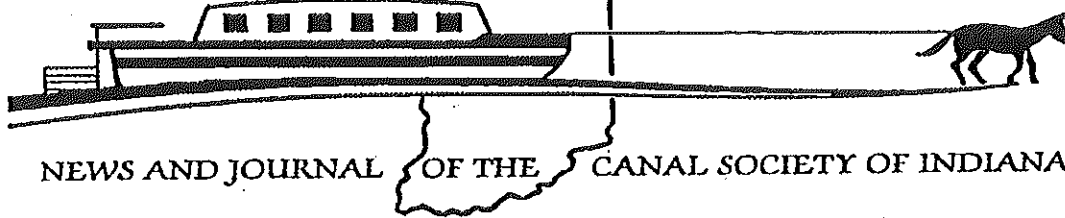


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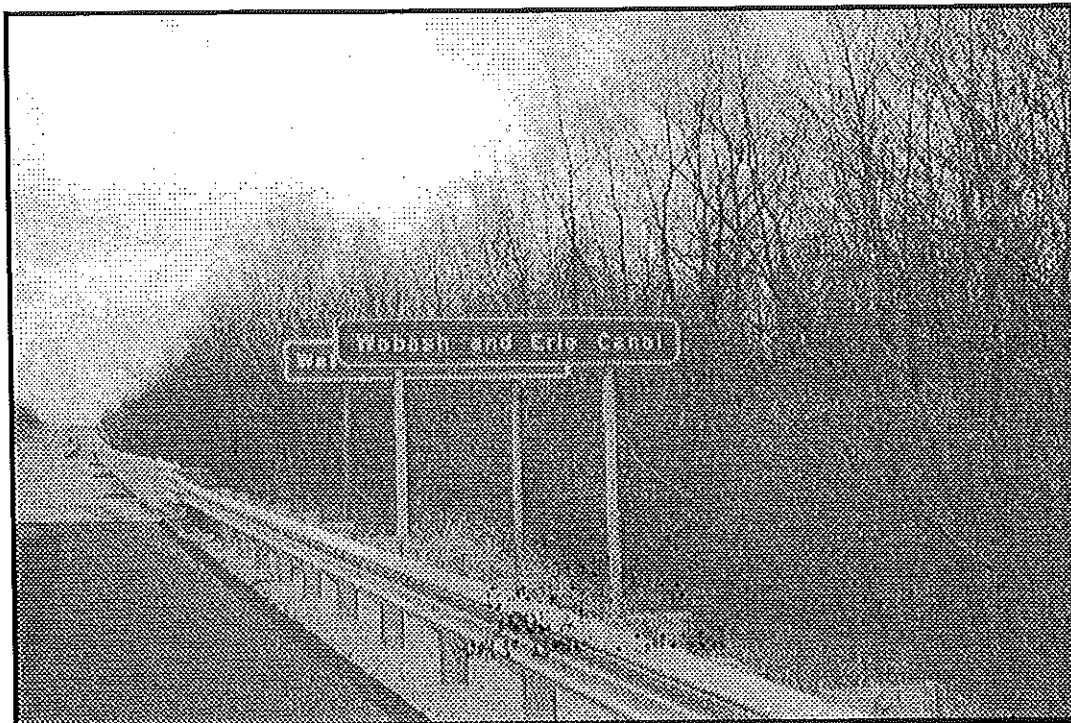


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P.O. BOX 40087 FORT WAYNE, IN 46804

MAY 2006

X MARKS THE SPOT



Two signs for the Wabash and Erie Canal on I-64 in Warrick County were taken by Phil Bennett in 1995. Don Haack thinks that one sign is a new sign and the other an old sign. Apparently INDOT has a crew to put up signs and another one to take them down. This photo was taken just after the new one had been installed and the old one had yet to be removed.

Features

1. Signage for Indiana's Canals At Highway Crossings
5. The Columbia Canal
8. Canawlers At Rest: Brigadier General John Tipton
11. News From Delphi: Mammoth Internal Improvements Act, The Winamac/Stearns Bridge, Six County Byways Workshop, Volunteers Called Out, Project W. E. E. D.
11. Welcome New Members
15. Whitewater Canal Trail: 2005 Accomplishments, October Corn Maze, Butler Run Arch, United Way Award
15. Whitewater Canal Notes
17. Artists Exhibit Canal Paintings
17. Castaldi: Leads Tour, Finds Old Photos, Studies W & E at Logansport
18. Whiting Finds Whitewater Canal Advertisement
18. Hulslander Helps Students
18. Global Warming vs. Frogs
18. Central Canal 90 Years Ago
19. Search For Gaffney & Snoddy
20. Canal Day Burials

SIGNAGE FOR INDIANA'S CANALS AT HIGHWAY CROSSINGS

By Don Haack

At the Canal Society of Indiana's (CSI) annual board meeting on November 5, 2005, the subject of highway signs to note where the Historic Canals cross Indiana highways was raised. This question is the result of a few of the board members observing this type of sign in Ohio. The closest example is a white on green sign on US 33 between OH 66 and 116 north of St. Marys, Ohio, for the Miami and Erie Canal crossing. As a relatively new board member and a retired civil

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THE HOOSIER PACKET - MAY 2006

engineer, I volunteered to look into the signing policy of sections of the canals listed on the following pages are the Indiana Department of Transportation (INDOT) and watered, except as noted. what is required to get these signs installed.

These signs would be very helpful to inform the public of the historical location of the specific canals in Indiana, to preserve the canal heritage and to raise the general public awareness of the extent of this historic transportation system. The signs would also be helpful for the various engineers and designers that may have a need to be aware of these locations early in the project's historical and archaeological discovery and design phases.

In my phone conversation with Ben Schaeffer of INDOT on November 7, 2005, he stated there was no policy that he knew about for this type of sign. He suggested to start the process, we send him a letter requesting these signs be installed along with the exact location and a map pinpointing these locations.

Since that conversation, I have been informed that Indiana does have signed historic canal crossings. It is a white on green sign for these Wabash and Erie Canal crossing:

- (a) I-64 in Warrick County northeast of Elberfeld, IN. east of I-164, just east of Pigeon Creek
- (b) IN 57 in Gibson County north of Elberfeld and IN 68, northeast of Pigeon Creek

These stretches of the canal are watered, as is the canal in Ohio that I mentioned above. None of the

Since my research, it has become obvious that a sign can not be placed at every road crossing and some type of prioritizing is both necessary and desirable. The full inventory listings may have some use for INDOT, especially in the early design discovery phase for those people who may not be aware of the extent of the historic canal system in Indiana.

I would appreciate it if all CSI members would carefully read this list and let me know if any of the highways I have listed have watered canal beside them and which of these crossings you feel should be marked with signage to have the most public impact in spreading knowledge of where the canals once ran. Choose ten crossing and prioritize them in order of most importance to least importance.

I have not included the Central Canal. Please let me know of any highways that cross it and if these spots are watered.

Probably our best chance of getting a marker placed by the state is where there is water in the canal. Those crossings that are already marked by State Format Historical Markers probably do not need the green and white markers.

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WABASH AND ERIE CANAL (1832 - 1874)

<u>Highway No.</u>	<u>County</u>	<u>Location</u>
US 24	Allen	Between Ohio state line and IN 101 just west of Gustin Road
IN 101	Allen	North of Woodburn, about 1,000 feet north of US 24 (Water on west side)
US 24	Allen	East of Bluecast, just east of Bluecast Road
I-469	Allen	Northeast of New Haven, just south of US 24 (S. H. Marker east of I-469)
IN 930	Allen	Eastside of Fort Wayne, between US 24 and Maumee River at NS RR
US 27-33	Allen	Downtown Fort Wayne on Lafayette St., south of Superior St. at NS RR
US 27-33	Allen	Downtown Fort Wayne on Clinton St., south of Superior St. at NS RR
US 24	Allen	Westside of Fort Wayne, between Catalpa St. & Main St. (State Historical Marker in Rockhill Park.)
I-69	Allen	Southwest of Fort Wayne, south of US 24 at beginning of NB off ramp
IN 9	Huntington	Huntington, at Bus. US 24 intersection and RR bridge
IN 5	Huntington	Downtown Huntington, north of Little Wabash River at Bus. US 24
IN 9	Huntington	West of Huntington, between US 24 and Wabash River
IN 105	Huntington	North of Andrews, just north of Wabash River and south of US 24
IN 524	Wabash	Southside of Largo, between Wabash River and first street to north
IN 13-15	Wabash	Downtown Wabash, just south of Mill St.
IN 19	Miami	Southside of Peru, between Wabash River and Canal St.
US 31	Miami	West of Peru, between Wabash River and Old Stone Road
US 24	Cass	Northwest of Lewisburg, between Wabash River and Lewisburg Road
IN 25	Cass	Downtown Logansport, just north of Eel River (old aqueduct to east)
IN 17	Cass	Downtown Logansport, north of Wabash River
US 35	Cass	West of Logansport, just north of US 24
US 24	Cass	West of Logansport, west of US 35 somewhere
US 421	Carroll	Westside of Delphi, just northwest of IN 25 - Water on north side.
IN 225	Tippecanoe	South of Battleground, just north of IN 25 and south of Wabash River
I-65	Tippecanoe	North of Lafayette, just south of Wabash River
US 52	Tippecanoe	Northside of Lafayette, between IN 25 and Wabash River at CSX RR
IN 26	Tippecanoe	Downtown Lafayette, just east of Wabash River
US 231	Tippecanoe	Southwest side of Lafayette, south of Wabash River and north of NS RR
US 41-IN 28	Fountain	Westside of Attica, east of Wabash River between Water & Gross Streets
US 136	Fountain	Westside of Covington, just east of Wabash River
I-74	Fountain	South of Covington, at first road east of Wabash River
IN 32	Fountain	East of Perrysville, just east of CR 850 W (Towpath Road)
IN 234	Parke	Westside of Lodi, just west of Canal St. and east of Wabash River
US 36	Parke	Westside of Montezuma, east of Wabash River and west of Water St. (State Historical Marker between US 36 and Crawford St. near Wabash R. bridge)
IN 163	Parke	East of Clinton, just west of US 41 and east of Wabash River
IN 63	Vigo	Northwest side of Terre Haute, between Wabash River and US 41
US 40	Vigo	Downtown Terre Haute, between Water St. and Wabash River
I-70	Vigo	Southside of Terre Haute, between US 41 & IN 46 just east of Canal Road
IN 46	Vigo	Northwest of Riley, just north of Honey Creek
IN 46	Vigo	Eastside of Riley, just east of Canal Road
IN 246	Clay	West of Martz, just west of 103 S Road and west of Eel River (State Historical Marker, northwest corner of Eel River bridge)
IN 59	Clay	South of Clay City 6.5 miles, just south of CR 1300 S (Watered?) (State Historical Marker, northwest corner of Old Canal bridge)

WABASH AND ERIE CANAL (1832 - 1874) (Continued)

