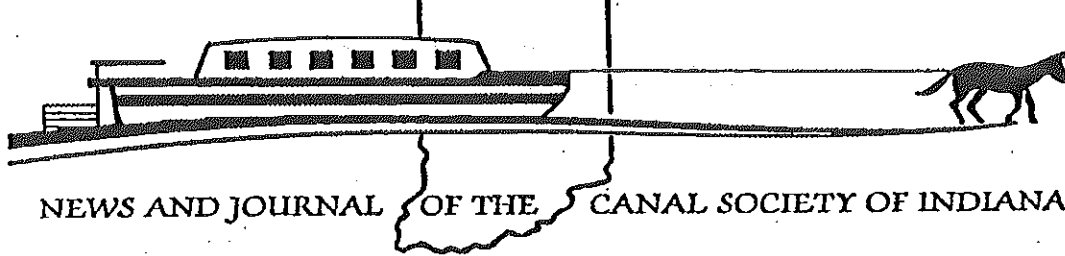


THE
HOOSIER PACKET

ISSN 1545-421



NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 5 NO. 6

P.O. BOX 40087 FORT WAYNE, IN 46804

JUNE 2006

EXCESS WATER



This photo of "the tumbles" of the Whitewater Canal in Lawrenceburg, IN, now a drainage ditch, was taken from a railroad track east of the casino boat, "Argosy," looking toward U. S. 50. Today it drains the fairground. Photo by Chuck Whiting Jr. 2006

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THE LAWRENCEBURG TUMBLES

By Charles (Chuck) Whiting, Jr.

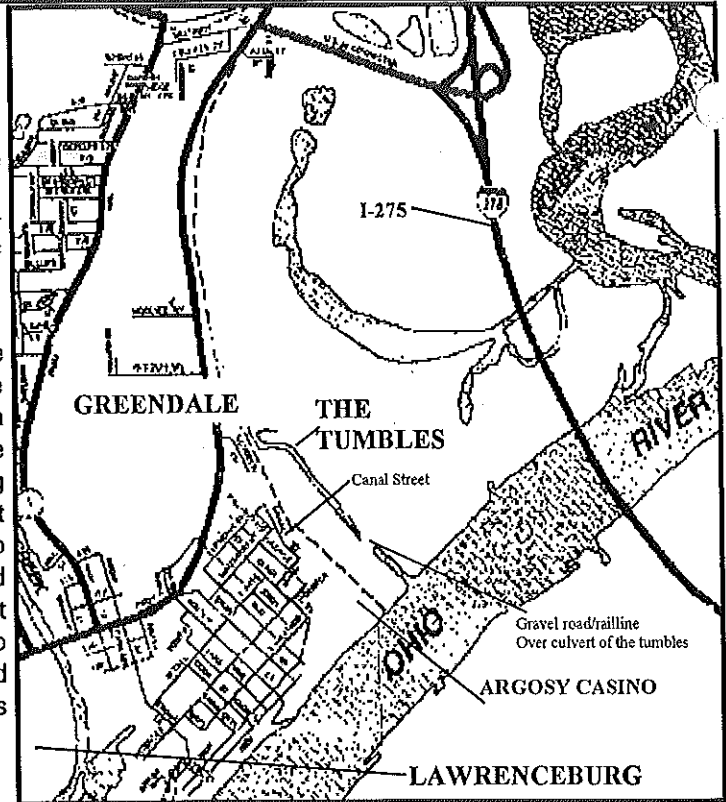
In a manuscript at the Cincinnati Historic Society Library titled "Old Whitewater Canal" by Wester and Wycoff it is stated, "The tumbles East of Lawrenceburg. This emptying was only used when the basin at the foot of Elm Street was full of water." The paper has a date of 1937.

Charles Wesler, one of the authors, was 72 in 1937. He was born in Lawrenceburg about the time the canal was sold to the railroad and grew to manhood there. He went to Batesville in 1888. He also wrote a

book, "The Whitewater Canal," in 1936 and 1937. Minnie E. Wycoff was president of the Ripley County Indiana Historical Society.

What is a tumble/s? The definition among the many itemized in Miriam Webster's Third Unabridged Dictionary that most nearly describes tumbles use for canals is: "a rolling, tossing and falling movement (as of a watercourse)"

There is what appears to be a man-made waterway, east of Lawrenceburg, between the levee along U.S. Route 50 and the Ohio river that is about a third of a mile long. Ms. Sally Polk said that when she was in high school in 1934 it was a popular swimming location and was known as the tumbles. She didn't know the origin of the name. Her two brothers used to swim there. A Lawrenceburg surveyor, Mike Hall, and another said that it was the drain for the fairgrounds. It is now. However, the fairgrounds were not moved to the location across route 50 until after the 1937 flood so it wasn't dug for that purpose. I believe that it was originally part of the canal.



