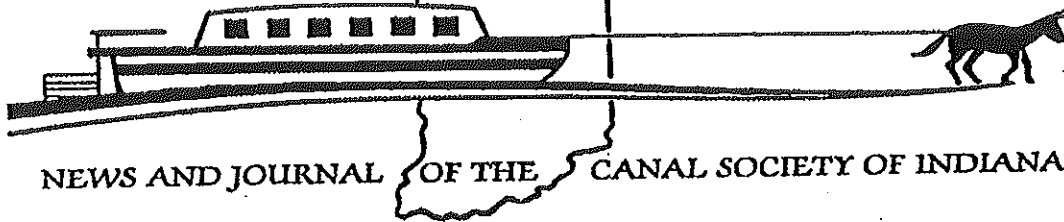


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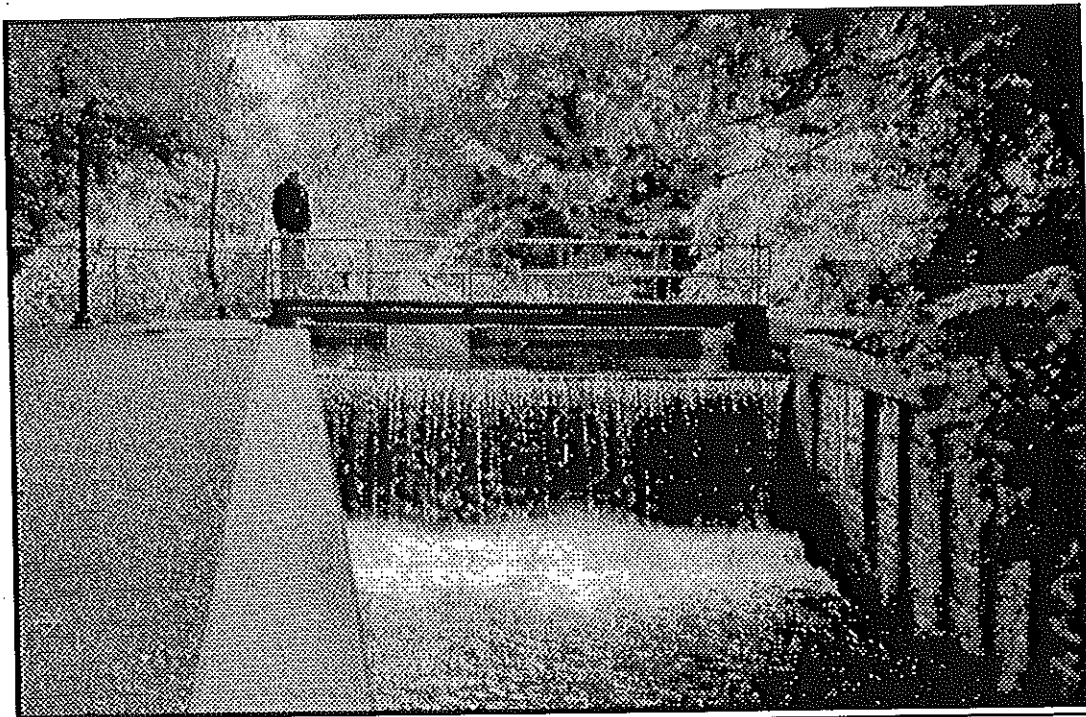
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 5 NO. 12

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DECEMBER 2006

FLOODS ATTACK CANALS



Although Bethlehem, Pennsylvania's composite Lock 42 of the Lehigh Coal & Navigation Canal with a modern day aqueduct in the background appeared serene when visited by Mike Morthorst in September during the World Canals Conference, many of the canals in the eastern United States were left with severe damage after the June and July floods of 2006. Photo by Don Haack

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CANALS HEAVILY DAMAGED

By Carolyn Schmidt

This year has been an exceptionally destructive year for canals especially in the eastern states due to numerous floods. On the Erie Canal in early June unprecedented floods left the canal harbor at Little Falls, New York, under six inches of black mud. What a few days before had been a beautiful harbor with flowers, gardens and fountains with all types of cruisers, tugs and canal boats tied to floating docks and a mooring wall became a nightmare. For two nights the harbormaster with help from nearby machine shop workers stood in thigh deep water to physically hold

back boats from the mooring wall so they wouldn't wash up into the park and be grounded. The boats survived but others down the canal to the east weren't so lucky. Three major floods over a four week period in June-July left scoured banks, blow-outs, debris built up behind dams, and stranded boaters.

Damage to the canal and historic homes in the Mohawk Valley was severe. Flood waters completely destroyed Lock E-10 in Cranesville near Amsterdam and left the lock house in a huge sink hole. The Canal Corporation was forced to close 45 locks in the 524-mile New York canal system thus trapping around 35 vessels. The center section of the Mohawk Dam gates at the lock had been removed for repairs as part of a three-year reconstruction of the dam when the flood occurred. The entire section was completely washed away thus taking out the navigation pool between Locks E-11 and E-9. It is estimated that over \$15 million will be required to repair this section alone.

The canal was closed from Lock E-2 (Waterford) to Lock E-22 (New London) on June 28 due to heavy rains and flooding. By June 30, almost 300 miles of the canal system, which included the Erie, Champlain, Oswego and Cayuga & Seneca canals, was closed. The eastern portion of the Erie of which the Canal Society of Indiana plans to tour in August 2007 was hit the hardest. Someone posted a sign that said "Our Katrina."

Repairs were started immediately. By July 2, Locks E-25 and E-26 and the Cayuga & Seneca Lock 1 were reopened. By July 22, the sections of the Erie Canal from Lock E-11 in Amsterdam to Lock E-16 in St.

Johnsville, from Lock E-23 in Brewerton to Lock E-24 in Baldwinsville, and from the Cayuga-Seneca junction to Lock E-25 were reopened. Also reopened were the entire Oswego Canal and the Cayuga & Seneca Canal.

Canals in New Jersey, Pennsylvania, and Ohio also experienced flooding. The Delaware Canal in Pennsylvania on the Pennsylvania side of the Delaware River sustained a blow-out on the towpath, erosion, toppled trees, debris deposits at locks and aqueducts, wash outs of park pathways and flooded restrooms, but this flood was not as bad as the one they had in April 2005. The estimate for the June flood was \$4 million in addition to the \$23 million estimate for the September 2004 and April 2005 damage.

Throughout the history of these canals major floods have taken their toll, but repairs were made. Things were relatively quiet on them for many years until they were hit recently with a one-two-three punch.

While repairs are being made, it has been suggested that we should seize the opportunity to aim higher. A plan for controlled growth is needed. Then we should follow the example of the canal revival in Canada, England, France and Germany, which has brought prosperity and glamour. We could build new innovative canal structures like the Falkirk Wheel in Scotland, which attracts visitors from around the world. We could enhance our parks and trails with industrial archaeology and agricultural history museums featuring hands on exhibits. Canal industries could also be fostered thus providing jobs for residents.

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PAW PAW TUNNEL & LOCKS ON THE CHESAPEAKE & OHIO CANAL

By Carolyn Schmidt
Photos by Linn Loomis

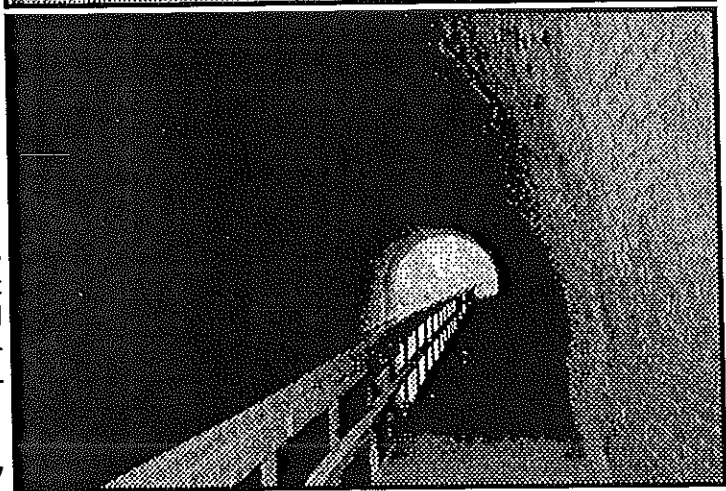
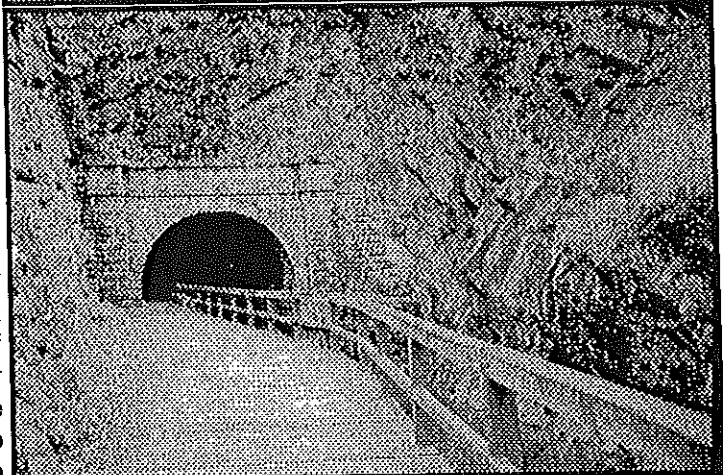
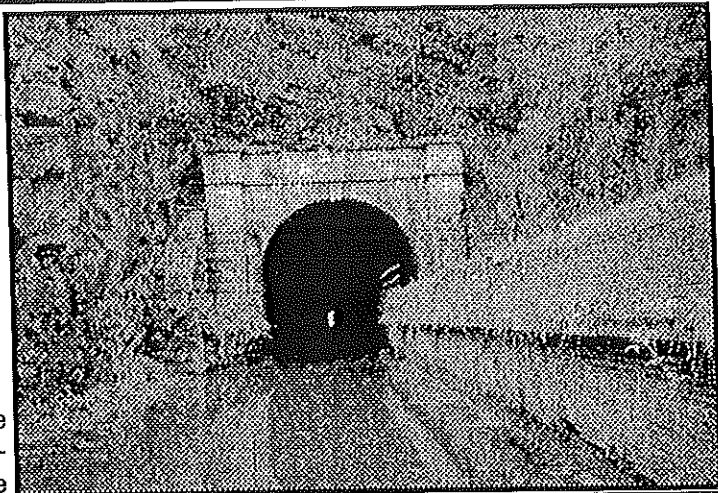
The Paw Paw Tunnel draws visitors to the Chesapeake and Ohio Canal, oddly numbered locks accessed through the tunnel puzzle them, and an elaborate waste weir has an interesting layout. On May 8, 2006, Linn Loomis, CSI member from Newcomerstown, Ohio, visited these sites on a portion of the canal, photographed them, and sent a copy of his photo journal to Canal Society of Indiana headquarters.

The Paw Paw Tunnel, a major feature of the canal, was built to bypass a large double loop in the Potomac River. The tunnel route takes 1 mile where the river route takes 6. It was a gargantuan project to cut through 3118 feet of solid rock in an impressive cliff along the Maryland side of the river, but it won out over alternatives of crossing to the West Virginia side of the river, cutting a canal along the cliffs or building a dam to form slack-water and then either cutting the towpath along the cliffs or building it in West Virginia.

Charles B. Fisk, a newly-appointed engineer; Elwood Morris, his assistant; and Lee Montgomery, the contractor were given the nod to start the tunnel in February 1836 and were to have it completed in July 1838. However, the hole through the cliff was not opened until 1840 and the tunnel not completed until 1850. It was declared "A Wonder of the World" at the time, but caused contractor Montgomery to go bankrupt. He had sunk his own resources into the project and overextended his credit during one of the canal company's financial crises.

Montgomery was plagued with riots in 1837 over failure of contractors to meet payrolls. There was also dissension among the workers of different nationalities. Local militia restored order, Montgomery fired or blacklisted over 130 men and finally work resumed on the tunnel.

When the canal company collapsed in 1842 work on all of the canal stopped. Montgomery had tunneled through the bluff but had not completed lining it with brick. North of the tunnel rocks slid into the deep cut.



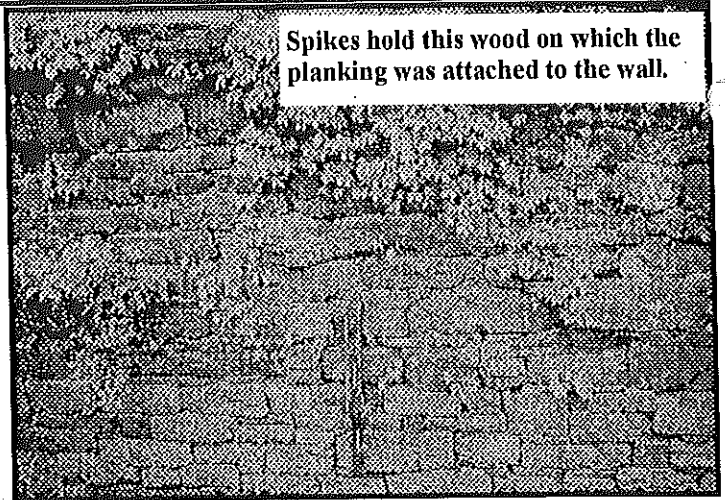
Top: South portal of the Paw Paw Tunnel
Center: North portal of the Paw Paw Tunnel
Bottom: Inside view of the tunnel looking north

Photos by
Linn
Loomis

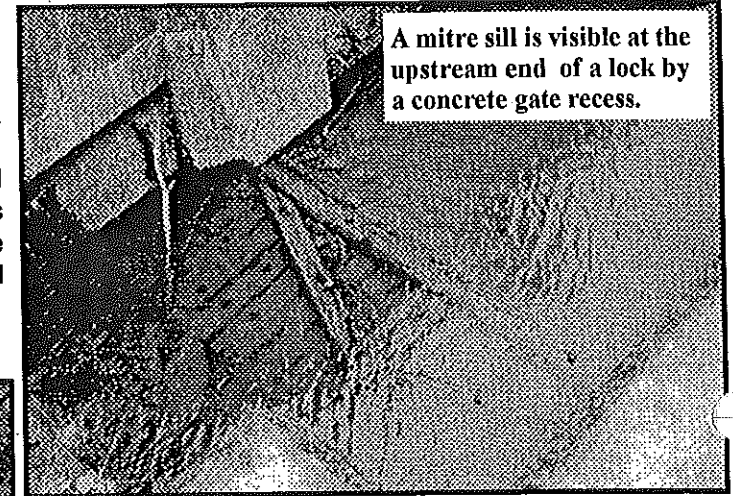
The tunnel was to be lined with brick that Montgomery and his men made using his patented machine. It was of poor quality. In 1847 a new contractor was found to complete the tunnel. Brick four courses thick line it and at the vertical shafts there are six courses. The portals themselves are made of dressed stone extending into the tunnel 26 feet.

The 17-foot-wide Chesapeake and Ohio Canal passes through the tunnel, which has a radius of 12 feet set on 11 foot vertical walls and is 24½ feet tall. The canal is 7 feet deep. A towpath runs along a 4-foot-wide ledge inside the tunnel and a stout railing prevents those walking through the tunnel from falling into the canal. Inside the tunnel wooden bumpers kept boats from scraping the walls. A precaution to keep water from building up and coming through the brick was made by placing weep holes at the spring line of the arch.

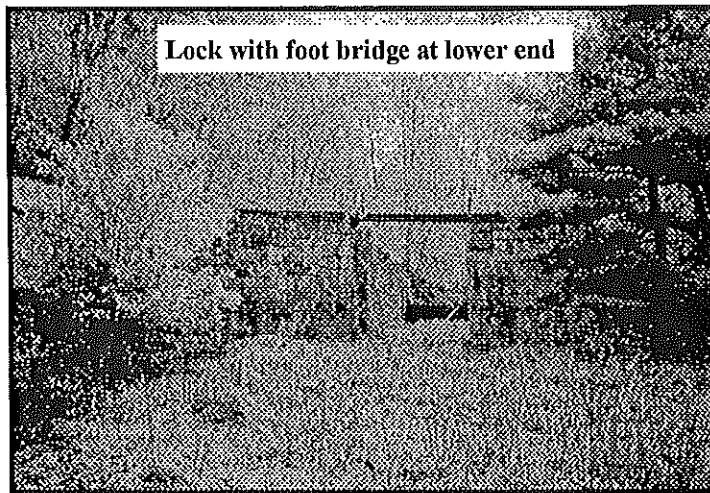
Just north of the tunnel are Locks No. 66, 64 2/3, 63 1/3, 62 1/3 and a large waste weir. In this section of the canal the locks had strange numbers because the canal company omitted Lock 65 in order to save money and just added 4/3 to these locks to avoid having to change the numbering system. They are composite locks built of unfinished sandstone and lined with planks. Several of them are crossed with foot bridges. Mitre sills, upper gate recesses, floor construction and even a snubbing post can be studied. Lock recesses were later lined with concrete. Bolts still are visible from the wooden lining. Around these locks beautiful flora and fauna are seen.



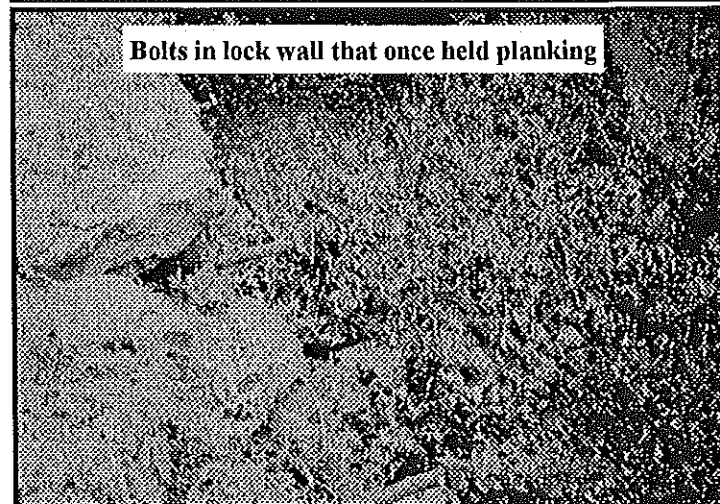
Spikes hold this wood on which the planking was attached to the wall.



