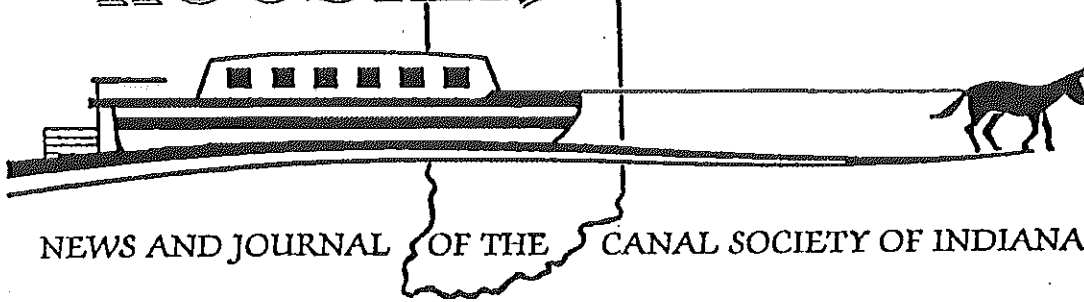


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NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

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SEPTEMBER 2005

VISITING CANALS TODAY



The Millrace Trail segment of the Goshen, Indiana, Hydraulic Canal is part of that city's Maple City Greenway system, which offers hiking/biking opportunities. In appearance it resembles Indiana's transportation canals.

Photo by Richard F. Brown

Features

1. Preserved Canals Of Elkhart County
5. Visiting The Cumberland & Oxford Canal
7. Whitewater Canal Hydraulic Falls Connersville
8. Canawlers At Rest: Thomas & John Newlin Carter
10. Wooden Remains
11. Evansville Canal House For Sale
12. Ivory-billed Woodpecker
13. Oops!
13. Hennepin Canal
14. News From Delphi: Maiden Voyage Of The "Delphi,"
 Father's Day At Canal Park, Carrollton Bridge To Be
 Saved, Mural Assistance Sought, O'Donnells
 Sponsor Mural, Canal Days / July 4 Festive Time
18. One Way To Cross A Canal
19. "The Volunteer" Site Of MVHC Meeting

Preserved Canals of Elkhart County

By Richard F. Brown, Jr., AICP

Sometimes, the best things are situated right under your nose. Our family has been vacationing at Lake Wawasee for more than twenty years, but until recently I was not aware of several historic canals located just fifteen minutes from the lake cottage in nearby Elkhart County, Indiana. Even more importantly though, is the fact that these canals have been preserved for the benefit and enjoyment of future generations.

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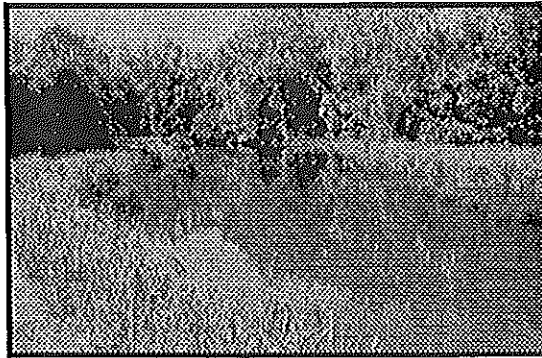
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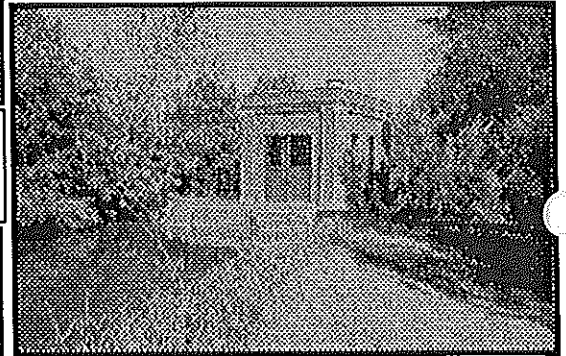
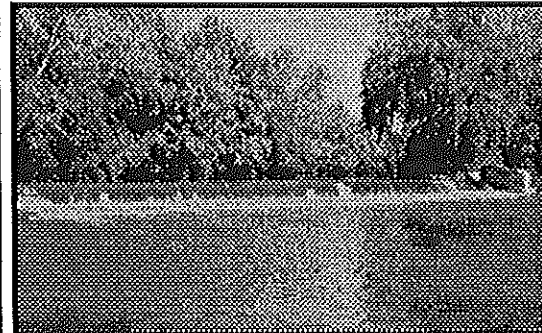
River Preserve Millrace/Hydraulic Canals 1931.⁵

The canals of the River Preserve County Park are located several miles to the southeast of the Elkhart County seat of Goshen, along and near the scenic Elkhart River. Two canals extend generally from the southeast (upstream) to northwest (downstream) between the villages of Benton and Baintertown, Indiana, just to the east and northeast of New Paris. Both were initially built as millrace canals for local mills in the 1830's.

The canal at Baintertown (originally known as Wyland Mills) was completed in 1833 by the Wyland brothers, who also constructed a number of facilities along/near the millrace including a saw mill, grist mill, and woolen mill.⁶ Unfortunately, these structures do not survive today. However a handsome red brick hydroelectric power plant that was constructed by Interstate Public Service Company in 1925 remains.⁷ The hydro plant is situated at the western terminus of the canal, where it empties back into the Elkhart River. The hydroelectric plant was completed about two years after Interstate Public Service had obtained the canal at Baintertown in 1923.⁸ Northern Indiana Public Service Company also acquired this canal in 1931.⁹



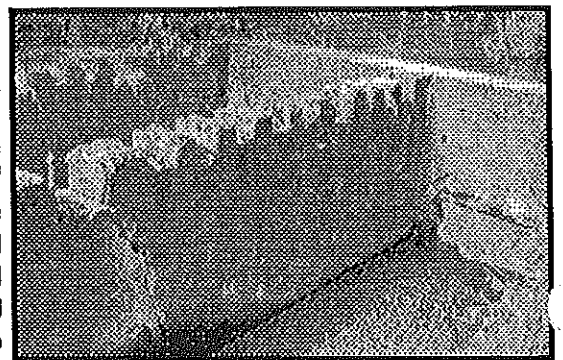
Above: Looking west along the Benton Canal section in River Preserve County Park
Below: The Benton Dam Photos by Richard Brown



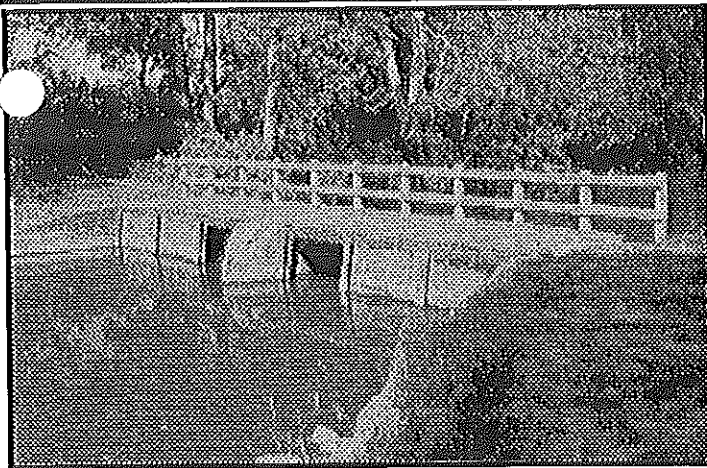
Baintertown Hydro Plant and Canal P- R. Brown

The first of these two canals starts at the Benton Dam, which is located just downstream from the community of Benton, Indiana. The canal at Benton and was completed in 1831.¹ Its use was expanded to include the generation of electricity when a hydroelectric plant was built along it by Syracuse Power and Light in 1898.² Hawk's Power purchased the canal in 1910 and later sold it to Interstate Public Service Company in 1922.³ Interstate Public Service extended the canal's length in 1925 and built a small hydroelectric power plant as part of a canal extension project.⁴ This plant was situated near the County Route 127 bridge, but no longer exists. The canal was acquired by Northern Indiana Public Service Company in

Both the Benton and Baintertown canals were donated by Northern Indiana Public Service Company to Elkhart County Parks and Recreation in 1970.¹⁰ The canals are an important part of the scenic and historic character of River Preserve County Park. Among the other canal structures found today within the park are those shown in the following three photographs.



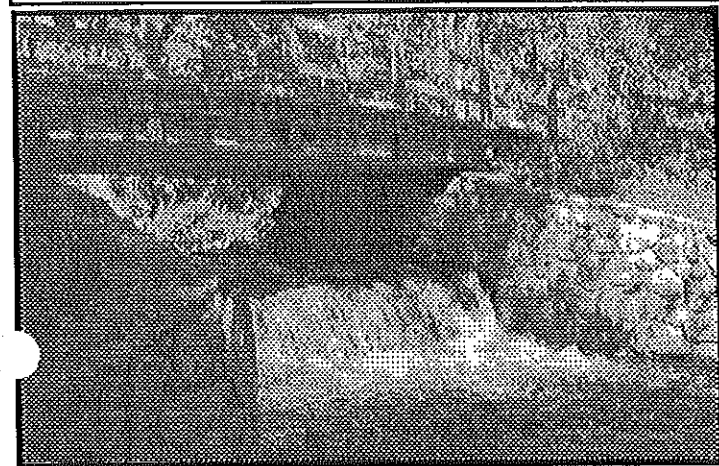
Benton Spillway ruins P- R. Brown



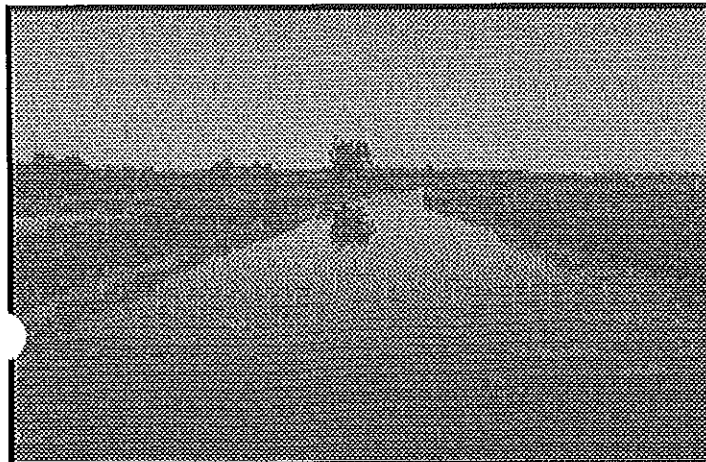
Above: Weir structure at Baintertown Dam

Below: Baintertown Dam

Photos by Richard Brown



In addition, a stone historic marker situated near the parking lot in the Baintertown Park portion of the River Preserve notes the nearby location of Potawatomi village that was attacked and destroyed twice by United States troops during the War of 1812. Other features found within the River Preserve County Park include hiking trails, abundant fishing opportunities, wetlands, wildlife viewing areas, parking areas, small boat access points for canoeists and kayakers, picnic shelters, the DeFries Gardens, as well as the overall scenic beauty of the Elkhart River Valley.

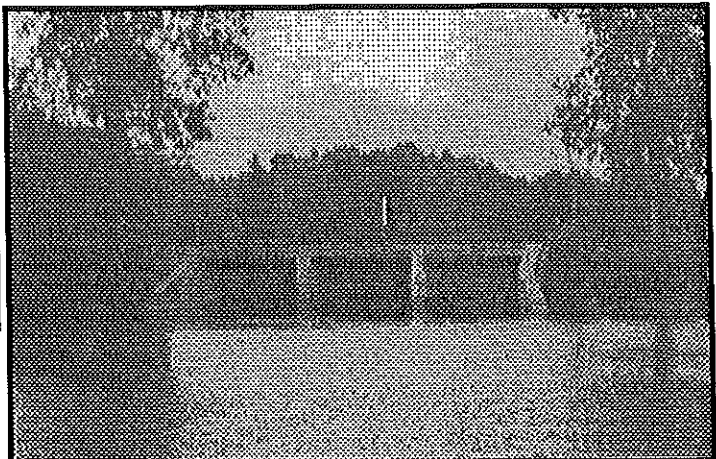


River Preserve County Park presently occupies approximately 1,050 acres.¹¹ Eventually, it is hoped that all the land situated between the hydraulic canal and Elkhart River will be incorporated into the park.¹²

Goshen Hydraulic Canal (Millrace Canal)

Completed on October 28, 1868, after nineteen months of construction, the Goshen Hydraulic Canal (also known as the Millrace Canal) was built first for water-driven power to serve growing local businesses.¹³ Construction was begun on March 20, 1867, with a total cost for the approximate three-mile long project of \$100,000.¹⁴ Among the industries that located long its banks were linseed oil mills, grist/flouring mills, furniture factories, and a woolen mill.¹⁵ The canal was later converted for the generation of electricity.