In a description of a canal tour taken May 2, 1937 by Minnie Wycoff and led by C. H. Wesler as reported in the Herald Tribune of Batesville, points of historical interest were visited and studied. In order of visitation were: "The Nowlin Mound near Logan in Dearborn County; Lawrenceburg, the tumbles at the southern terminal of the old canal; the Tomb of Indiana's first territorial governor and the ninth president of the United States, William Henry Harrison at North Bend, OH; Harrison on the Ohio-Indiana State Line 1839, the local bank loaned the State \$6,000 in an

where the canal crossed the White Water to the East bank in the original survey of the project; Cedar Grove, New Trenton then Brookville." As no other tumbles would have existed in or around Lawrenceburg in 1937 this was probably what is now the Fairgrounds drain.

As outlined in articles from the Political Beacon of Lawrenceburg Indiana of Sept. 14 and Sept. 28, 1937, the local bank loaned the State \$6,000 in an

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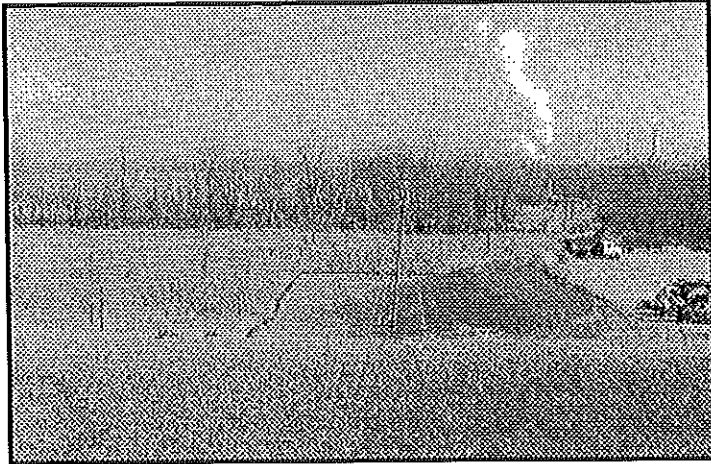
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agreement with Governor Noble to finish the canal basin by the river, the tumble, and the bridge at Harrison.

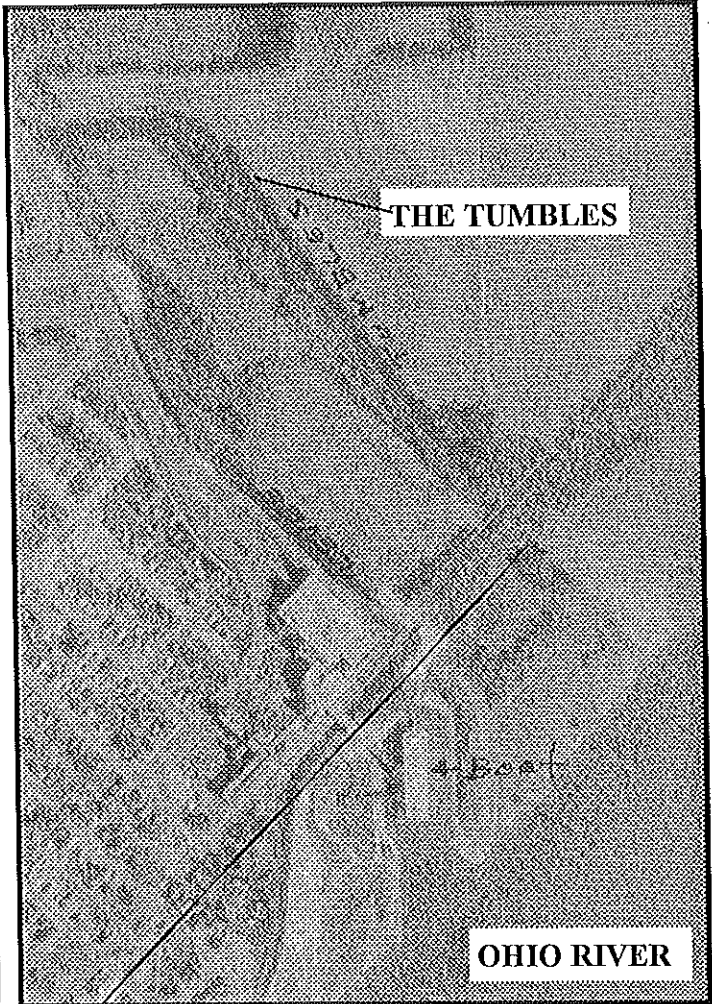
In the Canal Society of Ohio's Spring Tour of 1989 tour book it states "A waste weir located on the canal opposite the Dearborn County Fairgrounds, known as "the tumbles," allowed excess water from the canal to flow into an outlet stream, which emptied into the Ohio River approximately one-half mile east of town."