A mitre sill is visible at the upstream end of a lock by a concrete gate recess.

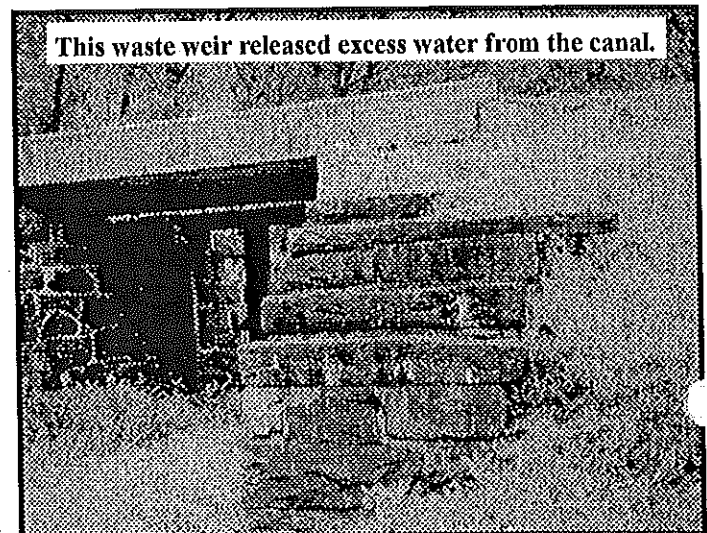


Lock with foot bridge at lower end



Bolts in lock wall that once held planking

Between Lock Nos. 63 1/3 and 62 1/3 an elaborate waste weir was built to minimize erosion as the water flowed out of the canal. It has two stone overflow channels that curve around and face one another. They then empty into a common central channel made of stone carrying the water away from the canal. This structure was rebuilt by the National Park Service in 1979. It and the other structures on the Chesapeake and Ohio Canal are well worth seeing.



This waste weir released excess water from the canal.

WORLD CANALS CONFERENCE 2006—BETHLEHEM, PA

By Carolyn Schmidt

Canal Society of Indiana (CSI) members David Barber, Bob & Linda Barth, Don Haack, Dan McCain, Mike Morthorst, Bob & Carolyn Schmidt, Bob Sears, Dan Schuster, Larry Turner and Terry Woods attended the World Canals Conference held in Bethlehem, Pennsylvania on September 11-14. The theme of the conference was Industry to Recreation: Greening the Coal Canals. It was sponsored by the Delaware & Lehigh National Heritage Corridor, the National Canal Museum each contributing \$10,000 and a host of other groups including the American Canal Society and the canal societies of New Jersey and Pennsylvania contributing over \$500 each.

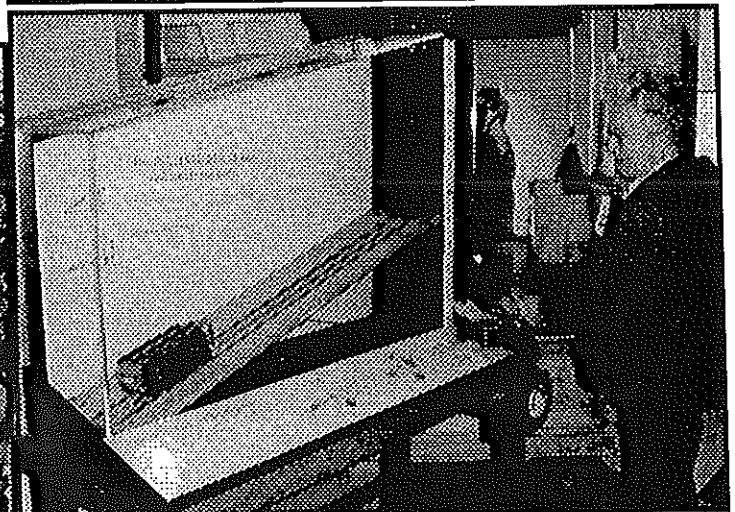
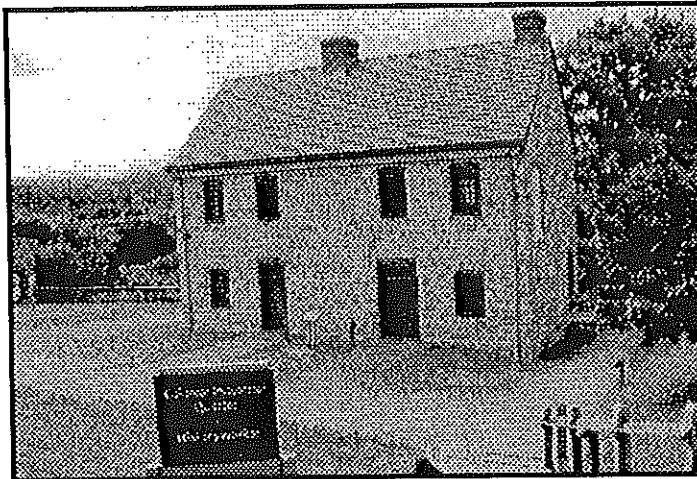
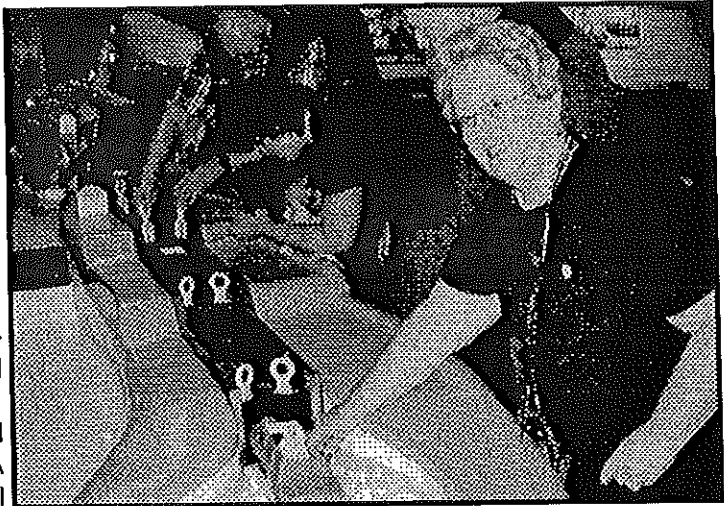
After meetings of the American Canal Society, International Waterways Board and General Assembly, and the World Canals Conference Steering Committee on Monday, conference registration began. This was followed by a welcome reception in the Hotel Bethlehem ballroom and walking tours of historic Bethlehem.

Bethlehem was settled by members of a Moravian community, who purchased a 500 acre tract of land along the Lehigh River in 1741 on which to build a communal society. It became the base for all Moravian missionary activity in North America. The colonial Moravian industrial quarter was located adjacent to the Hotel Bethlehem property along Monocacy Creek. Its 1761 tannery, 1762 waterworks and 1869 Luckenbach Mill are some of the buildings that have been restored. A few blocks away the Lehigh Coal and Navigation Canal

Lock 42 and aqueduct were seen. (see page 1)

Following a welcome to the conference and the city of Bethlehem on Tuesday morning, the plenary session began with a talk about the "Technological Innovations on the Leigh Canal" by Steve Humphrey followed by an outstanding presentation by Lance Metz, National Canal Museum Historian entitled "Overview of Anthracite Coal Canals in Pennsylvania and New Jersey." They gave the background for canals to be visited during the conference and set the tone for the delegate sessions.

We were taken to Hugh Moore Park at Easton, PA, for lunch followed by a ride on the 'Josiah White II' along a portion of the Lehigh Canal and tours of the National Canal Museum and the new Emrick Technology Center. The museum has had new hands-on exhibits installed to attract children. They can choose a colored canal boat; load it with coal, people, or barrels; float it down the canal; operate the locks; cross an aqueduct; and take it up an inclined plane on the watered canal exhibit. In other exhibits they can construct an aqueduct, steer a canal boat, or play with an inclined plane.



Buildings in the Colonial Industrial Quarter of Bethlehem, PA, have been restored and offer visitors a glimpse into the past of this early industrial town. Photo by Bob Schmidt

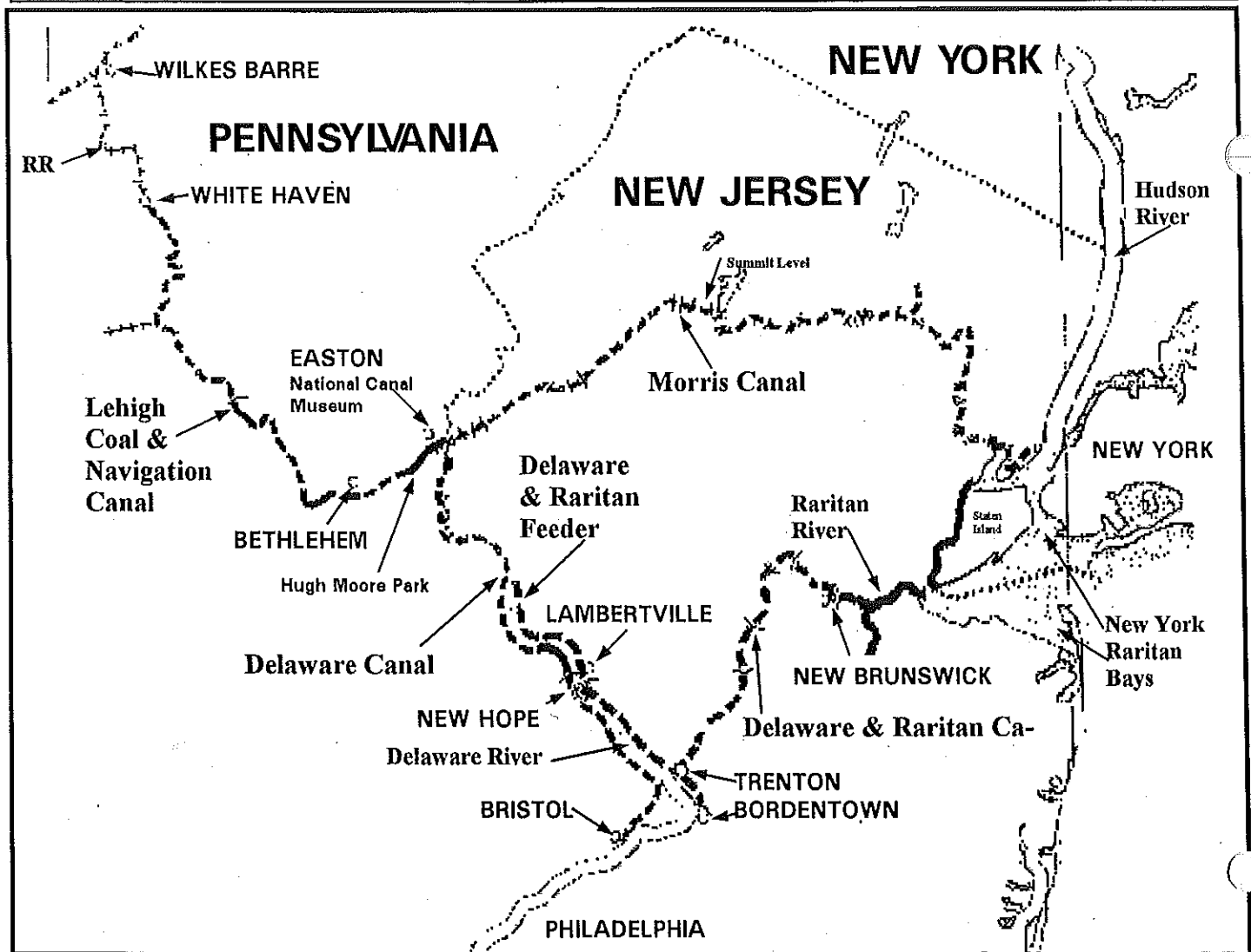
The National Canal Museum at Easton, PA, offers exhibits that intrigue young and old such as these of a watered canal and an inclined plane. Photos by Bob Schmidt

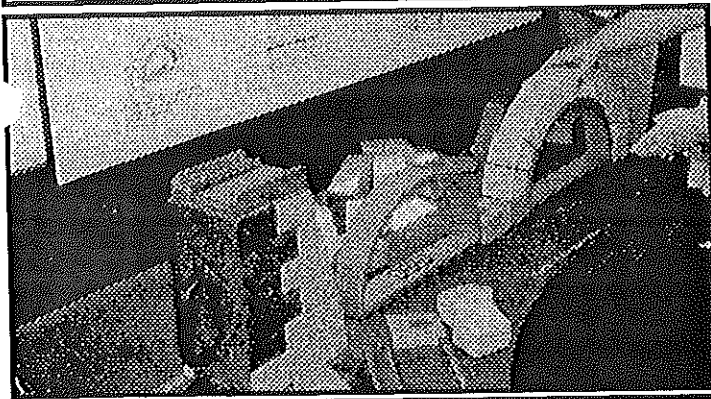
COAL CANALS VISITED DURING THE CONFERENCE

The Lehigh Coal & Navigation Canal was built as part of a system to bring anthracite coal from the Wilkes-Barre area of Pennsylvania to Philadelphia. Coal was transported via a 25 mile railroad from Wilkes-Barre to White Haven, PA where it was put on canal boats and taken to Easton, PA. There the Lehigh Canal connected with the Delaware Canal that follows along the west side of the Delaware River. Then the boats could travel down the Delaware Canal to Bristol, PA, near Philadelphia.

Also at Easton, the coal could be taken across the Delaware River to the Morris Canal and its 23 inclined planes, which lifted the canal boats up and down the mountains, and then proceed east to reach the New York area markets.

The Delaware & Raritan Canal was built to carry coal across New Jersey. It was also used as part of the inter-coastal waterway as it operated with locks (not inclined planes) and had larger dimensions than the Morris Canal. The Delaware & Raritan Feeder canal was 22 miles long and was accessible via locks to Pennsylvania's Delaware Canal near Lambertville, NJ. Therefore, coal barges from the Lehigh Canal could be taken down the Delaware Canal, cross the Delaware River, enter the D & R Feeder and access the mainline Delaware & Raritan Canal at Trenton to proceed to the Raritan River at New Brunswick and on to eastern markets.

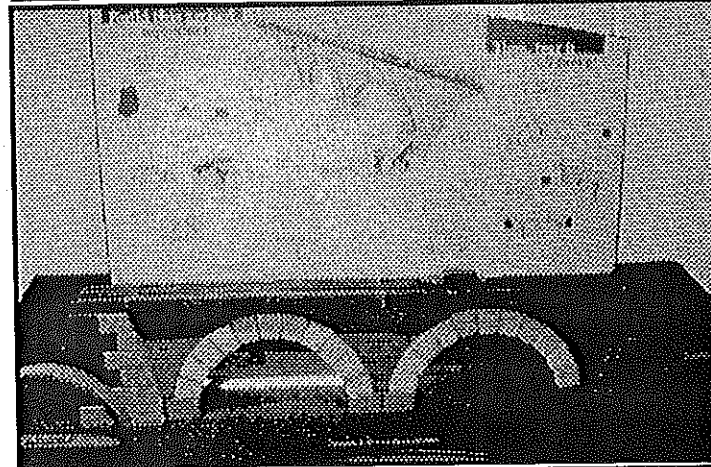




A Pennsylvania State Format Marker gave a brief history of the Lehigh Canal at Hugh Moore Park:

LEHIGH CANAL

This canal's 47 miles from Mauch Chunk to Easton were constructed 1827-1829. Here the Lehigh Canal connected with the Delaware Canal to Philadelphia, and with the Morris Canal to New York. Vital to the transport of anthracite coal and to the rise of the anthracite iron industry, the Lehigh Canal was in full operation until 1932, and in partial operation 10 years longer. This section was fully restored, 1976.



Returning to Hotel Bethlehem, conference attendees looked at exhibits and sales tables of canal related material. A cocktail hour, dinner in the ballroom and entertainment by folksinger Annie Hill completed the evening.

Wednesday began with a continental breakfast following by delegate sessions. Each delegate chose a session from one of three tracks: Heritage, Restoration, Re-use and Economic Impact-Evolution of Canalized Rivers.

Session 1

Heritage: "The Power of Stories and Water: Augusta Canal"

Restoration: "Roebing Aqueduct"

Canalized Rivers: "Adoption of European Engineering Innovation to Create a Modern American Commercial Inland Navigation System" and "What's the Best Way to Convert the Ohio-Mississippi River System into a Manageable Commercial Waterway?"