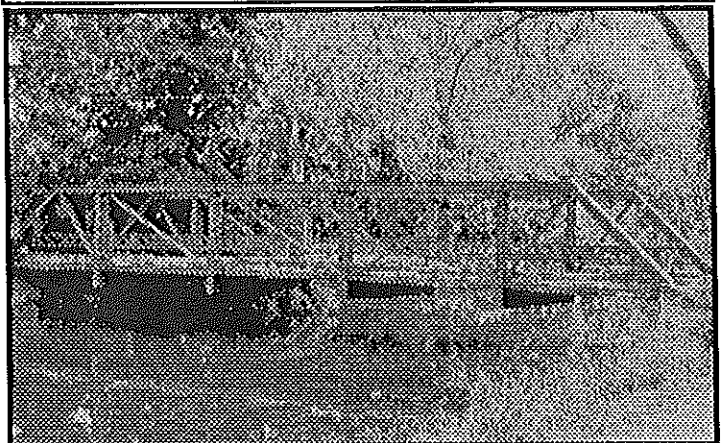
Interesting structures along the canal corridor include the millpond dam, several historic bridges, and the hydroelectric power plant and canal tailgate.



Above: Goshen Millpond Dam

Below: Historic Truss Bridge

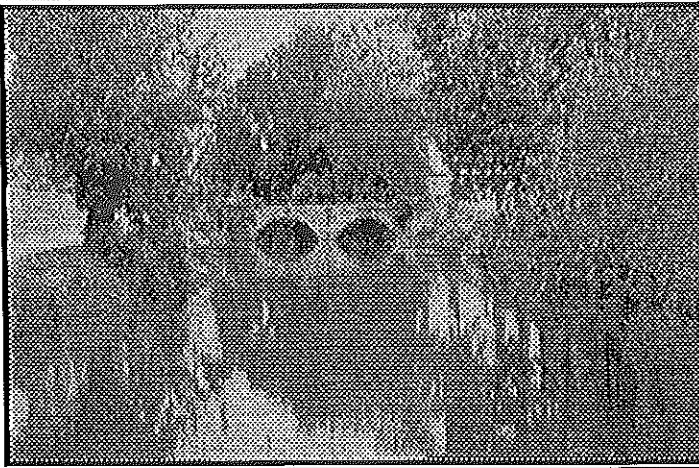
Photos by Richard Brown



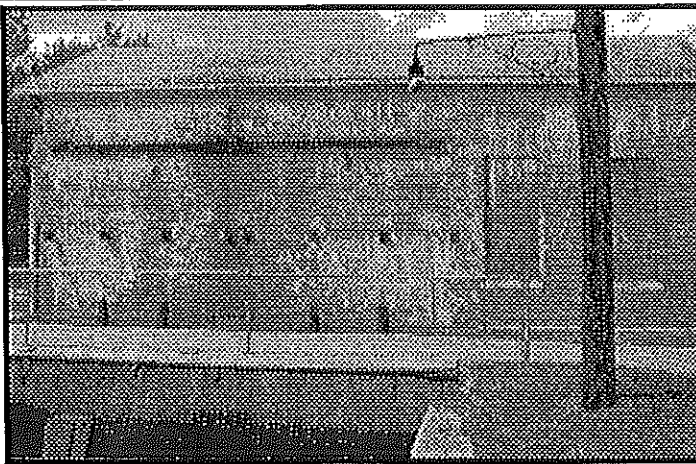
Today, the Goshen Hydraulic canal is a recreational resource for fishermen, canoeists, kayakers,

Left: View from the CR 127 Bridge looking west

P. R. Brown



Above: Historic Arch Bridge Photos by Richard Brown
Below: Hydro Plant at the north end of the Goshen Canal



greenway systems as historically significant ribbons of active and passive recreation, tourism opportunities, and enhancements to the overall quality of life.

Endnotes:

- 1 Seltentright, Dan. An e-mail correspondence to the author on June 6, 2005.
- 2 Ibid. A reference to Syracuse using a hydro plant on the canal for power is also provided by Anthony Deahl in *A Twentieth Century History and Bibliographic Records of Elkhart County, Indiana*, page 104.
- 3 Seltentright, Dan.
- 4 Ibid
- 5 Ibid
- 6 Ibid
- 7 Ibid
- 8 Ibid
- 9 Ibid
- 10 River Preserve County Park website and Dan Seltentright.
- 11 Ibid
- 12 Wendzonka, Trevor. *The Truth*, online edition.
- 13 Garber, Dale. *Goshen Mill Race*, page 1.
- 14 Several sources, including: *The Goshen News*; Dale Garber. *Goshen Mill Race*, page 1; and *History of Elkhart County, Indiana*, page 905.
- 15 *History of Elkhart County, Indiana*, pages 905-909.

Sources:

- Bartholomew, Henry S. K. *Pioneer History of Elkhart County, Indiana with Sketches and Stories*. Goshen Printing. Goshen, Indiana. 1930.
- City of Goshen Parks & Recreation. *Maple City Greenway*. No date provided.
- Conrad, Robert W. ed. *Goshen Sesquicentennial Edition: 1831-1981*. Goshen: The News Printing Company. 1981.
- Deahl, Anthony ed. *A Twentieth Century History and Bibliographic Records of Elkhart County*. Indiana. Lewis Publishing Company. 1905.
- Elkhart County Parks and Recreation. *River Preserve County Park*. July, 2004.
- Garber, Dale. *Goshen Mill Race*. Goshen Historical Society. An undated document provided by the Rieth Interpretive Center.
- History of Elkhart County, Indiana*. Charles C. Chapman & Co. Chicago, 1881. Reprinted by Unigraphic, Inc. Evansville, 1971.
- River Preserve County Park*. Elkhart County Parks and Recreation. June 3, 2005. www.elkhartcountyparks.org/properties_river_preserve.htm.%20June%203 and www.elkhartcountyparks.org/properties_locations/river_preser.htmve.htm.
- Seltentright, Dan, Director of Elkhart County Parks and Recreation. "Re: Hydraulic Canal." E-mail to the author. June 6, 2005.
- "Exploring Your Hometown: Millrace Provided Power." *The Goshen News* No date given.
- www.goshennews.com/news/sections/explore/millrace.html.
- Wendzonka, Trevor. "Tranquil Area Near Benton Considered a Natural Treasure." *The Truth* online edition. August 24, 2003

and bird watchers alike. The Millrace Trail segment of the city's Maple City Greenway system extends along the west bank of the canal from the Goshen Millpond Dam at Shoup-Parsons Woods on the south, past handsome residential neighborhoods and the Rieth Interpretive Center, through portions of Shanklin Park, to the tailgates at the northern terminus of the canal located just west of downtown. The 2.75 mile long trail alternates between asphalt and crushed-stone to provide active recreational opportunities for walkers, bicyclists, joggers, and even cross-country skiers during the winter months. The canal trail passes through scenic parks with abundant wildlife and historic venues depicting Goshen's industrial and transportation heritage. Parking areas are provided at several locations along the trail for access to the canal and trail. (See photo on cover)

The residents of Elkhart County are very fortunate to have these treasures protected. Many communities in the State of Indiana and other parts of the county have lamented the loss of their historic canal corridors and the potential benefits they could provide. The two historic canals in the River Preserve County Park and in the "Maple City" of Goshen have been successfully incorporated into the area park and

VISITING THE CUMBERLAND AND OXFORD CANAL

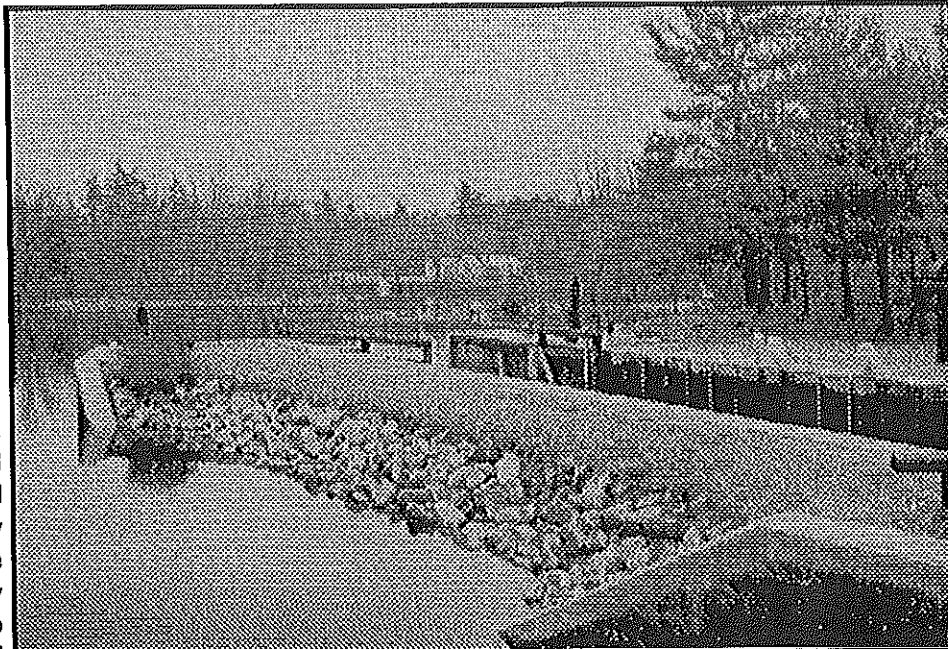
By Carl Bauer

This past spring, while visiting the Sabbath's Day Lake Shaker Community in Maine, I had a wonderful opportunity to be given a guided tour of the C & O Canal. No, not the more famous Chesapeake and Ohio Canal, but the Cumberland and Oxford canal in southern Maine. My tour guide was Mr. Lenny Brooks, the Museum Director of the Sabbathday Lake Shaker Museum, a man who seems to be knowledgeable about all aspects of Maine history and possessing the great gift of a very dry sense of humor. Also accompanying us on our tour was my close friend, Bro. Wayne Smith, a life-long resident of the area and a member of the Shaker community for his entire adult life.

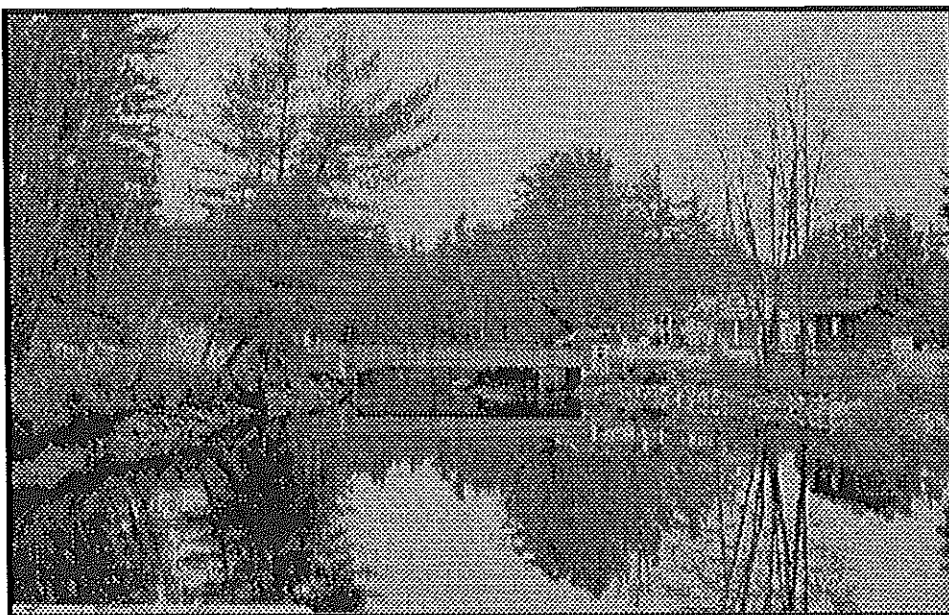
Our tour was kept short by necessity. Leaving after Sunday services and the noon meal, we were expected to be back in time for supper. Thankfully the canal itself was within a short distance of the village and was fairly short in it's length.