<u>Highway No.</u>	<u>County</u>	<u>Location</u>
IN 157	Greene	Northside of Johnstown, just south of Eel River ???
IN 157	Greene	Southside of Worthington, just north of US 231 & IN 67
US 231	Greene	Southwest of Worthington, at Rincon or CR 550 N
US 231-IN54	Greene	West of Bloomfield, just west of West Fork of White River
IN 57	Greene	Northside of Newberry, just south of West Fork of White River
IN 58	Daviess	Westside of Elnora at IS RR
IN 358	Daviess	Westside of Plainville at IS RR
US 50-150	Daviess	Southwest of Washington, at IS RR crossing south of Maysville
IN 61	Pike	Northside of Petersburg at IS RR (State Historical Marker at 108 W. Main St.)
IN 57	Pike	Southwest side of Petersburg at IS RR
IN 57	Pike	North of Oakland City 3.5 miles, north of Patoka River (State Historical Marker on westside of IN 57 between Patoka R. & S. Fork of Patoka R. bridges)
IN 64	Gibson	Westside of Francisco at NS RR
IN 168	Gibson	East of Fort Branch, just west of CR 300 E and east of Pigeon Creek
IN 57	Gibson	North of Elberfeld and IN 68, northeast of Pigeon Creek at Towpath Road (White on green Wabash and Erie Canal sign) (Watered section)
IN 68	Warrick	Northeast of Elberfeld, just east of Pigeon Creek and IS RR (Watered)
I-64	Warrick	Northeast of Elberfeld, just east of Pigeon Creek (White on Green Wabash and Erie Canal sign) (Watered section)
IN 62	Warrick	West of Chandler, just west of Stollberg Ditch
I-164	Vanderburgh	Northeast of Evansville, just south of IN 62
US 41	Vanderburgh	Evansville, north of IN 62 south of Oakhill Cemetery at Canal St.
IN 62	Vanderburgh	Evansville, west of US 41 at Canal Street

HAGERSTOWN EXTENSION OF WHITEWATER CANAL (1847 - 1865)

I-70	Wayne	North of Cambridge City, west of Whitewater River at old RR grade
US 40	Wayne	Cambridge City downtown at library and Vinton House (State Historical Marker at E. Main and Foote Streets)

WHITEWATER CANAL (1836 - 1865)

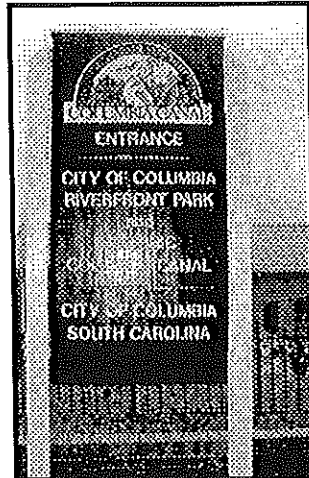
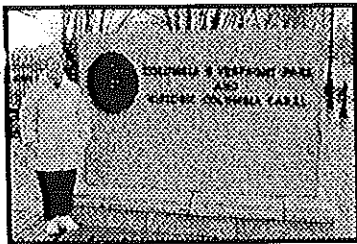
IN 1	Wayne	North of Milton half mile at old RR grade and cemetery road
IN 1	Fayette	North of Connersville at Huber and RR crossing (Watered)
IN 44	Fayette	Southside of Connorsville at RR crossing
IN 121	Fayette	Southside of Connorsville, south of IN 44 at RR crossing
IN 121	Fayette	North of Alpine at South Road and RR crossing
IN 121	Fayette	Northside of Alpine at RR crossing
US 52	Franklin	West of Metamora, east of IN 229 just east of RR
IN 1	Franklin	Northwest of Cedar Grove, just south of US 52 at RR crossing
IN 46	Dearborn	South of Braysville, just west of US 52 at RR crossing
I-74	Dearborn	Northwest of West Harrison, at US 52 ramp and I & O RR bridge
US 50	Dearborn	Between Lawrenceburg Junction and Ohio state line at RR bridge
US 50	Dearborn	Hardinsburg, just south of I-275 on ramp

The Columbia Canal

By Carolyn Schmidt

Canals just seem to pop up out of nowhere and say "I gottcha!" Recently on a trip my husband Bob made a wrong turn from the Interstate highway near Columbia, South Carolina. Realizing his mistake, he decided to turn around in a parking lot. Much to our surprise, there was a sign at its entrance that said canal park and had an arrow pointing to the other end of the lot. We just had to investigate.

We got out of the car braving the light drizzle with camera in hand. Walking a short distance we found a marker welcoming us to the Columbia Riverfront Park and Historic Canal just in front of Columbia's water treatment plant. Beautiful wrought iron work and a paved walkway led us alongside the plant and back to the canal. There more signage told us about the canal and its importance to Columbia.



Top left: Carolyn Schmidt at entrance marker of Columbia Riverfront Park and Historic Columbia Canal Photos by Bob Schmidt
 Bottom Left: Diagram of original sluice gates of Columbia Canal
 Right: Entrance marker to the Columbia Canal walkway

The Columbia (Congaree) Canal was originally constructed between 1819 and 1824 by South Carolina to pass boats laden with freight around the shoals and rapids at the head of the Congaree River. The original canal was just slightly over three miles long. It began at a point on the Broad River, opposite the river lock of the Saluda Canal, went down the east bank of the Broad and Congaree to enter the latter at Granby. Today this would be at the root of Richland Street and it ended at the present site of the Olympia quarries. It cost

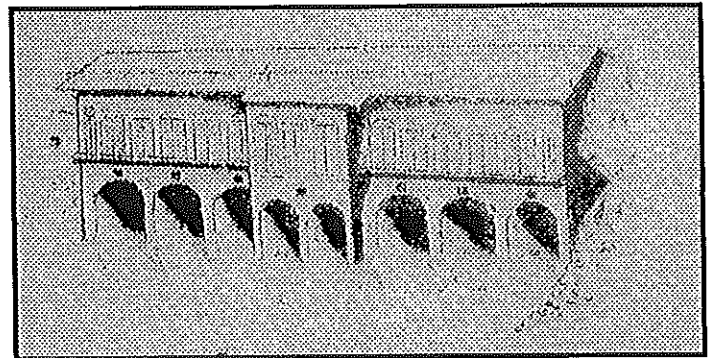
\$206,000 to build and raised or lower boats approximately 35 feet. It had one guard lock and four lift locks. The upper guard lock and the river lock at Granby were built of stone while the other three were brick. The canal was an important transportation route until the arrival of the railroads. It was abandoned as a transportation canal in 1840.

The canal also provided water power. The Confederate Government leased a large part of it in 1863 to build a power mill just above the Congaree Bridge. In 1865 the mill was destroyed by General William Tecumseh Sherman.

Work to reconstruct the canal began in 1888 and was finished in 1891. It was extended nearly three miles up the Broad River, and the portion of the canal below Gervais Street was abandoned to prepare the canal for use as a source of hydro-electric power. The diversion dam, entry lock, bulkhead and waste weir were built at that time.

In 1892, the canal was sold by the General Assembly to the Columbia Water Power Company. After selecting a site above Gervais Street, the General Electric Company was contracted to build 14 sixty-five horsepower alternating motors to be installed in the ceiling of the cotton mill to be constructed at the site.

The mill, the first hydro-electric textile mill in the world, was completed in April, 1895. Production began on June 11, 1895.

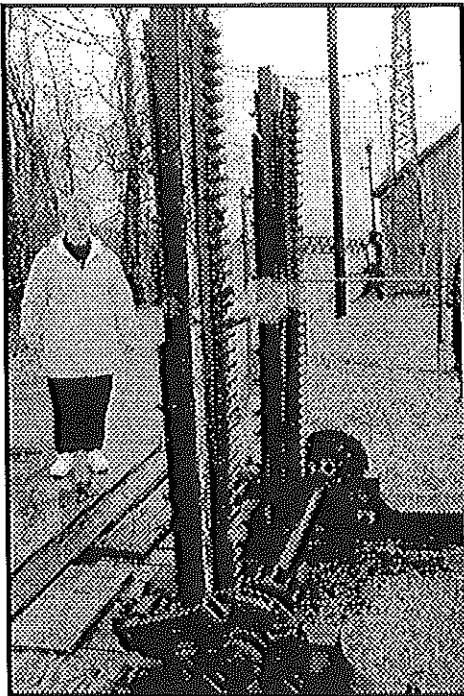


Columbia Hydro Plant

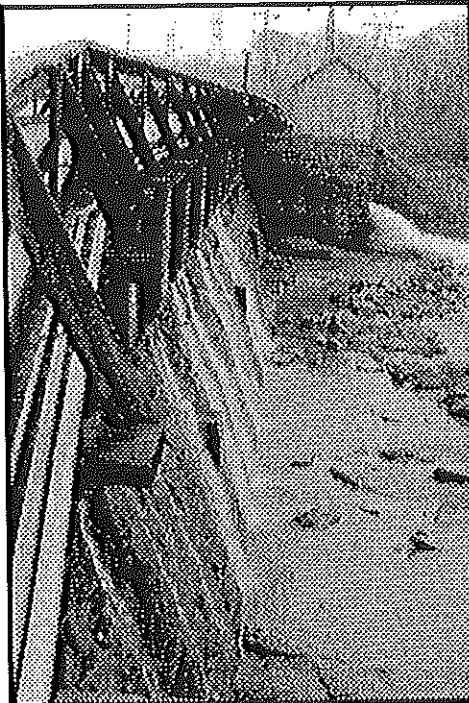
Photo by Bob Schmidt

In 1896, the Columbia Hydro Plant was built and furnished electricity to a growing Capital City. In addition, the plant produced supplementary power for Columbia Mills, and provided all the electricity needed to operate Columbia's Street Railway System. Today, the Columbia Hydro Plant is the oldest functioning plant in the SCE&G power system. The cotton mill is now the site of the South Carolina State Museum.

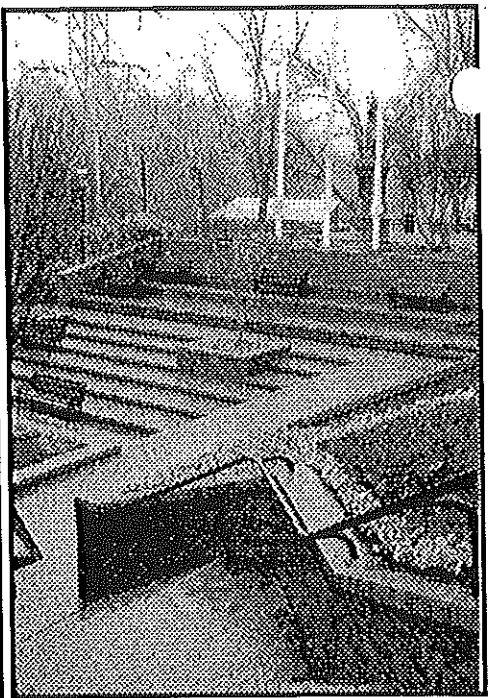
In 1906 construction began on a municipal water plant to provide Columbia with water as well as elec-