Session 2

Heritage: "Explore the Interrelationship Between Historic Resources, Recreational Resources and Community and Economic Development, Utilizing the Ohio and Erie Canal Towpath Trail and the Schuylkill River Trail as Examples"

Restoration: "Design and Construction of the Remedial Work to Bring the Monocacy Aqueduct Back to its Original Glory"

Canalized Rivers: "Construction of the Manchester Ship Canal Between 1889 and 1893"

Session 3

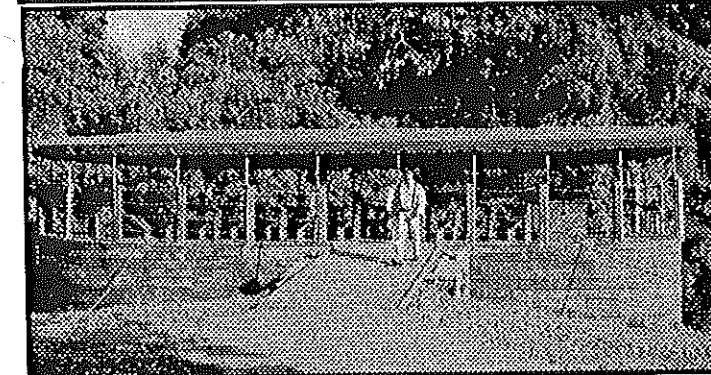
Heritage: "An Opportunity of Historic Proportions: Vision for the Erie Canal Way"

Restoration: "Technology Transfer: Hydraulic Lift Locks"

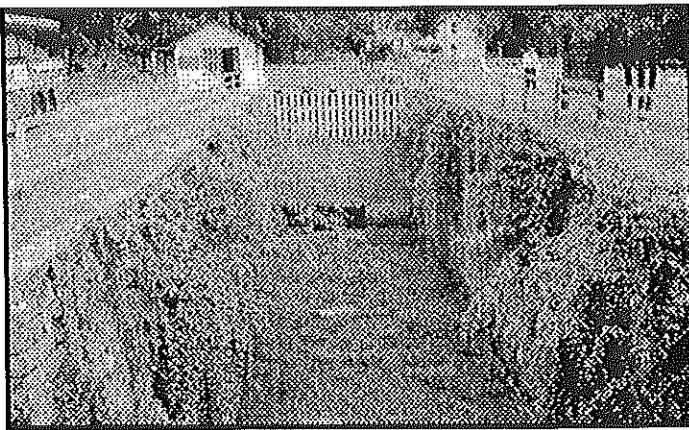
Canalized Rivers: "Expanding the Welland Canal's Parkway to a Canadian National Heritage Corridor"

After lunch in the ballroom, buses took groups to Groundhog Lock and powerhouse, Raubsville; Prallsville Mill Complex with a Delaware & Raritan Canal Feeder and Grist Mill tour in New Jersey; and restored Lock No. 11, New Hope, PA.

At Groundhog Lock a Pennsylvania State Format



Building arches for an aqueduct over false-work showed how the keystone locked in place when the false-work was removed. "Josiah White II" was a canal barge like those used to carry coal. It was pulled from the dock toward a lock and locktender's home by a horse on the towpath. Photos by Bob Schmidt and Don Haack



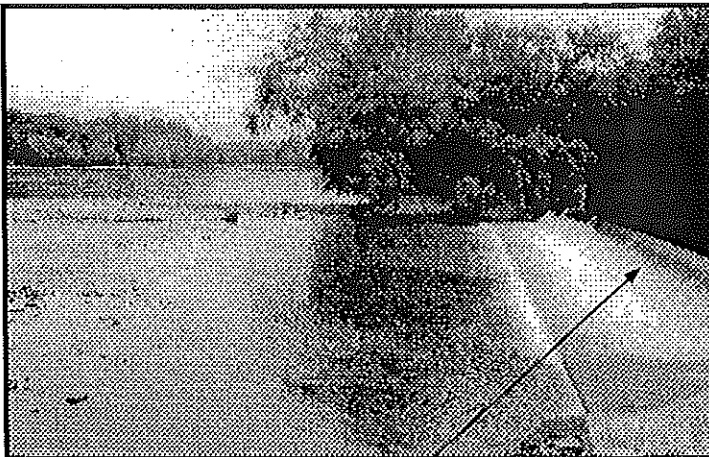
Groundhog Lock with drop gate, PA Photo by Bob Schmidt

Marker read:

DELAWARE CANAL

The canal channel, which parallels the Delaware River, lies just below the highway. Here are Locks No. 22 and 23, the last lift locks in the 60 miles of canal from Bristol to the Lehigh River at Easton.

DELAWARE & RARITAN FEEDER CANAL, NJ



Just after the Delaware and Raritan Feeder Canal on the right releases excess water via a waste weir into the Delaware River on the left, sluice gates were built to protect the canal from flooding. Photos by Bob Schmidt

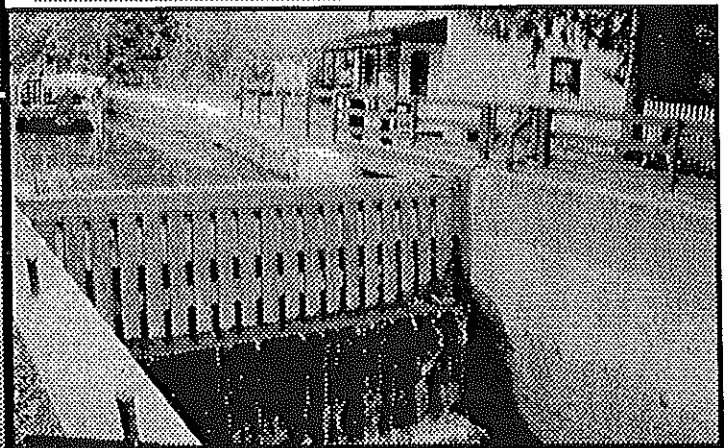
At Prallsville, New Jersey, we found sluice gates across the Delaware and Raritan Feeder Canal to keep the Delaware River from flooding into the unused canal. To get rid of excess water in the canal a long waste weir allows the water to run off into the Delaware River. An old grist mill complex is being used as a museum and park offices. The mill owner's mansion has been beautifully restored.

Our next stop was back on the Delaware Canal at Lock #11, New Hope, PA. Here again we saw a drop gate at the upstream end and mitre gates at the downstream end. Signs nearby explained locking through:

Upstream: The boatman coming from the coalfields upstream gives a blast on his horn. Alerted, the locktender hurries down to the lower gate and closes it, so the lock chamber will start to fill.

Two things have to get through the upper gate, enough water to fill the chamber, and then the boat. The locktender opens the wickets set below the drop gate. The water flows down through the wickets into the lock chamber. When the level of water in the lock chamber equals that upstream, the locktender closes the wickets and the drop gate falls under its own weight. The mules pull the canal boat into the lock chamber, right over the lowered gate.

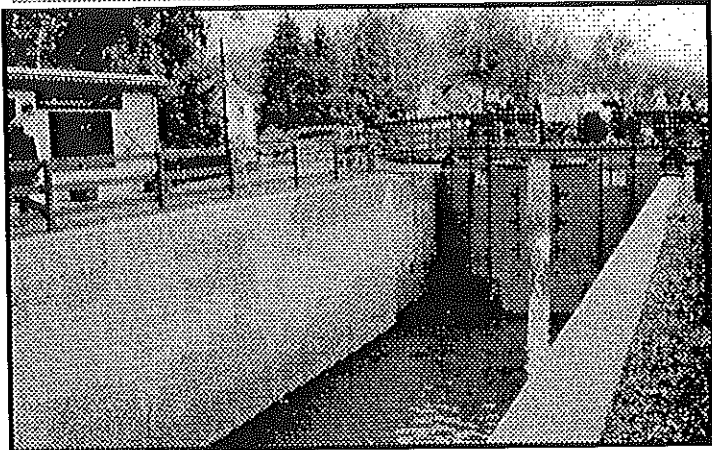
When the boat is settled in the chamber, the locktender uses the gate lifting gear to raise the drop gate. Now, no more water can pour into the lock. The locktender then hurries down to the mitre gates to do his work there.



Left: Lock 11 upstream drop gate Photos by B. Schmidt

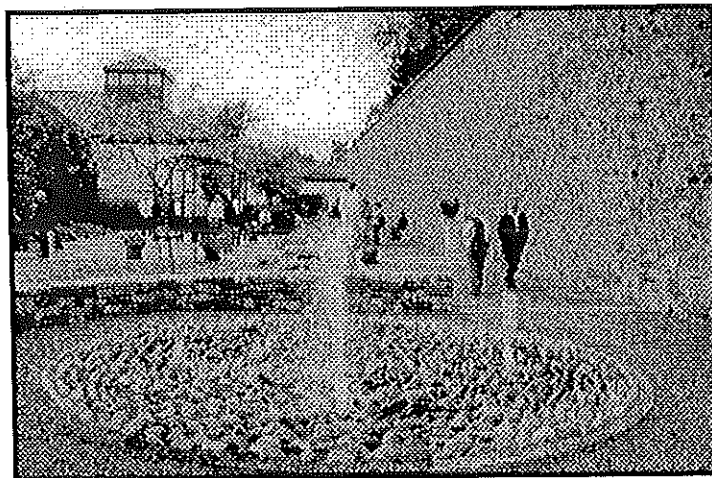
Heading downstream: The two mitre gates at the end of the lock chamber form a v-shaped angle (a mitre joint) that points upstream. The leaves of the gate form an angle pointing upstream. The force of the water pushes the mitered edges together, forming a seal that prevents leaks.

With the canal boat in the lock chamber, the locktender opens the wickets of the lower gate. Water is released from the chamber. When the water level falls, and is equal to the lower level, he opens the mitre gates. The gates recess into the sidewall of the lock chamber, The canal boat passes through on its way downstream.



Downstream end of Lock 11 with mitre gate Photo by Bob Schmidt

Buses then transported us to the James A. Michener Art Museum in Doylestown, PA. The beautiful new museum is located within the walls of an old prison. Wine and hors d'oeuvres were served in the enclosed garden and attendees could stroll through the Pennsylvania Impressionists-Art Along the Canal exhibit and the 9/11 canvases exhibit. A lifelike painter, janitress, and man on a lawn mower had attendees wondering if they were real people. During dinner it was announced that a Cooperative/Partnership Agreement will be signed by the Rideau Canal, Trent Severn Waterway, Quebec Canals and the New York State Canals.



The James A. Michener Museum has a modern building on the upper left, an old jail cell as a centerpiece, a patio, gardens, outdoor sculptures, a fountain, and walls from the old prison surrounding it. This demonstrates how old structures can be adapted for modern use.

Photo by Bob Schmidt

Thursday morning began with concurrent sessions from which to choose. All of them sounded so interesting it was hard to decide which presentations to attend.

Session 1

Heritage: "Heritage Preservation Continues to Evolve as a Practical Strategy for Sustainable Economic Development: Heritage Preservation Projects"

Restoration: "Creating a Community Park with an All-volunteer Work Force: The Challenges and Rewards"

Re-use/Economic Impact: "Can Preservation of a Centuries-old Territory be Tied to Development? A Look at Interrelationships Between Landscape Planning, Architecture and Social and Economic Development of a Canal Corridor"

Session 2

Heritage: "Strengths and Challenges Associated with Integrated, Partnership-driven Conservation"

Restoration: "Review of Research Projects: Terre-VEV, Which Explores Opportunities for the Regeneration and Promotion of Historic Canals Throughout Europe: EU Projects: Waterway Tourism Information Service and Restoration of the Deule-Excant Link in Northern France and Belgium"

Re-use/Economic Impact: My Relationship with the Canal Authority: Pleasures and Problems of the Business"

Session 3

Heritage: "Making the Delaware & Raritan Canal a Better Public Resource" and "The Making of a National Heritage Corridor"

Restoration: "Engineering Assessments and Design Recommendations to Repair and Rebuild the Delaware Canal"

Re-use/Economic Impact: "On-going Efforts to Make Georgia's Savannah and Ogeechee Canal a Focus of Major Economic Activity"

After lunch at Hotel Bethlehem we went to Plane 9 West on the Morris Canal in New Jersey. Here

Inclined Plane 9 West is seen on the right. The rails have been removed. The foundations of the wheel house and water turbine as well as the residence for the plane-tender still exist.

Photo by Bob Schmidt



80-ton coal barges were used that resembled an ordinary boat cut in two. At the center each half was closed by planks and bulkheads. The two sections were held together by latches and pins to make a boat. When they reached an inclined plane they were broken in half, placed in hinged rail cradles and lifted up/down the mountains from one level of the Morris Canal to the next. A brakeman controlled a brake on each cradle to stop it in case the rope broke or became detached. Coal barges had to pass through 23 locks and 23 inclined planes on the mainline canal.

-Learned what was happening to canals in the United States, Canada, Great Britain, and Italy.

-Seen three canals in three states — some that were canal relics while others were revitalized.

-Met with friends and shared canal stories.

-Purchased canal books and post cards.

-Seen or ridden on canal boats.

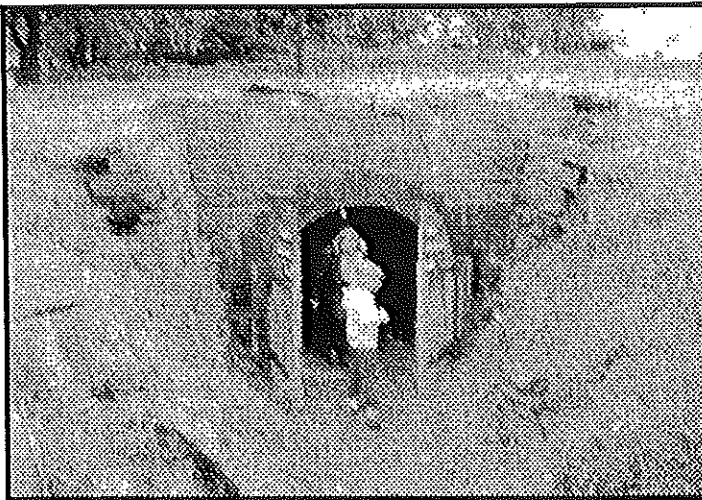
-Hiked old towpaths.

-Climbed an inclined plane and ducked our heads as we passed through the outflow tunnel of the turbine that generated power to take the rail carriages up and down the plane.

-Toured old buildings and saw others that have new uses.

-Sat in the comfort of air-conditioned rooms during the sessions and got hot in the sunshine and wet in the rain at canal sites.

-Eaten beautifully prepared meals and gained a few pounds.



Water passed through this tunnel from the turbine that powered Inclined Plane 9 West. Photo by Bob Schmidt

We then went to tour the former Bethlehem Steel Company plant in Bethlehem. Buildings over a half mile long stand vacant except for huge steam generators and steel molds. We learned that a plan is being developed to turn the old buildings into a shopping center, entertainment district, and loft complex. It is hard to imagine that these decaying buildings with huge holes in their roofs might someday be useful again; however, similar projects have come to fruition elsewhere and are stirring the economies of those places.

The final cocktail hour and banquet was held at the Banana Factory in Bethlehem. Here an old Banana Warehouse has been transformed into the community arts building offering classes in ceramics, painting, etc. It is another example of adaptive use.

At the end of the evening an invitation to the 2007 Worlds Canals Conference in Liverpool, England on June 13-15 was extended. It was announced that the 2008 conference will be on the Rideau Canal in Kingston, Canada on September 15-17.

Another exciting and educational canals conference came to a close. We had:

We were tired from all the activity when we left but had greatly enjoyed the conference. We came home with bags of literature and ideas for attracting volunteers and working with government officials. We are now energized for the upcoming year of canawling.

ARCHIVES ADDITIONS

CSI thanks member Linn Loomis of Newcomerstown, Ohio for the following folios to add to our archives:

1. Background Information Regarding the Chesapeake and Ohio Canal
2. Additional Materials on the Chesapeake and Ohio Canal With Remnant Referencing and Indexing
3. Chesapeake and Ohio Canal Photos Taken May 7-8, 2006
 - a. Paw Paw Tunnel, Lock Areas within Washington D. C. and Little Orleans, MD
 - b. Great Falls Tavern, Locks 17-20, Potomac River Rapids, Locks 8-14
 - c. Lock 57, Fifteen Mile Creek Aqueduct 9, Locks 62-66, Waste Weirs, Signage
 - d. Roanoke Canal Trail and Restoration
 - e. Historic Halifax Restoration
4. *How Our Counties Got Their Names* by Jim Baker
5. *The Big Ditch In Ohio* published by The Pioneer Press

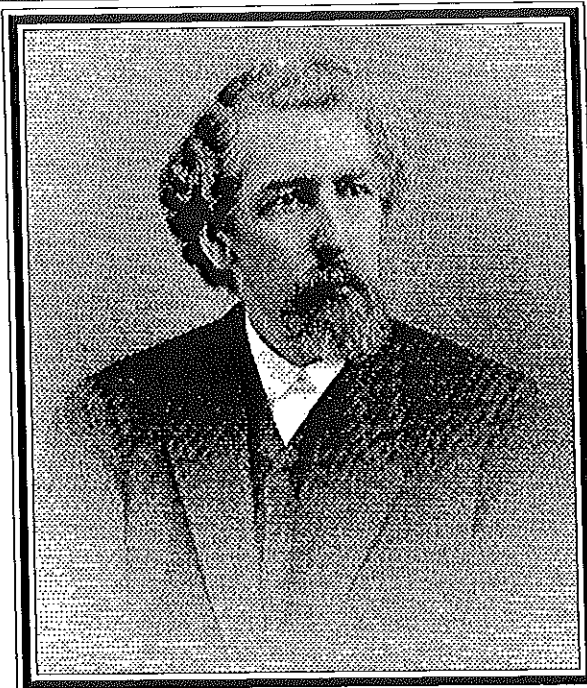
CSI thanks members Don Haack and Lynette Kross for stacks of pictures from the "Gateway to the East" tour given to the archives and others whose pictures appeared in "The Hoosier Packet" article following the tour.

