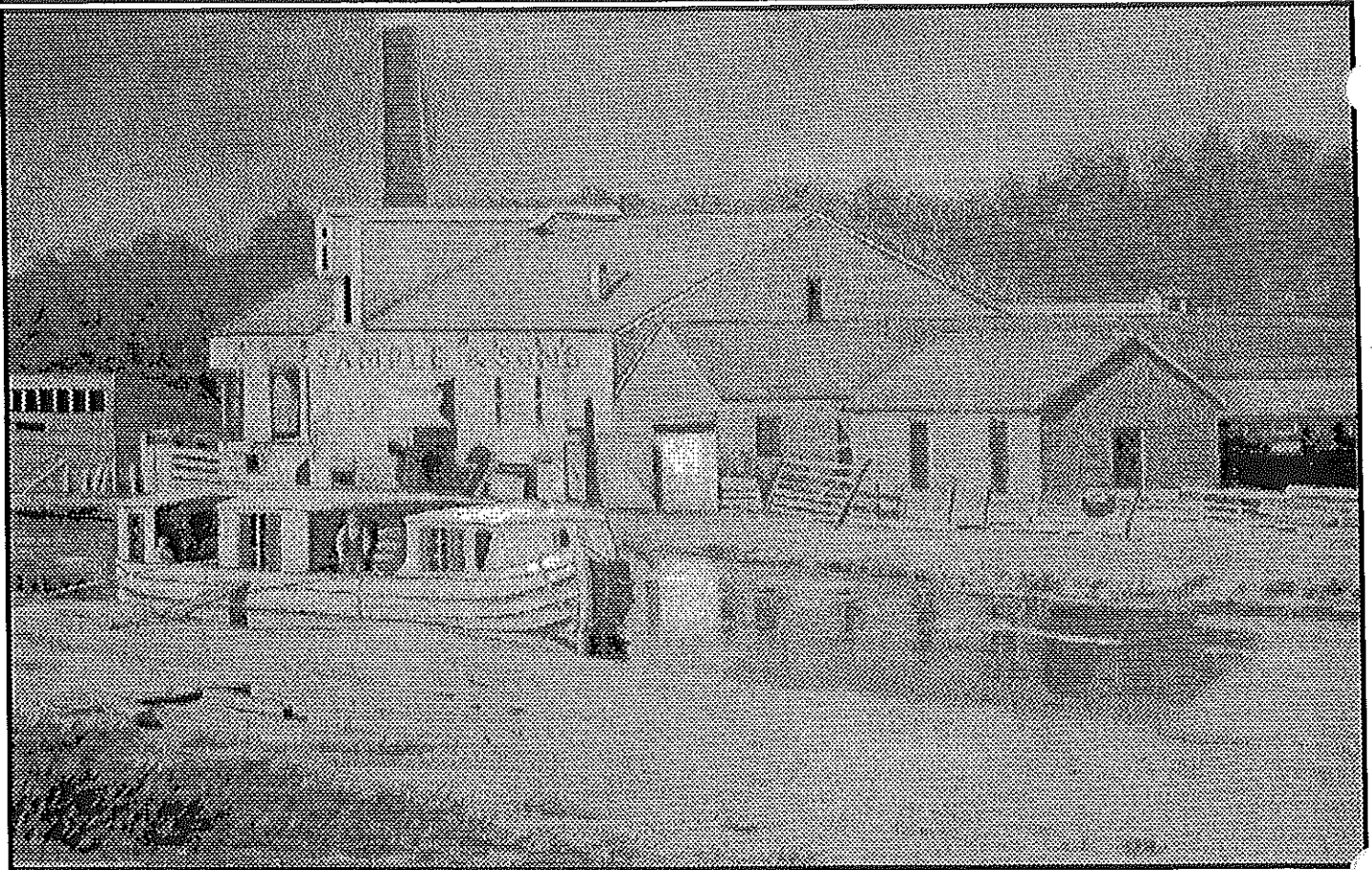
The Canal Conference and Interpretive Center in Delphi now hosts two new original oil paintings alongside the two placed in the Grand Lobby late last year. Scenes from the 1832-74 era of the Wabash & Erie Canal are prominently displayed on large colorful canvasses midway up the stately high walls. Carroll County artist Terry Lacy has painted each of these beautiful works of art. Three of them were taken from actual photographs. The fourth, a painting of an arch, had to be conceived as no picture exists.