To familiarize you with the basics of the canal, the entire length from Portland to Harrison was 50 miles. However, a total of 26 miles were under sail across Long Lake, Sebago Lake, and Brandy Pond. Yet another 4 miles were poled up the winding Songo River. This left a total of 20 miles of hand dug canal. Over the entire length of the canal there were 27 locks and one aqueduct. Only the upper and lower guard locks were built of cut stone, all other locks were of rough stone or shale with a plank facing similar to many of those on the Wabash and Erie Canal.

Boats on the canal were



Top: This C&O lock was at the Songo River.
Bottom: This swing bridge is located above the Songo River lock.
Photo by Carl Bauer



equipped with masts and sails for sailing on the open lakes. The masts were constructed in such a way that they could be lowered when sailing under a bridge. In many regions where a tow path was not possible, the canal the boat had to be poled such as along the Songo river and in other areas. A few of these boats were in existence into the 20th century and could be seen on the lakes long after the canal had ceased to operate.

The time of construction and use of the C & O Canal closely parallels that of our Wabash and Erie Canal with digging beginning in 1827 and the canal being in use until 1870. However, some portions were in operation somewhat later and one reconstructed lock is still in use at the junction of the Songo River and Sebago Lake with an operational swing bridge located just above it.

Highlights of my tour, which

began at the south end of Long Lake at Naples, included a stone culvert running under the canal on Middle Jam Road along a section of the canal, which is well maintained as the water supply for a power generating station. This culvert, although in need of some minor repair and cleaning, is yet functioning as it was designed to do.

Farther down the canal in the city of Westbrook is the Canal School, an elementary school built adjacent to the canal. Entrance to the school is over the prism of the canal, which is in no way highlighted but for the naming of the school. Another lost opportunity for a community to celebrate it's canal heritage to it's full extent.

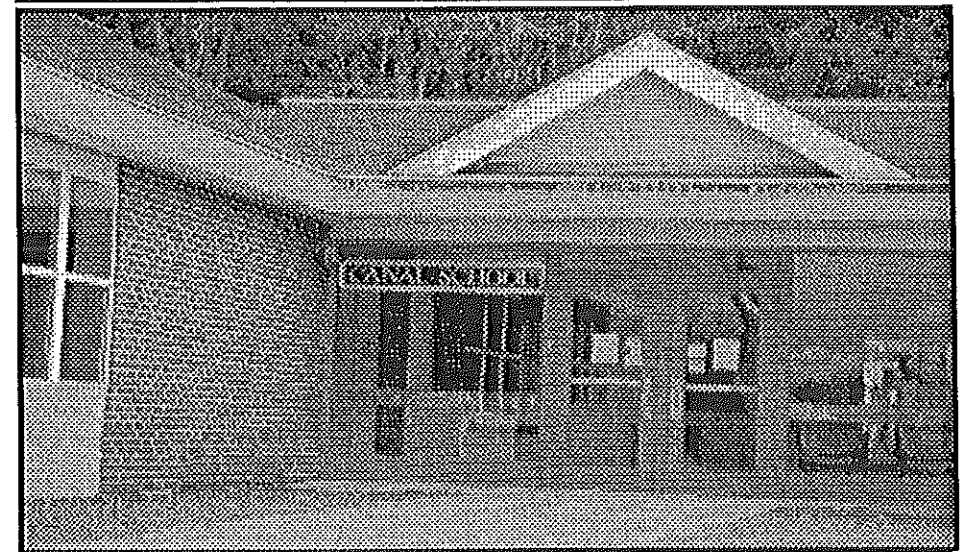
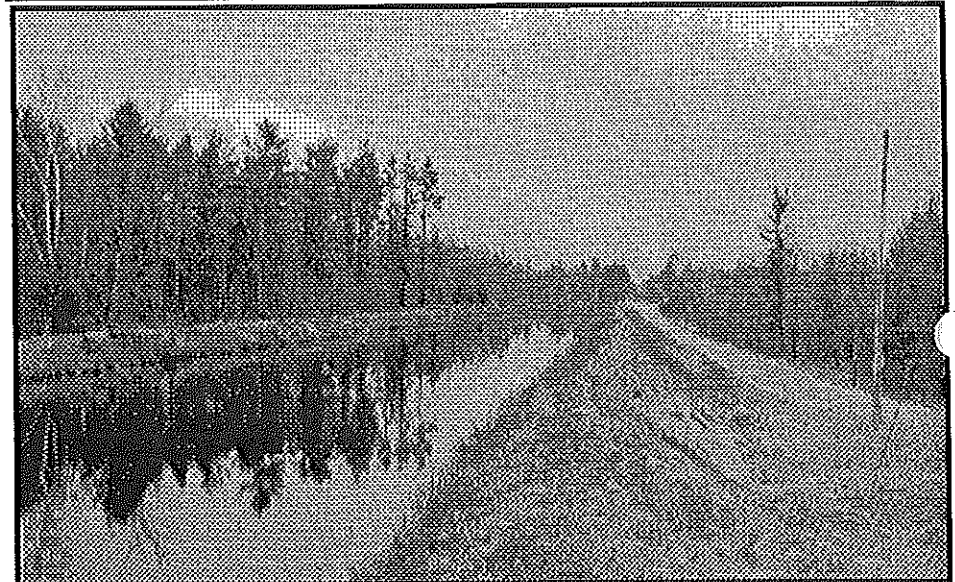
As the canal came into Portland, the boats entered the turning basin where the warehouses and wharfs were located for those boats which would be unloading their cargo at Portland. Other canal boats could, by passing through the lower guard lock, go to the wharves of Portland Harbor, where ocean-going ships could take their cargo to far-off ports. Some canal boats themselves even took to the ocean going as far as the Bahamas.

Nearly all of the canal and it's infrastructure in Portland are now gone, erased by decades of urban development, but like our Indiana canals, for it's short existence, the Cumberland and Oxford Canal made a tremendous impact. So if you hear of the C&O Canal, don't take for granted that it's more southern namesake is being referred to as the Cumberland and Oxford has a storied history as well.

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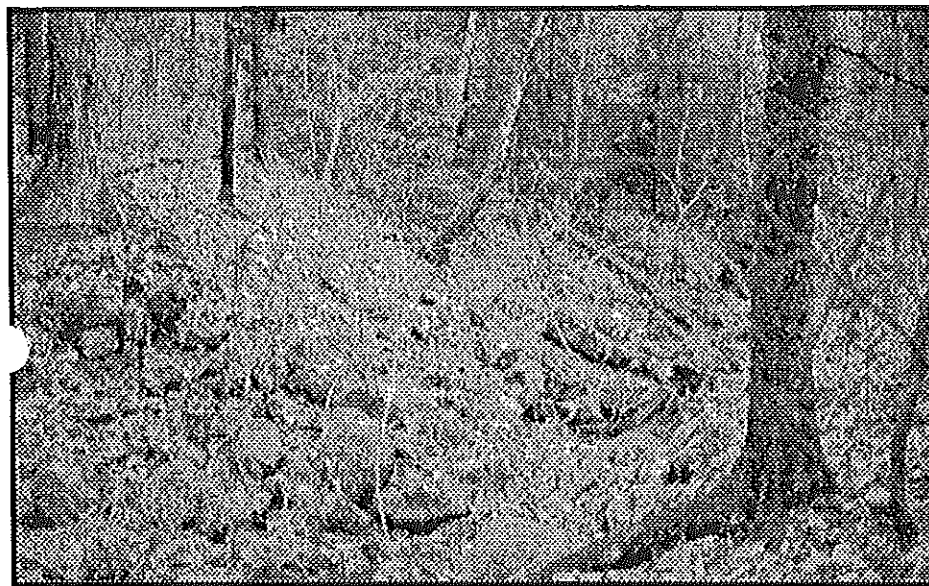
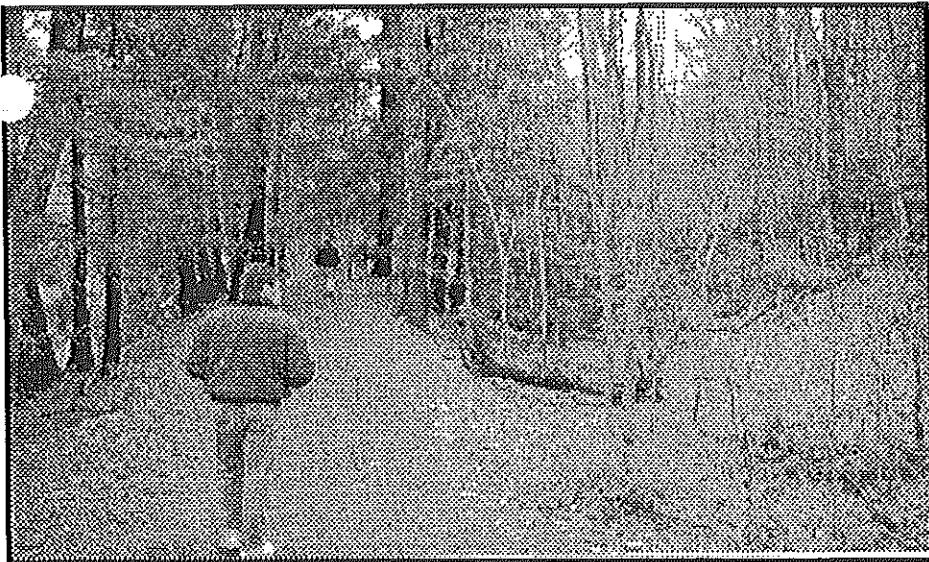
Knight, Ernest H. A Guide to the Cumberland and Oxford Canal.

A "Cumberland and Oxford Canal History" may be found in *The Best From American Canals No. 1* published by The American Canal and



1. Lenny Brooks stands above a culvert near Middle Jam Road.
2. The canal flows along Middle Jam Road.
3. Canal School is located at the canal prism in Westbrook.

Photos by Carl Bauer



1. Brother Wayne Smith and Leonard Brooks walking on the Cumberland and Oxford Canal towpath. The prism is to the right.
2. This is a typical C & O lock remains.

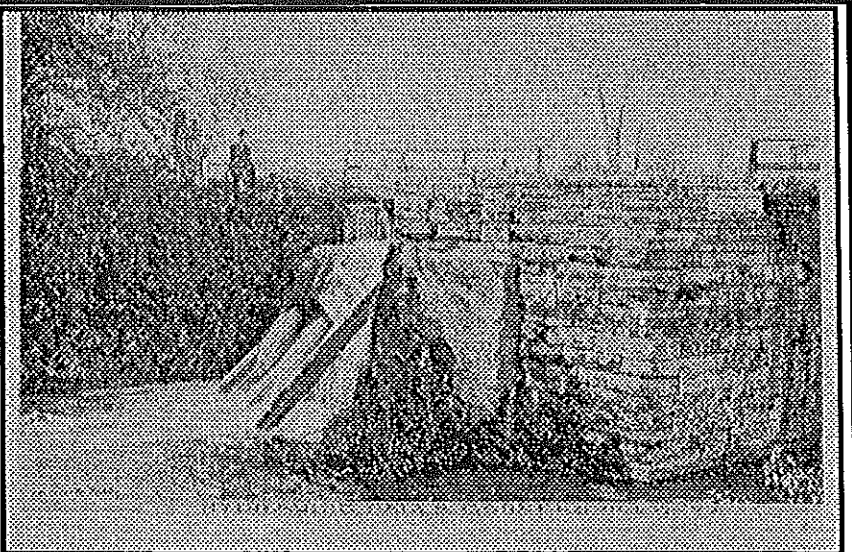
Photos by Carl Bauer

*Transportation Center in York, PA.
The following is paraphrased from it:*

Cumberland & Oxford Canal boats' dimensions were determined by the depth of the canal and size of the locks. Most of them were 10 x 60-65 feet and could carry from 20-30 tons. Unlike most canal boats they were equipped with twin masts and sails and twin centerboards for sailing across the lakes. Masts were set in pivots so they could be lowered to clear bridges along the canal and centerboards could be raised to clear the canal's shallow bottom. A walkway along each side of the boat allowed the boats to be poled along the twisty Songo River. This unusual boat came to be called the "Portland Boat" or sometimes the "Long Pond Boat." Unlike the boxy, awkward, canal boats used elsewhere, these boats were sharp, racy crafts when under full sail. Although the boat was sometimes taken to travel down the Maine coast to Boston and beyond, its long, narrow design made this a very dangerous practice. At the peak of traffic, 150 boats plied the canal. Their tolls paid interest on loans to build it.