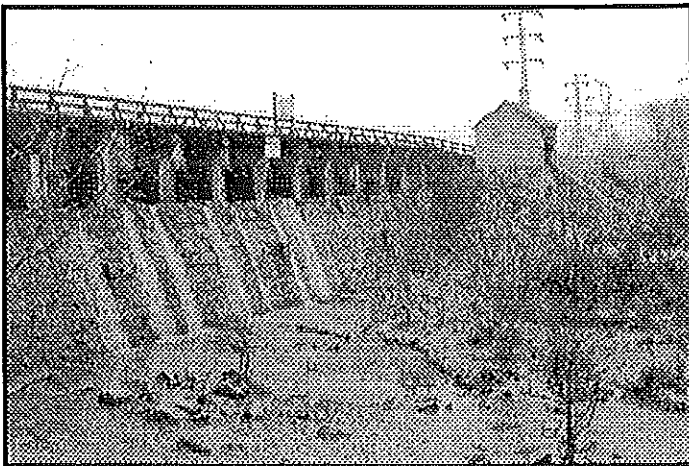
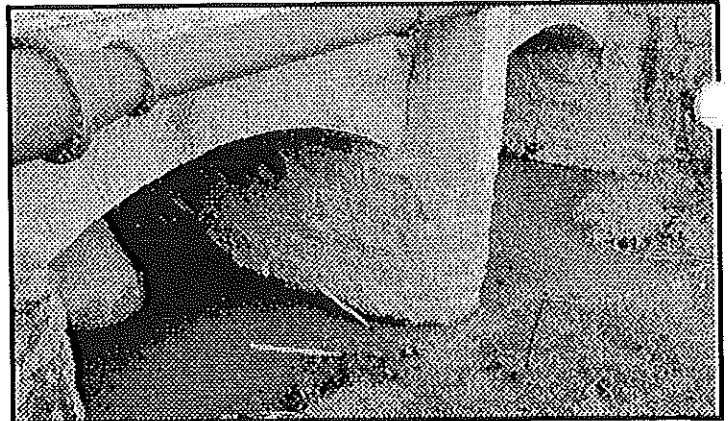
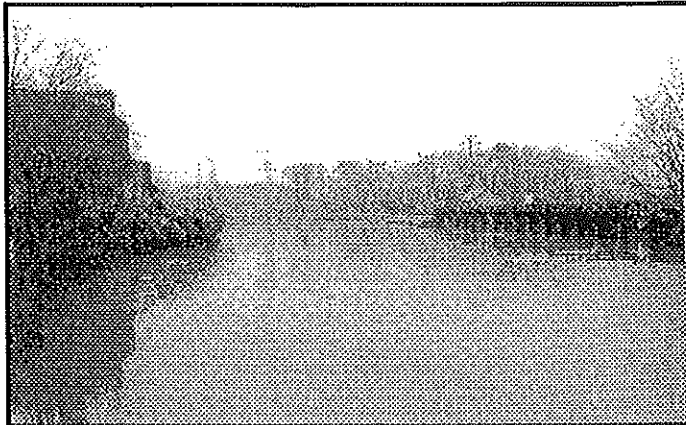
This mechanical iron device raised and lowered the waste gates of the old canal.



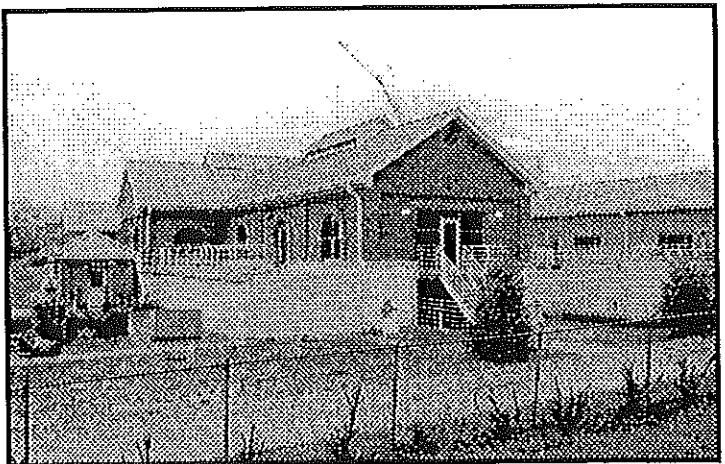
Right: Water rushes out of a waste weir at the end of the dam. Photos by Bob Schmidt



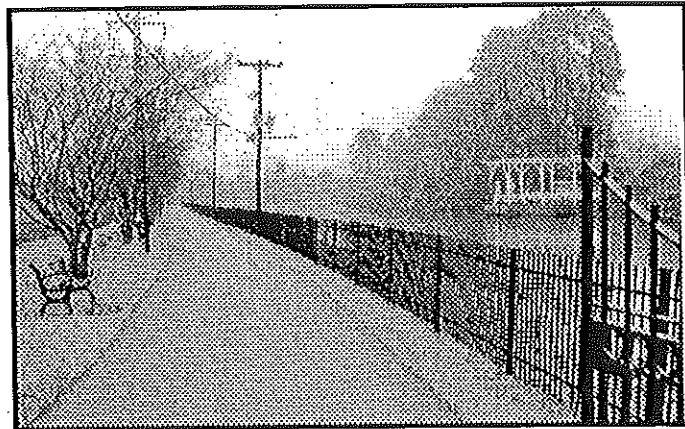
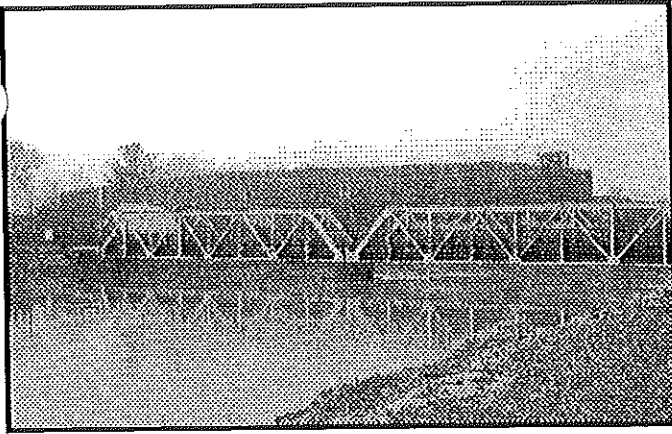
An outdoor amphitheater is located by the old Hydro Plant.



Top: A walkway along the canal crosses the waste weir on right and is seen from the river side in the photo below.
Bottom: Columbia Canal water spills into the Congaree River beneath the walkway along the canal. Photos by Bob Schmidt



Top: Water exited the turbines through these arches of the Hydro-Plant
Bottom: The current water plant is having an addition built.

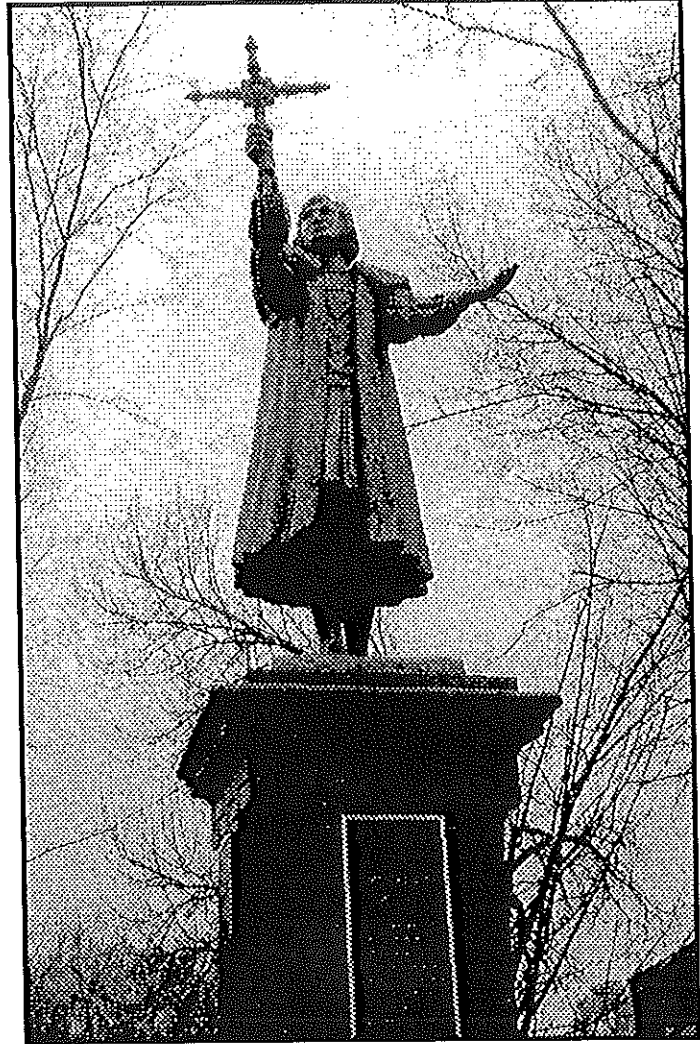


Top: An old railroad bridge is being used as a pedestrian bridge to reach the old Hydro Plant.

Bottom: The paved walkway along the canal passes a modern intake that carries the water into the water plant.

Right: A statue of Christopher Columbus is beside the outdoor amphitheater. The town and canal were named for him.

Photos by Bob Schmidt



of the rapids in the river that the canal bypassed. An old railway bridge spans the canal and is used as a pedestrian walkway to reach the old pump houses where there is a display about the history of the Columbia Canal and the Water Works. From the buildings one can see the waste weirs of the canal and the intake for the power plant. There is a brick amphitheater near a statue of Christopher Columbus for whom this first planned capital in America was named. Benches and picnic tables have been placed along the paved one mile of trail that is wheelchair accessible to a handicapped accessible fishing platform in the project's tailrace. Though the remainder of the trail is unpaved, it is used by bicyclists, hikers, runners and fisherman. Markers are located along the trail so that visitors can measure distance. Public restrooms are seasonally available.

Riverfront Park and the Columbia Canal are located at the west end of Laurel Street in downtown Columbia, South Carolina. Take I-126 into Columbia then exit onto Huger Street. Go south on Huger Street two blocks, then turn right onto Laurel Street. Follow Laurel Street to the main parking lot.

tricity. In May 2002 a new license was issued the water plant for substantial improvements for the environment and for public recreation. A fish-way was completed in the spring of 2005 to allow diadromous fish to reach their historic spawning and nursery grounds, which they haven't been able to reach since the first dam was built more than 180 years ago. Increased water flow is critical to the endangered short-nose sturgeon.

The city of Columbia receives its water from two water treatment plants, this one drawing from the Broad River and the other from Lake Murray. Both plants are currently undergoing the construction of additions to update the treatment equipment as well as the handling and storage facilities for treatment chemicals. Revenues from the Columbia Canal's 10 MW project help pay for Columbia's public transportation system.