The Canal Center proudly displays these items that were sponsored by families and organizations. Nine more spaces are available on opposite walls for the continuum of scenes from Toledo to Evansville. The 468-mile-stretch of canal between those two cities comprised the "longest man made waterway in the US" by the time it was completed in 1853.

Specific places, canal structures and historic subjects yet to be painted will be from places further away from Delphi. The first four cover Lafayette to Logansport with two that are Carroll County features: the Speece Brothers Boat and Burnetts Creek Arch. These were sponsored by Delphi Psi Iota Xi Sorority and Ms. John T. (Cathy) Smith respectively. Cathy was Carroll County Wabash & Erie Canal, Inc. secretary in the 1980s. The Lafayette picture is the Henry Sample & Son Warehouse along the canal slip near Chestnut Street. It was sponsored by Jim & Frances French, both longtime CCW&EC, Inc. canal members, directors and officers. The most recent painting features the Logansport Pivot Bridge over the Canal near 5th and Market. Erie Street passes today where the water in the foreground of the picture once ran. This painting was sponsored by Ms. Elmer (Mary) Johnson of Delphi.

The fifth painting will be sponsored by the American Legion Post at Delphi in honor of longtime member, the late William Kerlin. The scene will contain a flag and be symbolic of the patriotism of the canal era. Kerlin and his wife Evelyn bequeathed money for the Canal Association's efforts to reconstruct a part of our community's past. They set that in motion through their wills.

Scenes depicted in the paintings were selected by Historian Tom Castaldi as he has access to numerous



This mural by Terry Lacy of the Sample & Sons warehouse on the Wabash & Erie Canal in Lafayette, Indiana, is the fourth one placed in the Canal Interpretive Center lobby in Delphi, Indiana. Photo by Dan McCain

photographs and drawings in his personal archive near Fort Wayne. Remaining scenes are now being considered by the Canal Association. Ideas for scenes along the Wabash & Erie beyond Lafayette to the south or beyond Logansport to the east are being sought. Anyone interested in sponsoring a space should contact one of the Board members or call 765-564-6297. A lobby plaque will display donor and picture information.

### RECOGNITION DAY FOR TRAILS VOLUNTEERS

By Dan McCain

National Trails Day on Saturday, June 4, was a special day in Delphi according to Dan McCain and Ed Gruber, Co-Chairmen of Delphi Historic Trails. At 11:30 a.m. in Canal Park many volunteers who have worked on Delphi Historic Trails and in the park with construction and operation of the Canal Interpretive Center were recognized. The program concluded at noon with a "free lunch" for these volunteers courtesy of Psi Ota Xi Sorority.

During the last year well over 100 Earth Team volunteers offered more than 3,800 hours of service.

They were scouts, 4-Hers, and workers of all ages. All labored with pride as they created this most unique ten-mile trail system. Those who worked a total of one day or more received their choice of an Earth Team hat or shirt as a "thank you" complements of the USDA/Natural Resources Conservation Service and Carroll County Soil & Water Conservation District.

Following lunch there was "a long walk for health and fitness" led by Lois Johnston. This walk went from Canal Park to Trailhead Park and back.

It is hoped that soon the Delphi Historic Trails system will be connected north to south on the Underhill Towpath Trail via a culvert walkway under the old Monon Railroad. This last remaining connection in the Historic Trails system is located at the south end of Canal Park. Volunteers have already assembled a huge metal walk-through-pipe arch for placement under the railroad and are waiting on the okay from the Stone Company to proceed with installation. This last section of the Canal Towpath, which comprises part of the state's designated Wabash Heritage Corridor Trail, will be dedicated at a big public celebration as soon as the finishing touches on the railroad underpass are completed.

School children enjoy the interactive displays in the Canal Interpretive Center in Delphi, IN. Photos by Dan McCain

Top: This water table with operating lock, mill, aqueduct, etc. is a favorite of the children.

Center: Following grooves in the map with their fingers, children see how settlers came from New York on the Erie Canal, went by steamer on Lake Erie, and by canal boat from Toledo, Ohio to Delphi, Indiana.

Bottom: Inside the canal boat cabin, children play checkers and pick-up sticks—games played during the canal era.