CANAWLERS AT REST

WILLIAM FLEMING

b. June 17, 1828
d. January 13, 1890

By Thomas E. Castaldi



WILLIAM FLEMING BOUGHT THE CANAL AND BUILT A RAILROAD

William Fleming of Fort Wayne, Indiana, purchased the portion of the canal from the Indiana-Ohio state line to Lafayette, Indiana, on March 29, 1876. Several notable Fort Wayne industrialists joined Fleming as lead man, including Oscar A. Simons, John Bass, Ronald T. McDonald and others. The sale included the St. Joseph River feeder line, which the investors hoped would become the source of water supply to their city. The group had no interest in operating the canal only for its potential as an open transportation route.¹

A native of Wicklow, Ireland, not far from Dublin, Fleming was born on June 17, 1828. He entered national school and when he turned fourteen years of age, he was sent to finish his academic work in Dublin. In 1848, William came to America via Quebec with his parents Luke and Sarah Holt Fleming. After they reached Canada, his father and four of his siblings became ill and died during the quarantine time while tied up in the harbor at Quebec.

Sarah Holt Fleming brought William and his three surviving brothers to Fort Wayne. After his arrival, he taught school and worked as a stonecutter among other employment until he took a position as deputy sheriff under Richard McMullen. When Sheriff McMullen died Fleming assumed the position. He became interested in politics and re-election,² Fleming served twice in that office as a Democrat; he was also elected City Clerk for eight years and in 1878 as Indiana State Treasurer. He lost his bid for reelection as State Treasurer in 1880 when the balance of the ticket went down in defeat.

William Fleming
1828-1890

The man who bought the rights to the
Wabash & Erie Canal.

Fleming regularly counseled his party and was often a delegate to the Democrat National Convention.³

He married Ann McLaughlin in January 1850, becoming the parents of Luke M. and Mary E. Shortly thereafter in 1854 Ann McLaughlin Fleming died. Their daughter Mary E. later married Dr. L.J. Willien of Terre Haute, Indiana. His second marriage on July 7, 1859, was to Helen F. Mayer daughter of George and Catherine Hiller Mayer of Germany. Helen's father operated Fort Wayne's Mayer House hotel. To this union were born: Catherine S. who married Dr. Dinnen; Helen G. whose husband was A. B. Trentman; Georgie F. the wife of William McKinnie; M. Celeste, Stephen B.; Sister Mary Helen of St. Mary's of the Woods; William and Sadie Marie.⁴

Fleming's homestead stood on the southwest corner of Rockhill and Berry streets — a three-story home believed to have originally been built by William Rockhill in 1857. After purchasing the place, Fleming changed the front entrance to face Berry Street and did a fine job of remodeling leaving no hint that the house originally "fronted" on Rockhill Street. The great home contained an English basement, a cupola and a hand-operated elevator. On the west end of the parlor, during December, a fourteen-foot high Christmas tree was an annual tradition. At the Christmas holiday season, guests were invited to an annual celebration. Gentlemen escorted their ladies to the former Rockhill Street entrance before they drove their buggies around back to

the carriage barn where stablemen blanketed the horses against the winter's cold.⁵ A red satin gift bell hung in the front hall accented with greens, holly and mistletoe throughout the main floor, creating a true nineteenth-century "Holiday House."

From the cupola mounted atop the roof, William Fleming easily could have kept an eye on canal boats. Here was a clear view of the canal basin west of the St. Mary's river and north of Main Street.⁶ Fort Wayne's *Daily Sentinel* on February 5, 1874, recorded Mary E. Fleming's marriage to Dr. Leon J. Willien. After the marriage ceremony at the Cathedral of the Immaculate Conception, "the bridal party with a few invited friends repaired to the palatial residence of the bride's father."⁷ William Fleming's home and property was purchased by St. Joseph Hospital some time during the 1980s and 1990s along with several of the neighboring houses and was razed to the ground. When it was determined that the space was not to be used, the hospital officials supported moving the Dr. Hiram VanSweringen (circa 1878) home originally located at 633 West Wayne to the property at 1023 West Berry vacated by the Fleming home.⁸

A man of many accomplishments, Fleming was the founder of the New York, Chicago & St. Louis Railroad, which became the Nickel Plate Railroad. Later he helped bring it to Fort Wayne and served on its board of directors until the railroad was sold to the Vanderbilt people. He served as Treasurer of the Indiana School Book Company; President of the Salamonie Mining and Gas Company; Vice President and Acting President of the First National Bank of Fort Wayne; President of the Hartford City Paper Company, as well as a stockholder and director of several businesses not to mention the many years of giving to his community.⁹

Publishing was another interest. In 1873, W.H. Dills and I.W. Campbell had merged the Fort Wayne (Indiana) *Daily Sentinel* with Campbell's Fort Wayne's *The Times* forming the *Times and Sentinel*. On January 15, 1866, they sold the paper to E. Zimmerman and Eli Brown who changed the name to *The Democrat*. Several others directed *The Democrat*, and in 1873, R. D. Dumm and William Fleming took control and restored the name to its former *The Sentinel* that S.V.B. Noel and Thomas Tiger had given it when they started the paper on July 6, 1833. Six men underwrote the business risk: Henry Rudisill, Lewis G. Thompson, Joseph Holman, E. Ewing, Allen Hamilton and Francis Comparet. In 1874, The Sentinel Publishing Company was organized to manage the business. William Fleming purchased *The Sentinel* in 1877 and became its sole owner until April 16, 1879, when he sold to William Rockhill Nelson and Samuel E. Morss. In 2006 the *News-Sentinel*, a direct descendant of *The Sentinel*, continues to publish a daily newspaper.¹⁰

By 1874 the Wabash & Erie Canal did not re-open on schedule and many mechanical structures were in need of repair. As early as 1859, private citizens had put up the money to keep open the canal. Private operation was no more successful than previous attempts and in 1866 a stock company was formed agreeing to operate the canal until July 1, 1878. Trustees maintained control over the tariff of through tolls. After 1869 the company lost money and by 1873 it was no longer possible to travel the entire length of the canal.¹¹ Canal trustees were well aware that the failure of the canal was in part due to the State legislature's intentional chartering railroads paralleling nearly every mile of tow-path.

So poor was the condition of the canal that in 1874 some sections were disconnected and backers demanded a resolution. Jonathan K. Gapin of New York, representing the bondholders filed in United States circuit court for Indiana, on November 19, 1874, a bill in chancery against the Trustees asking that the canal lands be sold and applied to the debt owed to the bondholders. In effect, the suit called for placing the canal in bankruptcy demanding that the Trustees produce an accounting of what was owed investors. A decree was obtained in 1874 for the canal to be sold beginning February 12, 1876.¹² Interestingly, February 12th is the birth date of our popular President Abe Lincoln. The irony is in the ground breaking of the Wabash & Erie that took place on February 22, 1832. It was initiated on President Washington's birthday and brought to an end on Lincoln's.

An auction took place on February 24, 1876, during which potential bidders listened to Judge Samuel B. Gookins, special master, list the sections to be sold.¹³ Historian Bert Griswold has written that Fleming purchased the portion of the canal from the Indiana state line to the west locks of Lagro on March 29, 1876, joined by Oscar A. Simons, John Bass, R.T. McDonald and others. Further he noted that the sale included the St. Joseph River feeder line hoping to become the water supplier to Fort Wayne.¹⁴ However, historian Ben Stuart says that the canal from the Indiana-Ohio line to Evansville was sold to Gapin on March 29, 1876 for \$85,000. Paul Fatout, author of *Indiana Canals*, agrees, but says the sale was for \$85,500, and added that the sections below Lafayette bid in by Gapin, J.H. Shirk, Solomon Claypool, A.N. Dukes, H.H. Boudinot and others brought \$11,760, while canal reservoir lands, locks and quarries produced another \$50,976 for a total of \$160,096. He also states that within the year re-sales took place for various parts of the line to new owners.¹⁵ On March 29, 1876, Trustee Thomas Dowling sold all of the canal from west of Lafayette to the Indiana-Ohio line to William Fleming for \$85,000. Next Fleming on April 22, 1876, sold to Elbert H. Shirk of Peru, led a group of in-

vestors composed of Aaron N. Dukes of Peru, Jacob Dritt, Charles B. Knowlton and Rufus Magee of Logansport, all of the canal from the west line of Lafayette to the lower lock of Lagro for \$83,500.¹⁶

The claim that Fleming purchased the canal bed from Lafayette to the state line is supported by a *Fort Wayne Daily News* story that mentions Fleming prominently explaining several deeds of conveyance: "The date of the first conveyance is July 31, 1847, and for the bed of the canal from the Ohio state line to Evansville, including the banks, margins, tow-paths, side cuts, feeders, right of way, basins, locks, dams, water-powers and structures. This conveyance is from the state of Indiana to the trustees of the Wabash and Erie Canal.

"The second deed of conveyance is from the district court of the United States to William Fleming, and is for the bed of the canal from the western boundary of the city of Lafayette to the Ohio state line." It states that the price for the bed, all banks margins and so on was \$85,000.

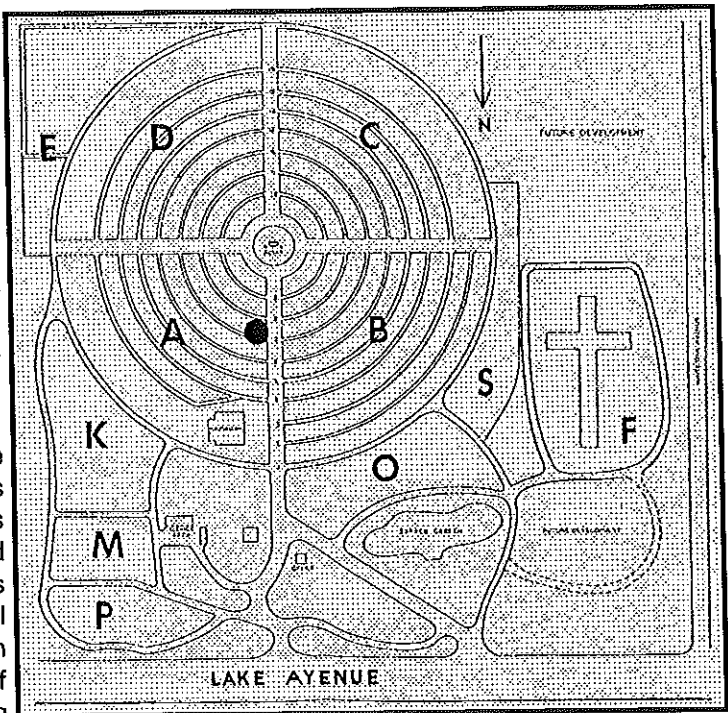
The third deed, "is for the canal feeder from its intersection with said canal west of the city of Fort Wayne to its source, the feeder dam, the mill lots in Fort Wayne now occupied by the City Mills and Orff's Mill and all the appurtenances thereto belonging. The consideration for this property is \$50,000 and it is transferred from William Fleming and others to William B. Howard, trustee."

Finally a fourth deed of conveyance, from Fleming and others to William B. Howard, trustee, was for \$100,000. "The property transferred was the canal from the Ohio state line to the west end of the lower lock in the town of LaGro."

Fort Wayne Daily News' reporter writing for the strongly Republican, June 22, 1882 article, mentions the Democrat Fleming and concludes by stating, "This then is a true history of the ownership of the canal, and shows the handsome profits Mr. Fleming and his friends have made. The deeds from Mr. Fleming do not, it will be observed, include that portion of the canal between LaGro and Lafayette, which is a separate matter of profit. Howard represents the Seney syndicate building the N.Y.C. & St. L. R.W. (New York Chicago & St. Louis Railroad) along the tow path of the canal from New Haven to the western limits of the city of Fort Wayne." As such Fleming is remembered as a founder of the N.Y.C. & St. L. RR, which became the Nickel Plate Railroad. Later he helped to bring it to Fort Wayne and served on its board of directors until the railroad was sold to railroad magnate William H. Vanderbilt.¹⁷

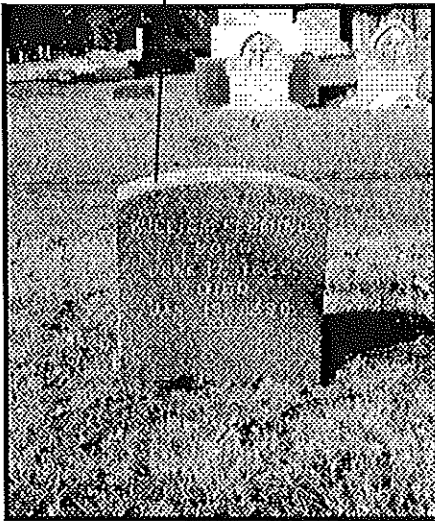
It should be noted that the Nickel Plate departed Fort Wayne's west side at about the site where the feeder met the main line of the canal at present-day intersection of Rumsey and Wheeler streets if both were extended to the railroad tracks. The main line's towpath that now is replaced by West Main Street along Lindenwood Cemetery was not used by the railroad. Rather, a street car line occupied a portion of that route to a turn-around terminus near Lindenwood Cemetery according to rail historian Paul Willer. The towpath was unused for a short portion of West Main street since the interurban came west on Taylor Street and turned onto the tow-path toward Huntington, Indiana.¹⁸

William Fleming died on January 13, 1890. He is buried in a modest plot in Fort Wayne, Indiana's Catholic Cemetery. To find the cemetery, drive north on Anthony Boulevard and turn east or to the right onto Lake Avenue. To find the Fleming family burial plot within the cemetery enter the East Gate off of Lake Avenue, pass the mausoleum building and immediately to the south of the mausoleum is Section A. Lanes are numbered that mark the rows of headstones. Proceed to "Lane 7 Plot 88" and watch for the modest Fleming markers to the east of the cemetery road.



Fort Wayne's Catholic Cemetery
3500 Lake Avenue is the site of
William Fleming's grave.

Remembered as having been industrious, enterprising, and one of the wealthy men of the state, Fleming was also known to have been a true and faithful member of his church rendering it faithful service and



Above: Fleming Family Cemetery Plot is easy to locate on the east side of the main drive to the center circular drive. It is officially listed as Section A, Lane 7, Plot 88.

Left: William Fleming Marker is the stone on the left and nearest the main north south drive into the Catholic Cemetery. Photos by Tom Castaldi

WILLIAM FLEMING

substantial financial support. Throughout his life he made friends easily with a warm and genial nature. He possessed many estimable qualities of character and left his impression on his adopted city, country and state.¹⁹ For Indiana canal fans, William Fleming will be remembered as the man who bought the canal and made it the path for the improved technology of steam railroading.

Endnotes

- ¹ Griswold, *Pictorial History of Fort Wayne*, p. 394.
- ² Griswold, p. 417.
- ³ Col. Robert S. Robertson, *History of the Maumee River Basin*, Indianapolis: Bowen & Slocum, vol. 3, 1903, p. 208.
- ⁴ Robertson, p. 209.
- ⁵ *Fort Wayne Journal Gazette*, January 1, 1961.

⁶ Peter Certia, *The Fleming Homestead of Fort Wayne, Indiana*, Fort Wayne: Allen County Public Library, 1964.

⁷ Staff of Public Library of Fort Wayne and Allen County, *Society in Fort Wayne 1870-1900*, "The Gilded Age in Fort Wayne 1870-1900," 1955.

⁸ Conversations with Harold Lopshire, Fort Wayne preservation historian.

⁹ Griswold, p. 417, also, Robertson, p. 209.

¹⁰ John Beatty, ed. *Allen County History*, Fort Wayne: 2006, Vol. II, p. 52.

¹¹ *Documentary Journal*, 1874. Also, E.J. Benton, *Wabash Trade Route*, Baltimore: Johns Hopkins University Press, 1903pp.84-85.

¹² Logan Esarey, *Internal Improvements in Indiana*, Indianapolis: E.J. Hecker, 1912 p. 153. Also, Donald F. Carmony, *Indiana 1816-1850: The Pioneer Era*, Indianapolis: Indiana Historical Society, 1998, p. 761. Also Benj. Stuart, *History of Wabash and Valley*, Logansport: Longwell-Cummings, 1924, p. 55.

¹³ Paul Fatout, *Indiana Canals*, West Lafayette: Purdue University Press, 1972, p.176.

¹⁴ Griswold, p. 394.

¹⁵ Fatout, p. 176.

¹⁶Stuart, pp. 55 - 56.

¹⁷*The Fort Wayne Daily News*, June 22, 1882. Also, Griswold, p. 496.

¹⁸Conversations, with Paul Willer, rail historian. September, 2005

¹⁹Robertson, p. 209.

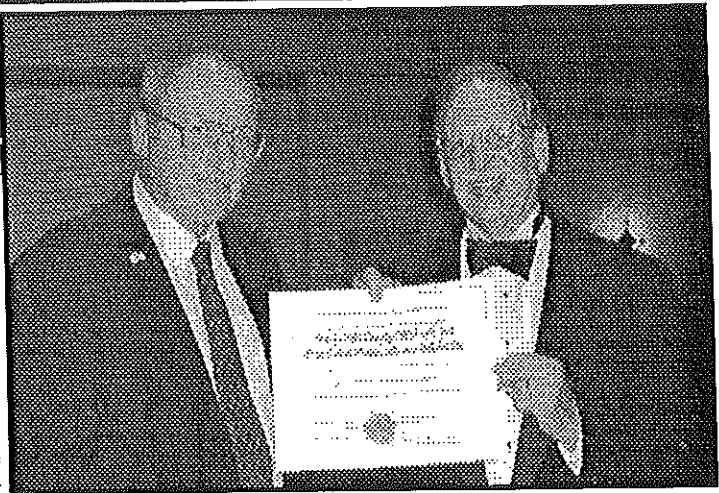
NEWS FROM DELPHI

Canal Association Is an Award Winner

Carroll County Wabash & Erie Canal Inc. (CCW&EC,I) is the recipient of the Albert B. Covey award from the American Association for State and Local History (AASLH). It is named in honor of a founder and former president of AASLH. It recognizes primarily volunteer-operated organizations that best display the qualities of vigor, scholarship and imagination in their work.