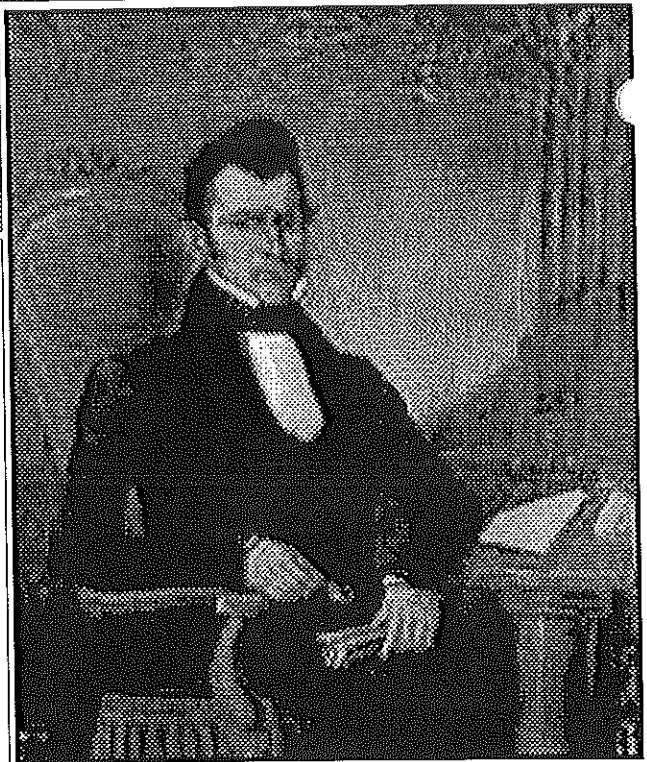
Today the Columbia Canal has become a recreational facility as well as a source of water and power. There is a two and a half-mile long trail that offers views

CANAWILERS AT REST

BRIGADIER GENERAL JOHN TIPTON

b. August 14, 1786
d. April 5, 1839

By Cynthia Powers
Portrait by George Winter



The town of Logansport was laid out by John Tipton, a veteran of the Battle of Tippecanoe, Indian Agent, and U. S. Senator. As Indian Agent, he was present at the 1826 Treaty of Paradise Springs, by which the Miami and Potawatomi gave up the land needed for the Wabash and Erie Canal. The Canal Society of Indiana (CSI) visited the site of this treaty in Wabash, on our 1996 "From the Forks to Paradise" tour.

Still in his role as Indian Agent, Tipton became infamous for removing the Potawatomi in 1838 to reservations in Kansas: the trip later known as the "Trail of Death." James Madison in his history *The Indiana Way* says that "carelessness in organizing the march brought sickness and hardship and contributed to the deaths of 42 Indians, most of them children."

So much depends on who's telling the story! Some whites actually argued that removal was really best for the Indians, because it would remove them from the corrupting influences of white culture, mainly whiskey. And *The Cass County History*, written in 1913, says Tipton performed this duty "promptly but kindly,.....satisfactory to all parties." One of our speakers on the 2003 tour, Dr. Charles Gish, contended that the death rate of 42 out of 859 was no higher than normal for the time. Indeed, some early estimates overestimated the deaths, because they didn't realize that some of the Indians had escaped. Nevertheless, today we would call it ethnic cleansing.

Most of the Potawatomi were Catholics or Baptists and were led by their Chief Menominee. They had given up the last of their lands at the Treaty of Tippecanoe

in 1832, which Chief Menominee did not sign, and had agreed to leave in two years. In September, 1838 there was no more time for stalling. General Tipton's troops placed Chief Menominee and three others in a jail wagon and marched the tribe west at gunpoint. At the Illinois line they were joined by Father Benjamin Petit, who had pleaded with his bishop to be allowed to accompany his parishioners to Kansas. He persuaded Tipton to free the chiefs from the jail wagon so they could march the 660 miles on foot.

The two month long forced march took its toll on 42 of the 859 Potawatomi. Typhoid fever was the main killer. Another problem was that the doctor who went along was usually drunk. Even Father Petit, who was only 27 years old, died at St. Louis while coming home. His diary is a main source of information about the forced removal. Tipton himself did not make the whole trip, but turned the command over to Wm. Polke somewhere in Illinois.

John Tipton's attitude toward Indians was no doubt set in stone at age 7 when his father was killed by Cherokees near their home in East Tennessee. In 1807 John (age 21), his mother, two sisters, and a half brother moved to Indiana Territory. John split rails for fifty cents a hundred, with which money he purchased 50 acres for his mother. In 1809 he enlisted in a militia company called the "Yellow Jackets" commanded by Capt. Spier Spencer. This company was called into action and ended up at the Battle of Tippecanoe IN 1811. After Capt. Spencer and two lieutenants were killed, General Harrison promoted Ensign Tipton to Captain. Later he advanced to Brigadier General. Much later, in

1829, he acquired the battleground site and gave it to the state of Indiana for a memorial. He was the sheriff of Harrison County, IN from 1816-1819.

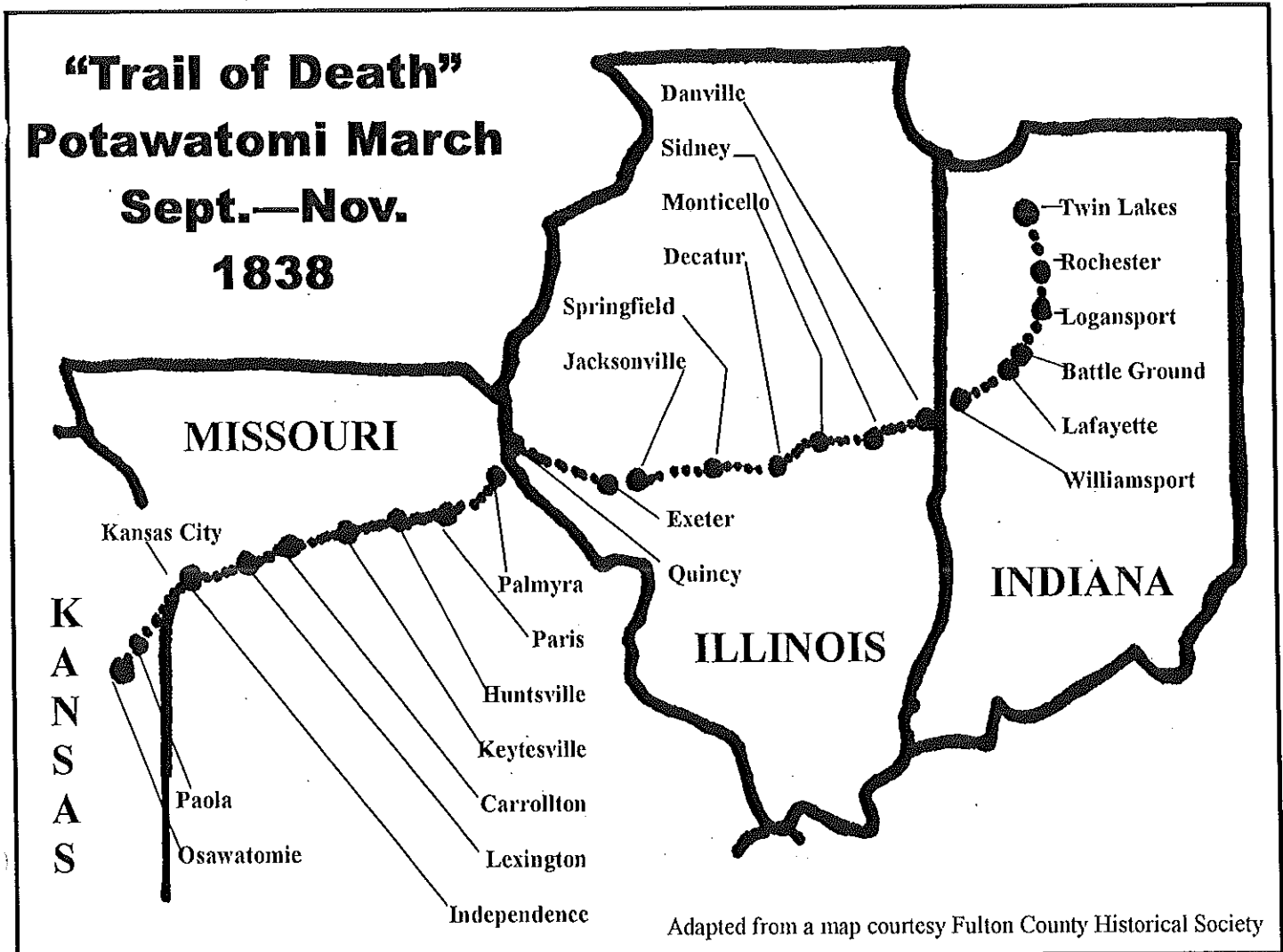
time (1913) the Cass County History was written, three of George's children were still living in the Logansport area.

According to the History of Cass County by Powell, "General Tipton was of medium height, rather long face but round head, low wrinkled forehead, sunken gray eyes, stern countenance, large chest, stiff, sandy hair, standing erect from his forehead." He was married about 1818 to Martha (Jenny?) Shields, who the history says was his cousin. She was the daughter of John Shields, who served as gunsmith on the Lewis and Clark Expedition (and was the only man who was married before joining). He was one of the "Nine Young Men from Kentucky" we learned about on our CSI tour of Clarksville, Ind. ("Overcoming Obstacles" in 2004). Martha apparently died after two years, having given birth to a son, Spier, and a daughter, Matilda.

Mr. Tipton was one of the commissioners responsible for choosing the location for the new state capital of Indianapolis. He served in the State House of Representatives from 1819-1823. In 1823 he was appointed Indian Agent for the Miami and Potawatomi, headquartered in Fort Wayne. He did attempt to prevent their being exploited by dishonest traders, which may have been a losing battle. In 1828 he suggested moving the Indian Agency to Logansport, where he spent the rest of his life. He helped lay out the original town and four additions, and gave a lot on which was built the first school in Cass Co. called the "Old Eel River Seminary." According to James Madison in his book *The Indiana Way*, Tipton "made large land purchases that soon produced handsome profits. Tipton also attended to his political reputation by carefully dispensing patronage and favors from the Indian Agency."

In 1825 John married Matilda, the daughter of his old commander Capt. Spier Spencer. They had three children: Harriet, John, and George. Matilda died in 1839, just a few weeks before her husband. At the

When the Wabash & Erie Canal was being built



John didn't want the canal to cross his land, because he knew his valuable timber would be taken. Another canal connection with Tipton is that he and his son Spier commanded one of the militia companies called to quell the famous Lagro "Canal War" in 1835 between the "Fardowns" and "Corkonians." Somehow he was able to do this despite being in the middle of his term as a U. S. Senator! He served as chairman of a the committee on roads and canals as well as on Indian affairs from 1837-1839.

When asked to run for the U. S. Senate, John thought someone else would do a better job. He replied in a letter on July 23, 1830, to Hon. George L. Kinnard, member of Congress from the Indianapolis district as follows:

"DEAR SIR, Your note of yesterday has been received, and in reply I have to inform you that I would greatly prefer remaining in the situation I now hold, as Indian Agent, to any other that could be given me. I have many letters on this same subject, and am of opinion we should weigh well this matter before we act. If, after the election, it is found best to use a name, and mine is best (strongest), I will go with my friends for the cause and for our country; but believe me, that I am not seeking office, and will esteem it a sacrifice of peace and property to do this. My talent is not of the kind that I wish to see in the United States Senate."

Then, in 1831, John Tipton was elected U. S. Senator to fill the term of James Noble, who had died in office. He was a Jacksonian (later Democrat). At the following election he was elected for a full 6 year term. However, he declined to run again in 1838 due to ill health. That was the year he led/drove/escorted the Potawatomi to Kansas, and apparently the trip took a toll on him as well as on Father Petit and the Indians, because he died in April 1839 one month after his term expired. He was given a Masonic funeral and is buried in Mount Hope Cemetery. He did not live to see the canal reach Logansport (1840) or to see some of his best timber used to build bridges along the route.

As you might expect, Tipton County and the town of Tipton, Indiana are named for John Tipton. And there is a tall monument on the Lake Michigan shoreline, in the extreme northwest corner of Indiana, marking the Indiana-Illinois line that Tipton helped establish.