Canal Park is located 11 blocks north of the Court House on Washington Street. It is a hub for the many radiating trails constructed in Delphi since 1990. Canal Park now includes the exciting museum with its many interactive displays -- a credit to the dedicated, talented, volunteer craftsmen who have just completed the twelve galleries on the inside. The public is welcome to come to tour the Canal Center at their leisure any Saturday 10-4, Sunday 1-4 or Tuesday 1-4 after Memorial Day.

### CANAL STOCKED WITH WHITE AMUR

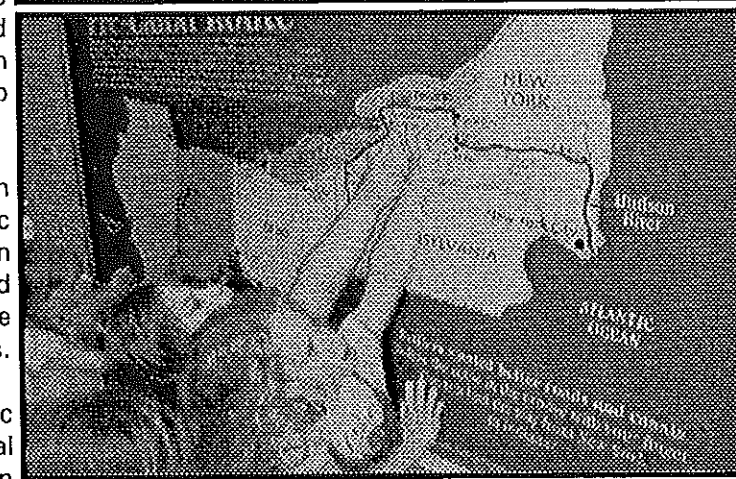
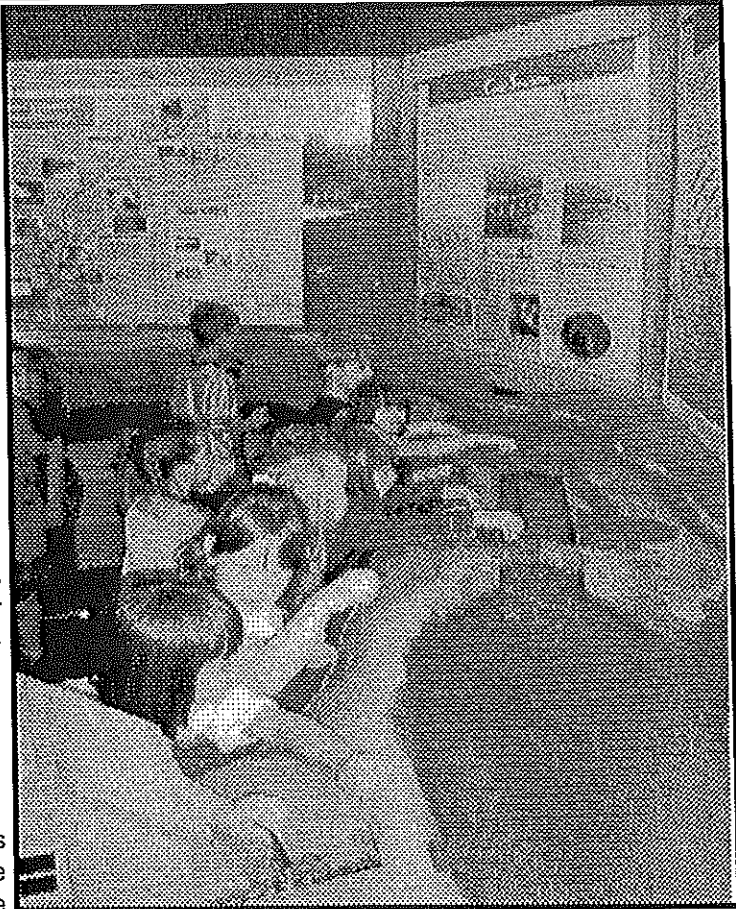
By Dan McCain

On June 3rd in Canal Park, 250 hybrid "grass carp" were introduced into a familiar habitat. They have a big job ahead. Clear Creek Hatchery from Martinsville brought the live fish and Melinda and Mark Hess helped their grandfather with the stocking. These special fish are transported in tanks with added oxygen to keep them healthy during their trip.

This spring's weather conditions created an unusual abundance of underwater and surface aquatic weed growth. The Wabash & Erie Canal Association within the past few years finished reconstruction and watering this section of canal in Delphi. Trails follow the towpath and interconnect with other parks and streams.