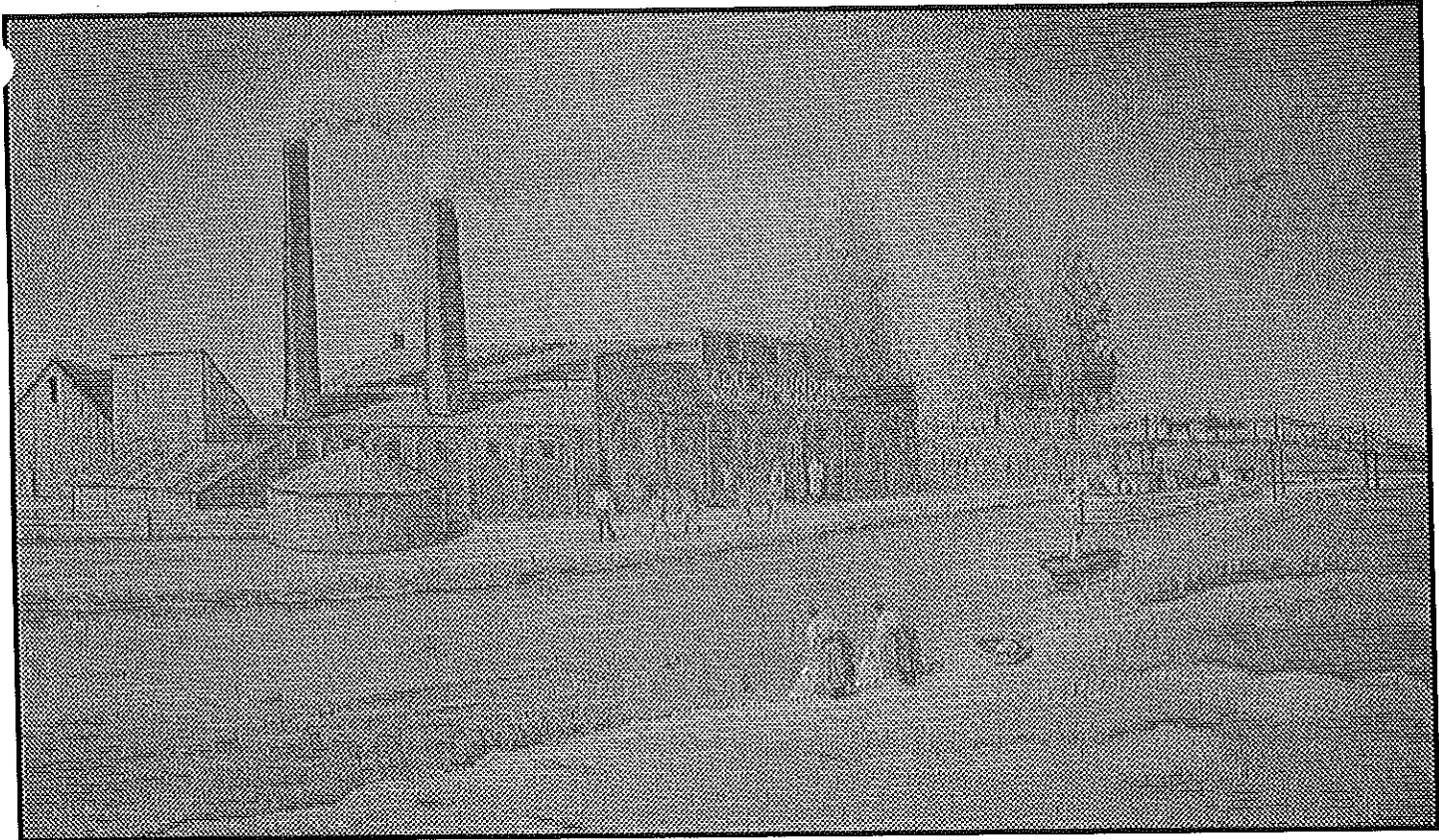
The award is given by the Leadership in History Award Committee at their discretion. The AASLH Leadership in History Awards program, now in its 61st year, is the most prestigious recognition for achievement in the preservation and interpretation of state and local history. This year's awards represent 84 organizations and individuals from the United States.

Dan McCain, Canal Association President, trav-



Dan McCain (left) received the Albert B. Covey award from AASLH Chairman David Crosson in Phoenix, Arizona, for the Canal Interpretive Center's exhibits constructed by volunteers.

eled to Phoenix to receive the award for CCW&EC,I on September 16, 2006. He said, "We are especially honored to receive this award because it is not necessarily given every year. It is especially fitting that it recognizes the hard-working volunteers that are essential to our success."



This mural of the Wabash & Erie Canal in Evansville, Indiana, now hangs in the lobby of the Canal Interpretive Center in Delphi along with a series of canal murals. It depicts a canal boat pulled by two mules walking in tandem passing the Eagle Foundry while two women do their laundry in the canal, a boy rows a boat on it and a wagon crosses the bridge over it. The mural was painted by Terry Lacy and funded by a \$2000 gift from the Canal Society of Indiana.

THE WINAMAC / STEARNS TRUSS WILL COME BACK TO LIFE

By Dan McCain

Will wonders never cease? Here in Delphi good things just keep happening and our volunteers love to keep the fires burning by resurrecting parts of our history.

Imagine the goal that volunteers want to achieve next year — re-erecting this historic span across the canal "the old fashioned way" - no cranes or modern hydraulic lifts. This would be the method used to put a bridge in place a hundred years ago using gin-poles and ingenuity! We have been consulting with Vern Mesler, a volunteer from Michigan who brings expert experience. He has guided and inspired us onsite in Delphi with his restoration techniques and background.

Site preparation for the bridge will begin this fall behind Dairy Queen and Pizza Hut in west Delphi. Work to remove growth of woody vegetation along this reach of the old canal will initially leave the section looking naked. However this historic site will have lots of make-over to return it to its appearance of 150 years ago. This treasured *one-of-a-kind* wrought iron bridge will span the canal that will again look like the nineteenth century man-made waterway it had been.

THE OLD IRON BRIDGE TO FIND A NEW HOME

By Dan McCain

The soon to be cleared land where the 1905 Winamac/Stearns Truss Iron Bridge will be placed next year is opening up ideas for interpreting the site. The location is in west Delphi (IN). The ultimate linkage to the VanScoy Towpath Trail will assist hikers with a safer route from Canal Park to Sunset Point (beyond the top of the aerial photo on the next page). It will eliminate a trail section alongside a busy county highway.

This site is similar to the bridge's placement near Medaryville where it made its home for a century over a man-made ditch in the 'marsh area' of Pulaski County. Down here it will be placed over the old man-made canal. Earlier this year a task force of volunteers disassembled and moved this unique 76-foot-long iron structure.

This is the last known bridge of this design remaining in the United States. It spanned Big Monon Ditch but was unused for the last quarter century. Locals loved it, but nobody came to its rescue until the Canal Association made a deal with the Pulaski Commissioners to save it last December. Brought to Delphi in

pieces last March, it has been in Canal Park undergoing rehabilitation.

Metal restoration and assessment of structural repairs has brought a pleasant challenge to the volunteer crew. Often 2-3 mornings per week this cadre of talented retired craftsmen have labored with torches, rivets and air hammers in hand. Even volunteer specialists from as far as East Lansing, Michigan and Greencastle, Indiana have come at times to help evaluate the restoration needs.

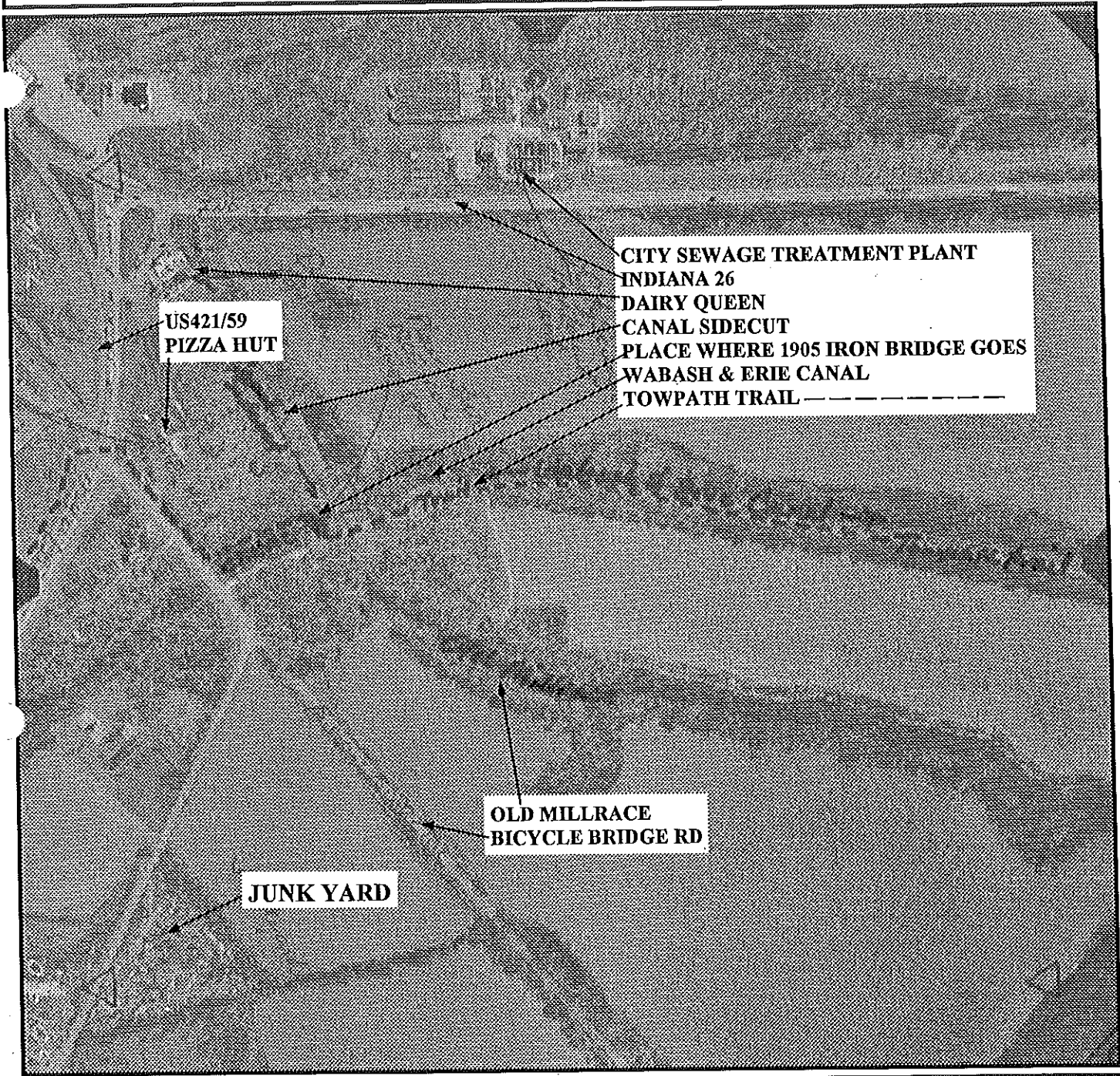
Beginning October 14th at 9 am additional volunteers rallied to help with site preparation at the VanScoy Trail behind Pizza Hut and Dairy Queen. Anyone interested in volunteering was invited to come to Canal Park, 11 blocks north of the Carroll County Court House traffic light on Washington Street and receive orientation for the various jobs. A free lunch was served Saturday by the Psi Ote Sorority.

Clearing of brush and debris returned the site to its former "looks" when this area was first a section of the historic Wabash & Erie Canal. Excavation will begin later in 2006 to recreate the canal. Many trees will have to be removed to rehabilitate the canal and towpath. A new 300 foot long section of trail will be developed on the east side canal berm from behind Pizza Hut south to the bridge site.

At the bridge site there is presently another unique historic feature. The "sidecut" sometimes called a "slip," which brought canal boats east to the old edge of town, will be exposed and recreated for a short distance. This busy waterway stub connected the commerce of Main Street with the mainline of the canal and ran from the present McDonalds' restaurant site through where Dairy Queen is located today to the canal.

A stark change in the looks of the bridge site will occur with the removal of vegetation as most of this has not been seen or explored for years except by mushroom hunters. The slip is barely visible from the present VanScoy Trail on the opposite side, but when the bridge is placed at this confluence a completely different view of the once busy intersection will be a treat to trail users.

Other towpath areas developed in a similar way upstream have at first alarmed the public when recreating a section of canal. An example would be in Canal Park where decades of vegetative overgrowth, downed trees and debris choked the waterway. These changes to allow towing animals on land to pull a boat with long rope led to a better public understanding of how the canal operated.



Example: the recently completed trail tunnel under the railroad at the back of Canal Park has changed comments from negative to positive when the job was finished and landscaped. Hikers now appreciate the new looks and ease of mobility. This site for the bridge will look very different when completed. It will take on a much different aesthetic view--more like the canal appeared in the 1850s.

Come Experience Delphi's Trails For Yourself

DUES DUE

Its time to renew your membership in the Canal Society of Indiana to continue receiving this publication. Dues remain at \$25 single/family for Jan. 1-Dec. 1, 2007. You will be sent a notice in the mail requesting that all memberships be renewed by January 1, 2007. It saves a lot of extra bookkeeping at CSI headquarters if all dues are paid on time.

Anything above the membership level is tax deductible. CSI is a 501 (c) (3) not-for-profit organization. Perhaps your employer will match your gift. Your generous giving helps us fund canal projects and helps keep Indiana's canal heritage alive.

Ground Broken For Towpath Trail

By Carolyn Schmidt

Ground was broken for a seven-mile trail running along the former Wabash & Erie Canal route from Rockhill Park to Jefferson Boulevard across from Lutheran Hospital in Fort Wayne, Indiana, on October 9, 2006 at 11 A.M. Following speeches from Graham Richard, mayor of Ft. Wayne; Michael J. Packnett, president and chief executive of Parkview Health; Lynn Reecer, president of Aboite New Trails, and Allison Adams, president of the Greenway Consortium, shovels of earth were overturned.

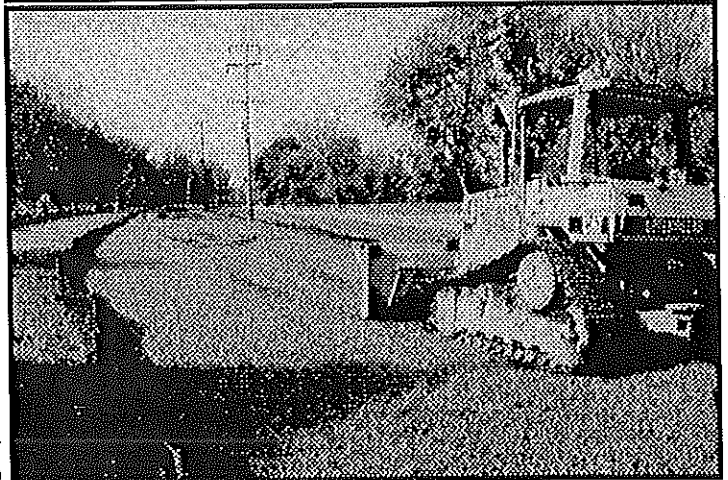
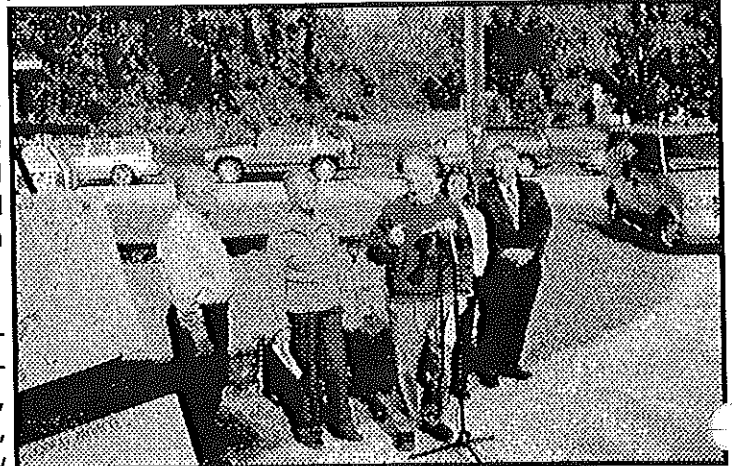
The trail is part of a project, which is divided into four phases, to extend the city's Rivergreenway network. The first phase to be completed will be Phase III that is being built atop the towpath from Smith Road to just east of Woodhill Drive. Canterbury High School soccer fields and The Dome are places of destination along this section.

Parkview Hospital Improvement Program donated \$150,000 toward the greenway expansion project. Property easements were granted by The Dome, Ralph Herndon, and Canterbury High School. English, Bonter, Mitchell Foundation assisted by Aboite New Trails and the Greenway Consortium granted funds for right-of-way purchase. Other right-of-way land was donated by the Little River Wetlands project. Pro bono legal services were given by Swift & Finlayson. The Canal Society of Indiana is an additional partner assisting with historical information for signage.

A bulldozer stood at the ready to begin work when the ceremony was over. Phase III of the towpath trail is expected to be completed before Thanksgiving. Phases I, II, and IV should be completed in 2007.

The \$2.5 million expansion project when added to the existing greenway will create 25 miles of continuous trails. When complete hikers/bikers will be able to traverse the county from New Haven east of Fort Wayne, through the downtown, and to County Line Rd. in Aboite township.

CSI members present at the ground breaking were Tom Castaldi, Tommy & Holly DeLong, Ed & Cynthia Powers, and Bob & Carolyn Schmidt. Cynthia, Bob and Carolyn were dressed as canawlers to focus on the canal aspect. In her speech Allison Adams talked about the history of the canal, how it helped to settle Fort Wayne and communities along its line, and how this historic transportation corridor will once again come to life.