Noted artist George Winter was in the area completing paintings and sketches of Potawatomi and Miami Indians in the 1830s-40s. The morning after Tipton's death, Winter made a small watercolor sketch of him. Later the Logansport Masonic Lodge #33, of which Tipton was a charter member in 1828, Worthy Master and

THE TRAIL OF DEATH

By Cecil Davis (Preface to "The Tattler" 1929)

Where the Wabash joins the Eel,
 Stood an Indian village,
 A village of a thousand teepees,
 The village of the Pottowatomies,
 The bravest of the tribes,
 Peaceful and courageous.
 When the rising smoke of campfires
 Curled and blended,
 The Red Man smoked a peace pipe
 With his new friend,
 His white brother;
 Welcomed, helped, and gave him gifts
 Of food and land;
 But the White Man wanted more;
 So the mighty white chief, Tipton
 And his fearless warriors
 Burned the village,
 A thousand teepees;
 Drove the Red Man, these their brothers;
 Down the Trail of Death.
 The Red Man dare not fight;
 He was brave yet yielding.
 Leaving home in flames and ruin,
 Marching toward an arid future,
 He dreamed of his dry and virgin forest,
 His clear and shallow rivers,
 His thousand painted teepees.
 Thus the Red Man, sad, despondent,
 Traveled on that Trail of Death.

Where once the thousand teepees
 Sent their smoke up to the sky,
 There the White Man's city stands.
 Where once the peaceful Red Man
 Had his fertile crops of maize,
 The White Man's work shops rear
 Their chimneys to the clouds.
 The Red Man has gone.
 He is a tradition.
 But the White Man called his city
 After the Red Man's Chief,
 Logan, friend of all white men—
 A chief, brave, fearless, patient.
 The White Man called his city,
 Logansport.

NEWS FROM DELPHI

Grand Master of the state, commissioned Winter to paint Tipton's portrait. His unsigned 50" x 40" oil on canvas portrait of Tipton hung in the lodge, which took Tipton's name after his death, until 1996. At that time the lodge had a same size color photo made of the portrait and put the original up for auction to raise money for a new facility. The canvas was purchased by Dennis Longmire, the great-great-great-grandson of John Tipton, for \$46,000.

MAMMOTH INTERNAL IMPROVEMENTS ACT

Often we forget what good the Mammoth Internal Improvements Act actually accomplished for the State of Indiana. After reading Andrea Neal's article about it in the Lafayette Journal and Courier, Mark Smith wrote a letter to her pointing out the good things that came from the act.

Dear Ms. Neal:

I am a regular reader of the Lafayette Journal and Courier, a publication which recently carried your column concerning the Mammoth Internal Improvements Act of 1836. May I direct you to some positive effects of that legislative feat, which included my home county of Carroll, County Seat, Delphi, Indiana. In 1838-9, engineer Reed Case, who had already supervised the construction of the Wabash-Erie Canal from Peru to Delphi, and Lafayette banker James Spears constructed a timber crib dam across the Wabash (River) at Delphi, although it was closer to Pittsburg, Indiana. That dam provided a slack-water for water power to the town of Pittsburg as well as a pool for canal boats to travel in to the thriving burg of Carrollton, where they would lock into the canal again from travel on the Wabash River. At Carrollton, there were two sets of locks, an inn (the Mentzer Tavern), and a warehouse managed by Jacob, John, and Peter Speece.

In 1842, Reed Case supervised the construction (privately) of a side slip up to the foot of Main Street to connect the Canal to the city of Delphi, and on the southeast side of the slip he constructed a packinghouse to ship Delphi Canvas Hams all over the Midwest. On the northwest side, there was a grain warehouse which provided a means for the farmers to sell their grain to points as far away as Toledo, Ohio and thus secure an open market for their produce. This was the very first grain elevator in Delphi, Indiana.

Further along chronologically, in 1857, the burning of lime was started by a firm known as Harley Lime. This produce was shipped on the Canal, and was utilized for whitewash, mortar, and plaster. Other canal industries included two rag paper making mills, which turned out a product which was sent to Lafayette, Kokomo, and Frankfort, Indiana for newsprint.

There were also six merchants who shipped and received goods from Toledo, Ohio. Those goods were stored in warehouses all around the city.

In 1988, a caravan of Potawatomi commemorated the 150th anniversary of the Trail of Death by retracing its route, carrying Father Petit's silver chalice. Several descendants of Chief Menominee went along. As a result of the interest generated by that effort, there are now 74 markers along the route. We saw one of them on our tour of Logansport "Crossing Waters" in 2003. I wonder if any descendants of John Tipton wanted to go! (See page 20 for Tipton's grave marker photos)

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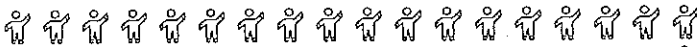
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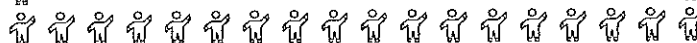
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WELCOME NEW MEMBERS

The following have joined the Canal Society of Indiana at the membership rate of \$25 unless otherwise noted:

- Donald & Cynthia French - Ft. Wayne, IN
- A. Malcolm Sturm - Dana, IN
- Tom Wood - Ruidoso, NM \$30



On the eastern side of the county, the Michigan Road (SR 29) provided an impetus for the development of small towns such as Kirklint, Burlington, Middlefork, Deer Creek, Sharon, and so forth. The Michigan Road was funded by the same package as was the Canal.

So, I would say that, even with its shortcomings, the Wabash-Erie Canal was a real godsend to the State of Indiana while it lasted. At least twelve families came into Carroll County on the Canal to settle there, plant roots, and rear their families.

For an historic view of the Canal system, you are invited to visit the Canal Interpretive Center at 1030 N. Washington, Delphi, Indiana. You are also invited to visit the website of the Carroll County Wabash-Erie Canal, Inc. at: www.wabashanderiecanal.com. Thanks.

Historically Yours--Mark A. Smith, Board Member, CCWECI (Carroll County Wabash-Erie Canal, Inc.).

THE WINAMAC / STEARNS BRIDGE IS NOW IN DELPHI

By Dan McCain

After three glorious days of work beginning the first of March beside Big Monon Ditch, the removal of the 1905 Pulaski County Bridge #31 was completed and hauled off to Carroll County. A talented crew of professionals and volunteers teamed up to accomplish this job in record time. Disregarding the windy, cold weather and having moments of relief with hot coffee and soup from a "field kitchen" (motor home), the workers enjoyed the challenge.

The two crane crews, Stahl from Kokomo and Schlick from Logansport, provided very professional lifting of this unique "one-of-a-kind" iron structure fastened together with 2 inch diameter by 12 inch long steel pins. Built in Winamac over a century ago this bridge was designed to be moved. And it had been moved two miles upstream in 1913 when the ditch was dredged deeper the second time.

This disassembly crew was provided backup support with a giant extendable forklift from One Source Rental in Lafayette and excavation equipment operated by Jack Cohee and Shane Bledsoe from Delphi. Volunteers brought their tools and experience with handling old metal just as they did in 1998-99 with the restoration of the graceful 1873 Bowstring Iron bridge from Camden that now connects two trails along the canal in north Delphi.

County residents, neighboring farmers and the news media came to watch this unusual event. One

photographer, Arnold Ernest from the Logansport Pharos-Tribune, caught the bridge crossways in mid stream. The paper then provided a "slide show" of bridge lifting and disassembly on their website. Other pictures were taken by Dan McCain, one of the volunteers.

SIX COUNTY BYWAYS / BIKEWAYS WORKSHOP HELD IN DELPHI

By Dan McCain

The Canal Center in Delphi was the site where 75 representatives from six county gathered on March 9, 2006. They came to mutually work toward linking communities and natural / scenic attractions. A Purdue Landscape Architecture class is coordinating these efforts under the direction of Professor Bernie Dahl. The process involved a local meeting in each county and then the full day session called a "charrette."

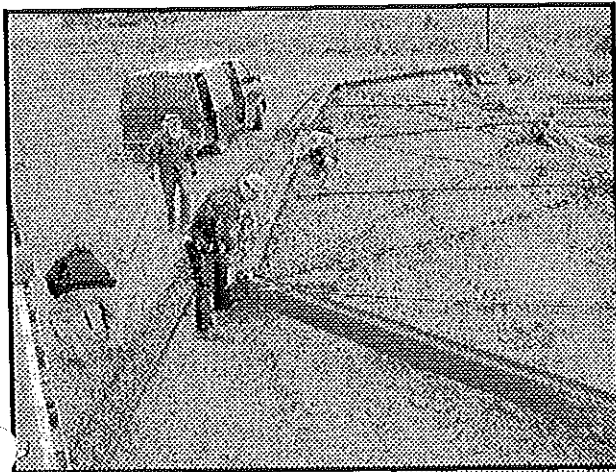
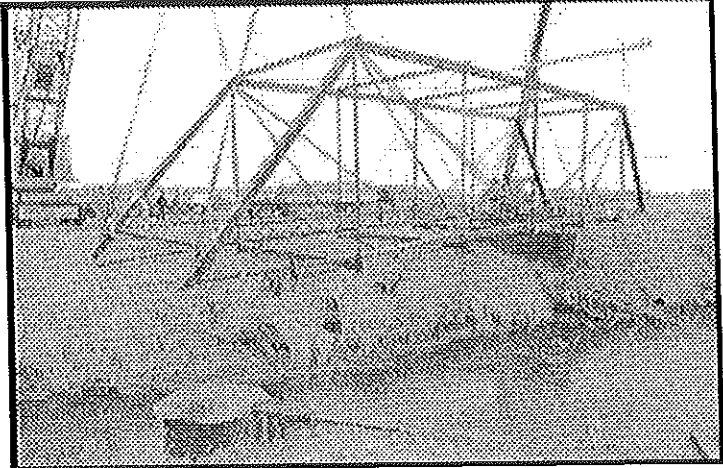
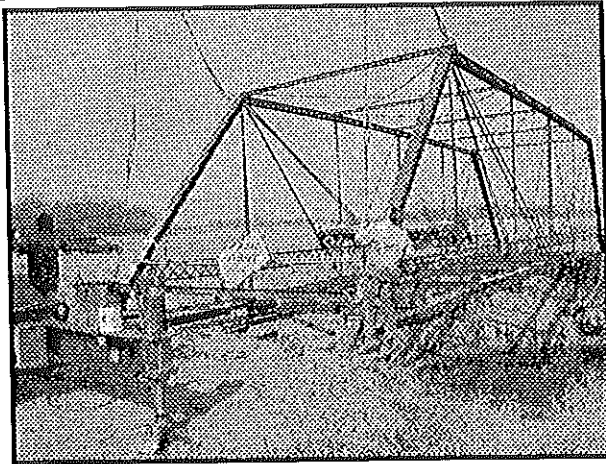
Enthusiasm prevailed with the representatives from outlying counties: White, Cass, Howard, Clinton, Tippecanoe and Carroll (in the middle). This effort started in Carroll several years ago when the first Tourist Guide was printed. Brian Stirm had obtained permission from the County Commissioners to place colorful road signs on the county posts that directed the traveler to scenic and historic spots in the county.

Many of the participants declared that this Central Wabash Greenways charrette was great. One participant, David McCain, said the attendees "caught the spirit and enthusiasm of the potential for trails all over the 6 county region." Rory Robinson from the National Park Service chaired the charette. He specifically encouraged river trail systems in the many things that participants were to identify and record on maps.

