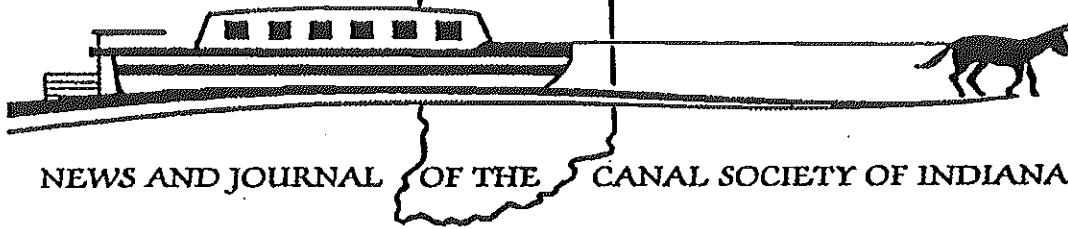


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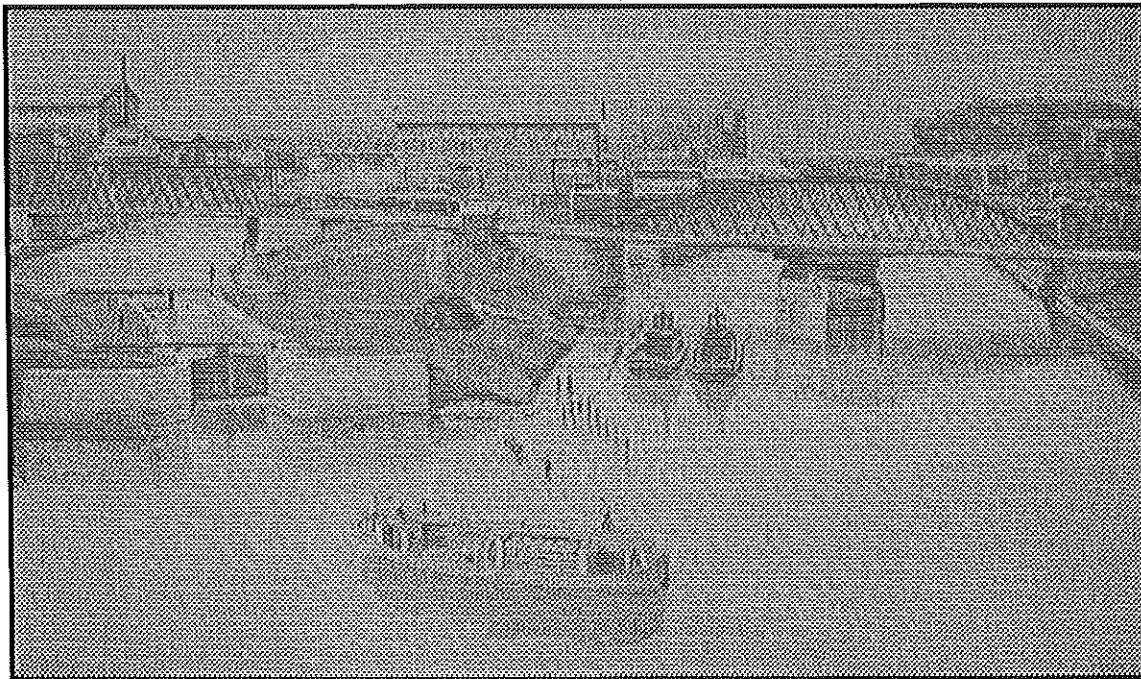
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 5 NO. 10

P.O. BOX 40087 FORT WAYNE, IN 46804

OCTOBER 2006

## TOLEDO MURAL



The Canal Interpretive Center in Delphi, Indiana, now has this mural by Terry Lacy hanging in its lobby. The mural is of the (Miami) Wabash & Erie Canal, Swan Creek Side Cut Lock 52 where the canal enters Swan Creek about a mile from the Toledo harbor. The scene would have appeared much like this at the end on the canal era in Ohio. Canals boats locked out of the canal into Swan Creek and then went down the creek to the harbor docks.

### *Features*

1. Mural, Mural, On The Wall
3. Canawlers At Rest: Lott S. Bayless
7. Canal Boat Cut-Throats
9. The Roanoke Canal
10. Once a Canal Place...Always a Canal Place
11. Whitewater Canal Corridor Byway Walk, Brookville's Men of Import
12. In The News: Middletown Ohio Mural, Fort Wayne Trails
13. The Falkirk Wheel
14. Member Supports Canal in Arkansas
15. Whitewater Canal Byway in Dearborn County
16. Dam at West Harrison: Whitewater and Cincinnati/Whitewater
17. National Canal Museum New Exhibits, Speakers Bureau, Lock 47 Park Centerpiece
18. News From Delphi: Volunteers Manual, Riveting, Hands On Exhibits

### MURAL, MURAL, ON THE WALL By Carolyn Schmidt

When the Canal Interpretive Center in Delphi, Indiana, was dedicated, its lobby was attractive, but designers had plans for having beautiful canal murals adorn three of its walls above the doors. Carroll County Wabash & Erie Canal, Inc. had artists submit drawings and Terry Lacy was chosen to paint all the murals as donations for them were received. The Wabash & Erie Canal murals were to be 42 inches in height and vary in length from 30 inches to 9 feet according to space available. They were to start at Evansville on the Ohio River and end at Toledo on Lake Erie spanning the entire

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distance of the 468-mile-long canal. They were to be a tavern. based on old photographs or reconstructed from available documents and on site studies.

The first mural donated was of the Speece brother's canal boat "The William T. Speece" representing the city of Delphi and the Speece warehouse that was located about five miles north of Delphi at Lock No. 31. Also representing Delphi is the mural of Major General Robert H. Milroy, who after the Civil War was named a trustee for the Wabash and Erie Canal.

Lafayette, Indiana, is represented by the Henry T. Sample and Sons Packing House Mural. Canals boats transported pork packed by Sample to markets that could not have been easily reached at the time if the canal had not been built.

Attica is represented by a mural of the Lou Kopp and Ed Lippold wedding party on May 16, 1872 that was taken from a photograph. The party was aboard a canal freight boat. It proves that although most of the canal was in disrepair by that time, occasionally barges were used for transporting goods or people short distances.

Carrollton is represented by the Lock No. 32, Carrollton bridge, and the Mentzer Tavern mural. It shows Lock 32 and its tumble, a team of mules preparing to enter the Carrollton bridge "tram" to pull a boat across the Wabash River slack water and the tavern, which was originally built by George Friday and Ignatius Mentzer as a cooper shop and was later used as

Lockport is represented by the Burnett's Creek Arch and Lock No. 28 mural. The 10 foot high, 20 foot wide and 86 foot long arch was built in 1839 with limestone from the nearby Georgetown Quarry to carry canal boats over the creek. Adjacent to it was a composite lock that had a 10 foot lift. Today Towpath Road still crosses the arch.

Logansport is represented by a mural of a bridge that would swing out of the way to allow canal boats to pass. The bridge was in downtown Logansport.

Evansville is represented by a mural of the Eagle Foundry with a canal boat passing by and women doing laundry in the canal. The mural was funded by a \$2,000. donation from the Canal Society of Indiana.

Toledo and the (Miami) Wabash & Erie Canal is represented by the mural shown on the cover of this publication. It shows the Swan Creek Side Cut Canal that connected the mainline canal to Swan Creek. The area had three ways of getting into the harbor at Lake Erie, but as time passed Swan Creek won out and the others were closed. A canal boat has come from the docks in the harbor and is preparing to enter the canal from Swan Creek through Lock 52. The painting shows the canal in its final days in the early 1900s. Not Armada Mill on the left, Detwiler's Mill and the lumber yard at the right of the turn bridge. This mural was funded by donations of \$1,000. by the Canal Society of Ohio and \$1,000. by the Canal Society of Indiana.

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# CANAWLERS AT REST

## LOTT S. BAYLESS

b. 1802  
d. 1880's

By Carolyn I. Schmidt

Lott S. Bayless came to Fort Wayne, Indiana, in May of 1832 at age 30 hoping to secure a contract to build a portion of the Wabash & Erie Canal. His activities were covered by Bert Griswold in his *Pictorial History of Fort Wayne Indiana* and are quoted in this article.

"Among the prominent men who came to Fort Wayne in 1832, were Reuben J. Dawson (born in Dearborn county in 1811), who became Allen county's first surveyor, and rose to a place of distinction as judge of the circuit court; Lucien P. Ferry, an attorney of marked ability; Joseph Morgan, from Lawrenceburg, Indiana, who served as Fort Wayne's second mayor; Oliver P. Morgan, son of Joseph Morgan, a leading hardware merchant, city recorder and school trustee; Lott S. Bayless, prominent in many lines of activity; Philo Rumsey, merchant, and later landlord of the Rockhill house; and John M. Wilt, from Cumberland county, Pennsylvania, who entered the land office under Colonel John Spencer and served as county surveyor and engineer." (Griswold)

In 1833 Jesse Vermilyea and his family from Delaware county and a colony of thirty settlers from Maryland arrived in the area, which was to become Aboite township west of Fort Wayne and where an aqueduct was built across Aboite Creek for the Wabash & Erie Canal around the same time. Then in 1834 these people were joined by Lott S. Bayless and Benjamin Rogers, who settled in Aboite township with their families.

"Of Benjamin Rogers and Lott S. Bayless, who came at about the same time (to Aboite township), in 1834, Mr. Rogers, a thorough-going settler of fine character, passed the whole of his subsequent life in Aboite. Mr Bayless, of an active, stirring, positive temperament,

first cleared his farm and settled it, and then turned his attention to mill building. In 1846 (another source says 1848) he built the first sawmill in the township. It was located on Aboite river, from which it received its power. After making a habit of pioneering, he went west and located in Dakota, then a territory. Comparatively early as he left the township, Mr. Bayless' influence in the community scarcely failed for his absence. The settlers of the first two decades owe more, it is said, to Lott S. Bayless than to any other one man. There were times in those difficult early days when many of them would have suffered for the necessities of life if it had not been for his benevolence. His influence outside the township or in the county at large is a part of the broader history of Fort Wayne, where he was as well known as in his home township. William Hamilton, who came in 1835, was the second mill-builder of Aboite, the Hamilton mill dating five years later than the Bayless." (Griswold)

"In 1839 the following (Allen) county officers were elected: Auditor, Allen Hamilton; treasurer, Samuel Hanna; sheriff, Joseph Berkey; clerk Philip G. Jones; recorder, Robert E. Fleming; surveyor, S. M. Black; commissioners, David Archer, L. (Lott) S. Bayless, Horace B. Taylor." (Griswold)

In 1841 "The prevalence of criminals, especially horse thieves, incendiaries and counterfeiters brought into existence an organization whose object was the detection and punishment of the offenders. Lott S. Bayless acted as chairman of the organization meeting, with B. B. Stevens as secretary. The committee on by-laws was composed of Joseph Morgan, Hugh McCulloch, G. W. Wood, Samuel Hanna and Joseph Berkey." (Griswold)

Lott's wife was named Nancy. We do not know if Marcus was Lott's son, brother or other relative. We assume the other four boys were his sons. Oser Bayless probably was his mother. The 1850 Census lists the following people living in the Bayless home:

Aboite Township, Allen County, Indiana							
Person	Age	Sex	Occupation	Real Estate Value	Born In	Attended School Yr.	Other
Lott S. Bayless	48	M	Farmer	1,700	N. Jersey		
Nancy "	41	F			Ohio		
Marcus W. "	26	M	Laborer		"		
Alexander H. "	12	M			Indiana	1	
Samuel L. "	11	M			"	1	
James "	9	M			"	1	
George H. "	6	M			"	1	
Alexander Holmes	44	M	Laborer	5,000	Ohio		
Catherine Crany	24	F			Indiana	1	
Oser Bayless	75	F			N. Jersey		blind

We know from 1850 Census Agriculture Records from the Allen County Genealogical Society that Lott had 175 acres of improved land and 675 acres of unimproved land. The cash value of his farm was \$12,000 and of his implements \$300. He had 7 horses, 5 milk cows, 4 oxen, 20 other cattle, 12 swine for a total value of live stock at \$850. As of June 1850 he had

grown 440 bushels of wheat, 800 bushels of corn, 300 bushels of oats, 200 bushels of Irish potatoes, 100 bushels of sweet potatoes, 250 lbs. of butter, 50 tons of hay and 1,000 pounds of honey. He had received \$130 from animal slaughtering.