Above: The tree line marks the tumbles in this photo taken from the roof of the Argosy Casino with the levee in the foreground.

Below: This photo of "the tumbles," now a drainage ditch," was taken in March 2006 from the railroad track east of the casino boat "Argosy" looking toward the Ohio River.

Photos by Chuck Whiting Jr.



EXCESS CANAL WATER

By Carolyn Schmidt

Canal terminology is often confusing. In the previous article, Chuck Whiting talks about "the tumbles" and later in the article the Ohio tour book calls it a waste weir. No matter what its name, it was a way to remove excess water from the canal to prevent the canal basin and banks from being damaged.

Terry Woods, CSI member from Akron, OH, states, "As we all know, navigable canals all suffered from two main problems--too little water or too much water. Elaborate reservoirs, dams and feeder systems took care of the former, rather simple Waste Weirs or Wasteways took care of the latter." Terry is conducting a study on the lack of wasteways on the Ohio & Erie Canal from Akron's Lock 1 and outlet Lock #42 in Cleveland.

In reply to a query by Terry about wasteways, Tom Hahn, co-author of *Canal Terminology of the United States*, said, "The term waste way in a general sense means a way of getting excess canal water, usually into a river. In that sense it could include bypass flumes and such and waste weirs and such. But, on most/many canals the term wasteway means the device for getting rid of excess water over the towpath. A more specific term is overflow, meaning that the water overflows the towpath. They are not necessarily close to the locks. I don't think every level had a wasteway. The usual thing that was done was to lower the level of the towpath for a short distance."

After seeing the reference to *Canal Terminology of the United States* by Thomas Swiftwater Hahn and Emory L. Kemp, I decided to look up tumbles, waste weir, wasteway and bypass flumes. Their definitions led to still others as seen below:

Waste way is described on page 128 as "a structure to carry excess water from a canal. See overflow."

Overflow is described on page 91 as, "A depression in the towpath used to allow excess water to flow away from the canal and towpath when the water in the canal reached a certain above-normal height. The depression was armored (surfaced) with packed small stones, earth, or gravel, in which case it was called an informal overflow; or it was built out of cut stone or concrete, in which case it was known as a formal overflow. Because the depression was sometimes used by the tow animals for drinking water it was also called a mule drink. A wooden towpath was installed across it for mule drivers...In later years on restored canals or towpaths maintenance crews often incorrectly filled those low places, adding to the canal's susceptibility to flooding."

Tumble is described as "1. A bypass flume (see also) or the floor of the same. 2. A waterfall created where water from a bypass flume (channel) 'tumbled' into the downstream level of a canal."

Bypass flume is described as "A channel, flume, or pipe at the near surface level around the berm side of a lock to provide water to the canal levels below the lock and to pass excess water so as to avoid flooding the canal level upstream of the lock. Stop planks at the head of the bypass regulated the depth of the level upstream of the lock. A bypass was used in conjunction with overflows and waste weirs. See also, culvert and waste weirs.

Waste weir is described as "a stone, concrete, or wooden structure built in the towpath bank of the canal with gates or stop planks, the lifting of which enabled the draining of a level of a canal for repairs, cleaning, or protection from ice in winter. A sluiceway on the Chesapeake and Delaware Canal (D.C.-Md.): The best position for them is at points when they can discharge into natural water courses. The best arrangement for a waste-weir is to make a cut through the side of the canal to a level with the bottom of it, in case of necessity the waste weir may also serve for draining the level. The sides and bottom of the cut must be faced with masonry, and have grooves left in them to receive stop plank[s], or a sliding gate, over which the surplus water is allowed to flow, under the usual circumstances, but which can be removed, if it be found necessary, when to let off a larger amount of water, or to drain the level completely. (Mahan, 335)"

Sluiceway is described as, "On the Chesapeake and Ohio Canal (D.C.-Md.) a device to carry off excess water from a canal. A waste weir."