HYDRAULIC FALLS CONNERSVILLE, IN WHITEWATER CANAL

Don Haack, CSI member from Fort Wayne, IN, recently found this old postcard of the hydraulic falls of the Whitewater Canal in Connersville, Indiana, at an antique store in Fulton, MO. When the Whitewater Canal closed as a transportation canal it was a hydraulic canal providing water to mills.



CANAWLERS AT REST

CARTER BROTHERS THOMAS

b. August 1, 1805

d. March 13, 1873

JOHN NEWLIN

b. March 17, 1819

d. September 29, 1912

By Charles Davis

attended school in a log house, which was built in the woods just north of where the Bloomingdale Friends Church stands. This was the second school built in the township. The first teacher there was Enock Morrison, the second was Jeremiah Siler. This was the typical pioneer school house, having a puncheon floor, windows and rude benches in lieu of desks. The room was warmed by two huge fire places. The course of study consisted of the three "R's" principally but was thorough and practical as far as it extended.

John Carter, the father of Thomas and John Newlin, entered land near the head of the ravine known as Turkey Run. There the family lived for several years. Many of this family is buried in the Bethany cemetery. For more than three quarters of a century, John N. Carter lived in that community and saw great changes in his life time. When the family arrived there were but four or five houses in what is now the corporation limits. As a boy he attended the first quarterly meeting held by the Friends at the old meeting house in the south of town. This was the 2nd church building, the one at the cemetery being the first. The third church was where it stands today.

Thomas Carter was born August 1, 1805 at Orange county, North Carolina to John and Ruth Newlin Carter. He married E. Virena Carter contrary to Quaker discipline and their home site was the SW¼ of Sec. 34 in Howard township, Parke county, Indiana. He bought the site of a quarry, the NE¼ of Section 3, 20.67 acres on March 5, 1853 from John Bowsher. Deed Record 26/56. Although we don't know how far back of this date the quarry was started, we know it was used in the time frame Mr. Coffin operated Foundry Hollow. Although not recorded, Thomas' brother, William. O., owned it later and sold it to Charles F. Maris on Jan. 6, 1860. Deed Record 19/228 He built flat boats at the Coffin boat yard for canal navigation and engaged quite extensively in shipping stone to points of construction along the Wabash & Erie Canal to Terre Haute. By 1872, he and his wife had moved to Vermilion county, Illinois, where he died March 13, 1873.

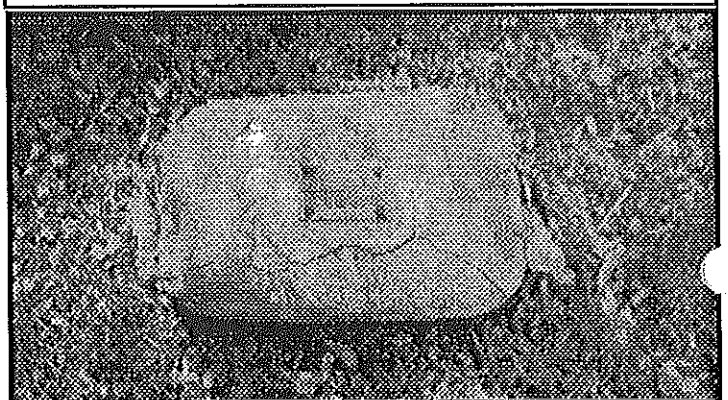
As a young man, John assisted at log rollings when great logs of oak, walnut and poplar were burned, because there was then no market for timber, which now would be worth a fortune. He recalled the many incidents of interest within those early times such as long trips on horse back through the woods to the nearest grist mill; driving wagons to Cincinnati and Evansville for merchandise; hauling loads of stoneware from the Mr. Aetna potter shop near Coke Oven Hollow to Chicago; and two trips to New Orleans on flat boats loaded with farm produce. He also spent two summers freighting sandstone from his brother Thomas' stone quarry to Terre Haute via the Wabash & Erie Canal.

John N. Carter died at Bloomingdale Sept. 29, 1912 at the age of 93. He was buried in the Friends cemetery near Bloomingdale, thus ending another link to the past of the Wabash & Erie Canal.

John Newlin Carter, Thomas' brother, was born near Hillsboro, North Carolina, March 17, 1819. When John was 5 years old his father moved to Indiana, making the long journey from North Carolina through Kentucky in covered wagons. They first located in Orange county, but in a few years moved to Parke county, arriving in the Bloomingdale settlement on the last day of November, 1830. The Carter family spent that first winter in a cabin, which stood near the location of then Oscar Harland's barn.

With other youngsters of the neighborhood, John

John Newlin Carter headstone made by Charles Davis. P-C. Davis



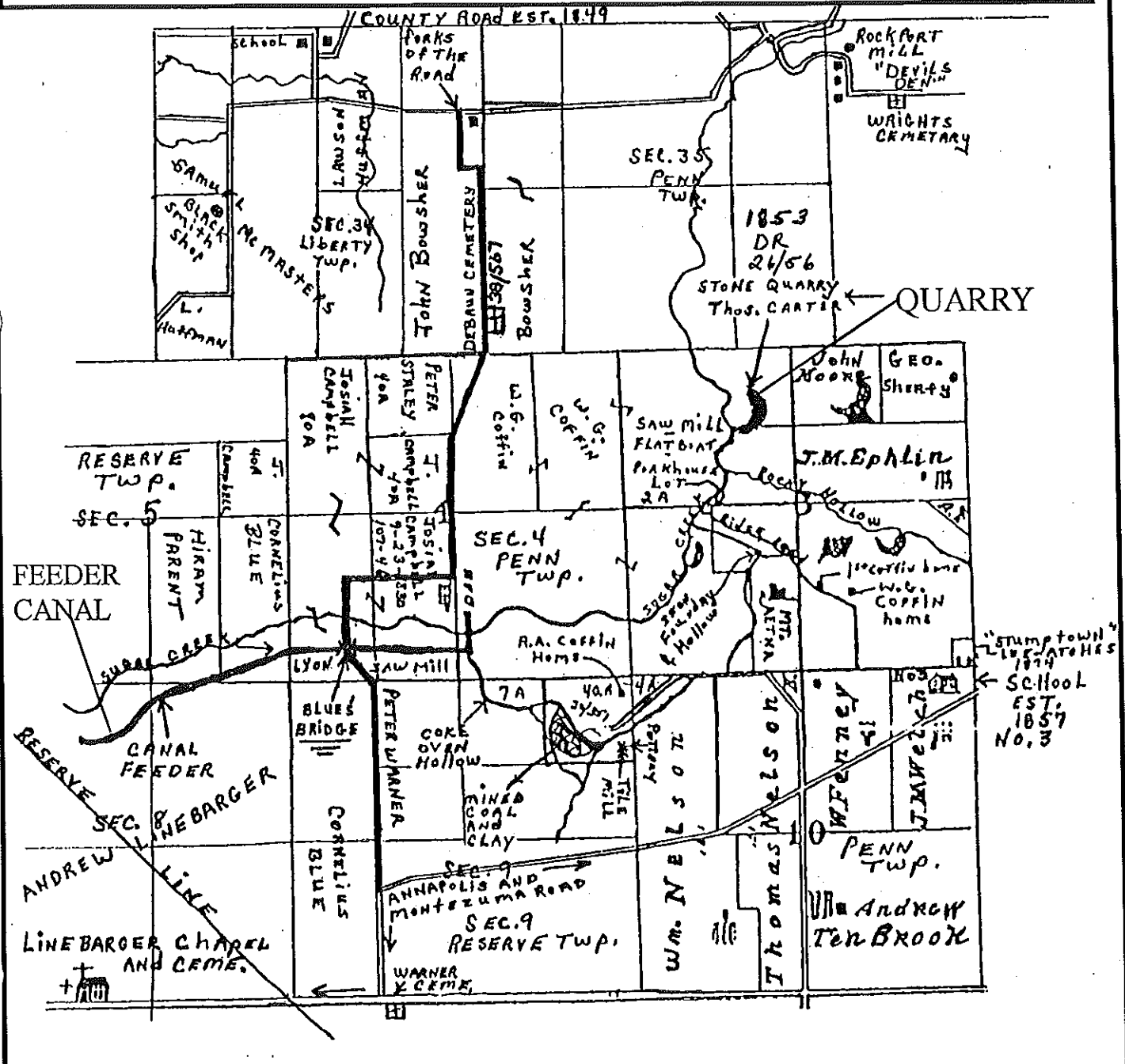
Sources:

- Carter Genealogy in the Rockville Library
- Deed Records in Recorders office, Rockville, IN, court house
- Rockville Republican April 1906
- Rockville Republican October 2, 1912
- Rockville Tribune, March 20, 1917
- Sample, Dean. John N. Carters' great great grandson.

A PORTION OF PARKE COUNTY, INDIANA

Map drawn by Charles Davis 2001

Sandstone was taken from the quarry owned by Thomas Carter, put on flat boats, sent down Sugar Creek to the Sugar Creek feeder canal, down the feeder to the Wabash & Erie Canal and then to Terre Haute, IN. John Newlin Carter transported the stone on the flat boats.



WOODEN REMAINS

By Neil Sowards

When exploring old canals it is possible to occasionally find wooden remains. Wood will last for centuries if kept under water where the fungus that decays it can not exist.

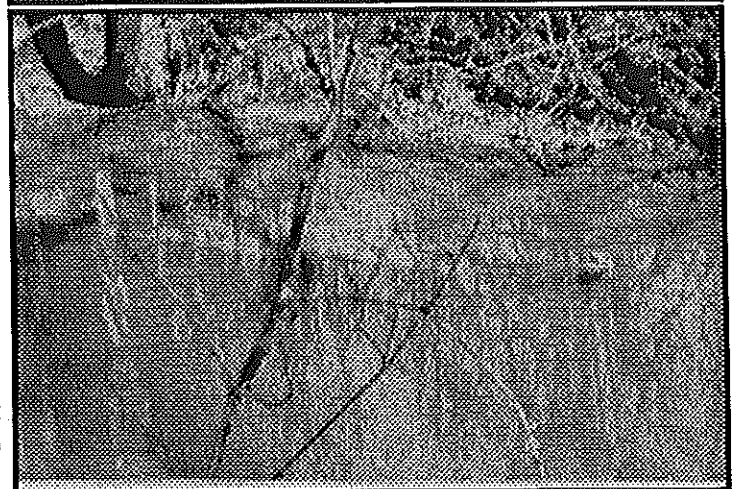
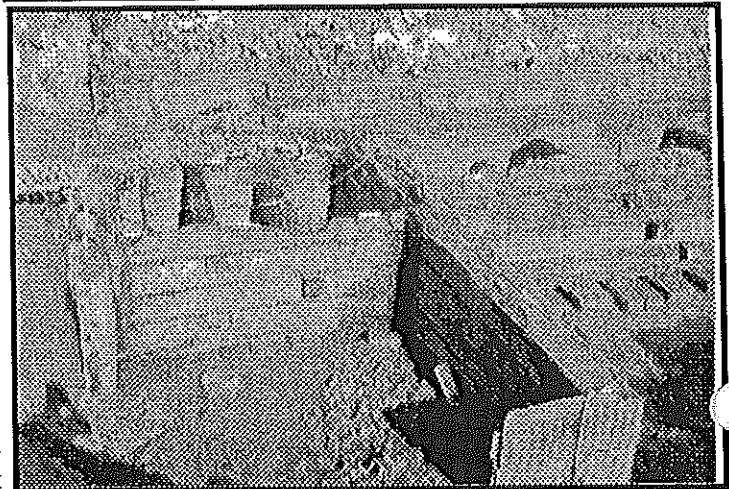
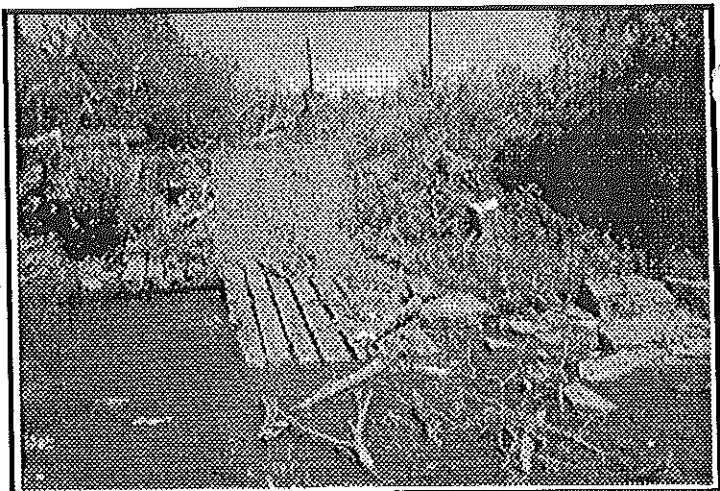
In Indiana many of the culverts were wooden box culverts and the bottom foundation of wood is still under water and hence preserved. Likewise the stone aqueducts were built on a strong platform of wood, which was below the stream level and so, kept wet. Such a platform can be seen just west of Fort Wayne in the Aboite Creek bed.