"The year 1853 found Allen county enjoying its first county fair. The affair was given at and about Rockhill's brick tavern' (the present St. Joseph hospital grounds), in the west end of the city, and a speech by Samuel Brenton and a plowing match were features of the event. R. D. Turner was the secretary of the society. At the annual election, Lott S. Bayless was chosen president, Tyler secretary, and O. W. Jeffers treasurer." (Griswold)

In the 1860 Census the Bayless household had a few changes:

			Real Estate	Personal	Born	In School
Lott S. Bayless	58	M	Farmer	28,000	1,000 N. Jersey	
Nancy "	50	F			Ohio	
Marcus W. "	36	M			"	
Alex "	23	M	Farmer		Indiana	
Samuel "	20	M	"		"	1
James "	18	M	"		"	1
George "	18	M	"		"	1
Ann M. Kelley	20	F	House Help		"	
John Snider	45	M	Drover	2,000	Switzerland	
Alex Holmes	52	M	Farmer	1,200	150 Ohio	

The 1860 Census Agricultural Record shows he had 300 acres of improved land and 580 acres of unimproved land in Aboite township. The cash value of the farm had doubled to \$26,000 and the value of his implements decreased to \$200. He had 12 horses, 1 mule, 5 milk cows, 4 oxen, 7 other cattle, 220 sheep and 5 swine for a live stock value of \$1,700. By Jan. 1, 1860 he had produced 500 bushels of wheat, 2,000 bushels of corn, 100 bushels of oats, 75 bushels of Irish potatoes, 5 bushels of sweet potatoes, and had sold \$100 of fruit from his orchard and \$20 from his garden. He had made 1,000 pounds of butter, had 100 tons of hay, and had received \$300 for animal slaughtering.

Although not the first school in Aboite, the Bayless School was built on Liberty Mills Road toward the west township line. We are assuming it was named in honor of Lott S. Bayless. Hiram Porter once was a teacher in the building. Schoolhouses often served as churches. The Methodists and those from similar denominations met in the Bayless School whenever a preacher could be found, but they never built a church.

In 1861 the United States Legislature officially created and established the Dakota Territory including the present states of South Dakota, North Dakota, Minnesota and most of Wyoming. President James Buchanan officially signed the document. William Jayne of Illinois was the first territorial governor. At some time Lott S. Bayless moved to the territory.

The United States Senate Executive Journal

shows the following concerning Lott S. Bayless:

April 16, 1872 - Tuesday  
To The Senate of the United States

I nominate Lott S. Bayless to be assessor of internal revenue for the collection district of Dakota, vice George W. Kingsbury, removed.  
U S Grant

April 30, 1872  
To The Senate of the United States

I hereby withdraw the nomination, sent to the Senate on the 15th instant, of Lott S. Bayless to be assessor of internal revenue for the Territory of Dakota.  
U S Grant

May 15, 1872 - Washington City  
To The Senate of the United States

I nominate Lott S. Bayless, of Dakota Territory, to be receiver of public moneys for the district of lands subject to sale at Yankton, Dakota Territory.  
U S Grant

May 22, 1872 - Washington City  
The messages were read.

Ordered, That the nomination of Charles Adams be referred to the Committee on Indian Affairs.  
Ordered, That the nominations of George O. Tiffany, Alfred James, William H. Kelly, Benjamin T. Smith, Lott S. Bayless, and George H. Hand be referred to the Committee on Public Lands.

Apparently Lott had the attention of Ulysses S. Grant, who thought him worthy of a territorial office. Why he withdrew his name only to nominate him for another office we do not know. We do know he was put in charge as receiver from the following newspaper interview:

November 26, 1879  
*The Sentinel*  
(a Fort Wayne weekly paper)

"Hon. Lott S. Bayless, one of the earliest settlers of Fort Wayne, but at present receiver in the United States Land Office at Yankton, D. T. (Dakota Territory), is in the city again after a continued absence of five years. Thinking that an interview with so old and prominent a citizen, might be of some interest to the people, a SENTINEL reporter last evening called upon Mr. Bayless at the residence of his son, Alex. Bayless, on West Jefferson Street, and spent an hour and a half listening to pleasant

REMINISCENCES OF EARLY DAYS  
in Fort Wayne. Mr. Bayless came to Fort Wayne in the month of March 1832, to attend the first letting of the Wabash & Erie Canal contract. He was then living at

Miamisburg, O., and traveled the whole distance on horseback, and while coming from St. Marys, O., to this point he was obliged to swim his horse five times over swollen streams, while the average depth of mud was almost to the horse's knees. This latter feature is a characteristic which Mr. Bayless thinks the country has never lost. At that time Mr. Bayless found a little cluster of houses on Columbia Street, and the total population of the city was not over two hundred inhabitants all told. There was very little trading done here, and what little Indian trade there was then was soon taken to Logansport. On the old 'Wayne Trace' the nearest house to Fort Wayne was that of George Ayres, an old English soldier who had settled there and built

A FEW LOG CABINS

for the accommodation of an occasional traveler. Besides being a landlord, Ayres had the reputation of being the most accomplished 'swearer' in the state. He could concentrate more oaths and incorporate more profanity into one sentence than any man that ever lived.

"The first house west of Fort Wayne was about four miles west of where Huntington now stands and was occupied by Capt. Elias Murray, termed one of the best men that ever lived in this country.

"At the time of the first letting of the Wabash and Erie canal, Mr. Bayless secured the contract for constructing 4 1/2 miles of the canal, part of which he sub-let and traded, so that his contract was only for about 2 1/2 miles, which portion he completed within the specified time. Mr. Bayless returned to Miamisburg after the letting, and removed his family to Fort Wayne, in August of the same year. An old rickety court house and a log jail were all there was of county offices and

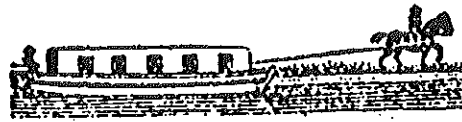
PUBLIC BUILDINGS.

"Joe Sweeney was sheriff of the county and Allen Hamilton was clerk of the court. When the county seat was located at this point (John) Barr and (John) McCorkle donated to the city forty-five lots situated in the vicinity of the court house, which lots were to be sold for the purpose of raising funds to erect county buildings. These lots were shortly after sold, but no large sum was realized from the sale, the whole forty-five lots being purchased for \$918 payable to county orders at 50 cents on the dollar.

"Judge (Samuel) Hanna secured three lots on the corner of Berry and Barr streets, for \$75. Chas. Ewing bought two lots on the corner of Calhoun and Main streets, for \$45, and similar prices were received for other lots. The conundrum now presented itself, how were they commissioners to erect a court house on \$918 in county orders worth 50 cents on the dollar. However

THE CONTRACT WAS LET

Notice.



Canal Letting.

SEALED PROPOSALS for the construction of EIGHTEEN to TWENTY Miles of the WABASH & ERIE CANAL

Will be received at Miamisport, Miami county, Indiana, on the 28th day of July next:

The work to be let extends from the town of Wabash, westward to a point about 15 miles above Logansport, and embraces

Five or Six LOCKS, a number of CULVERTS, and a DAM across the Wabash, below the mouth of the Mississinewa, 8 feet high, and near 500 feet long.

Plans and Specifications of the work will be exhibited for four or five days previous to the letting and all necessary explanations in relation to the work will be given by the Engineer superintending the same.

Bidders not personally known to the Commissioners or Engineer will be expected to produce satisfactory testimonials of character and qualifications as Contractors.

D. BURR, } Commissioners  
SAML. LEWIS, } of the Wabash  
JAS. B. JOHNSON } & Erie Canal.

TREATY GROUND, 24th May, 1834. 42

This notice was in the Fort Wayne Sentinel of June 14, 1834, probably the oldest copy since others were destroyed.

and the work was commenced, and the building was erected, but not completed, and it remained a mere skeleton until 1836 or 1837, when the people began clamoring for its completion.

"The commissioners, of whom Mr. Bayless was one, met in May, and the grand jury met at the same time and a scheme was put on foot to

HAVE THE COMMISSIONERS INDICTED

for not completing the court house. The indictment was returned and the commissioners informed of the fact.

"They demanded an immediate trial and it was granted. The commissioners retained the Hon. Wm. H. Coombs as their attorney and instructed him what to say. A jury was impaneled and by previous arrangement it consisted of the heaviest taxpayers. The trial was proceeded with and the prosecution was very elaborate in its charges and exposition of the law and added that if they were found guilty they would at once be obliged to

levy a tax and they would complete the court house ber from the old fort. We do not know if a cane was even if it cost the county \$10,000. That settled the jury sent to him.  
and

A VERDICT OF 'NOT GUILTY'

was returned. The court house, which was a poorly constructed concern from the beginning, was torn down and the brick sold to Henry Rudisill for \$200, who used them to build the woolen mill.

"From the time that the canal was first commenced the town began building up rapidly, but never took any decided 'boom' until after its completion, which occurred on the 4th of July, 1843. (This was the date of the Grand Celebration and dedication of the opening of the canal from Lafayette to Toledo. The "Albert S. White" under Captain Cyrus Belden had covered this entire distance earlier on May 8 of that year.) All the provisions, etc., for the laborers had to be transported here from Dayton, Ohio, a distance of 120 miles, at a cost of about \$1.50 per 100 pounds.

"On the 4th of July, 1835, this division of the canal (from Ft. Wayne to Huntington, IN) was finished and

A GRAND JOLLIFICATION

was had. Captain (Asa) Fairfield built the first boat ever put on the canal, and it was launched on that day amid great enthusiasm. At the conclusion of the contract Mr. Bayless found himself without any money and \$500 in debt. He then went out into Aboite township and entered forty acres of land and began work with a will and his perseverance was rewarded as he did not leave there until he owned 400 acres of cleared land. The contract proved equally disastrous to the other contractors as they all failed, and Mr. Bayless is probably the only one who ever recovered from the blow.

"No class of people ever worked under so many hardships as did the first settlers of this part of Indiana, and it was only their most commendable perseverance that has made this county what it is."