Originally 468 miles long this is the only public accessible portion of the 1850s Wabash & Erie Canal left in Indiana. Rehabilitated and nearly one mile in length it accounts for about 10 surface acres of water and borders Canal Park on both sides of Washington Street north of the Carroll County Court House.

The beautiful source of clean water — 3 million gallons per day — comes through the Delphi Limestone Company's diversion pipe at the north end of the canal. It is easy to hike the stone trails to see this water inlet at Founders Point about a quarter mile above the 1873 Paint creek iron bridge. For a trails map lookup [www.wabashanderiecanal.org](http://www.wabashanderiecanal.org) or come to the Canal Park for information.



This unique canal section may have algae but it doesn't breed mosquitoes because of the water pH, temperature, etc. With the soon to be operational Canal Boat (a converted pontoon passenger craft that will be used until we can get a replica canal boat) plying the Canal, the Canal Board decided to purchase these expensive, specialized, aquatic-vegetation-eating fish. The 250 10-12 inch long fish were introduced at two places in the canal.

This stocking will not interfere with the variety of sport fish already in the canal. Because these fish are "Hybrid" they don't reproduce. Only the stocked fish will prevail. Some of them will live longer before dying. They will eventually grow to 2-3 feet in length. They aren't interested in being caught with fishing worms or artificial bait. They just want to forage on the one thing we want to control so we hope it will make the water more aesthetically pleasing.

The Canal Association has started a fund for replacing 25% of these fish each year by creating an "own a fish" program. Special certificates will be available for \$10 (the cost of a fish) at the Canal all summer. That money will go toward purchasing live fish again next spring.

**OWNERS WANTED**

Buy one or a dozen amur and  
help improve the canal

**CANAL BOAT GRANT AWARDED**

On May 20, 2005, the following press release was sent out by the Indiana Office of Rural Affairs:

INDIANAPOLIS—Lt. Governor Becky Skillman today awarded a \$57,375 Rural Development Grant to Carroll County Wabash & Erie Canal, Inc.. Grant funds will be used to provide funds as part of the community's continuing program to preserve and interpret the historic Wabash and Erie Canal, a major surface transportation system in Indiana in the early 19th century. This project will focus on the research, market planning, environmental studies, final design and engineering plans for the construction of a reproduction canal boat and necessary support structures.

"What you do as individuals and organizations to improve the quality of life in your communities, is as important as anything state government will do," said Lt. Governor Skillman. "Today we are giving you resources to further your own economic development efforts. These grants are designed to help Hoosiers develop and



Indiana's Lt. Governor Becky Skillman presents Dan McCain a \$57,375 Grant to Carroll County Wabash & Erie Canal, Inc. for a Canal Boat for Delphi

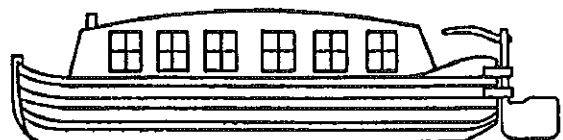
support projects that address specific needs in their communities. These awards celebrate the ideas that make Indiana's charming small towns and cities great."

The rural development grants come from two funds, the Rural Development Council Fund (RDCF) and the Rural Development Action Fund (RDAF). RDC monies go to the creation of "regional entities" that promote the improvement of the quality of life in rural Indiana. The RDAF provides grant dollars to entities that work to enhance and assist in improving the economic viability of rural Indiana communities. Grants are awarded through competitive funding rounds. 40 communities are receiving grants for a total of \$6.2 million, but as many as 80 communities will benefit from the projects being funded.

For specific project information, contact Dan McCain (mccain@carlnet.org) at 765.564.6297. For overall information about this grant program, contact Sarah Yeager (syeager@ora.in.gov) at 317.234.3418.

The Canal Society of Indiana congratulates the Carroll County Wabash & Erie Canal, Inc. on receiving this grant. We look forward to riding the pontoon canal boat this summer and watching the construction of the canal boat replica in the future.

**HIP HIP HOORAY!**



**MULES, FROGS, MASTODONS —OH MY!**

Chicago had cows, Cincinnati and Lafayette had pigs, Louisville and Evansville had horses, Toledo had frogs, and the National Heritage Corridor along the Delaware & Lehigh Canal in Pennsylvania and New Jersey had—you guessed it—mules, 170 of them. Fiberglass animals purchased by businesses and organizations, made into works of art by artists, and then auctioned off for a favorite charity or as a fund raiser for the organizers has become very popular throughout the United States over the past decade.