The Gronauer Lock east of New Haven, Indiana, was uncovered in 1991 and found well preserved. About one third of it was below the water table.

On the Spring 2005 Canal Society of Ohio tour at Lock 11 the remains of a wing wall could be seen with the bolts that held it together. It is reasonable to think the base of the lock and part of the sides are also preserved below the water table. It is probable that there are remains of the wooden lock below the level seen in the photograph.

Stone locks were constructed as strong and as cheaply as possible. Therefore their ends were at right angles to the channel. For the end lock wall to come to the edge of the canal by an angled wall would increase the number of feet of stone work and necessitate a reinforcing wall at right angles at the point the angle started. Therefore, most Ohio locks have square ends. However, this presented a problem for the canal boats. Unless they came into the lock dead centered, they would hit or at least scrape the corner of the lock. The blunt bow of most canal boats would exacerbate the problem because it would tend to not glance off the corner. The problem was solved by making wooden guides that angled out from the entrance of the lock to the bank. These must have stood above the water a foot or two so the rounded bottom edge of an empty canal boat would not over ride them.

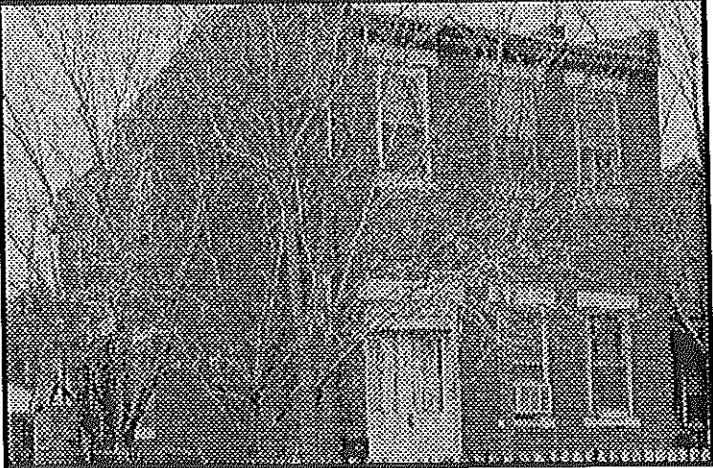
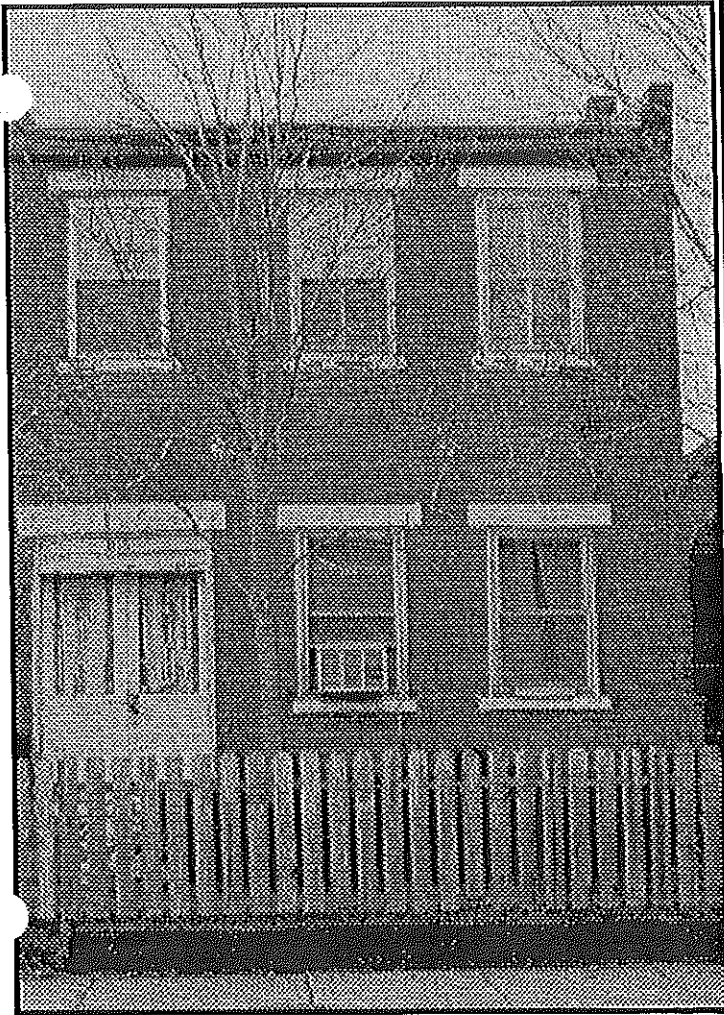
As the boat came up or down the canal to the lock, these wing walls would guide the boat into the chamber and prevent it from hitting the wall head on or the corner as the boat entered the lock. Such wing walls can be seen on the English canals today and the bases of them were found on the lower side to the Gronauer Lock. The ones on the upper end had disappeared because they were above the water table.



Canal Structure Remains Found In Water Table

1. Aboite Creek Aqueduct
Photo by Bob Schmidt
2. Gronauer Lock
Photo by Patricia Derrow
3. Wing Wall in Ohio
Photo by Neil Sowards
4. Close-up of Wing Wall Bolt
Photo by Neil Sowards





EVANSVILLE CANAL HOUSE "FOR SALE"

party meeting that the canal be documented archaeologically using ground-penetrating radar. Another alternative would be to explore the profile of the canal exposed on the west side of Fulton Avenue. They may do cross sections to see what is in the canal or dig one or two trenches in the alley.

Previously the question arose from members of the Evansville Preservation Alliance about reopening the canal. That does not appear to be an option.

The owner of the canal house has put it up for sale. There was a suggestion made at the meeting that some "member of the Canal Society, which is strong, might be interested in buying it." It does not look like the state has any interest in preserving it, but it does not appear to interfere with the freeway.

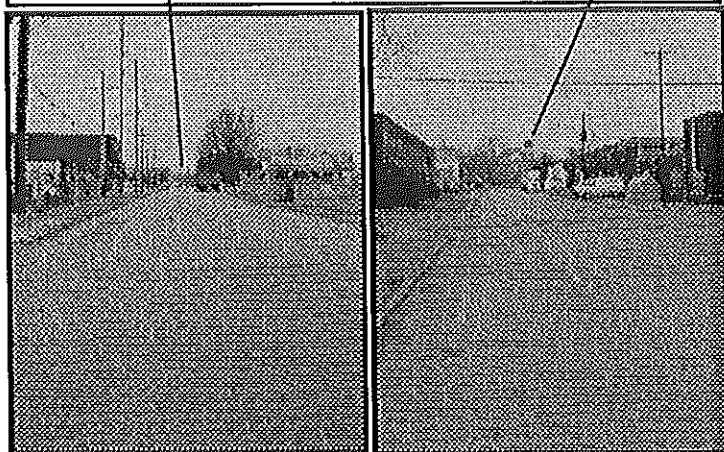
Although it seems some of the canal bed might be affected, it was suggested that the canal could be interpreted at the local museum's transportation center and with an interpretive station where Indiana Street dead-ends at Pigeon Creek on the Greenway Trail. There the canal and industrial district could be described near the planned bathroom facilities. There could also be interpretive pamphlets and booklets.

CSI is a consulting party of the SR 62 (Eickhoff Road to 1st Avenue) study of improvements to what is more commonly known as the Lloyd Expressway in Evansville. The traffic signals would be removed along the mainline and a third "thru lane" would be constructed to create a freeway. Several buildings of significance fall in its path. Some may be torn down. The Canal House located at 1119 Indiana Street might be an issue for the northern alternative.

The "Canal House," as it is referred to in the documents, is "a two-story, brick, Greek Revival house that once fronted the Wabash and Erie Canal. The sloped roofline with side parapet is a significant original feature. This house retains significant integrity and is one of only a few building from this era remaining in what was once the town of Lamasco, now a part of Evansville."

In addition, the route of the Wabash & Erie Canal could be an archaeological problem because the path is not precisely known. It was suggested at a consulting

Views up and down Indiana Street, route of W & E Canal
Pigeon Creek Greenway All photos by Bob Schmidt Willard Library



THE IVORY-BILLED WOODPECKER

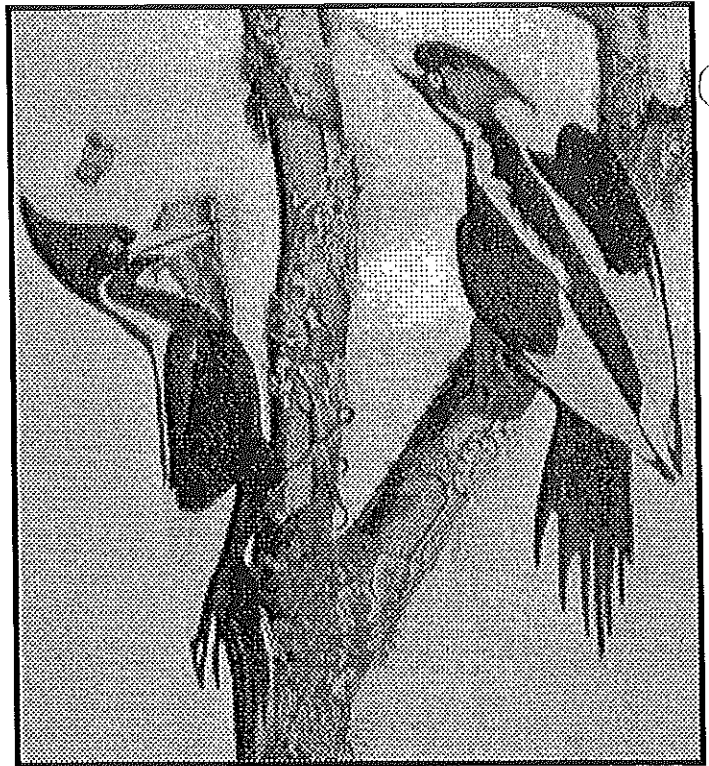
By Cynthia Powers

The recent amazing discovery that at least one ivory-billed woodpecker survives in the dense, old-growth forest in eastern Arkansas made me wonder: would the Indiana "Canawlers" ever have seen this bird? My research has made me think: Quite possibly! After all, now that we know it has survived undetected for 60 years, we can believe they were in Indiana, and besides, Audubon himself said so. That's good enough for me!

John James Audubon explored the area in the early 1800's, before the canal reached Evansville, Indiana. From his home in Henderson, Kentucky, just across from Evansville, he traveled along the Ohio River. His technique for painting birds involved shooting them, posing them in lifelike poses, sketching them, and then eating them. His account of the ivory-bill even includes detailed drawings of its internal organs!

What, exactly, is an ivory-billed woodpecker? If you have been lucky enough to see the crow-sized pileated woodpecker, you have the general idea. "Pileated" means "with a crest" and the Woody Woodpecker appearance of the pileated applies to ivory-bills as well. But the main difference between them is the extensive white on the lower wings of the ivory-bill, similar to the wing pattern of the much smaller and more common red-headed woodpecker. Ivory-bills are slightly bigger than pileateds, and, as you might imagine, their bills are white, not black. Female ivory-bills have all-black crests: the male has the striking red crest. Audubon described their call as "Pait-pait-pait." Others say it sounds like a New Year's party horn, or the sound of blowing through a detached clarinet mouthpiece, or "just imagine the yank-yank of a great big white-breasted nuthatch." They also make a characteristic double knock when drumming.

According to early accounts, including Audubon's, the historical range of the ivory-bill extended up the Mississippi and Ohio as far as the extreme southwest tip of Indiana. They were also found across the Deep South from east Texas to Florida, and in Cuba. So it is conceivable that they might have been seen in the Evansville area in the early days of the canal. They were never common, because they eat large beetle grubs found only in recently-dead trees in old-growth forest. (Their scientific name, *Campephilus*, means "lover of caterpillars.") They feed by stripping the bark off, not by gouging huge deep holes. James Tanner, who studied the last known ivory-bills in 1937-9, estimated that each pair of ivory-bills needs about 6 square miles of deep



IVORY-BILLED WOODPECKER

Notice the female's (l) barbed tongue through the bark.
Courtesy of the Academy of Natural Sciences of Philadelphia

forest to survive. At that time, he estimated the total population at 22 to 24 birds.