Lott S. Bayless was in Yankton, Dakota Territory in 1880 according to the census of that year. He also had a new wife named Leonora B. The word wife was actually written on the document. He was 78 years old and was the Receiver at the U. S. Land Office. Leonora was 36 (?56), was from New York and was keeping house.

On the list of old settlers attending the Old Settlers' Celebration on July 4, 1880 held at the Rockhill House, the name of Lott S. Bayless has an asterisk by it. To qualify as an Old Settler you had to have settled in Fort Wayne or within 100 miles around it before 1840. The asterisk was for absent members. Those members present each received a cane carved from tim-

On March 3, 1882 Lott wrote a three-page letter to Mr. & Mrs. Andrew Jackson Faulk. Abraham Lincoln had appointed Faulk post-trader to the Yankton Indian Agency in Dakota Territory. President Andrew Johnson appointed Faulk Governor of Dakota Territory in 1866 and he served until 1869 when President U. S. Grant replaced him with John A. Burbank. Faulk lived in Yankton, South Dakota, until his death. We do not know what the letter concerned, but it shows Lott was alive in 1882. He was not found in the 1890 Census.

Questions remain as to when and why Lott went to Dakota Territory. Was it for the "Gold Rush" in the Black Hills? Was he a part of the group of entrepreneurs who wanted to open the Black Hills to white settlement? How did he gain the attention of U. S. Grant? When did he die and where is he buried? No records could be found in Yankton or in Indiana. Why did he re-marry?

We do know that his son Alexander H. Bayless, born April 1837 in Indiana, married Matilda Jennie Shoaff (b. Dec. 1843 in Allen Co. Indiana) in February 1862. They had four children, Wilson W., Lillian, and George Willis.

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[http://memory.loc.gov/cgi-bin/query/r?ammem/...aw:@field\(DOCID+@lit\(ej02092\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/...aw:@field(DOCID+@lit(ej02092)))

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*1880 United States Federal Census Dakota Territory, Yankton, Yanktoni*. Heritage Quest Online

Fort Wayne Weekly Sentinel  
November 23, 1875

From the Daily of Friday

## CANAL BOAT CUT-THROATS

**Terrible Affray Near New Haven Tuesday Morning  
In Which Albert Cronkheit Gave Up the Ghost  
Ten Desperadoes Arrested, and Lodged in Jail.**

From the Daily of Tuesday

On Tuesday night the crews of the canal boats Shamrock and A. P. Edgerton had a terrific combat near New Haven, in which the Shamrock's hands got badly worsted. That boat, captained and owned by one Albert Cronkheit, returned to this city yesterday, and last night about 11 o'clock went back to New Haven, having on board three notorious characters, named Eugene Sovine, Augustus Eiter and Chas. Nichols, who joined the crew for the purpose of assisting them in getting revenge upon the A. P. Edgerton crowd. Arrived at New Haven, the Shamrockians made

### A TERRIFIC ONSLAUGHT

upon the Edgerton, smashing in the windows and somewhat injuring the crew. The crew of the Shamrock consisted of Albert Cronkheit, Frank Rock, James Welch, and one or two other parties; that of the A. P. Edgerton was captained by Alexander Dollerheit, assisted by several other bold navigators. This morning word came to John Dollerheit of the trouble last night, in which his son Alexander Dollerheit was supposed to be injured. So the "old man" with his sons Emsley Dollerheit, Ishman Dollerheit, Elias Hoover, Josiah Robbins and G. W. Emery, proceeded to the scene of the affray, about half a mile east of New Haven, where they were met by the crew of the Shamrock when (according to their statement) Cronkheit and his pals attacked them with a volley of shots, clubs, rocks, etc. and pursued them about 150 yards, when they made a stand and proceeded to fire at random into the crowd. Some of their balls took effect, hitting Cronkheit in the region of the heart and killing him instantly. The latter's friends gave up the chase, and taking his body returned to the boat and are supposed to have proceeded east. The Dollerheits and their friends came to this city and the six men - John Dollerheit, Emerley Dollerheit, Ishman Dollerheit, Elias Hoover, Josiah Robbins and G. W. Emery - were arrested about noon near the Phillips house by Sheriff Hance who lodged them in jail. When they were searched, two rifles, two large navy revolvers, a small revolver, three knives, a sling-shot, an iron hammer (without the handle), together with a lot of powder, cartridges, etc. were taken from them. A more villainous

### DESPERATE LOOKING CROWD

is not often seen. At this writing the Shamrock has not come to town, nor has any of its crew been apprehended, or the body of Cronkheit recovered.

Coroner Webb last evening held an inquest at a warehouse in New Haven upon the body of Albanin (sic) Cronkheit, the man who was killed in the melee among boatmen yesterday morning. The jury consisted of Herman Schnelker, Barney Tibbitt, J. J. Bilderback, William Dockins, Edward W. Strack and Augustus Gothe.

The first witness examined was William Smith, driver of the boat Shamrock. He testified that the boat

left Fort Wayne about half-past 9 Wednesday night, the crew consisting of himself, Cronkheit, Frank Rock, Eugene Sovine, James Welch, Charles Nichols and Augustus Eiter. Arrived at New Haven, the boat tied up next to the A. P. Edgerton. The Shamrock crew dared the A. P. Edgerton crew to get off their boat, whereupon the captain of the latter, Alexander Dollerheit, said his crew was all gone. Nichols and Eiter took a lantern



and looked into the A. P. Edgerton, and found the only persons there to be the Captain's wife and one of the boatmen. The Shamrock's crew went to bed, and yesterday morning got up and went to Frossard's saloon for a drink. Sovine had been off the boat before the witness got up. The Shamrock then left New Haven and when it had got about half a mile east a party consisting of John Dolarheit and four other men on foot, and Isaac Dolarheit had a rifle, his father a horse pistol, one of the other men a gun, and two others revolvers. The Shamrock then laid up and Cronkheit, Welch, Sovine and Eiter got off. Cronkheit said, "Put down your shooting irons,

### WE WANT FAIR PLAY!"

Old Dolarheit got behind a wood pike and snapped his pistol at us, but it did not go off. Eiter said: "Come back you cowardly devils! Dolarheit fixed his pistol and fired two or three times at the crew. He was about three rods distant. When he fired the second time he said "Halt, G-d D-n you." John Dolarheit aimed twice at the captain and shot once, with a rifle, and in about two minutes the captain threw up his hands and fell. John Dolarheit then went on, the other three men still shooting at us. None of the Shamrock crew had any arms, but they threw clubs. Jas. Welch picked Cronkheit up, and said he was dead.

Michael Hellworth who was digging potatoes testified to seeing six men drive up the toe (sic) path in

a wagon; five of them got out; they had two guns; they passed the boat, and the boat shoved to shore and four men got out; thought two of the boatmen had revolvers; heard some one say "shoot G-d D-n you." The first party pointed their guns at the boatmen and then put them down. The boat crew threw sticks of wood at the others. Five or six shots were fired, all by the men who got out of the wagon. Witness thought it was a rifle ball which killed Cronkheit.

Joseph Stark, a butcher of New Haven, testified that he met the Dollarheit crowd near the canal boat. He asked why they were all armed, and the old man did not answer but asked if his son Alexander was shot. Witness said Alexander was all right, and the old man then said to him, "We have killed one of the boat crew."

Eugene Sovine testified that he left Fort Wayne with the rest of the Shamrock crew about half-past 9 Wednesday night. When they got to New Haven, Nichols, Eiter and Welch went to the A. P. Edgerton and asked the captain if the same crew was aboard that he had before; that if there was they wanted to see them, as they had backing now. The captain said that no one was on the boat but himself and another man. Sovine asked the captain if he blamed him, and he said no, and the two then took a drink together. Yesterday morning the boat left New Haven for Bull Rapids, and had gone about a mile when the Dollarheit crowd - five on foot and one in a wagon - came along. Welch said, "There comes the A. P. Edgerton crowd that we had the fight with the other night." Welch told Nichols to lay up the boat and the four got off. The Dollerheits were four or five rods west of us then and had among them two riles and one revolver the witness saw. The boat crew followed them two or three rods. Old Dollerheit snapped his revolver and the second time it went off. He shot more than one. Witness said



IT WAS THE RIFLE SHOT that killed Cronkheit. It was fired by a short, chunky man, and witness would know him if he saw him again. Cronkheit fell, and Welch said to witness, "Al is shot." The latter looked up at witness and died. None of the crew of the Shamrock had weapons.

A post mortem examination was made by Drs. L. S. and A. C. Noll, of New Haven, and their testimony taken.

The jury then rendered a verdict that the de-

ceased came to his death by reason of a gun shot wound, inflicted either by Emsley Dollarheit, John Dollarheit, Elias Hoover, - Emery, or one man whose name is unknown to the jury.

The deceased was unmarried, thirty-eight years of age, and had on his person \$32.66 in currency. His body was taken to Bull Rapids for interment.

The testimony seems to warrant the conclusion that it was John Dollarheit who fired the fatal shot.

**ADDITIONAL ARRESTS.**

Last night at New Haven, Sheriff Hance arrested Eugene Sovine, Chas. Nichols, Augustus Eiter and James Welch, of the Shamrock crew, and they were this morning brought to the city and lodged in jail. There are now ten prisoners in custody charged with participation in this affray, all of whom have waived a preliminary examination, pending an examination by the grand jury, which will meet Monday.

**"THE MOST LAWLESS TOWN IN INDIANA."**

The *Chicago Times* of this morning editorially says: "Fort Wayne by the record is the most lawless town in Indiana. For some time murders and affrays more or less fatal have been reported, the cap-sheaf of lawlessness coming this morning in the shape of a canal crew feud, in which both parties proceed to actual combat. The details are not full enough to warrant judgment, but it is safe to say that the general existing impunity of crime in the city has encouraged the outbreak."

*Evansville Daily Journal*  
April 7, 1862

An article in the paper said that a couple of days before, on April 5, the body of an infant was found floating in the elbow\* of the canal near the old graveyard. A coroner's jury at an inquest had determined the child had been born prematurely and its body had been thrown into the canal the night before it was found.

\*The Wabash & Erie Canal, first built as the Central Canal in Evansville, makes a sharp turn as it passes Oak Hill Cemetery.

**"CANAL PASSAGES"**

Tour of the Whitewater and Cincinnati & Whitewater Canals

**October 20-22, 2006**

Holiday Inn Express (513) 367-1111  
10906 New Haven Rd.  
Harrison, Ohio  
(mention CSI when booking room)  
Continental breakfast



## The Roanoke Canal

Information from CSI members Fred Munds of Indianapolis, IN, Richard Brown of Okemos, MI, and a notebook of photographs from Linn Loomis of Newcomerstown, OH

Falls in rivers created obstacles for boats as CSI members learned on our "Overcoming Obstacles" tour at the Falls of the Ohio. To solve the problem a canal was built around the falls and locks lowered/raised boats from one level to another. This was much the case for needing the Roanoke Canal to develop a possible trade route from where the Roanoke, Dan and Staunton rivers converged in Virginia to the waters of the Albemarle Sound then to the Atlantic Ocean.