McCain interpreted from Robinson's statements that "streams themselves are to be viewed as trails." Therefore, recreational canoeing should be included as an important use.

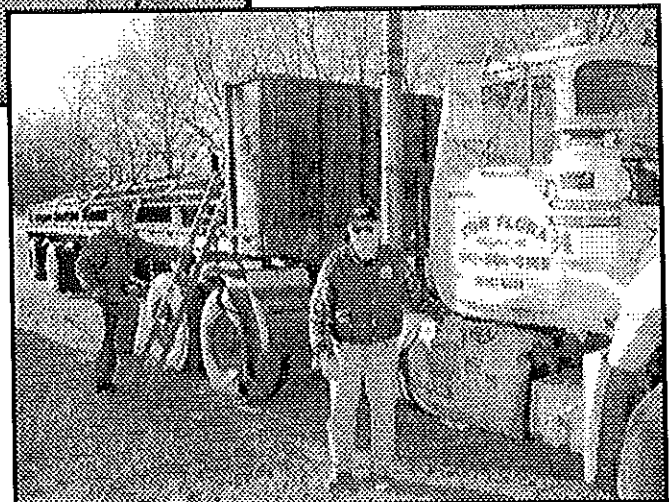
Another form of surface connecting comes from blacktop BYWAYS that already exist in all counties. The big challenge is to select blacktop low-use roads that lead to scenic, historic attractions and are safe and enjoyable for the motorist, bikers and hikers.

Long term and possibly more difficult to establish is a network of hiking / biking trails using abandoned railbeds or other corridors to connect attractions -- example Adams Mill near Cutler, Canal Park in Delphi or routes between towns. More involvement by landowners would be required with this form of transit. Initially the county roadways might be marked for connecting Delphi Historic Trails to Prophetstown State Park.



BRIDGE

31



These pictures illustrate the moving and disassembly of Bridge 31 in Eric and Pamela Nielsen's crop field north of Indiana 14 east of Medaryville. Volunteers at work are blacksmith Ross Brown, bridge historian James Cooper, Bill Draper, Rollin Graybill, Ed Gruber and Roy Patrick. Transportation was provided by Tom Flora. Details show the brace bars, big steel pins and chord members that made this structure unique.

Photos by Arnold Ernest and by Dan McCain

Charette participants were involved all day and were treated to a meal sponsored by the Monticello / White County Chamber of Commerce. At noon the speaker was Ray Irwin, new Greenways and Bikeways Director at INDOT. Ray was the former trail development director in Indianapolis that left popular marks on the landscape -- one of the most popular is the Monon Trail from Fall Creek past Broad Ripple and north to Carmel.

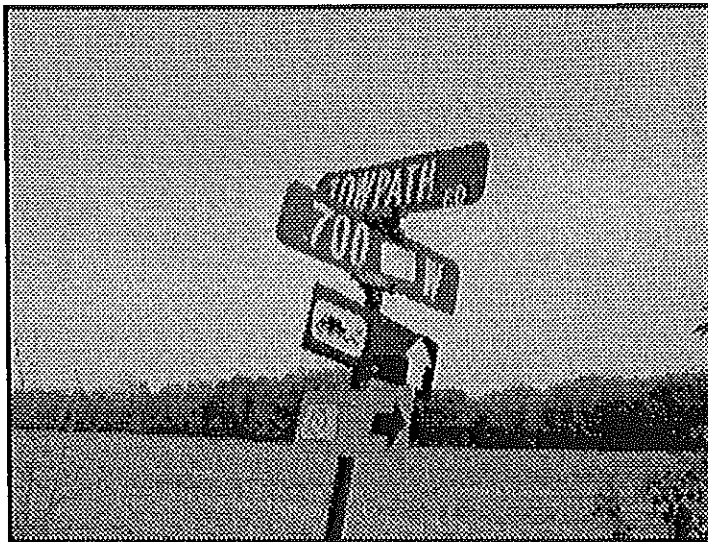
The Purdue class is working on a semester project and the outcome will be reported back to these six counties later in April. This spring the Carroll County Tourism group is releasing a revised "tour guide" that will contain already marked byways that take bikers and motorists on back roads to Lockport / Georgetown, Cutler and many points east, west, north and south. Watch for a copy of the new guide in about 6-8 weeks.

(kids and all) that come to groom the park and trails and enjoy a "Free" lunch too. Volunteers came dressed with durable clothing, long pants, sturdy shoes, gloves and other protective wear and brought their own hand tools marked with their name.

We organized groups of kids (4-H, Scouts, Church, etc), neighbors, friends and whoever came out that day. They met by the flag pole in Canal Park at 9 a.m. for a flag raising and then, after a short orientation, were divided into groups and given a map and instructions to report for work. Work crews were sent to various locations. Some required driving to the sites and then returning for lunch. At each site there was a volunteer "captain" wearing a white Earth Day hat. His job was to supervise specific jobs that were on a work list and answer any questions the volunteers had.

Most of the work near Canal Park consisted of cleaning and picking up debris associated with the extensive trail system or working on flowerbeds. Some volunteers worked inside the Canal Center.

The Carroll County Wabash & Erie Canal, Inc. sponsored the event with support from the USDA/NRCS "EARTH TEAM." Those who appreciate and use Delphi's parks, the Wabash & Erie Canal and the many trails came out to work and make them even better. The goal this year was to get 100 volunteers. The "free lunch" served at noon at the shelter house in Canal Park by Psi Iota Xi sorority helped bring them out.



Signs directing people on the canal route and on the bike trail have already been put up in Carroll County. Photo by Dan McCain

VOLUNTEERS CALLED OUT

By Dan McCain

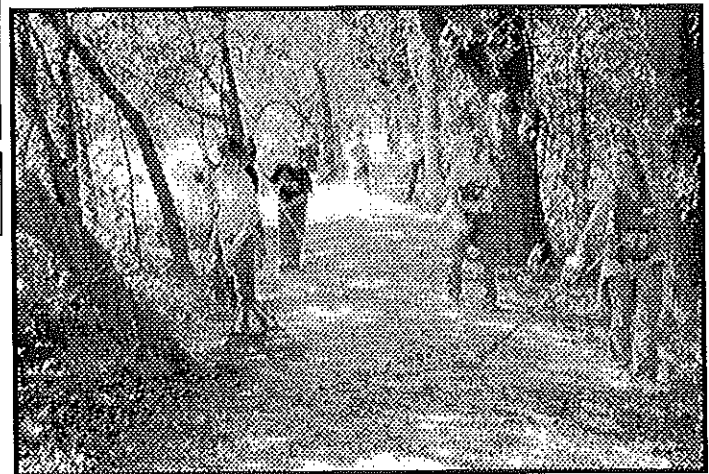
A call went out to volunteers interested in promoting Delphi Historic Trails and Canal Park to meet Thursday April 13, 2006, at 7 p.m. in the Canal Interpretive Center in Delphi. We especially looked for people interested in being a canal boat captain as well as determining the skills of other volunteers.

PROJECT W.E.E.D.

EARTH DAY

By Dan McCain

April 22, with a rain date of April 29, was set up in March for Canal Park's Project W.E.E.D. (Wabash & Erie Earth Day). This is the day we often see 50-75 people



One of Project W.E.E.D.'s activities was sprucing up the trail along the remains of the Wabash & Erie Canal. P - Dan McCain

**THANKS
TO OUR
VOLUNTEERS**

WHITEWATER CANAL TRAIL

2005 ACCOMPLISHMENTS OF WCT

A strategic plan in which specific goals, work plans and a budget for building a first class hike/bike trail between Brookville and Metamora, IN, was developed last October by the board of the Whitewater Canal Trail (WCT).

During the year WCT opened nearly 3.5 miles in two sections of the proposed trail and will upgrade these sections in 2006. They also were recognized by the IRS as a not-for-profit corporation attaining their 501 (c) (3) status. This means they are now eligible to apply for a wider range of grants, and contributions to WCT are tax deductible.

The WCT received a \$150,000 Recreational Trails Program Grant from the Indiana Department of Natural Resources for improving the section of trail between Metamora and the Twin Locks. They also have a contract with the DNR to construct and maintain a trail on state property. The contract outlines their responsibilities as well as those of the State.

OCTOBER CORN MAZE

The WCT is planning on building a corn maze in a field east of Metamora and having it open on weekends in October. Hopefully this fund raising project will attract more visitors to Metamora and the Canal Trail. They are seeking individuals to help design, construct, and promote it as well as other not-for-profit groups to help operate it in exchange for some of the revenue.

BUTLER RUN ARCH

The WCT is putting together a focus group to study and decide how to stabilize the stone arch culvert that carried the Whitewater Canal across Butler Run, a creek at the north end of Brookville, IN. They have received permission to do temporary repairs and are working with Dr. James Cooper, Indiana's bridge expert. The trail will eventually cross at this spot. To accomplish the stabilization, a variety of skills and equipment are needed as well as funds. Anyone wishing to help contact WCT at:

canaltrail@brookville47012.com



UNITED WAY AWARD RECEIVED

The Whitewater Canal Trail has received a check for \$4571.80 from the Franklin County United Way to create a wildlife habitat area between U.S. 53 and the Yellow Bank Trail by the trailhead and build a nature trail near Yellow Bank Road. The money was raised through student collections at schools throughout the county. The students have also expressed a desire to help build the habitat.

The habitat will be planted with native species and will attract birds, butterflies and other wildlife. When preparing it, invasive plants that reproduce rapidly and can take over the area will be eliminated to let sunshine filter down to wildflowers. They will plant flowers, grasses, shrubs and trees that will provide food and shelter. These will include big bluestem, blazing stars, Indian grasses and sunflowers. The area will be maintained in early successional vegetation. Nest boxes for bluebirds, tree swallows, etc. will be placed along the trail.



WHITEWATER CANAL NOTES

Bruce W. Cain recently contacted CSI headquarters asking what we knew about a piece of paper money, specifically a White Water Canal dollar bill, that a friend of his, who collects currency, showed him. We have in our archives a Cincinnati and Whitewater Canal one dollar bill, which was used as currency to pay the workers. When the canal company ran out of money after the panic from 1837-39 and they were to have stopped work on the canals, they decided to keep the workers going by paying them with these notes. We described our promissory note from 1840 as follows: It reads Promise to pay one dollar to Long & Lukins on order twelve months after this date for value received at their office. 1-October 1840. It has a picture of a canal boat, a log cabin on the property of William Henry Harrison and the Cleves Tunnel at North Bend, OH. We asked if his note was for the Whitewater or the Cincinnati and Whitewater Canal.

Since our correspondence with Bruce, we have found several newspaper articles dealing with these notes.

"The Whitewater Canal Co.'s post notes have almost entirely superseded every other description of small currency in the city and surrounding counties. They were at first received with great reluctance and were only disposed to at an enormous discount. The late fines imposed upon other unchartered companies have

had the effect of sending their issues in a great measure home; and as their place must be supplied by something, the public seem disposed to take the Whitewater notes into favor, and they now pass readily in small amounts, though they are still purchased by the Brokers at a discount of from eight to ten per cent.

"We have before us a statement of the condition of the Company, which shows that at the 1st of January 1840, there had been expended \$217,513, and to complete the canal a further amount of \$282,486 would be required. At that time there was due to the Company from the State, the city of Cincinnati, and individuals, the sum of \$232,186, leaving a balance of \$50,000 to be raised by individual subscriptions and further appropriations by the state.