Sluice is described as "1. A Channel used to conduct water from one place to another, usually for the purpose of regulating the flow of water in the bypass flume around a lift lock. 2. In rivers, a navigable channel blasted out of a river or cleared by moving stone. 3. The opening in a lock gate used to control the flow of water in or out of a lock. The more common terms for the sluice in canal terminology are wicket gate, paddle, or gate paddle. 4. A culvert that conducted water through a pipe or chamber into the lock chamber. On the Willamette Falls Locks in Oregon, a slush gate."

By now you will have seen that the terminology seems to go in circles. As to "the tumbles" in Lawrenceburg, they were not a tumble or bypass around a lock. As Chuck's article states, they were a means of releasing excess water from the canal basin. We know the water was drained off to the Ohio River. The question remains, was this a stone, wood or concrete struc-

ture with stop planks or gates as in a waste weir; a stone or concrete depression such as a formal overflow) a towpath; or a packed depression with stones, earth and gravel as in a informal overflow in a towpath?

No structure has been found where "the tumbles" were said to be located in Lawrenceburg. Probably the best term we can safely use for this device is waste way until something more definite is found like the remains of a structure or a description in an old engineer's report, etc.

CSI headquarters has pictures of stone waste structures on the Whitewater Canal. Since this was called "the tumbles," it seems like water would not just be flowing from the canal to the river, it was tumbling or going over something. Perhaps a structure similar to the photo below released the water into the water way to the Ohio River. Does anyone have any information or photos of such a structure? If so, please contact CSI at P.O. Box 40087, Ft. Wayne, IN 46804 or E-mail to Indcanal@aol.com

WHITEWATER CANAL IN OLD PAPERS

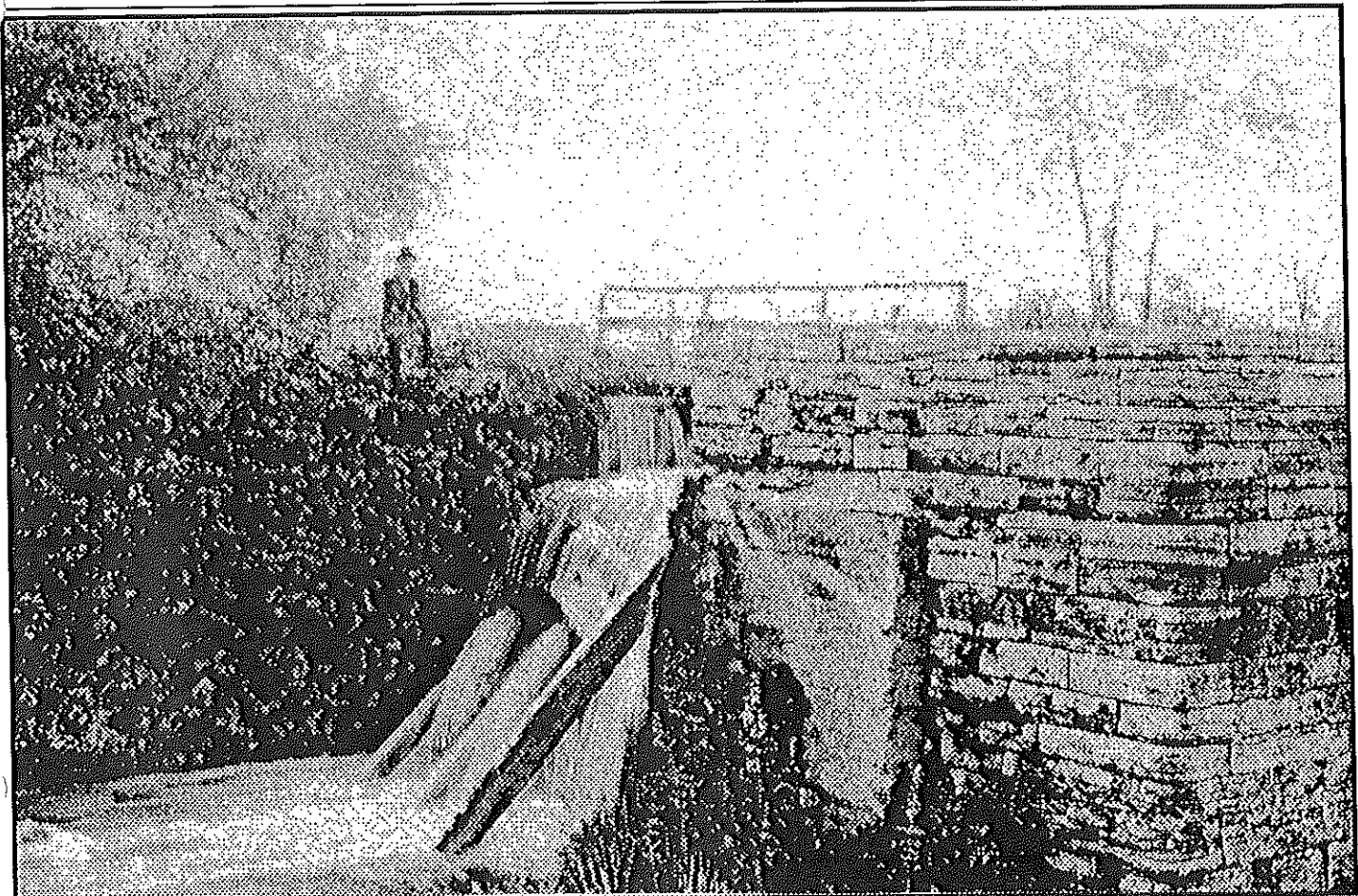
Hoosiers living in the Whitewater Valley were kept informed about building the Whitewater Canal through newspaper articles. As of May 1836 the route had not been completely determined. But by August plans were underway for a September 13th celebration.