The "Great Falls" of the Roanoke River located above Weldon, North Carolina, dropped water 100 feet in just a few miles and the river had granite banks. If North Carolina was to have the economic success of her seaboard neighbors, South Carolina and Virginia, a canal was necessary to bypass the falls. Archibald Murphey, a senator from Orange County, led the charge to build the canal in the early 1800s envisioning that a major city of equal importance to Baltimore, Charleston or Philadelphia would develop along the river.

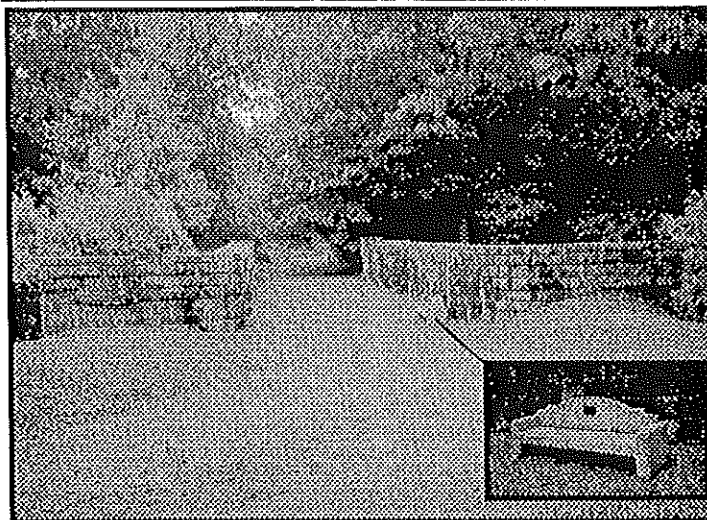
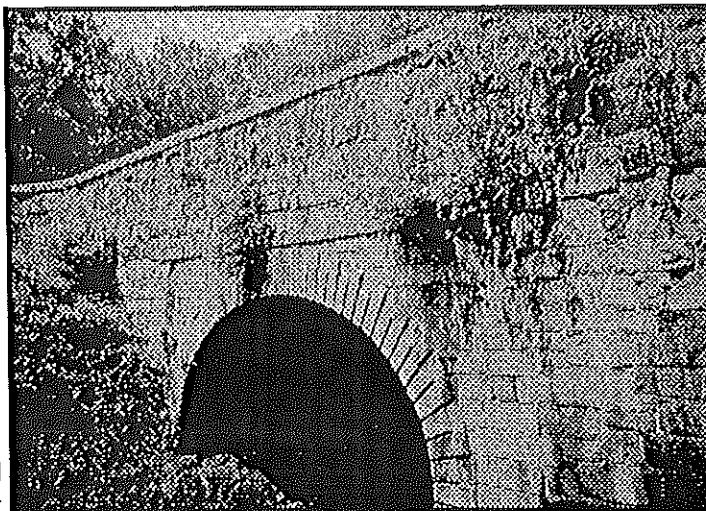
North Carolina passed an act in 1812 providing for the development of a Roanoke Navigation System. It was designed to connect the Blue Ridge Mountains in Virginia with Norfolk, Virginia using the Roanoke and other rivers. To establish the Roanoke Navigation Company, 400 shares of stock were sold at \$100 a share the following year and tolls were set for shipping goods -- 75 cents per hogshead of wine; 65 cents per hogshead of tobacco or rum; 50 cents per bushel of wheat, peas, beans or flax seed; three cents per bushel of Indian corn or grain; and 2 cents for salt.

Slaves and paid laborers began digging the nine-mile-long canal by hand in 1818. By 1823 it was completed to Eaton's Ferry in Weldon, North Carolina. It had a series of locks to overcome the 104-foot drop and a stone aqueduct, which still stands today.

Bateaux were used instead of the type of canal boats found on Indiana's canals. They were 60 feet long, 6-8 feet wide and had flat bottoms. They could each carry 5-8 tons. Their cargo was transferred to larger vessels at Weldon. By 1825 goods worth over \$6 million dollars were shipped on the canal.

In 1826 the Dismal Swamp Canal opened to larger boat traffic. This canal along with the Roanoke Canal became part of a 430 mile navigable water system from Salem to Norfolk in Virginia.

Although steamboats introduced in 1829 offered faster transportation, they were not able to travel as far



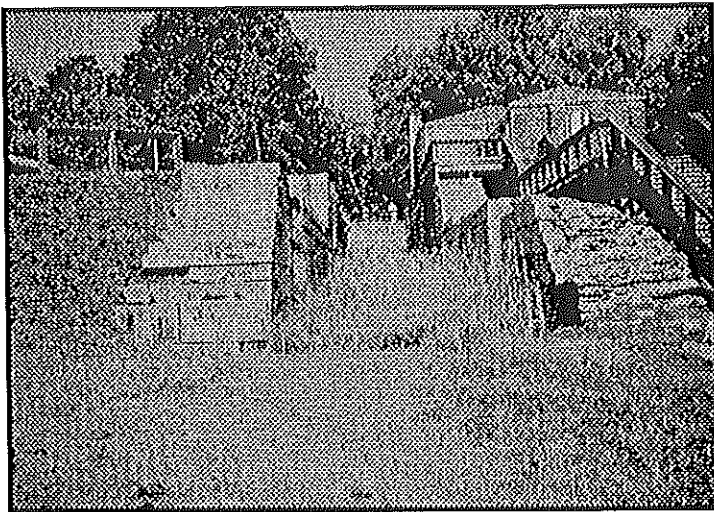
Aqueduct over Chockoyette Creek for Roanoke Canal in Edwin Akers Park with plaque about the aqueduct on a stone bench.

Photos by Linn Loomis 5/5/2006

as Weldon due to the low river water. Canal tolls reached \$3,811 by 1831 and by 1840 tolls and water rents exceeded \$12,000. A decline in canal traffic was brought about by the railroad in the 1850s. After receiving permission to end the use of the canal at the end of the 1850s, the Roanoke Navigation Company began preparations to sell the property and water rights between Weldon and Gaston, Virginia.

However, the Civil War intervened. From 1861-1865 shipments of goods by canal increased because rail lines were destroyed. During the war the Confederates built trenches and breastworks near the Chockoyotte Creek aqueduct to defend the town of Weldon. Even after the war, the canal continued until the railroad could be repaired.

Once again in 1875 the Roanoke Navigation Company started the dissolution process. The canal was purchased in 1885 by the Roanoke Navigation and Water Power Company. It widened and deepened the canal



This lock on the Roanoke Canal is behind the Roanoke Canal Museum opened in 2005. Photo by Linn Loomis 5/5/2006

## Once A Canal Place...Always a Canal Place

By Richard F. Brown, Jr., AICP

Many communities, large and small, have changed their name during their history. Istanbul, Turkey was called Byzantium, Nova Roma, and Constantinople prior to its current name. (wikipedia) New York City was originally named New Amsterdam, while Fremont, Ohio was previously called Lower Sandusky. (wikipedia and fremontohio.org)

Name changes seem especially prevalent in the early years after a community's founding. Perhaps the change results from the departure of a founding citizen or family, maybe a significant event took place or natural feature occurs there, or in some cases a place is re-named to honor an individual such as a former President. In the July, 2006, issue of *The Hoosier Packet*, a list was provided of communities in the United States and Canada that had incorporated the word "canal" into their name. A month or so after submitting the article, another "canal" community was identified. However, this case was a little different; for the community had not initially included "canal" in its name, then had its name changed by another authority to include "canal," and then later still, the community's name was changed back again to the original name. Sound confusing...? The following is a brief explanation.

for supplying waterpower to the region. A short five years later the Great Falls Water Power and Improvements Company incorporated planning to build another canal for waterpower above Weldon on the Roanoke River. In the early 1900s, while the companies fought each other in court, a brick generator house was built on a canal lock providing the first electricity in Roanoke Rapids. Things went from bad to worse and by 1912 the Roanoke Canal Company, which owned the original canal, was in receivership.

The canal sat idle and ignored until 1970 when Lloyd Andrews, Roanoke Rapids mayor or town councilman from 1960-1995, led other community leaders in acquiring land or easements from private or corporate owners to protect the canal. They also obtained state and federal grants to support the project. By 1976 the canal was on the National Register of Historic Places.

Today a seven-mile trail connects Roanoke Rapids Lake with River Falls Park in Weldon, North Carolina. The Roanoke Canal Museum opened in 2005. It is located in the brick generator house and office for the Roanoke Navigation and Power Company. Exhibits include Roanoke River & Canals, Canals in History, Anatomy of a Canal, Construction of the Canal, Life Along the Canal/Historic Usage, Current Usage, Preservation of the Canal and the Structures. The storyline weaves together the navigation history of the Roanoke River, the beginning of the railroad transportation during the Civil War, and the coming of hydro-electric Power.

Segments of the Roanoke Canal that remain intact today include portions of the 39-foot-wide channel, its 10-foot-wide towpath, the original aqueduct and one of the stone culverts.

For further information see: [www.roanokecanal.com/](http://www.roanokecanal.com/)

Dover, Ohio, is a city of approximately 12,500 residents located along the Tuscarawas River and the Ohio & Erie Canal in Tuscarawas County, Ohio. Founded in 1806 as Dover, its name was amended by the Post Office during the canal-building era to differentiate it from other places named "Dover" in Ohio. ([www.doverohio.com](http://www.doverohio.com)) Later, on December 8, 1915, "Canal" was dropped from the name and it was returned to "Dover." ([www.doverohio.com](http://www.doverohio.com))

Although the formal name of "Canal Dover" no longer exists, the City of Dover, Ohio will always be associated with the Ohio & Erie Canal and its history. Not only did the canal pass through the town, but it was the site of the only canal tolling station in Tuscarawas County. ([www.doverohio.com](http://www.doverohio.com)) The on-going adaptation and re-use of the historic Ohio & Erie Canal corridor as a towpath trail in Northeast Ohio will preserve the ties between the city and the historic canal that helped shape its early development.

### SOURCES:

<http://www.canalwayohio.com/maps/towpath/tuscarawas.htm>

<http://www.doverohio.com/New%20Site/history.html>

<http://www.fremontohio.org/pages/history.html>

<http://www.ohiohistorycentral.org/entry.php?rec=1929>

<http://en.wikipedia.org/wiki>

Ohio & Erie Canal Corridor Coalition, *Towpath Companion: A Traveler's Guide to the Ohio & Erie Canal Towpath Trail*, 2003. U.S. Census Bureau

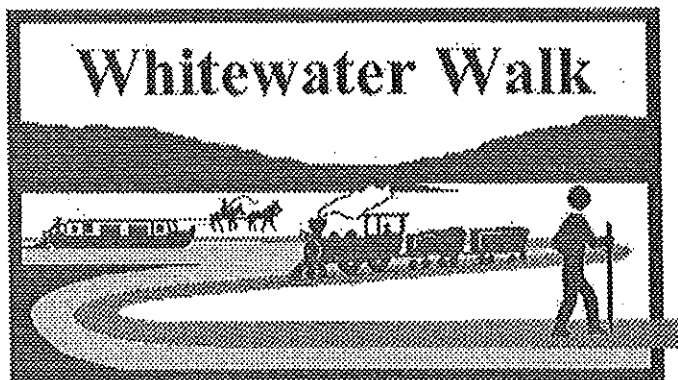
# Whitewater Canal Corridor Scenic Byway

**Wanted: Energetic, fun loving, history enthusiasts willing to walk a portion of the proposed Whitewater Canal Corridor Scenic Byway. Walkers will spend 8 days enjoying the beauty and assets found in Wayne, Fayette, Franklin and Dearborn Counties.**

Supporters are encouraged to walk all or part of the route. Organizers of a grass roots effort to achieve State designation for the Whitewater Canal Corridor Scenic Byway and The Whitewater Valley Interpretive Park will walk the entire route. Residents from each county are encouraged to join the walk in their area, bringing to life the local folklore, noting historical, cultural and scenic assets and enjoying the beauty they so often take for granted.