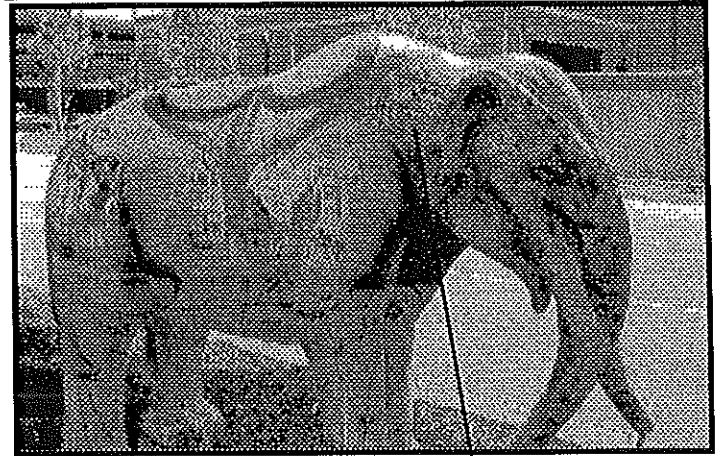
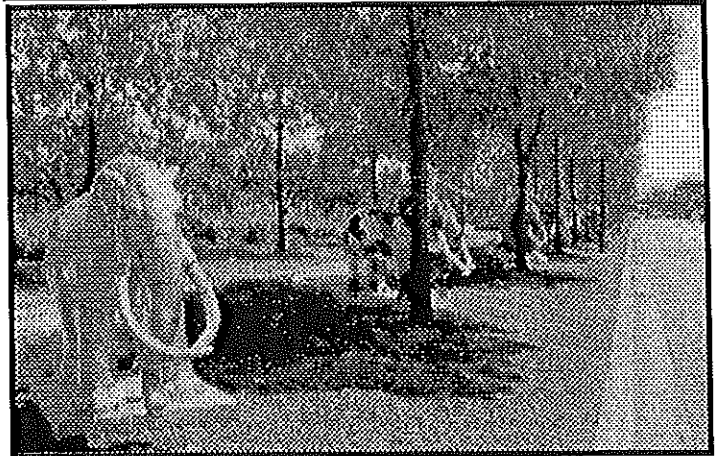
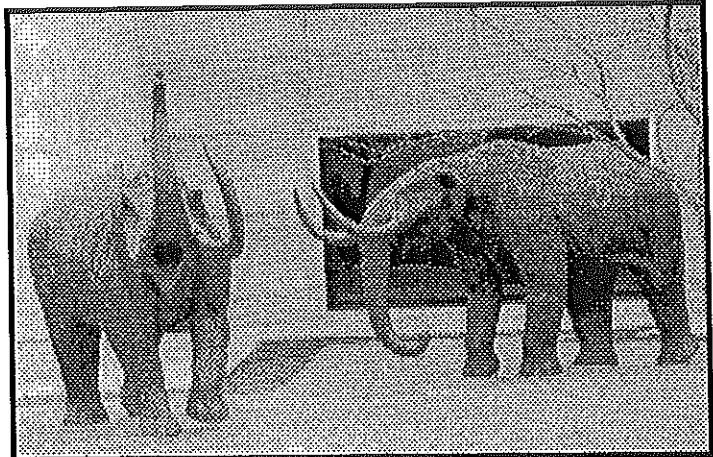
This year Greater Lafayette, IN, which had such success with its 50 pigs last year, placed 67 "friendly amphibians" for their Frog Follies summertime display and auction to benefit the Art Museum of Greater Lafayette and the CASAs for Kids Fund. The exhibit runs from Memorial Day to Labor Day. The four-foot, three-dimensional fiberglass forms are mounted on concrete bases and include embedded sensors that trip if someone tries to vandalize them too much. Why pigs and frogs? Lafayette was a major pork packing center during the canal era and frogs are found along the Wabash River and in Wabash & Erie Canal remnants nearby.