May 20, 1836

W. W. Canal. —The Engineers of this work having gone through with a preparatory survey, commenced its final location on Tuesday morning last, beginning at the feeder dam above this place. It is yet undecided, which side of the river the Canal will be located below Brookville, but we presume it will be known before the publication of our next paper.

The Canal Fund Commissioners have not been heard from, we understand, since their departure for the Eastern cities, but it is supposed by those acquainted with the "money makers" that a loan will be easily obtained. A small accommodation has been effected at the Evansville Branch of the State Bank, to pay the current expenses of surveying and locating the different works in the State.

This old postcard from Don Haack's collection shows the Hydraulic Falls in Connersville, Indiana. Could the tumbles at Lawrenceburg had a structure similar to this one that allowed excess water from the Whitewater Canal flow into a channel that led to the Ohio River? Note the double falls.





Connersville Watchman August 5, 1836

CANAL CELEBRATION

It appears that our neighbors of Brookville are going to have a jollification on the subject of commencing the White Water Canal. We approve of this. There is no better place on this round earth, to talk things over favorably, than whilst discussing a good dinner, provided there be no stint in the "juice of the vine" to wash it down with all. Human kind at no time, feel so rich as they do whilst replenishing the inner man with the fatness of the land. And as for strength, it is absolutely miraculous how it waxeth powerful as the stomach dilateth. As the Beef disappeareth, the carnivorous creature feeleth the strength of the Ox infused into every limb, he actually regardeth a cubic yard of earth hardly a shovel full. Whilst the sparkling Champaign cheereth his soul, he regardeth the demolition of hills, the raising of valleys and the acquiducteal spanning of Rivers, means but little more than a clever safety-valve for his superfluous manhood. We give our vote for the Dinner. The Brookville American of the 22d, presents us with the following account of grandineal arrangements:

Brookville American Friday July 15, 1836

Public Meeting

The friends of Internal Improvement are requested to meet at the Court House on tomorrow (Saturday 16) at 1 o'clock, P.M. to make arrangements for an Internal Improvement celebration on the 13th day of September next, that being the day on which 34 miles of the White Water Canal will be put under contract. A general attendance is earnestly solicited.

INTERNAL IMPROVEMENT MEETING

At a meeting of the friends of Internal Improvements held in the Court House in Brookville on Saturday, July 17th, 1836, convened for the purpose of making arrangements for celebrating the commencement of the White Water Canal, James Mewhinney was called to the chair, and John A. Matson appointed Secretary.

On motion of John M. Johnston,

Resolved, That we will celebrate the commencement of the White Water Canal by a public dinner at Brookville, on the 13th September 1836, and that for the purpose of making arrangements and conducting the same a committee of fourteen be appointed.

The following persons compose the committee:

N. D. Gallion, A. McCarty, J. Woods, G. W. Kimble, T. Herndon, T. H. Barwise, R. Osborn, J. Wynn, T. B. Scoby, D. Mount, S. Goodwin, James Conwell, R. Clements and John Quick.

On motion of C. F. Clarkson,

Resolved, That a committee of four be appointed to invite, by letter, distinguished friends of Internal Improvement, within this and other states, to attend our celebration.

C. F. Clarkson, Dr. R. Haymond, J. M. Johnston and Geo. Holland were appointed the committee.

On motion of Geo. Holland,

Resolved, That a committee of four be appointed to draft toasts to be read at the celebration.