"They have issued since the first of January, about \$131,000 (?) of notes payable at some future day, of which about \$40,000 have been redeemed. Thus it appears that there is no doubt of the ultimate redemption of the notes, though they may not be at present available in large quantities. CAUTION. Look out for counterfeit five dollar notes on the Whitewater Canal Co. - The following is a copy

(5) No. 456, latter A, dated April 11th, 1840, payable to order of S.M. Howard & Co., endorsed 11 Johnston & Co.; J. F. Foote, Sec. J. Bonsall, President.

"The vignette is a very good imitation—the signatures are so very bad that they would at once lead to a detection. The paper is poor and very flimsy. It may be well to state that the Company did not issue any 'fives' until after this note is dated. 9/11/1840 Con. Rep."

Another newspaper article dated 12/4/40 talks about these canal notes:

"Speculators are endeavoring to put down White Water Canal paper. They, or their friends it is probable, have to pay some installment on their subscription to the company, and wish to buy in the paper at half price to pay their stock with. Speculators are always the first to assist in getting such paper in circulation, and then the first to refuse to receive it at its face. We wish the public to watch such men. Have nothing to do with them. They are living upon your honest industry. We see no reason why White Water paper is not as good now as it was when those men were so anxious to give it credit."

In still another newspaper article from the Cincinnati Daily Gazette of 12/18/1840, a portion of the article talked about canal notes:

"The present working season having terminated,

it is thought proper to present to the public a summary outline of the present condition and future prospects of this important work.

"This work was commenced in the spring of 1838, under favorable auspices. The estimated cost of the work, (exclusive of damages for right of way) being \$450,000, was all subscribed. The city of Cincinnati having subscribed \$200,000, the State of Ohio \$150,000, and individuals \$100,000.

"The work progressed favorably until the fall of 1839, when the difficulty of collecting our stock from the city, State, and individuals, was such as to cause a temporary suspension of the work.

"In March last, the Board of Directors being aware of the very heavy damage that would result from further delay, and having confidence in their ultimate resources, resolved to recommence the work, if they could obtain a credit of twelve months on the same, by issuing their notes to whom they might be indebted. For the payment of these notes, when due, they pledged the State, City, and individual subscriptions then due to the amount of \$232,500. In addition to this, they pledged the Canal and all revenues arising therefrom, for their ultimate redemption. - Under this resolution the work progressed equal to the anticipations of the most sanguine, until we were arrested in our advance by the approach of winter."

"There are 42 sections, making 12 miles and 13 chains actually completed; of this 5 miles and 21 chains from Harrison to the Dry Fork Aqueduct, are finished consecutively; the others at various intervals throughout the remaining distance. 13 sections, making 7 miles and 12 chains are very nearly finished. The remaining 11 sections, making 5 miles and 65 chains, are in a very forward state, and can all be completed with ordinary exertions by the 1st of July next.

	Liabilities	
Notes in circulation		\$149,123
	Assets	
Due from the State of Ohio	\$75,000	
Due from individual Stockholders	\$52,856	
		\$127,856
Expended in the construction of the Canal		\$471,267

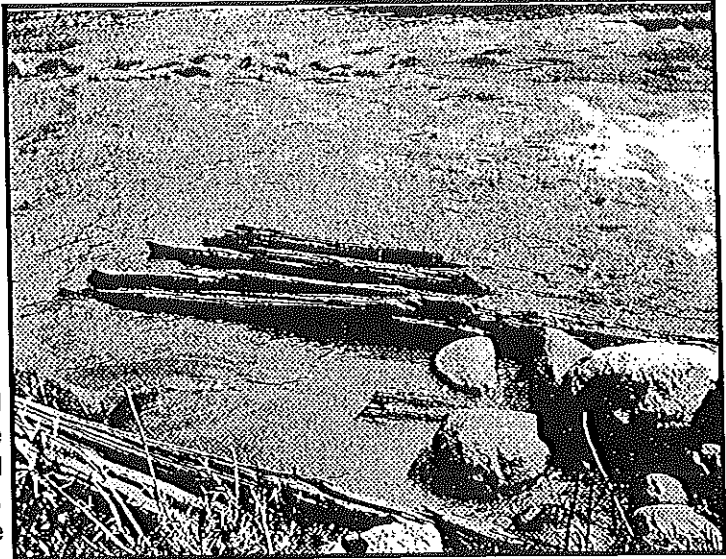
"We have resolved not to continue to issue our notes, except to satisfy some small claims due for labor performed up to the present time.

"We have also resolved to endeavor to provide additional means, by the opening of the ensuing spring, to prosecute the work to completion.

JOSEPH BONSALE, Pres."

ARTISTS EXHIBIT CANAL PAINTINGS

"River Odyssey: Two Artists Follow the Wabash" opened on March 25 and continues through June 25, 2006, at the Indiana State Museum in Indianapolis. Muncie artists David Dale and Jim Faulkner began a project in the 1990s to each complete 25 paintings along the 485 mile long Wabash River in all seasons and in 28 counties (two in Ohio, nineteen in Indiana, six in Illinois and one in Kentucky) linked to the Wabash River. They ended up with 64 paintings in custom made frames. Two of the paintings concern the canal. One is entitled "Tow Path Bridge" and shows a covered bridge. The other is a painting of the Vermilyea House, an old canal inn, and barn on the Wabash and Erie Canal in Ft. Wayne. It shows the new addition recently added to the home.



The above photo shows the remains of the St. Joseph River Feeder Dam for the Wabash & Erie Canal in Fort Wayne, Indiana. It was taken by Bert Griswold in 1929 and is among the papers he collected for his **Pictorial History of Fort Wayne**. The Ft. Wayne/Allen County Public Library has plans to scan this and other of his photos and place them in its on-line photo collection sometime in the future.

CASTALDI LEADS TOUR

Tom Castaldi, CSI advisory board and Allen County Historian, led a bus tour from Ft. Wayne to Delphi, Indiana on April 8, 2006, entitled "This Glorious Gate and the Upper Wabash Valley." Leaving the Ft. Wayne History Center at 9 a.m. the bus proceeded to Eagle Marsh along which the W & E Canal once ran, then went to the Forks of the Wabash in Huntington where Dam #1 and Lock # 10 of the canal was located, then follow scenic roads to the Seven Pillars on the Mississinewa River and adjacent nature preserve, then to the Delphi Country Club for lunch followed by a tour of the Carroll County Wabash and Erie Canal Museum. The bus returned to Ft. Wayne by 5 p.m. Cost \$35 member/ \$45 non member. (260) 426-2882 History Center

CASTALDI STUDIES WABASH & ERIE CANAL IN LOGANSPORT

Tom Castaldi of Fort Wayne met Steve Kiesling at Tomatoes Are In, Inc. on Water Street at Humphrey Street in Logansport on Friday March 3, 2006, to check out the route of the Wabash and Erie Canal that ran through his property. They took a couple of measurements and otherwise looked over his piece of the canal that runs along the south side of Water Street. Most of the berm bank is on his land while the filled-in channel and towpath sites, which are indistinguishable, are on his neighbor's property.

CASTALDI FINDS OLD PHOTOS

On a recent trip to the Allen County Public Library in Fort Wayne, Indiana, Tom Castaldi had the opportunity to work with genealogy librarian John Beatty, who gave him a peek at some of Bert Griswold's papers that Bert collected during and after his **Pictorial History of Fort Wayne** was published. Tom sent CSI headquarters the above photo and notes that other canal photos shot in 1922 and 1929 are in the collection. Three or four from 1922 are shots taken outside of Lagro, IN, and may be Hayes Lock No. 13, Kerr Lock No. 14 and clearly another shows a piece of Ditton Lock No. 15 in front of the interurban station. A couple of others show a few timbers of the Feeder Dam in the St. Joseph River that were taken in 1929. The library plans to scan these and other pictures to add to their on-line photo collection. It will be awhile before they will be available because of the back log of work the digitizers at the library are facing.

Tom notes, "It is interesting that the long stretch of Water Street causes one to assume that the canal bed may have been directly under the present street pavement. That's probably so at its eastern end at Third Street. However; as it crosses through Steve's property, it has moved slightly to the southwest and the berm bank is about fifty or so feet south of the street at this point. It adds up pretty well as the canal line extends west past the railroad "hump" and on through crop fields that were once Steve's father's produce farm. You can still trace the channel in that vicinity pretty well."

WHITING FINDS OLD WHITEWATER CANAL ADVERTISEMENT

Chuck Whiting, CSI director from Lawrenceburg, sent the following advertisement from 1842.

**NEW LINE.
CINCINNATI & BROOKVILLE
CANAL AND STEAM BOAT
LINE**

The owners of the Canal Boats PATRIOT and CHESAPEAKE inform their friends and the public in general that they have formed a REGULAR LINE with the STEAM BOAT WM. PENN, and are prepared to take freight and passengers on the most reasonable terms. One of the above Canal Boats will leave Brookville on Mondays, Tuesdays, Thursdays, and Fridays at 8 o'clock A.M. and arrive at Lawrenceburgh on the evening of the same day, where the freight and passengers for Cincinnati can take the Steam Boat next morning at 7 1/2 o'clock, and arrive at Cincinnati 10 1/2. The Steamer Wm. Penn will leave Cincinnati regularly on Tuesdays, Wednesdays, Fridays, and Saturdays at 3 o'clock P.M. and arrive at Lawrenceburgh at 6 P.M. where the above named Canal Boats, Patriot and Chesapeake, will be in readiness to receive on board all passengers and freight, and arrive at Brookville at 7 next morning.

The undersigned are determined to do all in their power to please all who favor them with their custom, and their prices shall be in accordance with the board times.

WARE HOUSE.

We have a New Large Warehouse immediately at the head of the Canal at Brookville, where all freight designed for the above line will be stored free of charge.

THOS. H. BARWISE,

Owner of Chesapeake.

A. ROCKAFELLER,

Owner of Patriot.

April, 1842.

HULSLANDER HELPS STUDENTS

Gerald Hulslander, who lives on Section 33, T 33N-R4 E of 3 PM of the Indiana & Michigan Canal land grant that was sold by the canal commissioners in 1840 at Marseilles, IL, has been busy helping high school juniors with their term papers on transportation and Ottawa, IL. He loaned them his big canal book and his Illinois Central history book after meeting them one afternoon in the library. He reports that "the Illinois Central was probably the first land grant railroad, at least the first big one. The IC charter specified that it begin at Cairo and go to the lead mines at Galena via the southern terminal of the I&M Canal. A branch could be built to Chicago but had to start 'not north' of a certain point. What would you call such a point on the Illinois Central? CENTRALia of course. Everyone wanted it to go through their town so the route looked like a zigzag

until a senator from Bloomington looked at the specified points of beginning and ending, saw that Bloomington was close to a direct line and proposed that the route not deviate more than 17 miles from a straight line. Common sense prevailed and the IC ran fairly straight."

GLOBAL WARMING LEADS TO DEMISE OF FROGS

An article from the Washington Post that appeared on January 12, 2006, in the Fort Wayne Journal Gazette claims that "global warming is affecting outbreaks of this disease" referring to chytrid fungus. The fungus which grows on their skin kills frogs by releasing a toxin and attacking their epidermis and teeth. The fungus reproduces and grows rapidly when the temperature is between 63-77 degrees Fahrenheit. Although this pattern is basically seen from Costa Rica to Peru, 112 species of frogs have disappeared since 1980 worldwide. Over two thirds of the species that once lived in Central and South America along streams have vanished.