Top: Sign at Smith Rd. and Glendale for Towpath Trail
Center: Roger Goodland (left) came up with the idea for the trail atop the towpath. Allison Adams, Mayor Richard, Lynn Reecer, and Michael Packnett gave speeches. Photos by Bob Schmidt
Bottom: Brooks Construction bulldozer sits ready to begin.

WELCOME NEW MEMBERS

CSI welcomes aboard the following new members who have joined at the \$25 membership level unless otherwise noted:
Tommy & Holly DeLong — Fort Wayne, IN
Max Enyeart — Huntington, IN
Bob & Dot MacIntyre — Columbia Station, OH \$50
Mayor Raye Turner — Russellville, AR

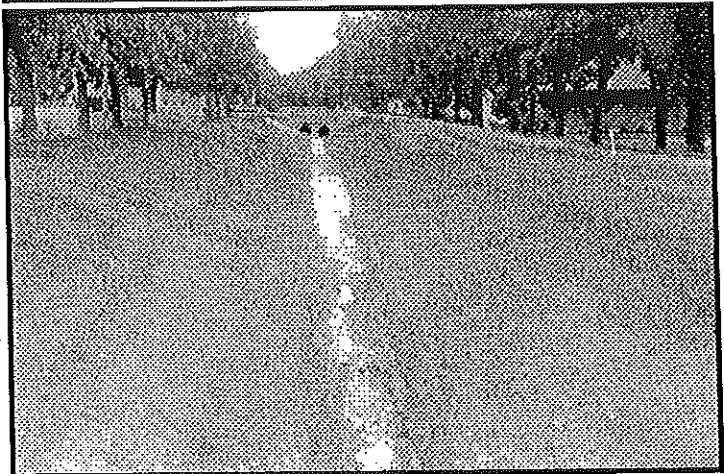
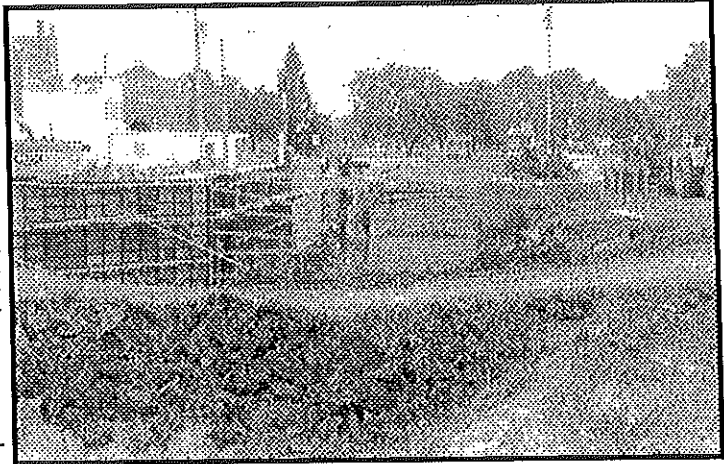
NEW BREMEN, OHIO , LOCK RECONSTRUCTION STARTED

Gene and Joyce Paschka, CSI members from Fort Wayne, Indiana, visited New Bremen, Ohio, this past September and took photos of the \$287,000 reconstruction project of Lock 1 North, a concrete spillway, and adjacent park. When completed water will tumble from the spillway and be re-circulated. A marker nearby read:

NEW BREMEN AND THE MIAMI & ERIE CANAL

Sited at the junction of the Auglaize Trail and the surveyed route of the Miami Extension canal, New Bremen was founded in 1833 by Hanoverian German Protestants of the City of Bremen Society. The canal quickly became the focal point of commerce for the growing town, and its influence in New Bremen remains as visible as the town's German roots. You are standing near the "heelpath" at Lock 1 North, the northern end of the 23-mile-long Loramie Summit, the highest level of the canal and its only summit. You are approximately 516 feet above the Ohio River at Cincinnati and 374 feet above Lake Erie at Toledo. Originally built of wood due to the cost and difficulty of obtaining stone, Lock 1 North was rebuilt in concrete in 1910.

Photos by Gene Paschka



"CANAL PASSAGES" CSI FALL TOUR

October 20-22, Holiday Inn Express, Harrison, Ohio

Theme: "Canal Passages" Portions of Whitewater and Cincinnati & Whitewater Canals

Friday Night: Zaraco's on the canal, West Harrison

Saturday Noon: Kroger box lunch at Lawrenceburg River Walk

Saturday Night: Mr. Jim's Steakhouse, West Harrison

Hosts & Docents: Bob & Carolyn Schmidt, Chuck Whiting, Mick Wilz, Mike Morthorst

Tour refreshments: Steve & Sue Simerman, Jim & Ruth Ellis, Chuck & Anne Whiting

Logo: Carolyn Schmidt

Tour Book: Carolyn Schmidt

Goodie Bags, Name Tags, Recognition Gifts, Door Prizes: Carolyn Schmidt, Chuck Whiting

Friday Program: "Longest Raid of the Civil War" - Lester V. Horwitz

Saturday Program: "Whitewater Canal Exploration and New Trails" Don Burden, Mick Wilz

Tour:

Saturday: Bus tour of Whitewater and Cincinnati & Whitewater Canals from Harrison, Oh to Cleves, OH then to Lawrenceburg, IN and back - Bus from Crown Car & Coach, Covington, KY

Sunday: Car caravan to Metamora seeing canal sites along the way, hay ride on new trail

37 Attended

States Represented: 32 IN, 5 OH

Attendees:

Sally Bancroft, Carl & Barbara Bauer, Sue Burger, Allan & Linda Corwin, Bill & Betty Easton, Jim & Ruth Ellis, Jim & Barb Guest, Don & Betty Haack, Karl & Susanne Kettelhut, Sharon Lutz, Jerry & Phyllis Mattheis, Charlotte May, Wayne & Judy Miller, Paul Moffett, Mike Morthorst, Tom Morthorst, Fred Patterson, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Steve & Sue Simerman, Michael Thrall, Diane Weber, Chuck & Anne Whiting, Mick Wilz

"CANAL PASSAGES" TOUR

By Carolyn Schmidt

Canawlers from Indiana and Ohio picked up their packets for the "Canal Passages" tour of the lower Whitewater Canal and the Cincinnati & Whitewater Canal on Friday afternoon in the lobby of the Holiday Inn Express in Harrison, OH. After checking in at the hotel some of them went to see the nearby Shaker Village and have dinner on their own at Zaraco's, a restaurant partially built in the prism of the Whitewater Canal in West Harrison, Indiana.

The weekend officially began Friday night in the conference room of First Presbyterian Church in Harrison, Ohio. There a huge map of Hamilton and Clermont counties, Ohio, was displayed along one wall marked with property owners who had placed claims with the state after having been raided by John Hunt Morgan. Two of our members, Mike and Tom Morthorst, live very near property that was raided. Other charts, pictures and maps along with stacks of the book *The Longest Raid of the Civil War* and CD's and tapes of music written for a play about the raid were for sale at the front of the room.

Following a welcome to the tour by Bob Schmidt, president of the Canal Society of Indiana, he introduced noted author and authority on John Hunt Morgan, Lester V. Horwitz, and announced that Horwitz would stay following the meeting to sign any books purchased. Everyone was anxious to learn more about the raid through Kentucky, Indiana and Ohio. One couple from the church came to tell Horwitz about their family being raided by Morgan.

Horwitz said he had sold advertising and really didn't have a great interest in history until he purchased a historic home in 1979 in Cincinnati. When he learned that the farmhouse had been raided by Confederates during the Civil War, his interest was peaked, and he began a two-decade research about Morgan's Raid. He found little had been written about it. Often what had been published was only correct in the town or county in which the author lived and was incorrect further away. The earlier histories didn't agree. Horwitz sent articles to newspapers in all the counties Morgan raided requesting stories handed down among families impacted by the raiders. He also talked with all the county and local historians. Before long he had hundreds of accounts. He checked many of them with state records of the claims filed for loss of horses and personal property.

In 1995 Horwitz set up a five-month Morgan's Raid exhibit at the Greater Loveland Historical Museum. There he often was asked questions about his research and before long began giving a talk to museum visitors.

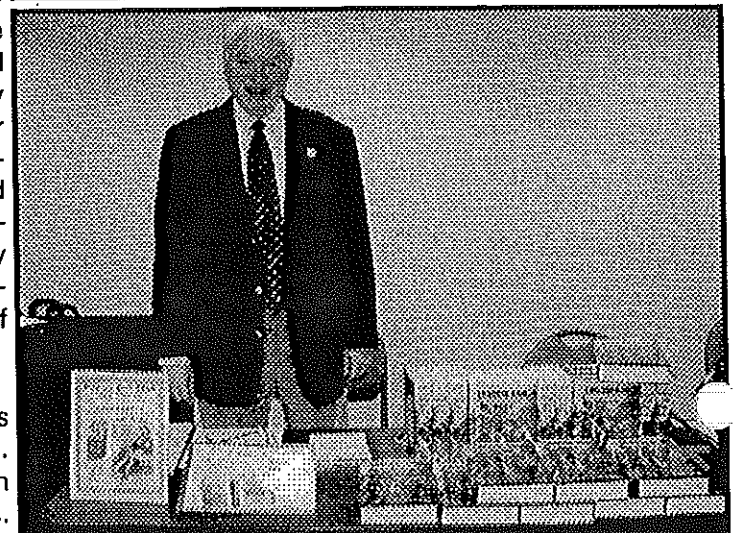
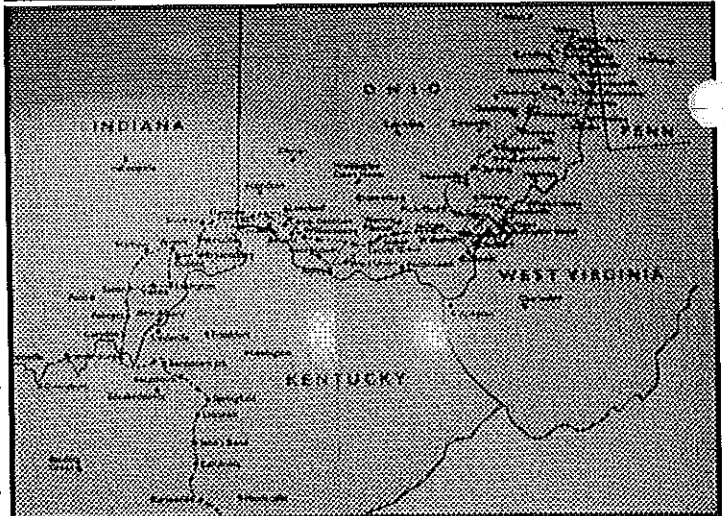
Soon people began arriving by the busload to see the exhibit and hear his talk. Many wanted to buy his book, but at that point he hadn't written a full length book (only a few brief histories. Seeing a market for a book he got busy and came up with so many Morgan stories that his publisher said he really had two books in one. The book was a success and was nominated for a Pulitzer Prize for history. It is now in its 7th printing and is available in bookstores. Currently he is working on a second book, *After The Raid*.

Horwitz related some of the stories he had gathered. He also showed pictures of military officials, who took part in the raid or fought against Morgan, and their descendants. He said Richard Millhouse Nixon claimed relationship to a Quaker farmer named Joshua Millhouse, who had confronted Morgan near Vernon, Indiana. This encounter was featured in the movie "Friendly Persuasion." We learned that Morgan went against or-

Top: This map shows the route of John Hunt Morgan's Raid through Kentucky, Indiana and Ohio.

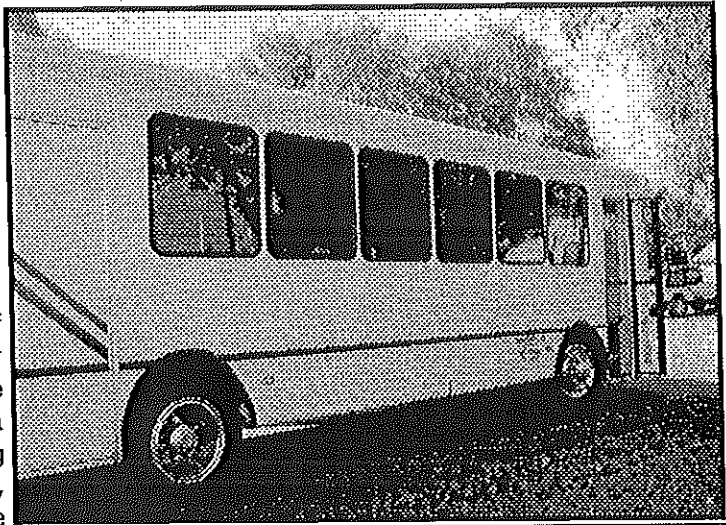
Bottom: Lester Horwitz spoke about his book *The Longest Raid of the Civil War*.

Photos by Bob Schmidt



ders not to go north of the Ohio River. His raid, which ended at West Point, 70 miles south of Cleveland, Ohio, July 1863, was the northernmost penetration of Confederate forces during the Civil War. Morgan also burned the bridge at West Harrison, Indiana, that crossed the Whitewater River and canal slackwater about 1,000 feet upstream from the dam.

Following the presentation Carolyn Schmidt, a tour planner, said that Morgan's Raid was just one of the passages through this portion of the Whitewater Valley. The next two days would be spent exploring the passage of the Whitewater Canal and the Cincinnati & Whitewater Canal through the valley as well as learning how canal boats passed through the Cleves Tunnel, Duck Creek Aqueduct, and locks, where they were raised or lowered from level to level, and across the slackwater backed up by Dam No. 1. She also said that new passages were being built atop the canal towpath for the Whitewater Canal Trail. She encouraged all canawlers to be very careful during his or her passage through the valley so no one would be injured. She then invited everyone to have punch and cookies while purchasing books, looking at the maps and charts, and having Horwitz autograph their books. Many canawlers enjoyed seeing each other and catching up on what they had been doing.



The tour bus had large windows for better viewing. P— B. Schmidt

Surveys showed that a canal was impractical unless it entered Ohio near Harrison to avoid the high hills, which would have had to have many locks to take canal boats up and over them. One proposal suggested a railroad over the hills, but going around them would be easier and cheaper. Oliver H. Smith was sent to Columbus, Ohio, to negotiate a deal in January 1835. At first the Buckeyes were opposed, but then they realized they could tap into the canal if it was in their state and approved the deal.

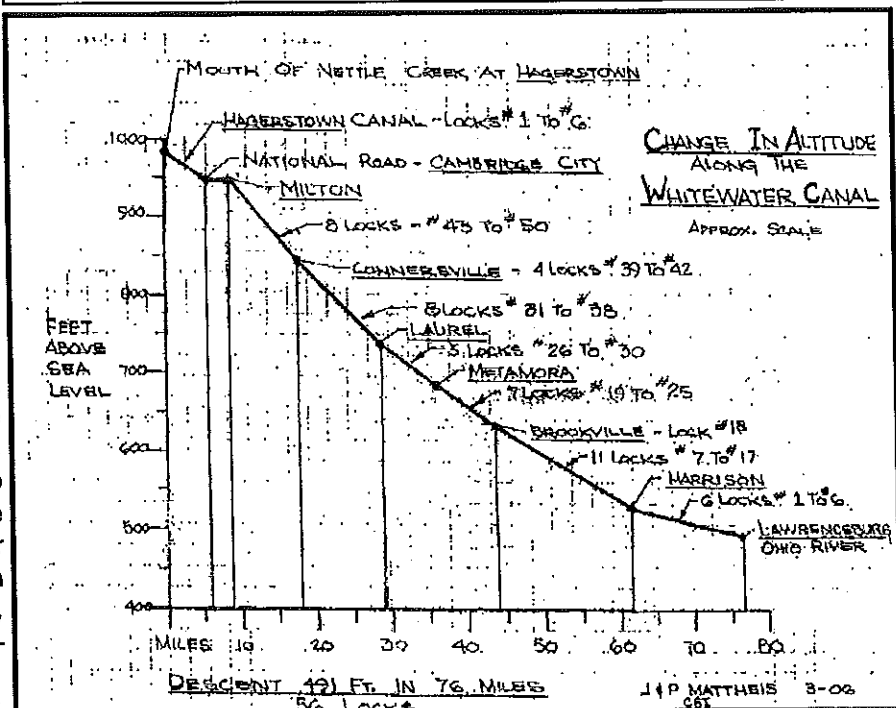
SATURDAY

On Saturday morning canawlers boarded an executive bus with large windows for better viewing of canal sites; however, a snowlike mist and fog made us wonder if we would be able to see anything. We headed for the site of Dam No. 1 near the Ohio/Indiana state line which divides Harrison & West Harrison. On our way we reviewed the history of the Whitewater and Cincinnati & Whitewater Canals.

After work had begun on the Wabash & Erie Canal, other parts of the state of Indiana also wanted canals. At the time much of the political power of Indiana rested in the Whitewater Valley. Brookville was the home of Governors James Ray, Noah Noble and David Wallace from 1825-1840 and also Indiana Senator James Noble 1816-1831. The valley also had a fairly large population, many who were farmers who wanted to take their hogs and produce down the Whitewater River, which dropped over 491 feet in about 76 miles. A canal with levels could lock boats from level to level, overcome rapids, and let boats go upstream as well as down.

In 1836 the Mammoth Internal Improvements Bill authorized major improvements, one of which was the Whitewater Canal. The state would fund the canal.

Profile of the Whitewater Canal, which overcame 491 ft. in 76 miles using 56 locks. The profile was done by Jerry and Phyllis Mattheis in May of 2006 for CSI.