Awareness of the benefits of regional collaboration, fund-raising, and good, clean fun are the main reasons for this event. The Whitewater Valley Interpretive Park will showcase the history of the by-way counties. Funds for this project will be raised by registrations and pledges from participants and those interested in sponsoring this program. Registration is \$20.00 per person, but the fee will be waived with \$50.00 or more in pledges. The walk will begin in Hagerstown on Sunday, September 24<sup>th</sup> and end at the Ohio River in Lawrenceburg, 8 days later. A press conference and collaboration of interested parties will culminate the 2 day hike planned for each county. Information gathered throughout this event will later be used in the Interpretive Center to be located on Highway 52, across from the Historic Village of Metamora. Saving local history and education of future generations is the burning drive behind this event.

Join organizers for this very important project by signing a pledge card to show your support or call 765-647-3360 for proposed maps, specific county dates and more information.



## Brookville's Men of Import

By Mark Smith

Although Brookville located in Franklin County, Indiana, is a sleepy little town today, its early citizens played an important role in the development of the state. Let us not forget these early pioneers.

Abner and Enoch McCarty were sons of Benjamin McCarty, who emigrated to Franklin County from Grainger County Tennessee. Benjamin was a co-founder of the county and a Justice of the Peace, who resigned that position to emigrate to Franklin County, Indiana, in 1803. His wife was Sarah (Sally) Conner. They had been married in Shenandoah County, Virginia.

Abner and Enoch were instrumental in organizing the Whitewater Valley Canal system. At the meeting of friends of Internal Improvements held in the Court House in Brookville on Saturday, July 17, 1836, Abner was appointed to a committee for making arrangements for a public dinner to be held on September 13, 1836, celebrating the commencement of the Whitewater Canal. Enoch was appointed one of 9 vice-presidents to preside at the celebration. They were also a very vital part of the Constitutional process in 1816.

Abner married Mary Jane Templeton, and was buried in the Old Church Cemetery in Brookville. I think Enoch was laid to rest in either the Sims-Brier or Community plot, which was moved upon the construction of the Brookville Reservoir at the former village of Fairfield. Fairfield was the home of the Sims family, Joseph and Lewis, and the Allens, all three of whom eventually made their way to Delphi, Indiana, and served as attorneys there during the Canal Era.

I became interested in the McCartys when re-searching my wife's family. Her ancestor was a brother of Enoch and Abner, and his name was James Monroe McCarty Sr.. His son, James Monroe McCarty Jr. is laid to rest near the present-day town of Cutler, IN.

Having spent three days in Brookville and becoming inundated with its past, I found it was a veritable political incubator at one time. I am quite sure that the Internal Improvement Act and other such legislation could never have been enacted without the three governors from Brookville in power at that time —James Brown Ray (1825-1831), Noah Noble (1831-1837), and David Wallace (1837-1843). They were called the "Brookville Triumvirate" and were instrumental in the formative stages of the State of Indiana.

Governor Noah Noble, we well remember, was the signer of the Internal Improvement Act of 1836 and Governor David Wallace was responsible (whether he

wanted to be or not) for the forced removal of the Potawatomi in 1838. As for Ray, he was stuck with the onus of having a home with a Palladian window in it—much too affluent for a public official.

Also as a part of the cultural environment were three well-known authors, who claimed the Brookville area as their home. They were Will and Maurice Thompson, and, of course, Lew Wallace. Any self-respecting historically sensitive citizen of Brookville will inform you at the drop of a hat that those three were BORN HERE!, regardless of where they lived and worked as adults.

entertainment, provides for economic opportunities, and stimulates tourism.

Heading the regional priority list is an 80-mile-long trail connecting Ouabache State Park near Bluffton to Pokagon State Park near Angola and passing through Ossian, Fort Wayne and Auburn. Towpath Trail following U. S. 24 and the route of the Wabash & Erie Canal is second on the list. Aboite New Trails has 50 miles of trails planned and wants to be linked to Fort Wayne's Greenway. Other cities in northeast Indiana are planning trails and greenways.

Bob Schmidt, CSI president, Fort Wayne, IN

## IN THE NEWS



May 1, 2006 - Middletown, Ohio

The *Journal News* of Hamilton, Ohio in an article entitled "Mural Mural On The Middletown Wall" reports that a mural entitled "Port Middletown on the Miami and Erie Canal" will be the third in a series of historical works being painted on walls in Middletown, Ohio. The mural project is designed to bring tour buses and other sightseers to the city.

It was determined that the TV Middletown building on the corner of Verity and Central Avenue was just the right size for the canal mural. An entrance to the building will be incorporated in the mural which pictures a large arch with the words Miami & Erie canal, Port Middletown and the dates 1825 and 1929, the period that the canal was in operation. On either side of the arch are sepia-toned over 6-stories-tall canal workers. In the center of the arch in bright colors is a picture of a canal boat being pulled by mules hitched side by side walking on the towpath.

Painting the \$60,000 mural will begin in June 2007. The community foundation and donations from individuals will fund it. The artist is Eric Henn of Franklin, Ohio.

John Geyer, CSI member, Hamilton, Ohio

June 7, 2006 - Fort Wayne, Indiana

"Taking Trails To New Places" was the title of an article in *The News-Sentinel*. It said that Indiana Governor Mitch Daniels announced doubling state funds for trails from \$10 to \$20 million. Dawn Ritchie, Greenway Coordinator for Fort Wayne, says that can go a long way in trail building. An average price for a 10-14 foot wide asphalt mile of trail is about \$300,000 and might go some higher as oil prices increase, but it is still cheaper than road building and offers hours of healthy

July 19, 2006 - Fort Wayne, Indiana

*The News-Sentinel* of Fort Wayne ran an article entitled "Towpath Development, Funding Moving Forward" in which it said that \$212,500 has been collected by Aboite New Trails, a not-for-profit group of residents and trail enthusiasts in Aboite Township, to construct Towpath Trail. They secured donations of \$150,00 from the Parkview Hospital Foundation, \$37,500 from the English-Bonter-Mitchell Foundation, and \$25,000 from the Community Foundation of Greater Fort Wayne.

The trail will begin in Rockhill Park in Fort Wayne and extend from Engle Road to West Jefferson Boulevard, will follow the old Wabash and Erie Canal towpath, and will pass Eagle Marsh, a wetlands project under construction. The 6-mile-long trail is estimated to cost \$2.5 million and will connect two pedestrian/bike trail networks already in existence providing 25 miles of continuous trails from New Haven, Indiana, to County Line Road in Aboite Township.

Lutheran Hospital located at the intersection of West Jefferson Boulevard and Interstate 69 wishes to have its campus connected to the trail. The problem of getting trail users safely over West Jefferson is currently being addressed. Possibilities are a road-level crossing, a tunnel or a pedestrian bridge, which could become a visual gateway to Fort Wayne. The cost of the connecting trail is yet to be determined. Bob Schmidt, Fort Wayne, IN

### ERIE CANAL TRIP ANNOUNCED

August 27 - 29, 2007

Monday-Wednesday aboard the Emita II

Cruise on a 65-foot-long 42 passenger boat down the Erie Canal from Syracuse to Albany, New York. Includes all meals on board, lodging in local hotels for two nights, return to Syracuse by motor coach and all taxes and tips.

Per room

1 person \$620

2 person \$570

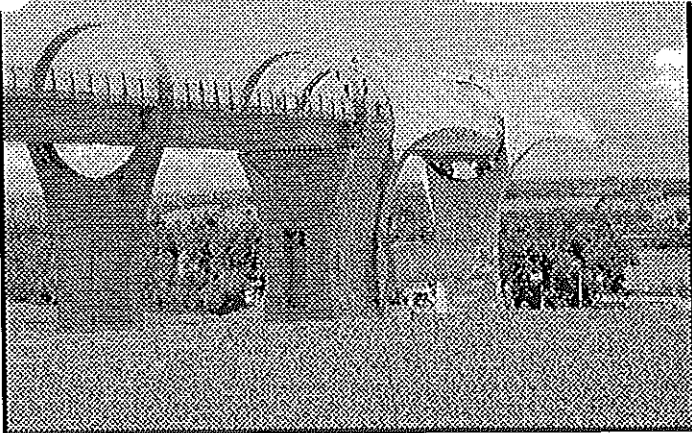
3 person \$530

Billed in two installments

January 2007—\$200 per person

Early July 07—balance per person

## FALKIRK WHEEL



### THE FALKIRK WHEEL

By Jack Siegel\*

The Falkirk Wheel is a sublime fusion of form and function. On the one hand it can transfer boats between the Union Canal and the Forth and Clyde Canal 115 feet below at the cost of a few pennies. On the other hand the wheel is so aesthetically pleasing you can sit and watch it operate for hours on end and many people do. Since it opened in May 2002, the Falkirk wheel has attracted more than 1.5 million visitors, many of whom are paying over \$14 for a 50 minute ride.

Scotland's Forth and Clyde Canal runs 35 miles from coast to coast, connecting the ports of Bowling on the Clyde to Grangermouth on the Firth of Forth and was completed in 1790. The 31 mile long Union Canal was built in 1822 to connect the Forth and Clyde Canal with Edinburgh. It is known as a contour canal, built on a single level to a tolerance of 25mm. by engineer Hugh Baird. Unfortunately, where the two canals meet near Falkirk, there is a 115 feet difference in elevation. The two canals were originally connected by a series of 11 locks, which it took nearly a day to pass through.

The use of the canals gradually diminished, until they were finally closed in 1963 as a result of road construction. By 1994 there was renewed interest in recreational use of canals and the public support was high. The task of raising the required 84.5 million pounds still proved challenging and, by the time the funds were on the table, a planned five year program had to be achieved in three.

The lynchpin of the project was to be a boat lift at Falkirk to replace the 11 decayed locks. Architects spent 5 years on the problem, going through several designs and ended up with something like a Ferris wheel with hanging gondolas. The project had already been

sent out for bids when British Waterways Scotland decided to scrap the proposed design and start over. A team of 20 architects, steel designers and engineers were called in and told to start from scratch and design a showpiece. The result has won a number of tourism and engineering plaudits – and you need only glimpse the wheel to see why.

Two pairs of axes revolve on a central axle, and set between them are two 55 ton gondolas. They don't hang free, but turn on giant gears with the wheel so that they always remain horizontal. 330 tons of water and boats can be raised 115 feet in under five minutes with the amount of electricity needed to power two tea kettles. Each gondola can hold up to four canal boats. The lift works on Archimedes' Principle, which states that an object displaces in own weight in water. Thus, the two gondolas are always equal in weight, regardless of their contents.