In Fort Wayne, IN, Indiana University Purdue University Fort Wayne (IPFW) celebrated its 40th anniversary with "Mastodons on Parade." Mastodons roamed northern Indiana. In 1968 a skeleton was uncovered south of Angola and IPFW students excavated it. They found rib bones, vertebrae, leg bones, the skull, and both tusks. After they were finished, the operator of the excavator went "fishing" on his own and found the skull of a baby mastodon. Two years later the mastodon was made the mascot of IPFW.

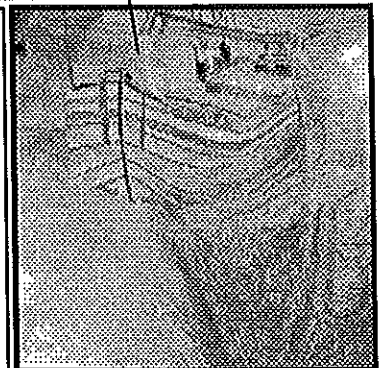
Fort Wayne residents have become enamored with mastodons. When the project began, organizers thought they would do well to have 40 of these mini-beasts completed. They were both surprised and very pleased to have 102 mastodons entered. After the initial exhibit at Headwaters Park, about 50 mastodons were placed on both sides of Clinton Street with a Mastodons on Parade sign identifying them. The rest were scattered around town. The top ten mastodons included one called "Paths-odon: Crossroads of America." It was sponsored by Brooks Construction Company, Inc. and created by Vicki Junk-Wright, Bryce Roebel and Diane McIntosh. Scenes on this mastodon depicted various modes of transportation in Ft. Wayne over the years — a canal boat, train, street car, automobile, airplane, etc.

The public loves these creatures so much that they let children climb on them. In Lafayette a horn was ripped from the "Running of the Bull Frogs," a frog with

horns like a bull. In Ft. Wayne a mastodon lost a tusk. The artist placed huge bandages across the spot and stood a crutch along its side with a get well sign.



1. The Indiana State Museum in Indy has mastodon replicas.
  2. Mastodons line a street in Ft. Wayne, Indiana.
  3. Paths-odon features modes of transportation with road maps of surrounding counties on its lower body.
  4. A canal boat drawing is behind the mastodon's ear.
- P1 - Lynette. Kross, 2-4 Bob. Schmidt



## CRIB DAMS

By Neil Sowards

When exploring the ruins of the various canals there are many things to look for that make it more interesting and human. One of these is a crib dam.

Dams were used on various canals to channel water into feeders, to create a slack water for the canal to get through a narrow place such as Black Hand Gorge in Ohio or to cross a river when an aqueduct was not feasible such as the Wabash River at Peru, Indiana.

Most of these dams have completely disappeared. At a few places timbers in the bottom of the river can be seen because they have been preserved by being under water for the last 150+ years.

The canal builders preferred to build their dams on solid rock, but that was not usually available where the dam was needed or was too deeply buried below glacier fill. So they usually built on a foundation of logs often two or three layers thick with each course being shorter. On top of this foundation, they built a crib dam with long timbers going across the river and tied together with cross pieces dove tailed into the long pieces. The resulting cribs were then filled with rocks and the whole thing covered with planking. Better constructed dams had stone abutments built on a platform of hewn timbers buried below low water line. Cheaper dams had wooden

abutments that had to be replaced every ten to fifteen years.

Many dam sites have traces of wood in the river. These can be seen at low water or by the riffles they create. There is one place where the cribbing can be seen and that is on the dam that fed the Greater Miami River into the Sidney feeder at Port Jefferson. According to the Canal Society of Ohio spring tour leaders, there was no sign of any cribbing on their exploratory trip to this place. The site of the dam was marked by some timbers in the bottom of the river, remains of the fill stones, and by the end of the wall of dirt that extended from the valves that let water into the feeder to the site of the dam.

However, when the participants of the "Awe Reservoirs" tour arrived at the site, remains of cribbing could be seen across the river in the bank. Apparently a recent flood had exposed them. Once exposed the timbers will either quickly rot away or be carried away by the river.

Timbers of the crib dam across the Wabash were seen on the Canal Society of Indiana's "Passage Thru Peru" tour during low water. One was loose and it was feared it would be lost during the next high water.

So what can not be seen on one visit may become visible on another. They then might disappear forever.

Remains of a timber crib dam were seen on the opposite bank of the Greater Miami River at Port Jefferson, Ohio, on the Canal Society of Ohio's "Awe Reservoirs" tour this past spring.

Photo by Neil Sowards