It was planned to be built from Hagerstown to Lawrenceburg on the Ohio River, be 76 miles long, and have 7 miles within the state of Ohio. Groundbreaking was held at Brookville on September 13, 1836. By June 8, 1839, 29 miles had been completed from Brookville to Lawrenceburg and the canal boat "Ben Franklin" came up the canal to Brookville from Lawrenceburg. The Whitewater Valley Canal Company took over the work from the state and completed the canal to Cambridge City by 1845.

On April 4, 1845, the *Brookville American* stated:

"The White Water Canal will make this valley the richest and most independent part of the world. WE are yet young, but with our fertile soil —rich and inexhaustible —there is nothing to impede our progress to wealth the most unbounded. When we recollect what has been done in this valley within the last twenty-five years, who can estimate the wealth, splendor and magnificence, which shall beautify and adorn this valley in fifty years. Mansions and palaces will displace the neat cottage farm house, as they have driven out the log cabin, and our posterity will enjoy in luxury our labors and the toil of our fathers. But without some great public improvement, we could never have been anything but hewers of wood and market peddlers."

When Hagerstown businessmen learned that it would not be built any further, they raised the funds and the Hagerstown Canal Company built the additional 8 miles to their town by 1847. Even though the canal was a reality, it was faced with both many financial problems, some due to the Cincinnati & Whitewater Canal draining off business to Lawrenceburg, and with disastrous floods that destroyed aqueducts, culverts and dams. The Whitewater Canal was sold in 1863 to the railroad, which used the towpath for its rail bed. It no longer was a transportation canal; however, it was used as a hydraulic canal to generate power to turn mill wheels.

The Cincinnati & Whitewater Canal was built by private capital. It tapped into the Whitewater Canal slackwater at Dam No. 1, Harrison, OH, and extended to Cincinnati. It did not join the Miami & Erie Canal in Cincinnati nor the Ohio River. Ground breaking for the canal was held on the farm of William Henry Harrison, who later became the 9th president of the United States. Work began on the canal in 1838. It too faced the problem of high hills, but at Cleves, Ohio, a tunnel was built through the hillside to Northbend, Ohio, to pass canal boats. The 25-mile-long canal was completed in 1843, the same year the Grand Celebration was held in Ft. Wayne, Indiana, for the opening of the Wabash & Erie Canal from Toledo, Ohio, to Lafayette, Indiana.

Our first stop was at Dam No. 1, which was lo-

cated 198 feet (3 chains) downstream from the Indiana/Ohio state line across the Whitewater River in Harrison, Ohio. From the dam it was 12 miles to Lawrenceburg, 25 miles to Cincinnati, and 17 miles to Brookville. The dam extended 376 feet across the Whitewater River and was 11 feet high above low water. It was built with timber cribs filled with earth and stone then planked over. It backed up a slackwater pool that fed both canals — to Lawrenceburg and to Cincinnati. Canal boats could enter the Whitewater Canal from the pool 1,188 feet (18 chains) above the dam and 990 feet above the state line. The Cincinnati & Whitewater Canal also left this pool. The towing animals crossed over it on a three-span bridge for horses and wagons. In 1847 the dam was washed out. This closed off the lower portion of the Whitewater Canal to Lawrenceburg. The Cincinnati & Whitewater Canal was slightly rerouted to continue operating and was fed from Dam No. 2 at Case's bluff. Dam No. 1 was eventually rebuilt, but not long after it reopened (around 1850) another flood struck and washed it out. It was never rebuilt again.

Chuck Whiting, CSI director from Lawrenceburg, stands before the historical marker for the junction of the Whitewater and Cincinnati & Whitewater Canals that he was instrumental in obtaining for the Canal Society of Indiana to erect in West Harrison. He relates the importance of this spot in canal history to tour attendees. The marker reads:

CANAL JUNCTION

(Side 1)

The Whitewater Canal and the Cincinnati and Whitewater Canal joined in Harrison to provide better access to Cincinnati markets and Ohio River. Indiana Internal Improvement Act 1836 authorized Whitewater Canal, completed from Brookville to Lawrenceburg 1839. Nearby Dam No. 1 on Whitewater River created a pool for canal boats to cross the river.

(Side 2)

Cincinnati and Whitewater Canal incorporated by Ohio General Assembly 1837. Completed seven miles from Harrison (now West Harrison), Indiana, to Dry Fork Creek, Ohio, 1840. Twenty-five mile canal opened 1843 when 1,782 foot tunnel completed at Cleves, Ohio. Traffic diverted to Cincinnati on this interstate transportation link diminished Lawrenceburg's importance as a market.

Photo by Bob Schmidt



Upstream from Dam No. 1 the Whitewater River was spanned by a bridge. This bridge was burned by John Hunt Morgan's raiders on July 13, 1863, after they had crossed it.

An Indiana State Historical Marker was erected near the dam site on September 18, 1999, by the Canal Society of Indiana and the Dearborn County Historical Society. CSI director, Chuck Whiting, was instrumental in obtaining the marker and arranging its dedication program.

Most of the morning was spent seeing sites on the Cincinnati & Whitewater Canal. Our next stop was to see a fairly good section of canal prism along Campbell Road in Ohio. It was downstream from the slackwater pool where a guard lock had been located. Green's Lock No. 1 once stood near today's Industrial Drive. The prism we saw had somewhat silted in, but it gave canawlers a general idea of what a canal looked like that was 40 foot wide at the water line, 26 feet wide at the bottom and 4 feet deep.

down by James Cornelius, who lives across the street from the lock and was kind enough to cut them down just prior to the tour. It was a composite lock with finely cut stone at either end, undressed stone in the middle and had been lined with planks. None of the planking remains. The lock is currently being used as a depository for old tires and other trash.

We wondered if the lock was in as good a condition on the side near the road as on the side by the field. Usually the side nearest the road has stones missing that were taken once the canal was no longer in operation. They were easier to reach and made good foundations for other buildings. We had two younger ladies from the Harrison Historical Society on our tour. They had grown up near the lock and volunteered to pick their way through the brush to go into it. They were soon followed by other canawlers, who found that the wall near the road was similar to the other one and had iron hangers, which once attached the planking to the stone inside the lock. The walls stand upright, which indicates that the timbers beneath the lock are in good condition.

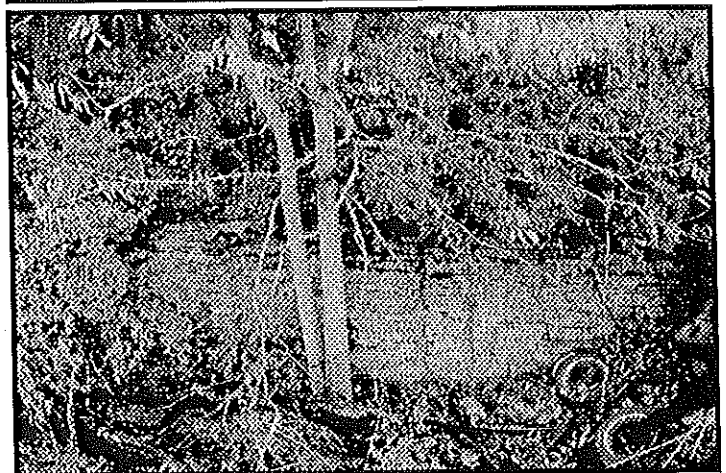
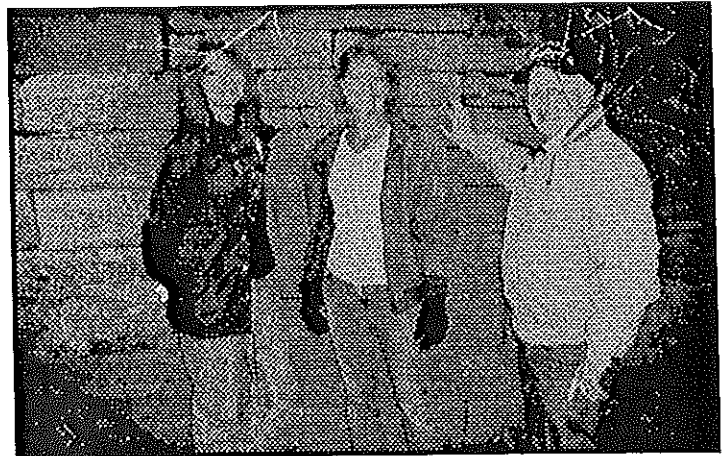
Due to high water in Dry Fork Creek, tall weeds on its banks and fog that made the visibility of passing vehicles dangerous at the bridge, we did not stop at Dry Fork Aqueduct. The bus passed slowly by so that attendees could see the remains of the aqueduct's abutments between the railroad and road bridges. The aqueduct was one of ten major structures on the Cincinnati & White-water Canal, which had 3 aqueducts, 3 locks, 2 guard locks, 1 feeder dam, and 1 tunnel.



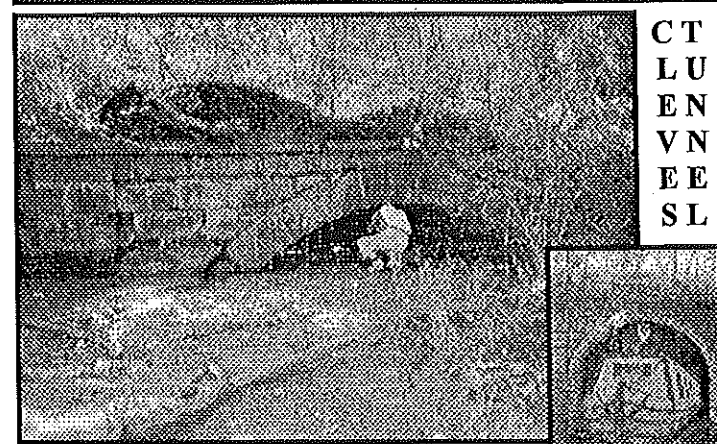
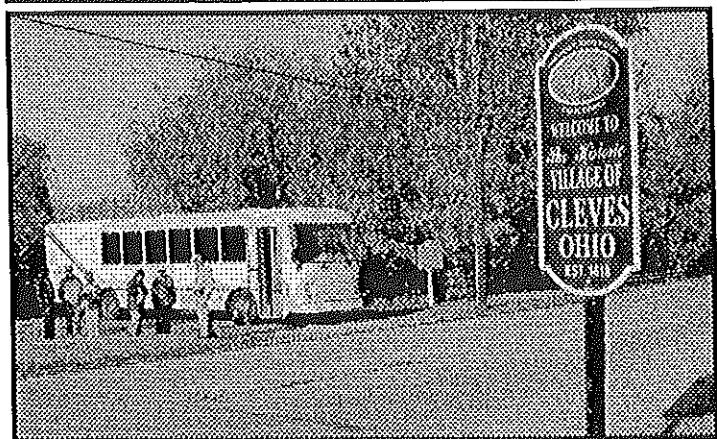
Abutments of Dry Fork Aqueduct remain between railroad and road bridge over Dry Fork Creek. Photo by Bob Mueller

Our third stop was at Dry Fork Creek Lock No. 2. We were told to be very careful when crossing the wide road at this point because of fog and fast heavy traffic. Fortunately the traffic was less since it was Saturday morning and the fog slowed it down.

The lock was overgrown with tall weeds and would have been difficult to see if they had not been cut



Top: Jerry Mattheis points out the more finely cut stone at the entrance to Lock 2 to Diane Weber (left) and Sharon Lutz. Bottom: The center of the lock is built of unfinished stone that was planked over when it was operational. Old tires and trees are in the center of it. Photos by Bob Schmidt



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Top: The Cleves Tunnel marker is to the right of the bus with the Welcome sign across the street. Photo by Don Haack
Bottom: The tunnel is filled in but would have looked like the artist's painting when in operation. Photo by Bob Schmidt

We then went to the village of Cleves, Ohio, which had the only canal tunnel in western Ohio — Indiana had none. It was built on property owned by William Henry Harrison. The 2 million bricks were made by 100 men on his farm. The tunnel was 20½ feet high and 24 feet wide made of brick with cut stone portals. It was built in 1839. When a boat reached the tunnel the towing animals walked over the hill and the boat was moved through the tunnel by canawlers. They got on top of the boat and grabbed a rope at the top of the tunnel. Hand over hand they pulled the boat through until it reached the other side and the animals were rehitched.

After the demise of the canal, the Indianapolis, Cincinnati & Lawrenceburg railroad built its tracks through the tunnel. In July 1876 the tunnel was flooded by heavy rains. A disaster was avoided by a man named Welch, who swam through the tunnel and stopped the oncoming Omaha Express just in time. It was last used in 1888. Since then it has been partially filled in. We could only see the top of the Cleves portal, which made it look much like a large culvert. The North Bend portal was destroyed when the highway was built. A manhole is the only access to the tunnel at that end. Canal Soci-

ety of Ohio members have crawled inside and found the ceiling in good condition with small stalactites hanging from it.

Cleves Tunnel is on the National Register of Historic Places. A marker stands before a pathway built to the tunnel. It says:

(Side 1)

CINCINNATI & WHITEWATER CANAL TUNNEL

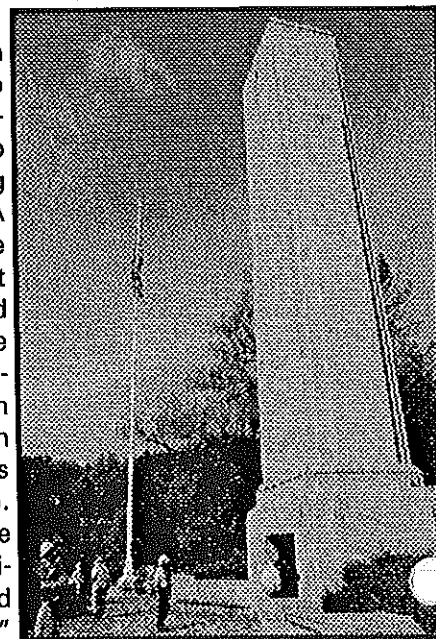
In 1837, Cincinnati merchants projected a branch canal to join the Whitewater Canal at West Harrison, Indiana, with the goal of tapping commerce from Indiana's Whitewater Valley. The major obstacle on this route was the ridge between North Bend and Cleves, just northeast of this site. Engineer Darius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

(Side 2)

WILLIAM HENRY HARRISON AND THE CINCINNATI & WHITEWATER CANAL

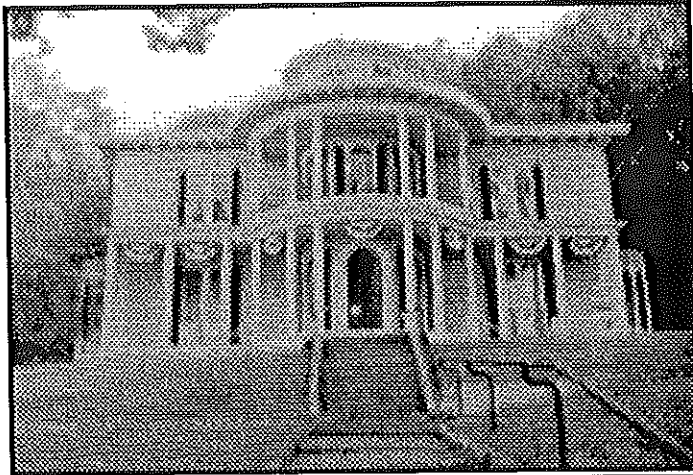
Harrison, later to become the ninth President of the United States, was a strong supporter of the Cincinnati & Whitewater Canal project and a major subscriber to stock in the canal company. He sold land from his North Bend farm for the canal and tunnel right-of-way and provided clay and cordwood for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

The bus then took us to the tomb of William Henry Harrison, which sits atop a high hill overlooking the Ohio River. A Bedford limestone shaft stands 60 feet high and is of solid stone except for the burial chamber. Harrison was born in 1773 and died in 1841. His farm was in North Bend, Ohio. In 1800 he was the governor of the Indiana Territory and lived in "Grouseland" in Vincennes, Indi-



Harrison tomb Photo by Lynette Kross

ana, which we saw on the "Final Link" tour. Harrison built Ft. Meigs, which we saw on our "Gateway to the West" tour, located by Perrysburg, Ohio, in 1813. He led the American Forces in the Battle of Tippecanoe by Battle Ground, Indiana, which we saw on our "Celebrating Canal Communities" tour. He married Anne Cleves Symmes, whose father Judge John Symmes, owned over 100,000 acres at North Bend. The judge is buried in Congress Green Cemetery across the road from the Harrison tomb. A new parking lot with kiosks for interpretive signage is in the process of being constructed.

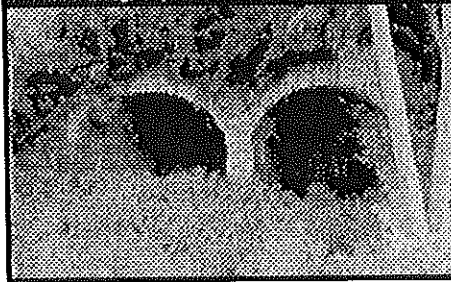
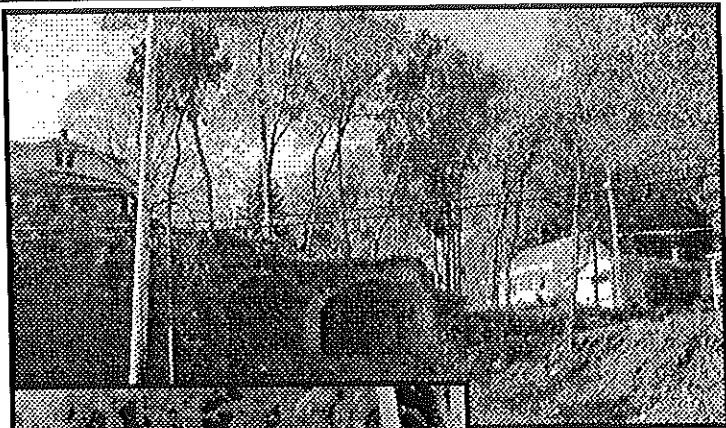


Hillforest in Aurora, Indiana, was the home of Thomas Gaff.
Photo by Bob Schmidt

We then left behind the Cincinnati & Whitewater Canal to go to Aurora, Indiana, where our bus drove us by "Hillforest," the mansion of Thomas Gaff, a prominent Aurora financier and industrialist. The two-story Italian Renaissance home reflected his involvement in the shipping industry with its full-width frontal porch reminiscent of a steamboat deck, curved doors and windows, and circular rooftop belvedere with round-arched windows resembling a steamboat's pilothouse. Inside a flying staircase is typical of better steamboats.