To make all this work, a new 550 foot tunnel had to be built, which connects to a 340 foot aqueduct. As one rides out on the aqueduct one sees gorgeous views of the Scottish Lowlands. Once in the gondola at the end, you are lowered to the basin below ever so smoothly in under 5 minutes. It is no wonder that the Falkirk Wheel has become one of the biggest tourist draws in Scotland. It is well worth the price of admission.

For more information visit [www.thefalkirkwheel.co.uk](http://www.thefalkirkwheel.co.uk).

Sources:

Coles, Bill. "An Uplifting Site in Scotland," *Wall Street Journal*. Jan. 7/8, 2006

The Falkirk Wheel, British Waterways Scotland

\*Jack & Peggy Siegel, CSI members from Fort Wayne, saw the Falkirk Wheel this past June.

## MEMBER SUPPORTS CANAL IN ARKANSAS

Billy Ray, CSI member from Russellville, Arkansas, once lived in the Rocky Ripple area of Indianapolis, Indiana, which is bordered by the White River and the Central Canal. A foot bridge connects Rocky Ripple with Holcomb Gardens at Butler University. He recalls walking in the gardens alongside the canal and listening to the chimes ring through the air.

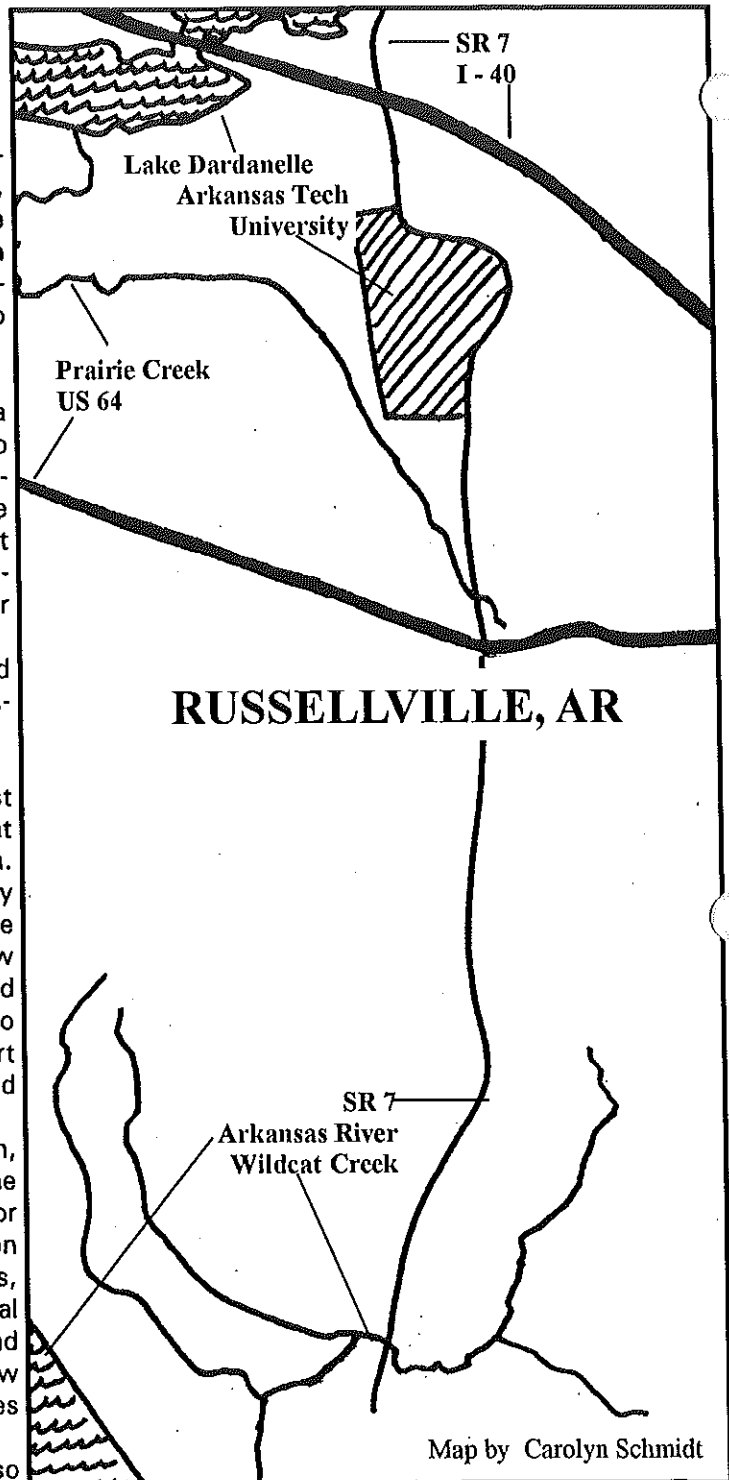
For over six years, Billy has been trying to sell a plan for a new canal to replace pumps that are used to drain towns in Arkansas from Lake Dardanelle to the Arkansas River. He thinks the unique elevation of the lake could produce a steady flow of water through a present ditch that runs through Russellville and that with improvements a setting such as the San Antonio River Walk or the Indianapolis Central Canal could be created. He wrote a letter proposing a canal, water walk and flood control project in November 2003. It reads as follows:

"Along the Prairie Creeks, across the east-west rails from the depot and historic quarter, is an area that would appear to be a nice spot for a pedestrian plaza. The creek at present is more like a ditch, which to my eye has such potential for improvement. Cutting the rock bottom some three feet could form a steady flow and greater depth, so that a mile and a half area could be formed. The plaza would then be put a foot or two from the water surface. This would buffer the court from street noise and give pleasing aesthetics to build around.

"The flow of water, most needed for clean, pleasing ambiance, is seen as a chance to improve the town's flood damage management while providing for the needed water flow. This is provided by the creation of a short canal, hopefully by the Corps of Engineers, along the D&R Railroad easement. By providing a canal in replacement of the Prairie Creek pumping station and by the use of locks, Russellville could regulate the flow as well as remove floodwater as much as four times that of the pumps. This is an unscientific estimate.

"I would think that three bridges would also need to be built over the canal at 4th street, 16th street, and 19th street. All this area along the D&R Railroad would show great improvement with the addition of the park setting, the access to pedestrian and alternative transportation routes for different venues such as schools and the downtown's historic and commercial center. These areas would make the poorly drained area a good area for urban renewal and a more desirable neighborhood.

"To show grassroots support, please contact, and continue to contact, Mayor Raye Turner at (479)



968-2098."

Since April of this year Billy has been circulating a petition and getting signatures. It reads as follows:

"The Prairie Creek Pumping Station has been shown to be in need of improvement. Since Lake Dardanelle is above town and the Arkansas River is below town, the idea is to build a canal between Prairie and Whig Creeks, which in turn completes the route to the river.

"The U. S. Army Corps of Engineers has shown interest in this project. The second stage of the Prairie Creek Flood Damage Management and Recreation Feasibility Study has fallen short of funds. Our congressmen and women have responded favorably and have asked for further proof of grass roots and local government interest. Each signature is a step closer to the pedestrian and drainage improvements to our downtown portion of Prairie Creek Russellville."

The Central Canal project in downtown Indianapolis turned a blighted area of the city into a wonderful tourist attraction. The construction of the greenway system along the canal in the Broad Ripple area of town is highly used by hikers and bikers. Much like the canal in Indianapolis, Billy's proposal could solve drainage problems, create an attraction, and provide recreation in Russellville, Arkansas, if it gets enough support and is carried out.

## WHITEWATER CANAL BYWAY IN DEARBORN CO.

The proposed byway is shown with black dashes on the map. It will follow the canal route into Ohio, off to the right of the map, and then come back into Indiana.

### Coming south from New Trenton, Indiana

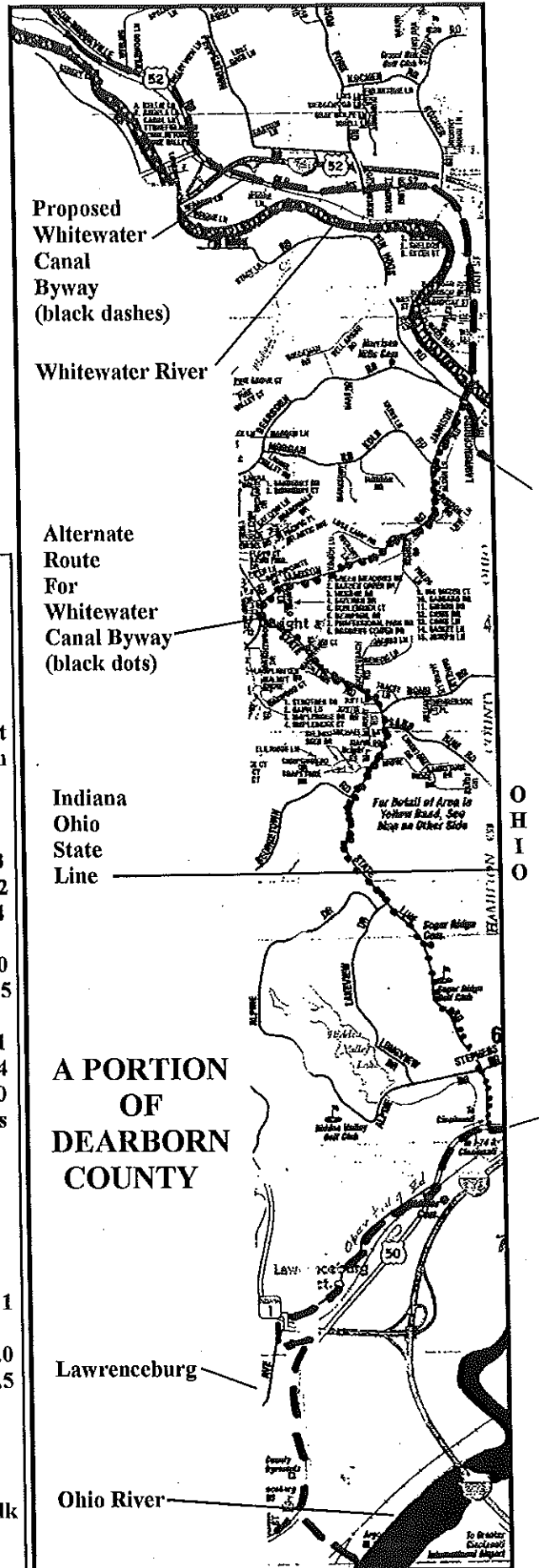
- |   |           |
|---|-----------|
|   | Miles     |
| 1. Start out going southeast on US-52 toward N County Line Rd                                   | 3.3       |
| 2. Stay straight to go onto Old US-52 at intersection with I-74                                 | 2.2       |
| 3. Old US-52 becomes N State St., then S State St. and crosses the bridge over Whitewater River | 1.4       |
| 4. Turn left onto Lawrenceburg Rd.  | 7.0       |
| 5. Turn right onto US-50 in Elizabethtown<br>(This section is on the Ohio River Scenic Byway)   | 2.5       |
| 6. Turn Right onto Oberting Rd.   | 2.1       |
| 7. Turn left on Indiana 1   | .4        |
| 8. Turn right onto US-50  | 2.0       |
| In Lawrenceburg turn left on Walnut St.   | 4½ blocks |
| End at Ohio River   |           |

Alternate route (if the state requires it to stay in Indiana and leave the original canal that was forced into Ohio by the topography of the land) is shown with black dots.