Dr. T. Kenedy, J. A. Matson, M. W. Hale and R. Winchell were selected as the committee.

On motion of John A. Matson,

Resolved, That a President and nine Vice Presidents be appointed to preside at the celebration.

In accordance with the last resolution the following gentlemen were appointed.

President John M. Johnson of Franklin Co.,

1st. V. P. C. B. Smith, Esq. of Fayette,

2d. David V. Culley of Dearborn,

3d. Gen. A. Morgan of Rush,

4th. E. Barwick Esq. of Franklin,

5th. W. Elliot, Esq. of Wayne,

6th. R. John, Esq. of Franklin,

7th. Gen. E. Long of Wayne,

8th. Gen. D. Kilgoure of Delaware,

9th. E. McCarty, Esq. of Franklin.

On a motion of Dr. Haymond,

Resolved, That the committee of arrangements be requested to meet at Brookville on Saturday July 30th.

On motion of B. S. Noble,

Resolved, That the proceedings of the meeting be published.

On motion of Dr. R. Haymond,

The meeting adjourned, *sine dir.*

JAMES MEWHINNEY, *Pres't.*

JOHN A. MATSON, *Sec'y.*



WALDO CANAL
AND THE
SANTA FE CANAL

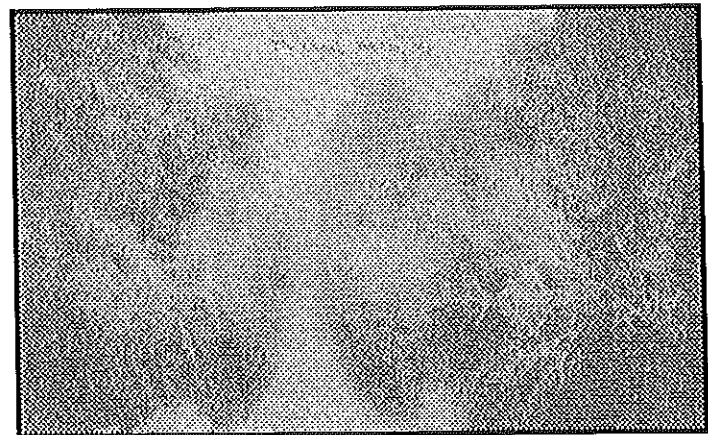
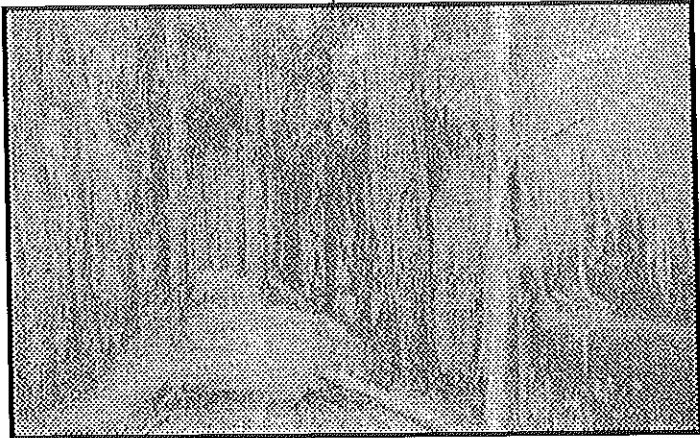
By Sue Simerman

In northern Florida there was a plantation village named Bellamy Station, which is now called Waldo. It was founded in 1820 and is one of the oldest towns in Alachua county. It is located northeast of Gainesville at the juncture of highways 301 and 24. The town was named in honor of Dr. Benjamin Waldo of Ocala, FL, a doctor and member of the state legislature.

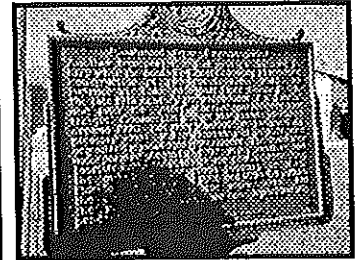
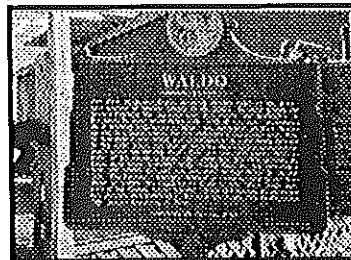
My husband (Steve) and I were led there by two post cards showing a canal grown up with trees. We did not know where to look and not noting anything from the highways we inquired at an antique shop. Its owner directed us to another shop in which the gentleman was very helpful with directions. He used a map to point out that the Waldo Canal connected Waldo to Lake Alto at the east of town. We also learned of another canal called the Santa Fe Canal that links Lake Alto with Lake Santa Fe and leads to the town of Melrose (platted 1877) at its southern tip. Close to the antique shop was a park along the railroad track. There we found a red caboosse with the Seaboard Air Line Railroad logo, picnic tables and signs giving the history of Waldo and mentioning the canals. One sign explained about the two canals being built by the Santa Fe Canal Company for moving produce from Melrose to the railroad at Waldo. Some of the products that were transported on the lakes and canals were cotton, rice, tobacco, turpentine, vegetables, but mostly oranges.