Ivory-bills were last seen, by Tanner, in an old-growth forest in Louisiana known as the "Singer Tract." That's because it was owned by the Singer Sewing Machine Company, which originally planned to use the lumber to make sewing machine cabinets. During World War I much southern timber was used to make ships for the war effort: ironically, only 320 were built and none saw combat! Later, during World War II, the Audubon Society tried to save the remaining virgin forest. There was hope of success, because of the shortage of labor during the war. But at the last minute, German POW's were brought in and set to cutting the huge trees of the Singer Tract. Some of the timber was used for the decks of PT boats, other for pallets for shipping ammunition. And now, the famous Singer Tract is only a soybean field!

So, as usual, habitat destruction was the main reason ivory-bills declined. But ornithologists were guilty too. Many birds were shot for collections, just because they were so rare. And the Victorian craze for egg collecting played a role too. Native Americans traded for the spectacular beaks, which they used as decorations. Audubon reported that two or three ivory-bill heads would be sold by river boatmen for 25 cents.

What will happen next to the ivory-bill? Thank goodness the area is already protected as the Cache Plover National Wildlife Refuge. However, searching for one would not be my idea of a good vacation: tromping through snake-infested, muddy, dense bayous. I think a good way to safely observe them might be to establish a floating blind out on the river where one might hope to see one fly across the river. After all, we have riverboat casinos, why not riverboat bird blinds?

What would it be like to see an ivory-bill? Perhaps the early canawlers, cutting a path through the dense forest for the southern end of the canal, were among those who exclaimed, "Lord God!" upon seeing one. One of the nicknames of the ivory-bill was "the Lord God bird." It is a bird so amazing that it does seem to have had spiritual significance to those who remember it.

It's important that despite their zeal to add an ivory-bill to their life lists, birders must keep the safety of the birds absolutely paramount. Meanwhile, we can enjoy their smaller cousins, the pileated woodpecker, which are found in many areas in Indiana, and do our best to preserve habitat everywhere. (Amazing fact: Arkansas, though a poor state, voted a one-eighth cent sales tax increase to be used for conservation. Would Indiana do that?)

"Hope is the thing with feathers."-----Emily Dickinson

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www.birds.cornell.edu/ivory/story
www.birds.cornell.edu/ivory/story

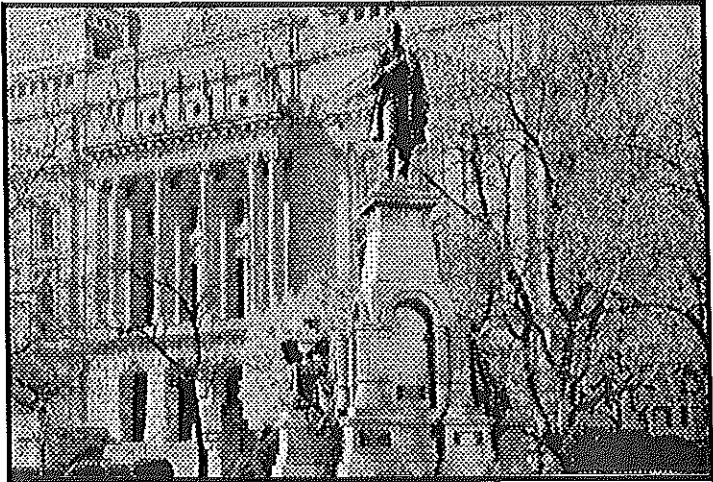
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This statue of Thomas A. Hendricks, Indiana's sixteenth governor, stands at the Indiana state capitol. Photo by Lynette Kross

OOPS!

Wrong governor! Dr. Ralph Gray, CSI member from Indianapolis, points out that the monument on the state capitol lawn is of Governor Thomas A. Hendricks, the nephew of Governor William Hendricks. William Hendricks was Indiana's third governor as the caption for the picture reads on page 18 of *The Hoosier Packet* June 2005 issue, but the monument was not erected in his honor. It was placed for Indiana's sixteenth governor, Governor Thomas A. Hendricks. Thomas A. was also a U.S. Senator (1863-69). When he died in 1885, he was the sitting U.S. Vice-President under Cleveland. According to Dr. Gray, the fame of Thomas A. Hendricks "was such that only his last name adorned the pedestal, but fame is fleeting."

"When I (Gray) helped 'dedicate' a new plaque identifying the man from Shelbyville, towards which the statue faces, then Lt. Gov. Frank O'Bannon, also at the dedication, confessed to me that he always thought the man was William too—the man for whom Hendricks Co. is named." Gray goes on to say, "I suppose the reason I was inacted to assist at that time is that I wrote a chaper for a book on Indiana vice-presidents about T. A. Hendricks, the man with whom I share a Hanover College background."

Hennepin Canal

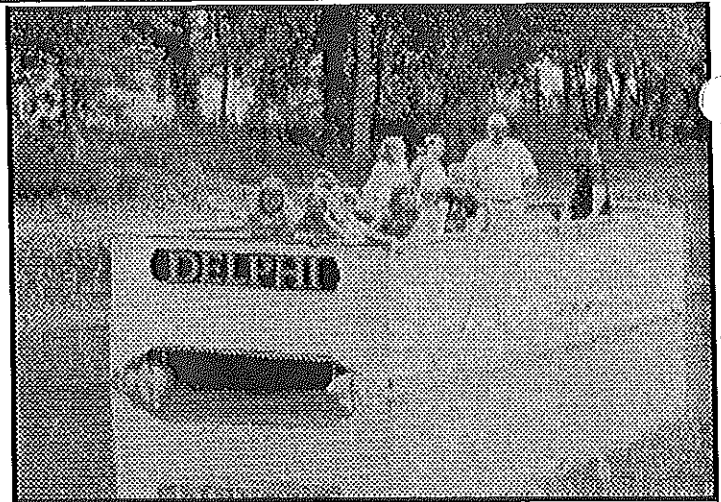
Built between 1890 and 1907, the Hennepin Canal crosses five counties and connects the Illinois and Mississippi rivers in Illinois for more than 90 miles. The canal, never utilized for its initial purpose, has found a new life for walkers, bikers, snowmobile and horseback riders, who enjoy following the old towpath. Eighty bridges cross the canal.

NEWS FROM DELPHI

MAIDEN VOYAGE OF THE "DELPHI"

By Dan McCain

With a quiet start on Friday June 10, 2005, a reconditioned pontoon boat was launched and christened the "DELPHI" at Canal Park. To some people it looks a lot like a Canal Boat. The Wabash & Erie Canal Association's steady and capable volunteer construction crew completed this make-over. The pontoon hull was received as a gift from Earl Fellingner last fall and was in dire need of refurbishing. Three other pontoon craft were also donated to the Canal Park late last year and await rehabilitation as well.



The "Delphi" now offers rides on a section of the Wabash & Erie Canal at Canal Park in Delphi, IN. Photo by Dan McCain

Saturday morning the watercraft inspector from the Department of Natural Resources certified the boat as worthy of hauling public passengers. By the end of that afternoon nearly 100 passengers enjoyed a jaunt on the DELPHI through Canal Park. Kids and adults were treated to "free" boat rides as they were enjoying other activities in the park and trails. There is no set fee for rides but just as the "no charge" for the Canal Interpretive Center's museum entry goes, donations are always welcome.

New co-captains were Andy Caugill and Zack Dickman, who "learned the ropes" quickly and entertained the passengers on a half dozen circuit rides. The primary volunteers that modified the original pontoon boat were: Roy Patrick, Ron Dust, Ed Gruber and Bill Draper. Other volunteers helped from time to time and a grant from the Canal Society of Indiana assisted with the material expense. I, Dan McCain, as president of the Canal Board "thank this dedicated group and the supporting community. We look like we have landed in the 1850s at our dock just outside of the Reed Case House."

The DELPHI will carry passengers on Saturdays at 10 am and 2 p.m. and Sundays at 2 p.m. (weather permitting) throughout the summer. When there are too many to ride the 10-15 minute jaunt, some will wait at the dock--the capacity is 15 people. Cruises will continue until all have had a chance to ride. The propulsion is a very capable 24 volt electric trolling motor. Experience with a full load has already shown that it will travel at about the same speed as the original horse drawn canal boats in the mid-1800s.

The "DELPHI" will serve as a temporary prototype of the "dream" that the Canal Association has had for years. A REPLICAN CANAL BOAT that might hold

35-45 passengers is currently being planned. Some grant funding to build this more authentic packet boat has been received. Additional funding is needed for a warehouse storage building and bigger dock might come later this year. Local matching 'donated' dollars will be necessary to make this a reality. The process of detailed planning and construction could take over two years to complete. In the meantime come an get the feel of what it was like to ride on a canal boat aboard the "Delphi."

FATHER'S DAY AT CANAL PARK

A "Transportation Fair" was held in Canal Park in Delphi on Father's Day, June 19. CSI member, Mark Smith of Brookston, IN, organized this transportation experience for fathers and their families. Featured was a ride on a "look-alike" canal barge, the "Delphi." Other rides were given on the Delphi Historic Trolley, Angie Jackson's buckboard and Marilyn Moore's horse-drawn carriage. For those wishing to do the original form of transportation — walking — Delphi's seven miles of trails could be hiked. The Canal Interpretive Center Museum and the Reed Case House were open for tours. Case was the "father" (superintendent) of that portion of the Wabash & Erie Canal. Refreshments could be purchased at the Snack Shack at the park.

CARROLLTON BRIDGE TO BE SAVED

After being under the threat of demolition the past twelve years, it was good news to learn that the Daniel Luten-designed bridge, which is listed on the National Register of Historic Structures, is to be rehabilitated. After much study, retaining and rehabilitating it was found to be the most cost-effective move. This means the canal-related history — Locks 31 and 32 are located nearby the bridge — will remain

undisturbed. This was the only place the main line of the W & E Canal actually crossed the Wabash River in slack water. Plans are in the making for proper marking of these historic sites.

ASSISTANCE WITH MURAL NEEDED

By Dan McCain and Tom Castaldi

Near Delphi, Indiana, on the Wabash River is the only crossing of the river by the main line of the Wabash & Erie Canal. We have seen an interest with the County Commissioners in rehabilitating a bridge at that point where the slackwater crossing operated. We want to commemorate this site with interpretive information and also place a mural in our Canal Interpretive Center with accurate details of just how this occurred.

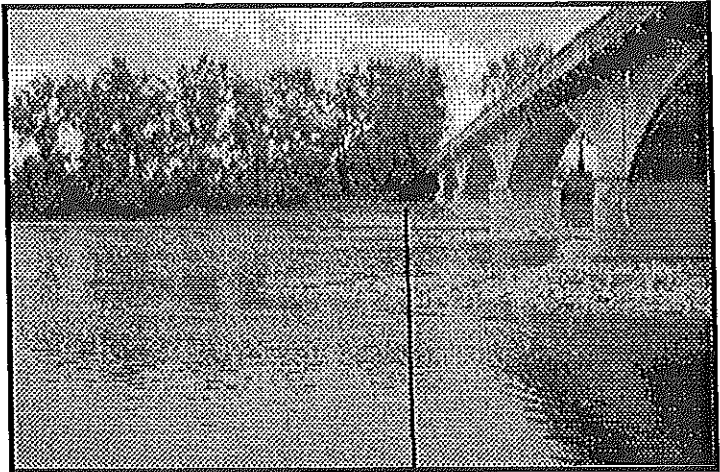
Tom Castaldi, CSI advisory council member, located reports and details of many things related to this (below) but we have not found details of how a "TRAM" would operate through the bridge. It would have been associated with a covered bridge over the Wabash. How did the tram work? Some have suggested that the "cart" was outside the walls of the bridge sides. Did the animals have a ledge to walk on outside the walls? Would towing animals have been pulling the boats across the slackwater or were they just transporting the towline across inside the covered bridge while the detached boat was "poled" across?

A call went out to several canal-interested people for details to help us with the mural being prepared for a July unveiling. There was a lock at the edge of the slackwater to lower the canal down to the lake level. Also there was a "tavern" at this site where travelers could stay overnight before crossing safely in the daylight. It is a historic place that we want to interpret.