Don Haack, CSI director, Ft. Wayne, IN

CENTRAL CANAL 90 YEARS AGO

The Indianapolis Star
March 28, 1916

BRIDGE STATUTE DEFENSE READY

Constitutionality of Law Authorizing Works Board to Make Canal Owners Provide Crossings is Basis of City's Brief.

PROBLEM IS FAR-REACHING

Question to be Decided by Indiana Supreme Court Will Fix Source of Revenue for Many Improvements

The constitutionality of the statute enacted by the Legislature in 1905, authorizing boards of public works to compel owners of canals to construct bridges over such streams at street crossings, is defended in a brief which is to be submitted to the Supreme Court of Indiana in a few days in the case of the city of Indianapolis against the Indianapolis Water Company.

Action in the case was brought originally in the Marion Circuit Court and the case was appealed to the Supreme Court last November when a decision was handed down by Judge Ewbank unfavorable to the city. The brief will be filed by Paul G. Davis, city attorney, and it is an answer to a brief filed in the Supreme Court several weeks ago by the Indianapolis Water Company to answer to the original brief filed by the city at the time the case was appealed from the lower court.

Common Law is Cited

The city contends in its latest brief that under the common law the city owes no duty to erect or maintain bridges over the canal at street crossings within the

city limits and that the city may compel the defendant by a writ of mandamus to perform its common law duty of erecting bridges over the canal and keeping them in repair.

The city sets forth that the legislative act of 1905 can not be declared unconstitutional upon the contention of the brief submitted by the Indianapolis Water Company on the grounds that the act of the State Legislature of 1847, imposing upon the city the duty to erect bridges over the canal, contained a clause that "the Legislature reserved the right to alter, amend or repeal this act of incorporation at any time."

Predecessors of the Indianapolis Water Company purchased the canal from the state of Indiana after the passage of the statute in 1847 and the company contends that the law is a portion of the bill of sale of the canal and that the passage of the law of 1905, which repeals the law of 1847, was unconstitutional as it caused a breach of contract. The water company also contends that the law violates the state constitution and the constitution of the United States in that it would deprive the company of property without due process of law.

Upheld by U. S. Court

Authorities in the city legal department assert that the principle involved has been upheld by the Supreme Court of the United States on many occasions and it is thought the case will go to that court in case the city is not favored in the decision of the Supreme Court of Indiana.

The case before the court is an action brought by the city of Indianapolis to recover three different sums, aggregating \$5,021.87 with interest, which have been paid out by the city in repairing two bridges over the canal of the Indianapolis Water Company and of building one new bridge over the canal. The issue at stake is large, as scores of new bridges will have to be built over the canal in the next few years as the city develops in the vicinity of the canal.

SEARCH FOR GAFFNEY & SNODDY

CSI gets many requests for help in genealogy searches. Can you help with the following query from Ellen Bison?

Dear Canal Society of Indiana,

Is there such a thing as a record of Irish immigrants who worked on the Wasbash & Erie Canal? Failing that specific connection, is there even a record of workers at all? I am interested in some family connections, all of whom seem to have died while working on the canal. Most have Fountain County links. Sadly, the poor souls who died in this effort are largely unrecognized by posterity. I am interested in the community's contributions to the state and hope to get at least a nod-

ding acquaintance with my gggrandfather's efforts in furthering what was progress at the time.

I have two names of interest:

Anthony Gaffney/Gaffany - died 1849 while working on the canal. My information is that there was some sort of major influenza or malaria outbreak with many deaths and a common grave. He was living in Fountain County at the time. He was my gggrandfather. His son, also named Anthony, was born about six months after his death, in Covington, IN.

Samuel Snoddy died in September 1852 on a boat on the canal between Toledo and Fort Wayne.

I don't have any other information about either of these. I'd be grateful for any clues.

Ellen Bisson
thebissons@worldnet.att.net

Unfortunately CSI has found no such records as those requested by Ellen. The only list of canal workers we have come across is in the 1850-60 census in Gibson and Warrick counties.

As to where Gaffney might be buried, the following note from a book I (Carolyn Schmidt) wrote about the Wabash & Erie Canal in the Covington - Attica area and Fountain County might give a clue. The following is under Attica:

"While the canal was being built in the late 1840s Asiatic cholera appeared among the laborers and huge numbers of them died in the camps. There was a large camp at old Fulton where Flint now is. Hugh Martin was the blacksmith for the camp. He sharpened the plows and shod the horses for the contractors. Mrs. Donnally contracted for the cooking for all the camps from the county line to Attica. One of her aids was Ann Crouch. Ann did the cooking for the camp at Maysville. Their tools were taken to Hugh Martin's forge to be sharpened, their horses to be shod and Ann went along to see Mrs. Donnelly. The two Irish young people met, fell in love and wed. One from the county of Cork and the other from Killarney. Many of these workers made their homes in Maysville.

"Another camp was near the Fix school house. There were about 600 men, women and children in the camp of which four hundred died of cholera. About two hundred to them were buried in the old graveyard at Attica. Then a long trench was dug in the marl bed near the camp and the rest were thrown into this trench as they died and covered with a soft lime or marl."

"When the Wabash and Erie Canal was being

built in Fountain County many of the laborers died. Since the canal closely follows the river and runs through swamps and low lands, malaria and cholera became problems. The Irish laborers who came to work on the canal after being forced out of Ireland died by the hundreds. In Fountain County most of them were buried in the Maysville cemetery on a plot of land in Shawnee Township on the Bodine farm two and one-half miles north of the village of Fountain."

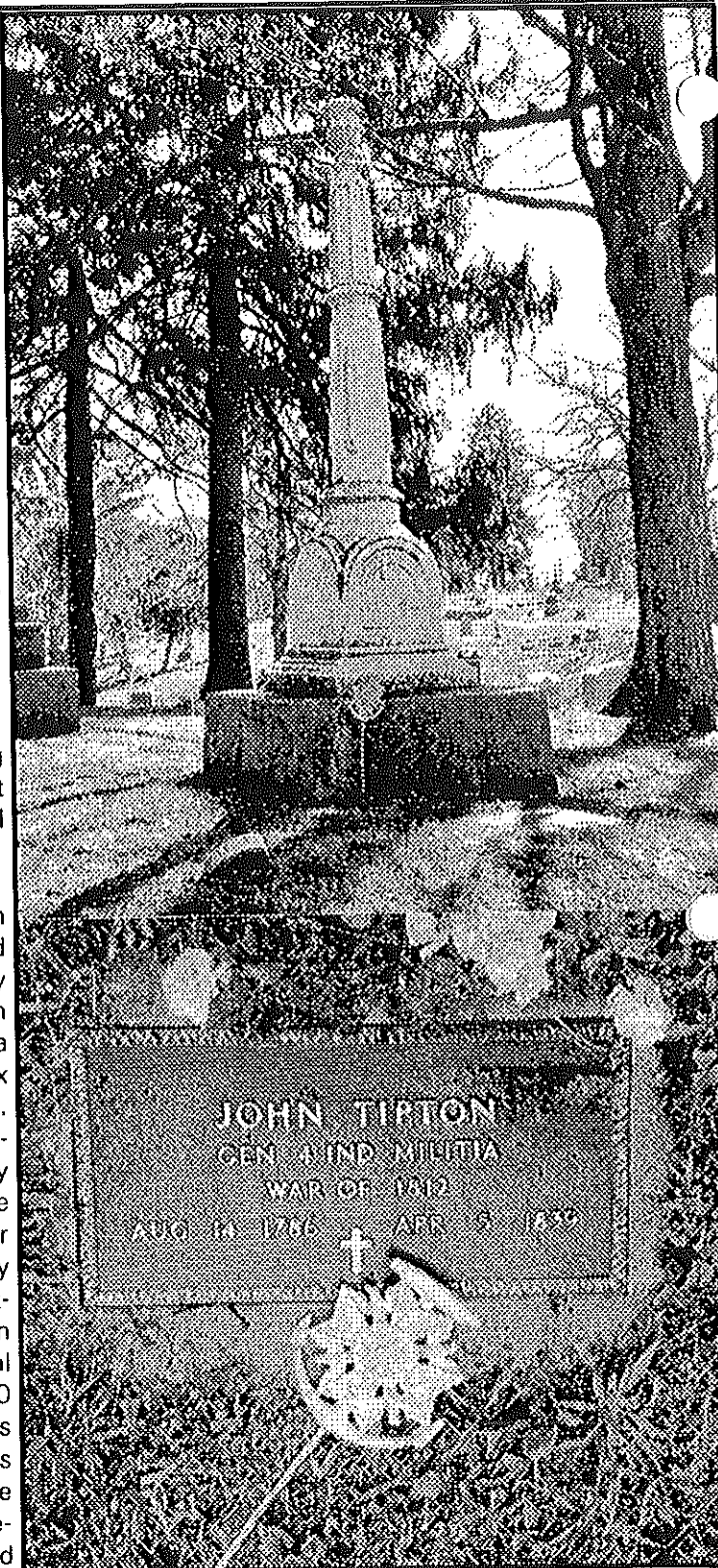
Gaffney probably died of cholera and was buried in the common grave near the Fix school house. We know where the old cemetery is located. I might add that later this marl bed was dug up and the bodies had been completely consumed.

Do any CSI members have other information about either Gaffney or Snoddy that might be helpful to Ellen?

CANAL DAY BURIALS

The Rockville Republican carried the following article on October 7, 1908, about canal day burials. It was sent to CSI headquarters by Charles Davis, CSI member from Rockville, IN.

"Workmen engaged in excavating in the north end of Lafayette the last few days, have unearthed scores of human skeletons, and residents of the vicinity are fearful that the scattering of old bones may cause an epidemic, as the site of the excavation was formerly a burial ground for the poor, and hundreds of small pox and cholera victims were buried there in canal days. While the old Wabash and Erie canal was under construction an epidemic of cholera broke out, and many scores of persons died of the scourge. The bodies were buried in hastily dug graves in the potter's field. Later there came a smallpox epidemic, which claimed many more victims. Their bodies were also buried in the potters' field. For more than 60 years the bodies have been interred. Nearly everybody had forgotten that a burial ground once occupied the site. The old poor house, 60 years ago, stood nearby. The excavation for the street is only three feet deep, yet skeleton after skeleton has been unearthed. Near the scene of the improvement the workmen dug for gravel and in the pit many more skeletons were unearthed. The boys in the neighborhood have carried away the bones, and are using them in their play. Fragments of the ghastly relics are seen on nearly every sidewalk and in the vacant lots in that vicinity. The attention of the residents has been called to the fact that cholera germs have remarkable longevity, and vision of cholera epidemic have frightened many people."



(cont. from page 11) John Tipton is buried in Logansport's Mt. Hope Cemetery. Take Pleasant Hill Street to the cemetery entrance, follow Memorial Drive and pass Forget Me Not Avenue. About halfway between the latter and Cypress on the north you will see a two-track drive through the grass heading east. About 30 or 40 yards up this lane you will pass John Tipton's grave site. It is in a section bound by Memorial Drive on the west; Forget Me Not Avenue on the south and east and Cypress on the north.

Composite photo by Tom Castaldi