- |  |     |
|--|-----|
| 4a. After crossing the Whitewater River continue straight ahead of Jameson Rd. | 3.1 |
| 4b. Turn left on State Line Rd.  | 6.0 |
| 5a. Turn Right onto US-50  | 1.5 |

Remaining route is the same

Note that this byway route is different than the Whitewater Canal Walk route that is an awareness and fund raiser.



DAM AT WEST HARRISON  
 WHITEWATER CANAL  
 CINCINNATI & WHITEWATER CANAL

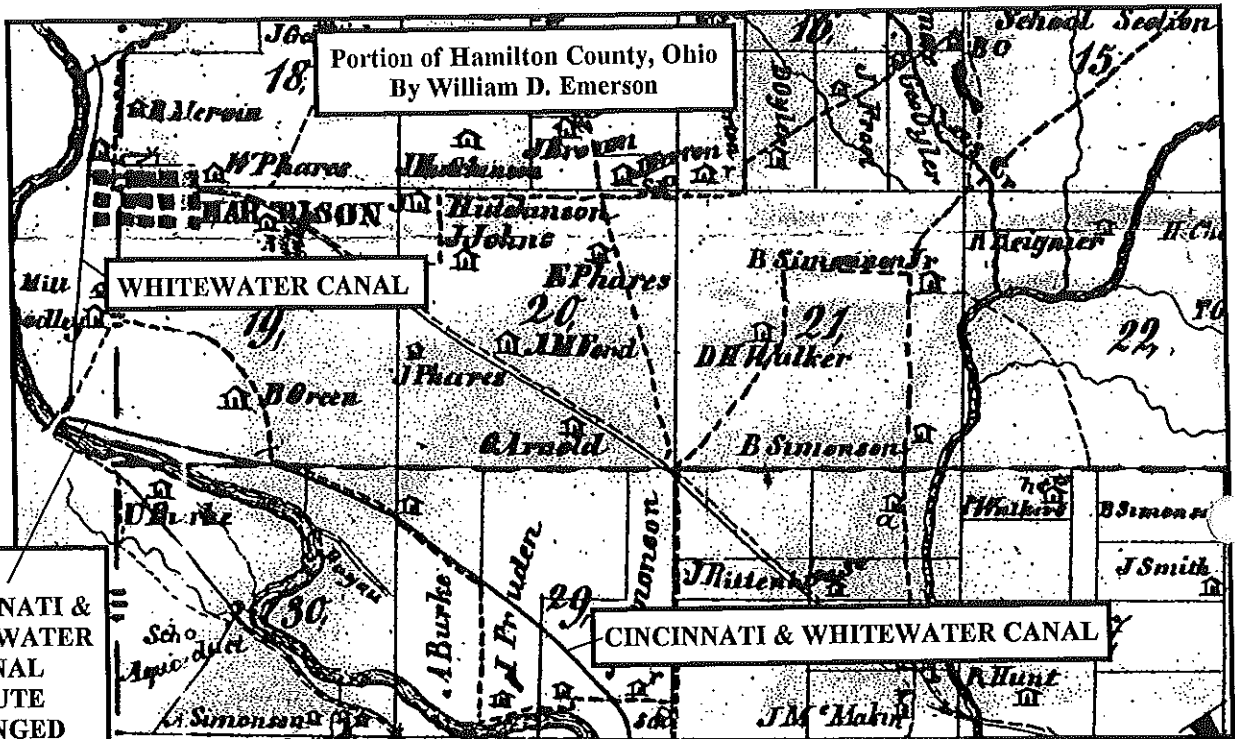
renceburg at that time.

"The Cincinnati Branch of the White Water Canal is out of order, and the water let out, thereby making an increased amount of business on this branch."

In the last issue of *The Hoosier Packet* we included an article about the dam at West Harrison for the two canals. Since that time through much research Chuck Whiting, CSI director from Lawrenceburg, has found additional information. He found an article in Lawrenceburg's *Independent Press* on June 27, 1851, that shows the Whitewater Canal being in operation to Law-

renceburg and after the Harrison Dam failed for the second time in 1847 the canal was fed from Case's Dam, he recently noticed that the rerouting of the canal can be seen on an 1856 Hamilton County, Ohio, map when compared with the 1847 Hamilton County, Ohio, map.

1  
8  
4  
7



CINCINNATI & WHITEWATER CANAL ROUTE CHANGED



1  
8  
5  
6



## NATIONAL CANAL MUSEUM GETS VISITORS IN TOUCH WITH WATER

In an attempt to attract more visitors to the National Canal Museum located at Two Rivers Landing in Easton, Pennsylvania, changes were made to the traditional canal museum, which shares space with the Crayola Factory. Officials noted the Crayola Factory was more popular than the canal museum because it offered hands on things to do while educating children about art. They wanted to educate children in the history and science behind the Lehigh and Delaware Canals, which delivered agricultural products, clothing and anthracite coal in the 1800s. But first they had to get the children's attention.

The new "Water Works," one themed gallery, has a 90-foot, water-filled model canal system that wraps around two walls of the museum much like the one at the Canal Interpretive Center in Delphi, Indiana. Children can touch the water in the model. Another new feature is a simulated canal boat ride where children can turn the tiller to direct the boat. They also have a toll collector video game in which players choose a character to deliver goods on a canal between Port Mary and Picklesburg, fictional towns, and earn money.

The \$2.1 million renovation project is expected to attract over 100,000 more people and bring between \$2-5 million in tourist dollars. More than 300,000 visitors go to Two Rivers Landing each year. They hope to entice them to come into the museum.

## LOCK 47 TO BE PARK CENTERPIECE

The archeological digs at Lock No. 47 of the Wabash & Erie Canal on the southwest corner of Frye and Fenway streets near Riley, Indiana, are finished. The \$40,000 study was made by Indiana State University. Although most of one limestone block wall of the lock is missing, they found the white oak timber foundation still intact and the other wall in fairly good condition. No rarities were found.

For the past several years plans for a lock park at the site have been in the making. In the 1970s the Indiana Junior Historical Society purchased the property and students cleaned up the 10-acre site. Then in the 1990s ownership was transferred to the Indiana Junior Historical Society Alumni Association, Inc. This September the property was transferred to the Vigo County Park and Recreation Department to develop the new park and restore the lock.

Lock restoration may take several years since they will have to get similar limestone and cut it into blocks to replace the missing wall. Luckily almost the same stone can be found in Parke County, Indiana.

The lock was first used in 1850 and was one of only a few cut stone locks on the 468-mile-long canal. Most of the locks were made of timber.

Vigo County was awarded a \$400,000 state grant in September 2002 to develop the lock into a county park. The county provided a 20% match of \$80,000. Additional money is to come from Economic Development Income Tax.

When complete the park will have a road and parking lot, walking trails from the lot to the lock, and educational signs relating the lock's history. Robert Montgomery, the first director of the Indiana Junior Historical Society, dreamed that someday the lock would be preserved and used by the public. His dream is about to be fulfilled.



Indianapolis, Indiana

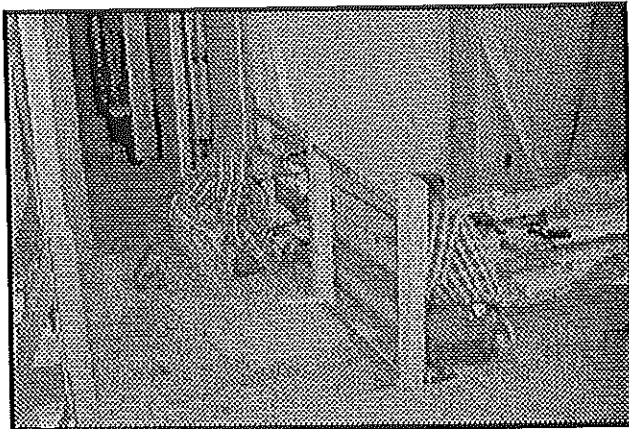
Charles (Chuck) Huppert, CSI vice-president from Broad Ripple, presented a program on Indiana Canals on July 14, 2006, before the Propylaeum, the most time-honoured women's institution in Indianapolis. It was organized well into the 1800s. Although it is strictly for women, on rare occasions they invite their husbands. This time the gentlemen were invited since they thought the men would be interested in the subject matter. Chuck talked about how the Central Canal was part of plan for an entire canal system to open up Indiana to the east via the Great Lakes and the south via the rivers. Today the Central Canal provides part of the city's water supply and its towpath provides recreation.



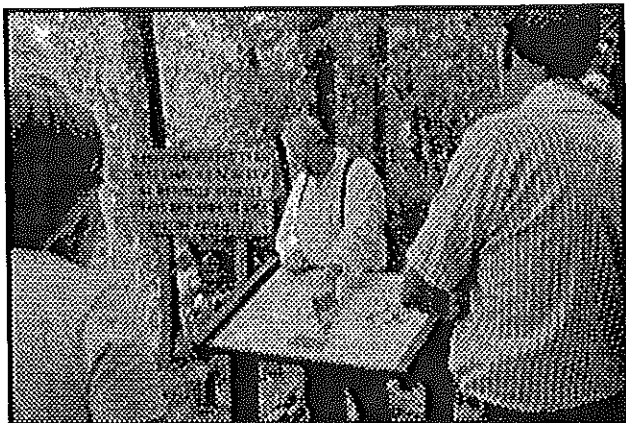
Lock 47 was visited in the early 1900s by the class of Warner Lowe, pictured in the middle with the scarf.

## A VOLUNTEER'S "HOW TO DO IT" MANUAL

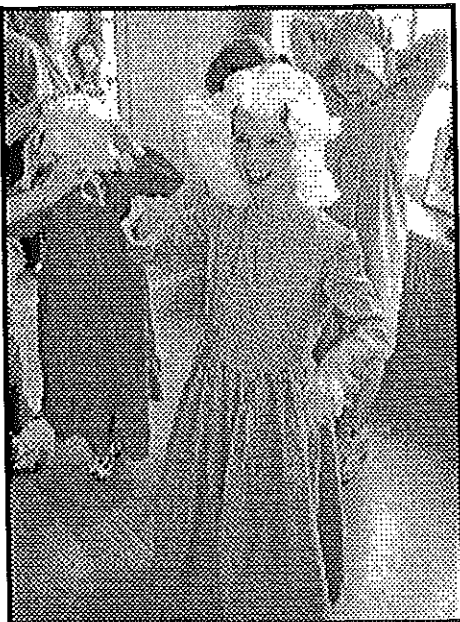
By Dan McCain



Volunteers make Canal projects possible. At least three mornings per week the "construction crew" will be in Canal Park diligently matching their skills to the varied tasks. They are craftsmen in the true sense and they put unique things together while working behind the scenes and having fun.