Notes about the bridge and lock from Tom Castaldi --

Lock No. 32 and Carrollton Bridge

"The steamboat lock designed for the passage of boats around the Delphi dam (at Pittsburg), is now in progress. It is proposed to construct this lock 175 feet long, and 38 feet wide in the chamber, corresponding with the lock at the Grand Rapids (on the Wabash River). It is to be regretted that nothing more durable than oak timber can be found in the neighborhood, for the construction of this lock. The cost of keeping it in repair will necessarily be great. The canal intended to pass boats from the river to the lock has been completed. Another pier has been added to the towing path bridge across the Wabash, with the view of constructing a draw in the bridge for the passage of steamboats." Jesse L. Williams, Report of the Chief Engineer, 1838.



The Carrollton Bridge crosses the Wabash River today and will be renovated. The bridge that carried the towing animals was located just beside this current bridge. Only the platforms for the piers of the earlier bridge remain today. Lock 32 was to the left of this bridge.
Photo by Bob Schmidt

Benj. Stuart, local historian and of History of the Wabash and Valley (1924) says that Menser's Tavern was built in 1840 by George Friday and Ignatious (sic) Menser. It is from an extant photo of the old Menser inn that inspired the commissioning of an oil painted mural by artist Terre Lacy to hang in the Wabash & Erie Canal Interpretive Center lobby.

Chief Engineer Williams reported on the progress of building the towpath bridge on several occasions: "The building of the tow-path bridge at Carrollton has been deferred for the present, thought its construction will be necessary in the course of a few years. With the business that may be expected at the commencement, the boats can cross the river without a bridge." J. L. Williams Report to the Board of Internal Improvement, 1841.

"The 'act to authorize the building of the towing-path bridge across the Wabash at Carrollton, in Carroll county, and for other purposes, approved January 31, 1842,' has not been carried into effect, in consequence of the refusal, on the part of the present contractors, to surrender their contracts which, under the act, was the first step to be taken. At the time the contract was made with R. and M. English, it was designed to rest a plain superstructure upon wooden trussels (sic) placed fifty feet apart. Since then, 'Long's patent' has been adopted for the superstructure, and stone piers one hundred feet apart instead of the wooden trussels.

"This so changes the character or the work, that the present contract prices will not apply to the new plan in a single case. This is the only objection to having the work done by the present contractors. They are all well qualified to do the work as any person, except perhaps, the patentee or his agents. The bridge will cost about 20,000 dollars; and the policy of having this amount of

work done, without a contract price, decidedly bad. It is possible that a new contract might be made with the present contractors, that would be satisfactory, but it is presumed that higher prices must be paid, than if a door was opened for competition." Stearns Fisher, Commissioner Wabash and Erie Canal East of Lafayette, 1842.

The delay in completing the construction of the towing path bridge across the Wabash River explains why Charles H. Titus wrote in his 1843 diary that on their canal boat trip they passed "into the Wabash and ran up the river again entered the canal (northbound). The horses were ferried over, and the boat pushed over with poles, the bridge not yet being completed. Charles H. Titus, "Indian to the Great Lakes: The Travel Journal of 1843," Into The Old Northwest.

Work on the Carrollton Bridge finally moved ahead after a delay concerning the necessity of having to build a raceway near Pittsburg over the land of an absentee landowner: "In pursuance of a joint resolution on that subject [a raceway over the land of an absentee landowner before letting the work], the contract with R. & M. English [brothers Robert and Michael English of Lagro] for building the towing path bridge across the Wabash river at Carrollton, has been amended, and the work now progressing in such a manner as to give evidence of its completion during next season. This will cost about \$25,000 in addition to what had previously been expended. The piers and abutments are being built of an excellent material and in the most substantial manner, and the superstructure will be of the most approved plan." Stearns Fisher, 1843.

"The towing path bridge at Carrollton, where the Canal crosses the Wabash river, will, if nothing transpires to impede the progress of the work, be completed by the opening of navigation the coming spring. The superstructure has been ready for raising for some time past; but owing to the breaches in the Canal between the bridge site and the quarry from whence the stone were obtained for building the piers, the contractors were unable to progress as rapidly as was anticipated in the early part of the season. After the first opening of navigation, the Canal continued in good repair until about the 15th of June, when, by an extraordinary flood, it was very nearly destroyed for the season, from Lafayette to Logansport. (this is the flood that created) a heavy breach near Lasselle's Mill or Fitches Glen near Logansport where the culvert was insufficient to vent the water, and a very heavy embankment gave way, carrying out a Packet which happened at the moment to be passing; which resulted in the entire loss of the boat, and three passengers were instantly drowned; the remainder of the passengers and crew narrowly escaping." E. F. Lucas, General Superintendent Wabash and Erie Canal, 1844.

Finally in 1844 the bridge was opened but after



This platform for the piers of the towing bridge remains at the bottom of the Wabash River at Carrollton and can be seen when the water is low. Photo by Bob Schmidt

some serious delays. "The superstructure of the towing-path bridge across the Wabash river at Carrollton, was completed about the 1st of Oct. last, so as to admit to be passed over. It displays a fine mechanical taste, and is alike creditable to the State, and to Mr. Burleigh, the builder and architect. The stone work is not yet completed, but will be in a short time." E. F. Lucas, 1845.

In 1847, Jesse L. Williams prepared a report inventorying the mechanical structures at the request of the Trustees. Here are his comments:

"Lock No. 32: 9 ft. lift, built upon the wooden Crib Plan, with some repairs may last 3 years—gates renewed last year (1846). This is the outlet lock connecting with the slackwater at the crossing of the Wabash.

"Towing path and road bridge across the Wabash River at the head of the slackwater. The superstructure is based upon "Long's patent" weather boarded and roofed, and is in all respects permanent. The spans are as follows: 3 spans each 94 feet clear, 1 span 105 feet clear, 1 span 70 feet clear, and one span 43 feet clear for a draw, formed of durable masonry. The stone procured from the Georgetown quarry and the workmanship good. (Note: no mention of a tram or tramway in this report.

"The next three miles of the canal are formed by the slackwater in the Wabash river, created by the feeder dam opposite Delphi with a towing path constructed on the east bank." J. L. Williams, 1847.

Benj. Stuart writing in 19024 in a History of the Wabash and Valley, states:

"Mules and horses were hitched on both sides of the covered bridge. Samuel Greenup built the first bridge in 1838-39 (Note that Stearns Fisher mentions contracts with the English brothers) and it was claimed that this was the first permanent bridge across the Wabash river.

A draw bridge to accommodate steamboat passage was apart of the '43 feet clear span' and the draw was commanded by residents of Logansport and Peru. On the lower side — west— was a tram way for the canal teams to cross the river."

Stuart is probably the reason why canal enthusiasts have envisioned a walkway on the "lower side" assuming the outside of the downstream side of the towing path bridge. According to the dictionary a "Tram" is a boxlike wagon running on rails such as in a mine and, of course, how most people think the device may have appeared.

During a storm on July 4, 1873, the bridge was destroyed. It was replaced by an iron structure of five (5) spans. Both bridge and tramway stood until 1879, however, an ice gorge destroyed four (4) of the north spans. The recovered iron was used in the building of the next structure which preceded the concrete bridge. (See pix Stuart, p. 169).

Stuart explains that, a track was placed to the tramway to carry a car through the bridge, which was attached to the tow rope. This enabled the towing animals to pull the boat into the lock. Note that he did not state *bridge*. "Once in the lock, the gates were closed, and then the boat could proceed on its eastward course."

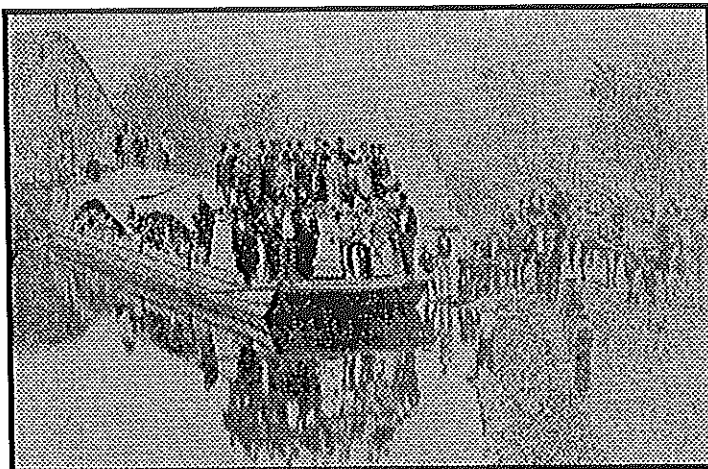
Traveling west and south the downstream gates of the lock were closed and a boat entered the lock and the upstream gates were closed. When the wickets were opened on the downstream gates and, when the water in the lock reached the same level as the river, the gates were opened and the canal boat moved into the slackwater popularly known as "Lake Wabash." He continued explaining that, if the river was high, the boat would shoot out into the current at such a high speed that the mules would have to gallop (across the towing bridge) to reach the lower lock in time to tow the boat into the canal (on the other side).

Boats were sometimes steered down the slackwater to the Pittsburg Dam No. 4 Stuart recalled. A lock was on the north end of the dam and boats were entered into a canal that reached to the wagon bridge. When a boat was loaded at Pittsburg, it was pulled into the Pittsburg Dam lock, "with mules, and then with long poles; men pushed the boat up the river to the (main line) canal, where the mules were again hitched to the tow line and proceeded on their journey."

Dora Thomas Mayhill wrote more about the bridge in 1953. She noted that when boats came down the canal into Lock No. 32, 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 downstream 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 and down the towpath beside the river to reach the canal again by the time the boat got there.

Tom Castaldi



This photo of the Attica wedding party will be painted as a mural to hang in the Canal Interpretive Center lobby.

O'DONNELLS SPONSOR MURAL

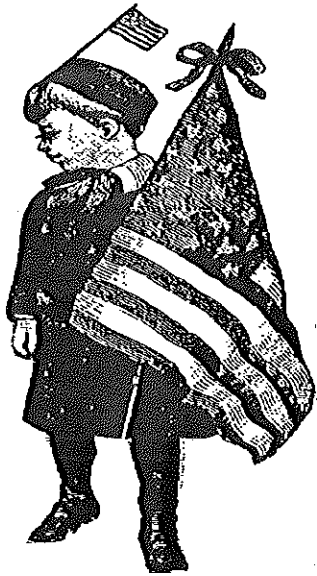
The sixth in a series of canal murals to adorn the lobby of the Canal Interpretive Center will be a painting of an Attica wedding party aboard a canal boat. Terry Lacy will use the famous photo of the Attica wedding party as the basis for the painting. The Joseph A. O'Donnell family of Camden, Indiana, have pledged \$2,000 for the painting. When all of the murals are sponsored and completed they will illustrate Wabash & Erie Canal places and structures from Evansville, IN, to Toledo, OH.



CANAL DAYS / FOURTH OF JULY COMBINED FOR A FESTIVE TIME!

The Wabash & Erie Canal Association joined the citizens of Delphi and Carroll County in observing Independence Day by offering a variety of activities at Canal Park and in the Canal Conference and Interpretive Center.

Parade participants assembled in Canal Park prior to 10 a.m., then paraded around Delphi to return to



the park. They eagerly awaited the presentation of awards in the Canal Center at 12 noon. This was a nice respite to get out of the sun and into the cool air-conditioning.

All the buildings at Canal Park, including the 1844 restored Reed Case House and the Cabin Crafts Gift Shop in the Bowen Cabin, were open from 10 a.m. to 4 p.m. Monday. The Snack Shack offered its delicious pies and ice cream as well as sandwiches and drinks all day. Nearby Parrett's

grilled big juicy pork tenderloins. The smell of the different foods being cooked filled the air. Ice cold lemonade was a refreshing treat.

Crafts such as spinning, weaving, blacksmithing, tatting, basket making, and pottery making were demonstrated throughout the day. Visitors to the Indian artifact display learned how Native Americans made and used objects made of stone.

A tour of the Canal Center's "Early Downtown Delphi" facades was given at 1 and 2 p.m. on Sunday and Monday. Those with extra energy could take a narrated towpath walk on either day. Rides in an old-fashioned horse-drawn carriage were a way to relax and cool off. Best of all, this year visitors actually got on the canal by taking a ride on the pontoon boat, which has been redone to look like a canal barge. The boat trips offered every half hour were a big hit.

The Red Brick Theater group acted out a play about the life of Hoosier Poet James Whitcomb Riley both days. Those attending the evening performance could make it a meal and a play by purchasing a light supper at the Snack Shack.

Pioneer games were played by the children. The adults enjoyed the old fashioned music including canal songs that filled the air.