Driving to this area from the south we passed by thoroughbred horse farms. However, in the Waldo area it is more like new growth and scrub growth of trees and vines with hanging moss, palmettos, fishing boats, cypress trees and some empty abandoned houses.

The easiest way to find the Waldo Canal is to follow the Amtrak signs. There is a simple one story modern depot on the east side of town. We used the road beside it to cross the track, went to the dead end where a cemetery is located, and, after making a right turn, the road led directly to the shallow watered canal. The canal from this spot to town is partially filled in and grown over. There was a dock and a ramp for launching small boats, but it appears most people cross the canal and drive along the rough dirt lane to launch their boats

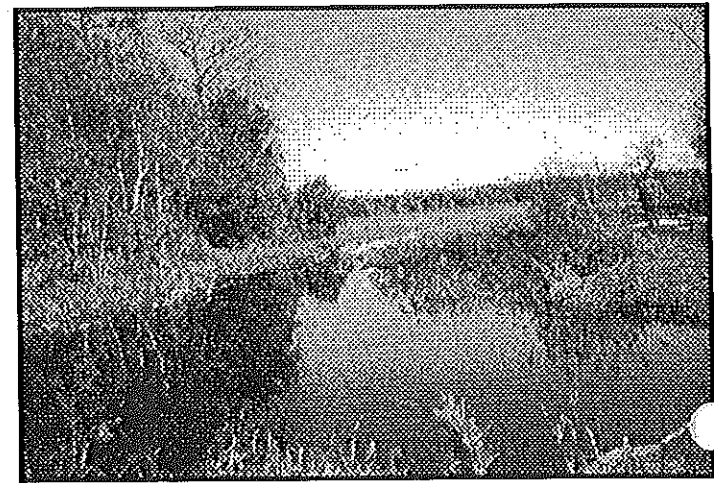
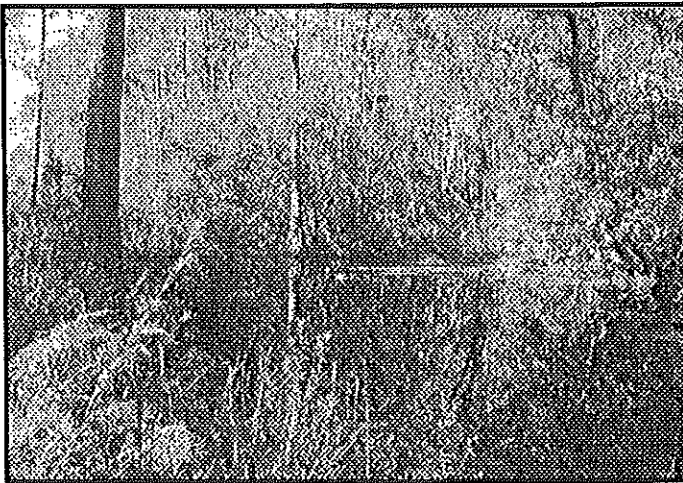
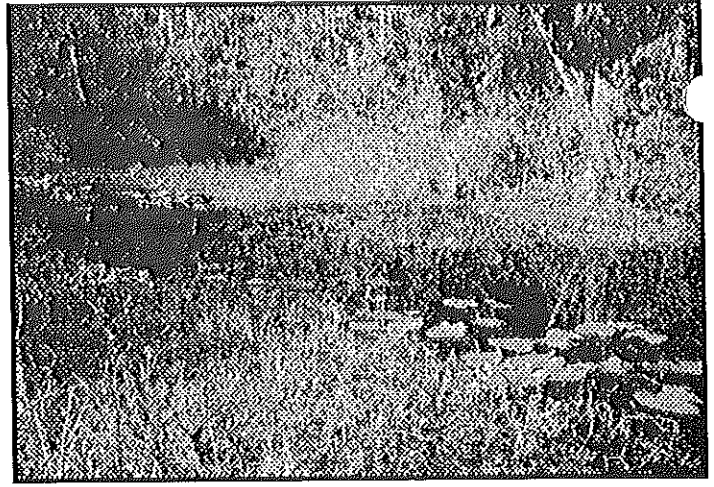
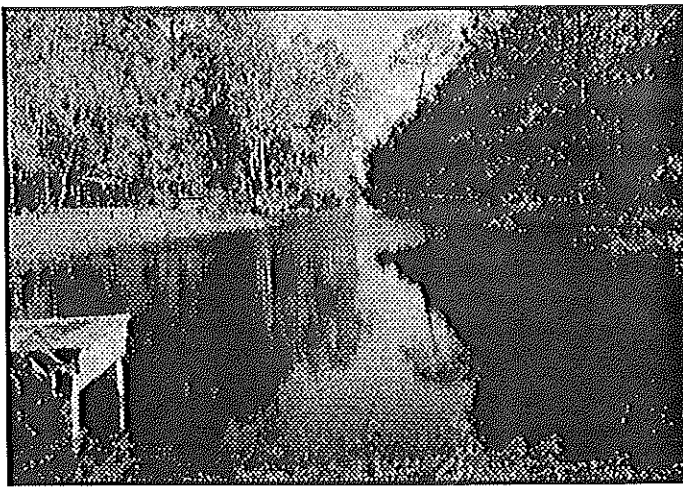