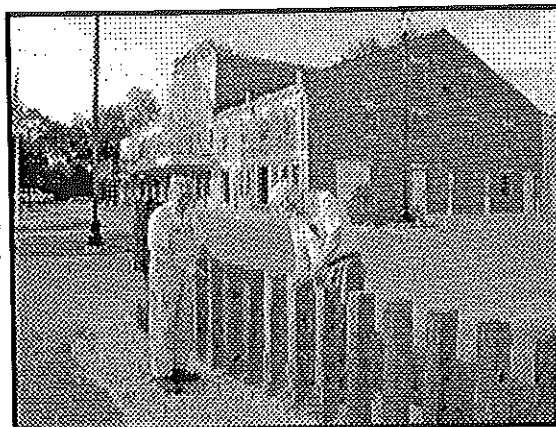
Some volunteers work more directly with the public. They meet and greet the visitors and school children during the hours the Interpretive Center is open or for special events. Many of these docents verbalize and illustrate to make the story come to life. Often they will be in canal period clothing.



Many school children come to the canal and tour the Interpretive Center and/or walk the trails. There is realism in these educational experiences for all ages.

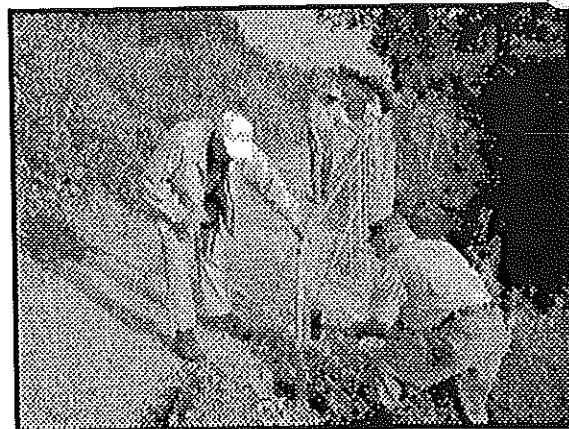
Many sites important to the operation of the Wabash & Erie Canal are visible from the trails. Planning is underway for many additional sites to be interpreted with outdoor interactive exhibits and signage.

Volunteers find limitless activities and enjoy the camaraderie of working together. Come join our "crew" and enjoy donating your time to a worthwhile endeavor. For information call 765-564-6297 or reply to by email [admin@canalcenter.org](mailto:admin@canalcenter.org)

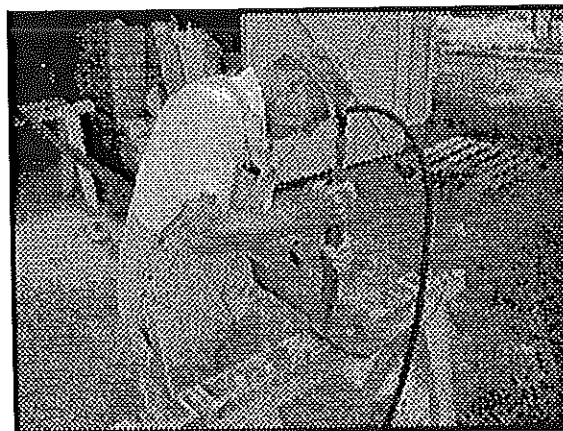


New bicycle rack installed in the parking lot

A safety rail is installed along a narrow section of towpath trail



Stearns Truss bridge parts are being cleaned and repaired



## BRIDGE RESTORATION VOLUNTEERS LEARN A NEW SKILL

By Dan McCain

With help from a Lansing, Michigan volunteer the local "crew" has been assessing and completing needed restoration work on the Pulaski County #31 iron bridge. Metal restoration expert Vern Mesler led nine Canal Association "regulars" to understand the art of riveting. Long heavy wrought iron beams (chords and posts) have had rust damage in the last century that left many rivets loose or entirely lost from their proper positions.

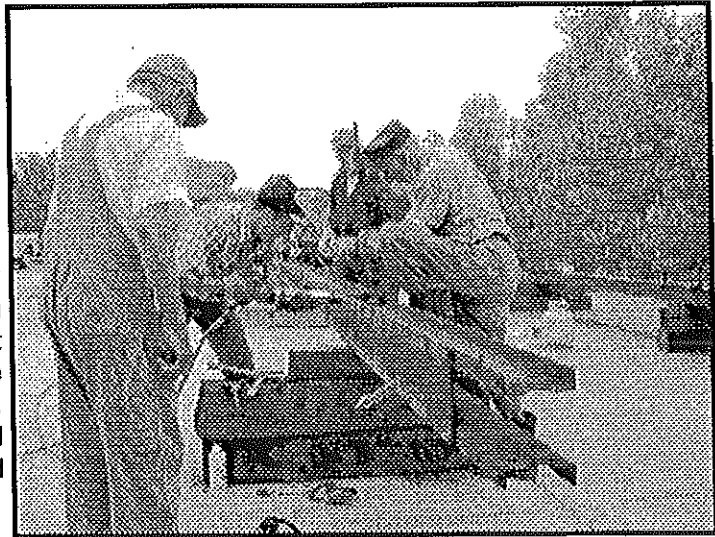
This is the second time Vern has taught these volunteers skills needed in iron restoration work. Last time in June the focus was on removing "pack rust" from between the plate members of the massive chords. This was done with the same air impact equipment as the riveting tool used in this process. Other special tools belonging to the local fellows and Layton Whitus from Fowler (another volunteer technician) are being utilized.

Rivets must be heated to a bright cherry red in a hearth or oven beside the work site so that they may be quickly placed in the hole and immediately hammered with a "demped" (forming) head. A backup wedge must be placed behind the hot rivet to allow hammering the new rivet tight. Too much time taken getting ready to hammer calls for sending the rivet back to be reheated in the hearth so it is really red hot.

Thanks go to the City of Delphi for continuing to provided the large compressor needed to power this hand held impact tool. And thanks go to Dr. James Cooper from Greencastle for his expertise in understanding the significant historic attributes that this bridge represents. He counseled with the Canal Association 7 years ago when the 1873 Bowstring Arch (also known as the Red Bridge) was restored and placed in Canal Park Annex.

This six ton structure was moved last March by these same volunteers from its place over the Big Monon Ditch southeast of Medaryville. The present worksite is at the back of Canal Park where the bridge now rests in piles of various parts waiting restoration. Final placement of this 76 foot long bridge next year will be over the canal on the VanScoy Towpath Trail behind Dairy Queen in Delphi.

Much work is still ahead on the restoration and re-erection of this last known "one-of-a-kind" Winamac/Stearns truss bridge. More donated money or grants are needed for completing this unique project. If you can help financially or physically please contact the Canal Association 765-564-6297 or [admin@canalcenter.org](mailto:admin@canalcenter.org)



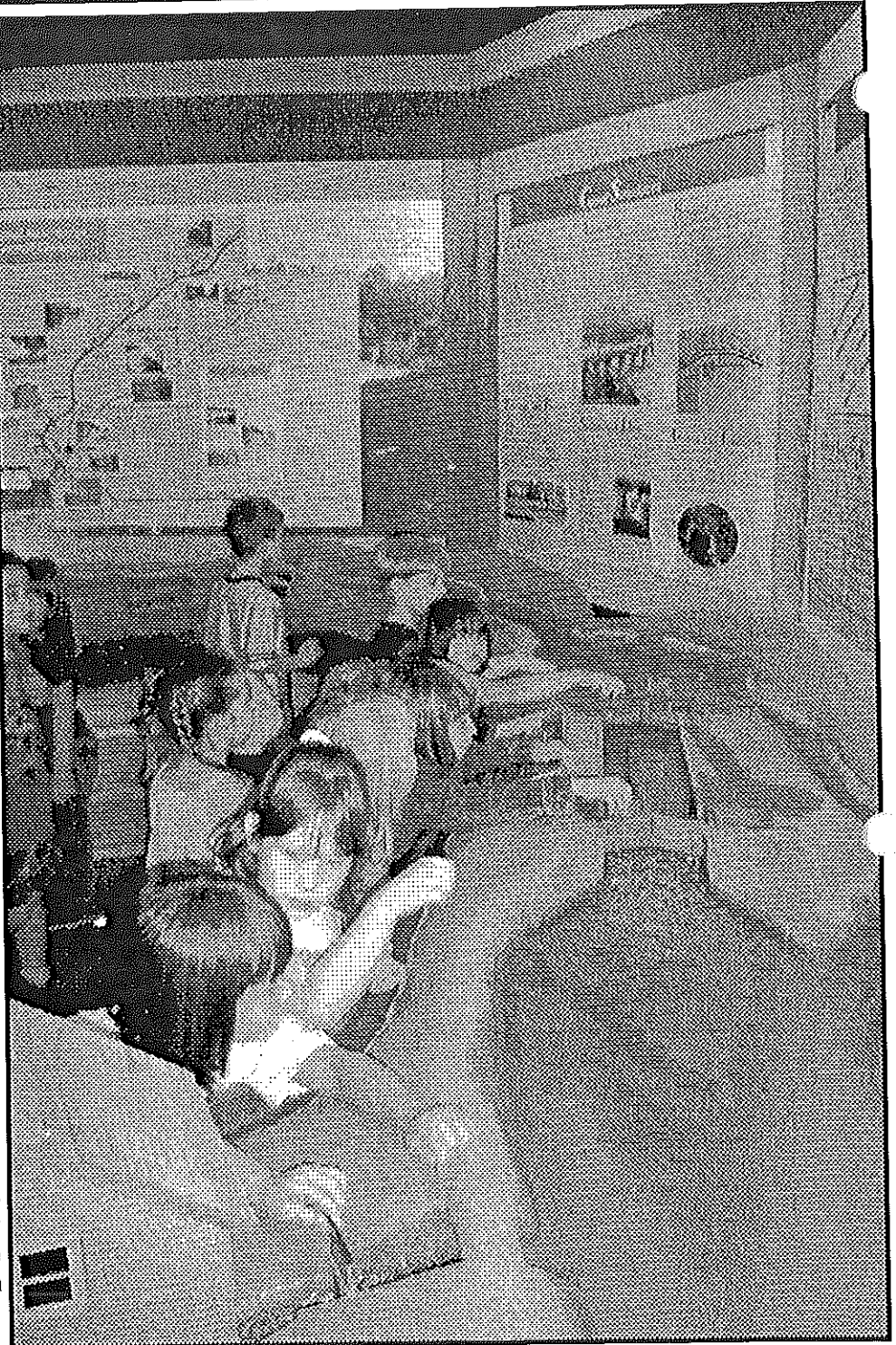
Photos by Dan McCain

# RIVETING

## HANDS ON EXHIBITS POPULAR WITH KIDS

Kids of all ages really enjoy the interactive exhibits at the Canal Park's Interpretive Center, which is open Thursday, Friday and Sunday from 1-4 pm and all day Saturday from 10 am to 4 pm. During this year's Old Settlers Festival on August 9-12 we offered an additional venue – the Reed Case House, home of canal contractor Reed Case.

The 1844 Reed Case House had an "open house" on Saturday afternoon from 1-4 pm. This beautiful restored Federal style frame house of the Reed Case family was brought to Canal Park from downtown Delphi in the 1980s. Nearly all of the rooms have been fully restored to their original splendor and illustrate the times when canal business in town was brisk.



Canal Park also offers canal boat rides at 11 a.m. and 2 p.m. on Saturdays. There is no admission charge for any of the events or activities in the park, however donations are always welcome.

Come into Canal Park, 11 blocks north of the Court House traffic light on Washington Street in Delphi. Try your turn at one of the interactive exhibits including the canal model with flowing water, operating locks, a reservoir to manage water level and an operating water wheel driving the paper mill.