After an enjoyable day, visitors went home stuffed with goodies from the food vendors. They also took home handmade useful items, which they purchased in the Bowen cabin, and plants for their gardens, which were on sale in the Kun's cabin. Several people even had an award for their entry in the parade.

ONE WAY TO CROSS A CANAL

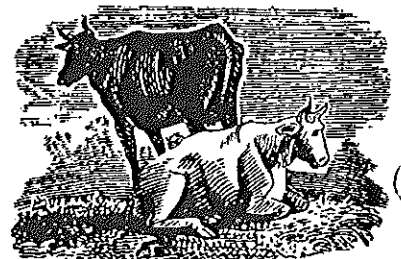
When anyone mentions canals in Indiana, almost immediately the response is that the canal caused the state to go bankrupt. It is true that Indiana's internal improvement projects caused a great debt, but it was due to roads and railroads as well as the canal.

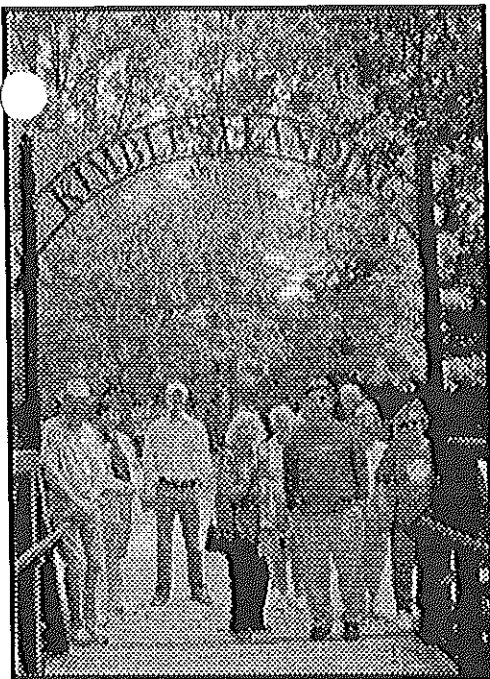
When we usually think about problems concerning a canal itself, we think about breaches caused by muskrats, uprooted trees, or being washed out by floods. We also think about problems with the structures such as locks, aqueducts, bridges and culverts. There were problems with maintaining the boats. Then there were problems with various factions fighting while building the canal and boat crews fighting while traveling through the locks. However, seldom do we give thought to the problems a canal caused as it cut through someone's land. Bridges across a canal cost money to build and maintain. They had to be high enough for a boat to pass beneath them or have the capability of being raised or turned. They were few and far between and listed in the report of the chief engineer as road bridges. Just how did one get to the other side of the canal when no bridge was nearby?

Frank Sumner Bash interviewed old settlers and published their reminiscences in the Huntington Herald Press. In an article entitled "The Lives of J. H. Rice and Wife Examples of Pluck and Energy" published on August 23, 1931, he relates the story about Nicholas Rice and his cows that happened near Roanoke, Indiana.

"Cows Crossed the Canal."

"After the canal came into operation the Rice family sometimes had trouble to find the cows, for they would occasionally swim the canal and graze on the other side, then fail to return at eventide. Since no canoe was available it was a difficult matter to cross the canal to hunt for the cattle. This was how Father (Nickolas) Rice solved the problem. There was an aqueduct where Bull Creek passed under the canal bed. The stone work afforded just space enough for a boat to pass through. If it so happened that a boat was in sight, Daddy Rice waited and when the boat was going through the aqueduct, he jumped on board, crossed the boat and leaped to the tow-path on the other side. Still another way to proceed was to cut a pole long enough to span the aqueduct. This he could "coon" and reach the opposite side, recover the cattle and come back the same way."





**"THE VOLUNTEER"
SITE OF MEETING**



L. Maumee Valley Heritage Corridor directors awaited the arrival of "The Volunteer" at the Kimball's Landing bridge across the (Miami) W & E Canal.
R. Life aboard a canal boat in 1876 was told by this comical docent. Photos- Bob Schmidt

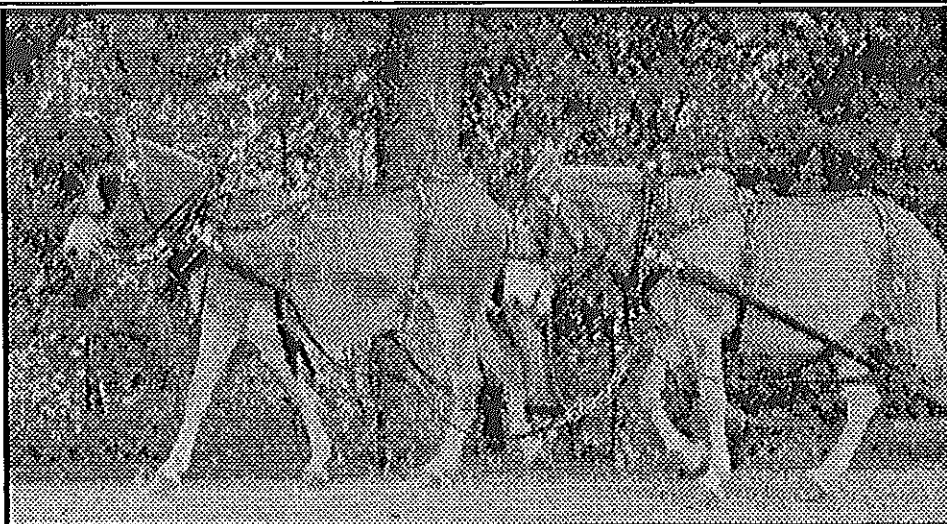
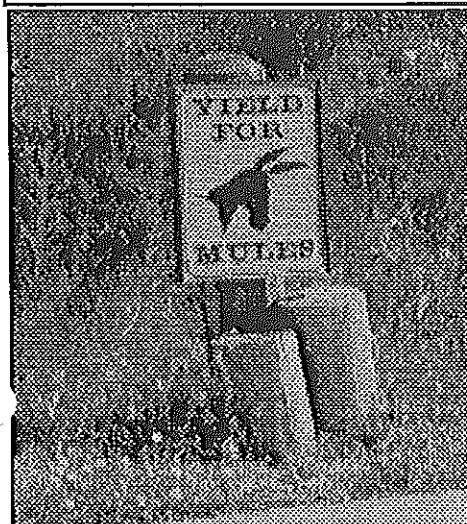
The Maumee Valley Heritage Corridor held its board meeting aboard "The Volunteer" at Providence Metropark across from Grand Rapids, Ohio, on June 16, 2005, at 4 p.m. Dick Kudner, president and CSI member from Perrysburg, OH, welcomed new directors Tom Castaldi, Allen County Historian and CSI member from Ft. Wayne, IN, Todd Pelfrey and Mitch Harper and thanked continuing directors including Carolyn Schmidt, CSI editor also of Ft. Wayne..

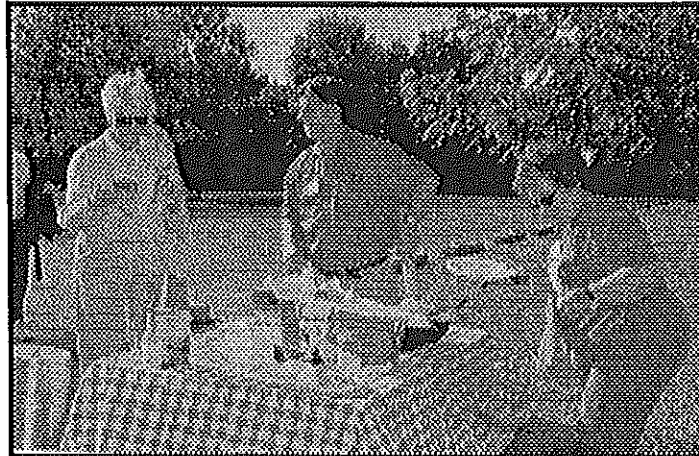
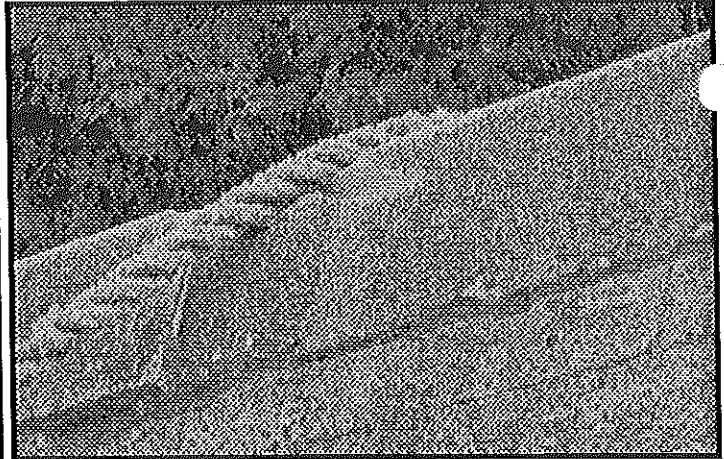
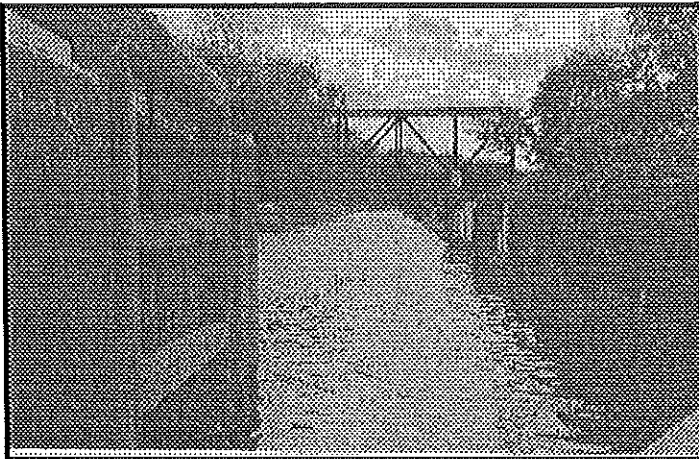
The MVHC directors, along crew members put their backs to the with others who had purchased a balance beams to open the lock boat ride, were entertained by a gates. They noticed the rope burns in member of the crew portraying the the top stones of the lock and looked cook on the trip up the canal in 1876. for masons' marks on the stones.

On the way back to the dock they were able to ask her questions. They were told about the canal and how lazy the other crew members were. The boat, which was pulled by two mules walking in tandem on the towpath, locked through Lock #44 twice. Passengers were amazed at how little time going through the lock actually took. They watched the

Lock #44 is one of the last functioning 19th century limestone canal locks on the (Miami) Wabash & Erie Canal. More than a mile of the original canal has been restored at Providence. "The Volunteer" is a 60-foot long reproduction of a mule-drawn state packet boat, which offers visitors the experience of being

Mules walking in tandem pulled the canal boat for the 45 minute round trip on the canal at Providence Park in Ohio. P-B. Schmidt





L1. Exiting Lock #44 of the (Miami) Wabash & Erie Canal
 L2. Listening to the docent as the boat glides along
 L3. All canawlers, let's eat!
 R1. Rope burns in the lock's stone
 R2. The Isaac Ludwig Mill alongside the canal
 Photos by Bob Schmidt

raised and lowered within a lock on the 45-minute-long round trip. Nearby the Providence Dam was built in 1838 to maintain water levels in the canal from Providence to Toledo, OH. The dam still controls the water level for this restored section.

Another major feature of the park is the Isaac Ludwig Mill, which houses a collection of gristmill and sawmill equipment from the late 19th and early 20th centuries. It is the last of the mills that once lined Ohio's canals and has been placed on the National Registry of Historic Places. Visitors witness how waterpower was used to grind grain, saw lumber and even generate

electricity. Other crafts demonstrated are blacksmithing, tinsmithing and candlemaking. Those who like to hike enjoy the eight-mile Towpath Trail along the river that connects Providence, Bend View and Farnsworth Metroparks.

After the brief meeting aboard "The Volunteer," the directors gathered in the park for a picnic. The weather was chilly and appetites large.

The Maumee Valley Heritage Corridor sponsors local history month, has produced a scenic byway map and a heritage corridor map, publishes a comprehensive list of events in the valley, is interested in promoting tourism and improving water quality, and offers its members opportunities to visit places of interest within the corridor. Its annual meeting will be at the Auburn Cord Duesenberg Museum in Auburn, Indiana, which features more than 100 classic and antique vehicles from the 19th century to present era, with emphasis on cars built in Indiana. www.maumeevalleyheritagecorridor.org