Gaff, born near Edinburgh, Scotland, came to the U. S. with his parents, learned papermaking from his father and distilling from his uncle. He and his brothers opened a distillery in Philadelphia but had to move it to Aurora following the Panic of 1837. Thomas Gaff arrived in Aurora in 1843 and established the T. & J. W. Gaff & Co. distillery, which produced bourbon, rye, and Thistle Dew scotch whiskey. They also produced Aurora Lager Beer at their Crescent Brewing Company. Its quality was so high that it was shipped to Germany. We saw the tunnels in the hillside where this brewery kept its beer cool.

The brothers also farmed, had silver mines in Nevada, a jewelry store in Cincinnati, a foundry and machine works, two Louisiana plantations and were in-



Gaff's Crescent Brewing Company had cooling tunnels built in the hillside.
Photos by:
Cynthia Powers (above)
Bob Schmidt (left)

involved in construction of a turnpike and canals. They produced "Cerealine," the first ready-made cereal in the world, in their mill in Columbus, Indiana. Their products were shipped on the Ohio River aboard steamboats. The steamboats were used by Union forces during the Civil War as Gen. William Tecumseh Sherman's headquarters and as a blockade runner at Vicksburg. They also backed the town's first utility company, the Aurora Gas and Coke Company and founded the First National Bank of Aurora in 1856.

For more information check out: <http://www.hillforest.org/>



Canawlers read the marker for Aurora located in a park alongside the beautiful Ohio River.
Photo by Cynthia Powers

We stopped along the riverfront in Aurora to see a marker in the park. It told the history of Aurora:

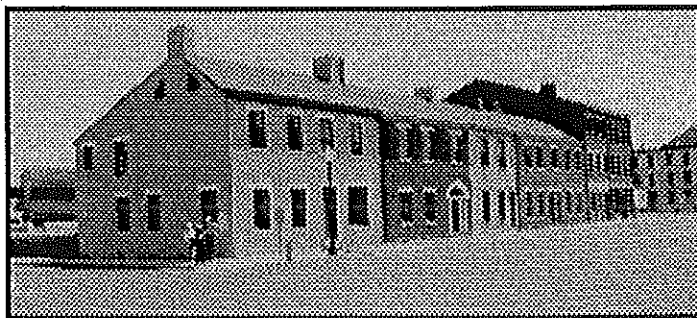
AURORA

was laid out by Jesse L. Holman, trustee for the Aurora Association for Internal Improvement in 1819. Judge Holman, was an early statesman, preacher, educator, and federal justice. His son,



Tour participants at Lawrenceburg River Walk Amphitheater left to right, front to back: (Not pictured Carl Bauer, Sue Burger, Judy Miller)
 Row 1: Jim Ellis, Ruth Ellis, Bob Schmidt, Cynthia Powers, Ed Powers, Don Haack, Betty Haack, Susanne Kettelhut, Linda Corwin
 Row 2: Betty Easton, Bill Easton, Mike Morthorst, Tom Morthorst, Carolyn Schmidt, Barb Guest, Jim Guest, Fred Patterson, Allan Corwin, Karl Kettelhut
 Row 3: Wayne Miller, Barbara Bauer, Sally Bancroft, Diane Weber, Sharon Lutz, Paul Moffett
 Row 4: Charlotte May, Anne Whiting, Chuck Whiting, Phyllis Mattheis, Jerry Mattheis, Steve Simerman, Sue Simerman, Mike Thrall Photo by Carl Bauer

U. S. Congressman William S. Holman, served this district many years and was called "The Watchdog of the Treasury."



These canal era row houses have been restored in Lawrenceburg and were opposite the canal basin terminus. P.—Bob Schmidt

Although the sun had finally come out, the air was still cool and we were hungry. We went to Lawrenceburg, drove by restored row houses that stood across from the basin where the Whitewater Canal terminated, then stopped by the Partners in Health building, picked up our box lunches, and entered the building to ride the elevator to the 3rd floor where we exited and

went to the amphitheater overlooking the river to eat our lunch. The concrete steps reflected the sun and it was quite pleasant. We watched a barge come up the Ohio River while eating and then posed for our group photo before walking the River Walk to reach the Vance-Tousey House.

Along the walk we saw a marker that said:

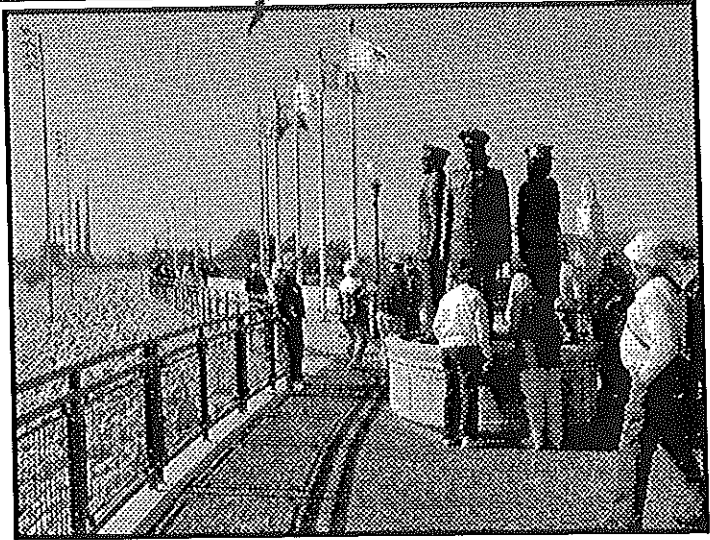
WHITEWATER CANAL

Important waterway of pioneer commerce, built 1836-47 from Lawrenceburg to Hagerstown. Used until 1860. Succeeded by Indianapolis and Cincinnati Railroad on towpath.

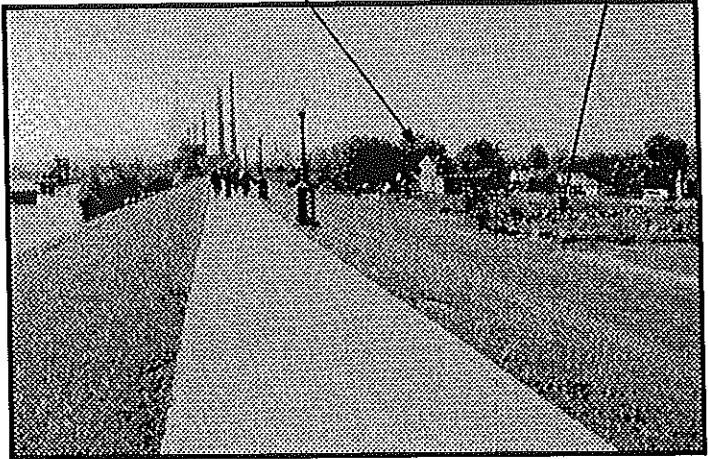
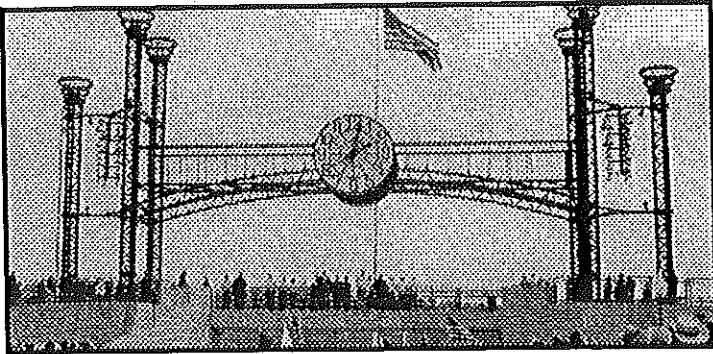


Chuck & Anne Whiting stand before canal marker on River Walk. Photo-B. Schmidt

Developing the Lawrenceburg River Walk has taken an area with an ugly levee and crumbling buildings and made it a grand entrance to the Ohio River. We saw the "Monument to the Common Man" gateway to the river with its huge clock, tall columns representing the steamboat high falutes from which we get the term highfaluting and the statues on revolving pedestals of military personnel and civic servants. Its carillon played while we were there. We also saw the Hunt House, Indiana's first skyscraper, that was built in 1819-20 for Jesse Hunt, a tavern owner. It was three stories tall and served as a hotel under various names before being abandoned. It has been restored and now houses United Community Bank.



We walked along the River Walk, saw where grain elevators had recently been removed as part of the beautification project, and went to the Vance-Tousey House. P-Carl Bauer, Cynthia Powers

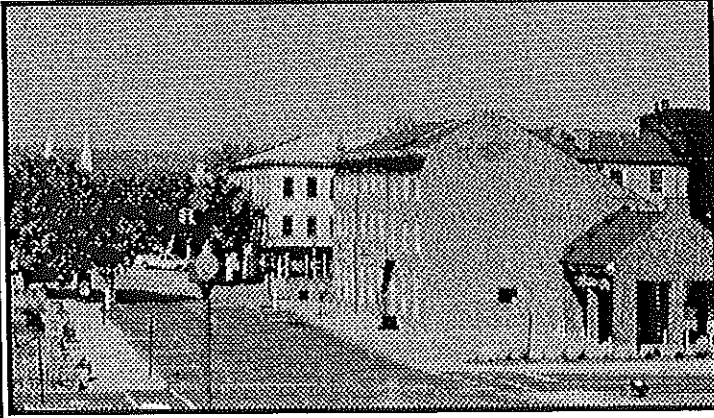


We then followed the River Walk and enjoyed the view of the Ohio River until we reached the Vance-Tousey House. Samuel C. Vance, founder of Lawrenceburg, built his Federal-style mansion in 1818 facing the Ohio River. It was the Washington Agricultural College after his death in 1830 until purchased by Omer Tousey,



Above: "Monument to the Common Man" with pedestals of civic workers and military personnel.
Below: The Jesse Hunt House hotel, Indiana's first skyscraper" before and after restoration.

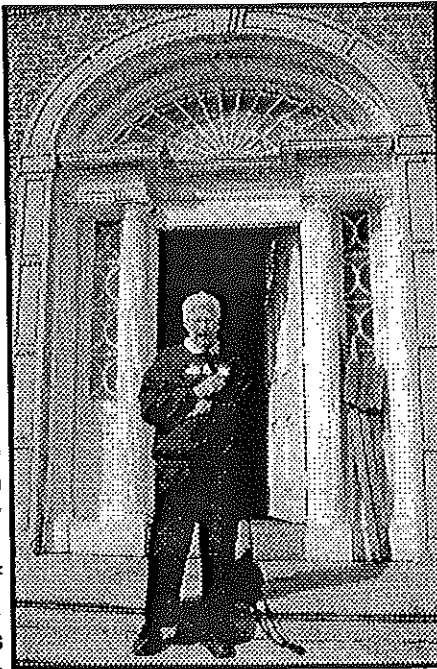
Photos by Chuck Whiting
Photos by Bob Schmidt & Cynthia Powers



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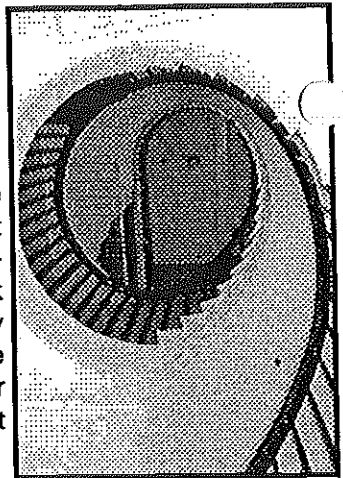
whose nephew Governor Albert Gallatin Porter grew up there. It is now the Dearborn Co. Hist. Society Museum.

We were greeted by Frances Egner, president of the society, and told the history of the building. Capt. Vance named the town Lawrenceburgh after his wife Mary Morris Lawrence, the granddaughter of Gen. Arthur St. Clair. The "h" was dropped from its name in 1890. Lawrenceburgh is the 4th

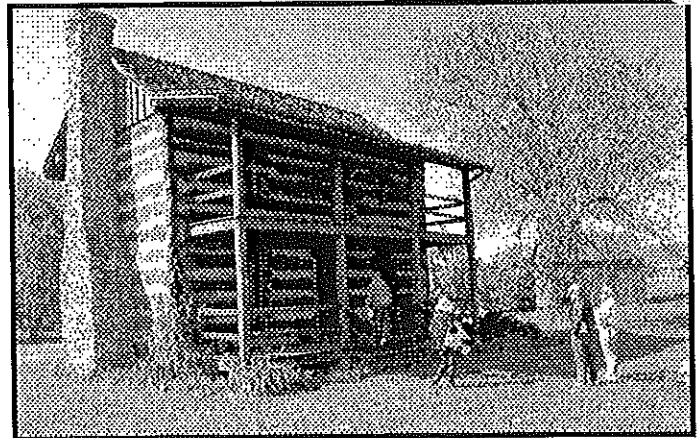
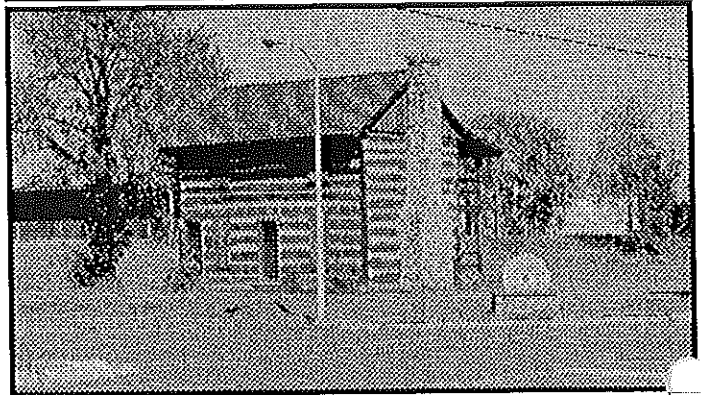
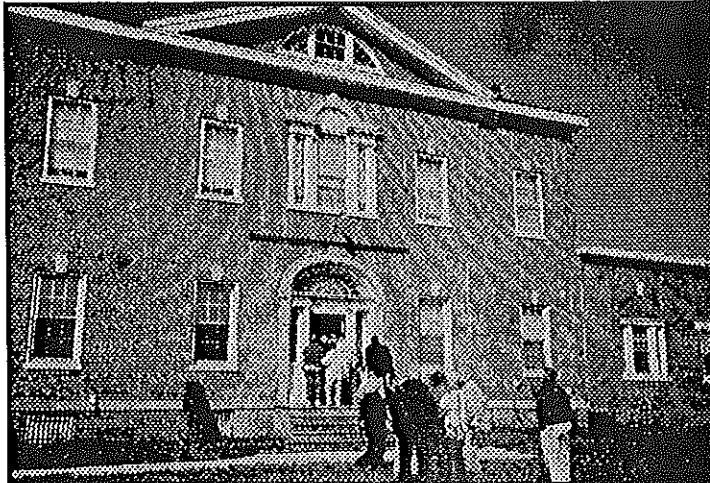


Frances Egner welcomed us to the Vance-Tousey house. Photo- Bob Schmidt

oldest city in Indiana. Today it has a population of 4,375 and adjoining Greendale has a population of 3,881. Frances said that the flood levee was built in 1939-40's after the 1937 flood of note. After that the front of the house became the back and the back facing the street was the way most people entered. We were invited in to see their rooms of exhibits on the first floor.

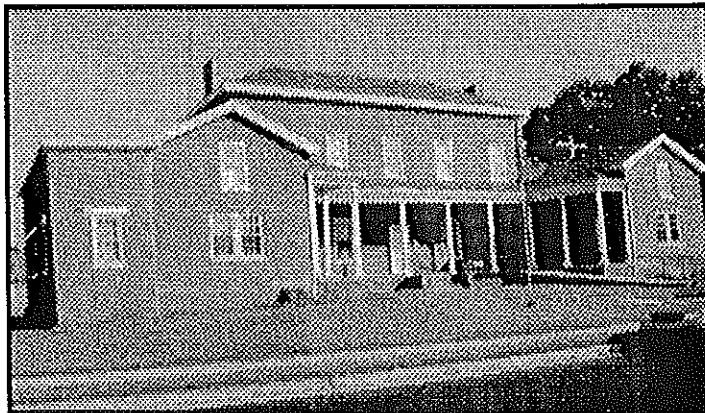


A spiral staircase graced the entrance hall. Photo by Bob Schmidt



This two-story log cabin was built by James Angevine. It was moved to the Dearborn County Pioneer Village, which was founded in 1987 by the Dearborn County Historical Society.

Photos by Cynthia Powers & Carl Bauer



We crossed the street to see the two-story log cabin built by James Angevine of New York. His first cabin built on Tanner's Creek was washed away. Then he built this cabin high above the creek in 1820. He reared 11 children in it. It was moved in 1987.

Top: The front of the Vance-Tousey house faced the river. Bottom: After the levee was built the back of the house facing the street became the main entrance. Just recently a packing lot has been added that will encourage museum visitors to enter from the river side. Photos by Cynthia Powers & Bob Schmidt

CANAL PASSAGES tour report to be continued in the January 2007 issue of *The Hoosier Packet*