Above: These two black and white postcards from Waldo, Florida, which are postmarked 1925, led Sue and Steve Simerman to the Waldo Canal. The top card says, "Lovers' Walk along Canal Waldo, Fla." Courtesy Sue Simerman's postcard collection
Below: This double-sided historical marker by a caboosse museum told about Waldo and the canal. Photos by Sue Simerman



close to the lake. There was quite a bit of plant growth in the Waldo Canal before entering Lake Alto that would make it difficult for a motor to be used.

Standing at the lake there was a lot of natural growth around it but housing was seen on the other side. We noted only a few boats on the lake. The water hyacinths and lily pads had recently been sprayed and the leaves had a slight droop. In the Cypress growth on the other side there were two places that looked like side canals had gone off the main canal. I learned later that there had been an attempt to sell lots on side channels. We could not see that any homes had been built.



Top: The Waldo Canal just east of Waldo, FL, looking toward Lake Alto
 Bottom: The Waldo Canal with over grown banks — the opposite side has a personal access canal Photos by Sue Simerman

Top: The Waldo Canal as seen near the entrance to Lake Alto
 Bottom: The Waldo Canal entrance at Lake Alto—canoes or small boats can enter the water on the right from a dirt drive along the southern length of the canal Photos by Sue Simerman

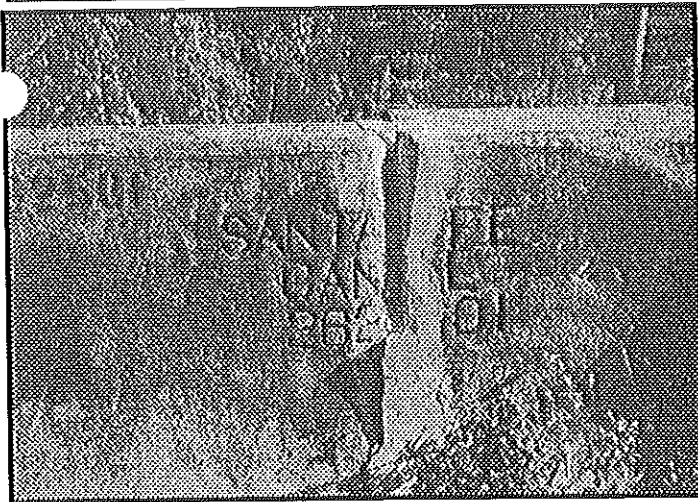
Lake Alto is 4 miles long and Lake Santa Fe is 6 miles long. They are the head waters of the Santa Fe River.

The history of the canals is closely tied with the railroad. An 1853 charter of Henry Flagler's Florida Railroad provided for construction of a rail line between Fernandina (n. of Jacksonville) on the Atlantic and Cedar Key on the Gulf. It was built to shorten the time between Atlantic ports and those like Mobile, AL., and New Orleans on the Gulf of Mexico. Rails were in place at Gainesville, FL., by Feb. 1, 1859. When the builders reached Bellamy Station (Waldo) they found a frontier store that served hunters and travelers using the rough trail connecting Pensacola and St. Augustine. There were only a few cabins that had been rebuilt after homes were burned by the Seminoles in the 1840s.

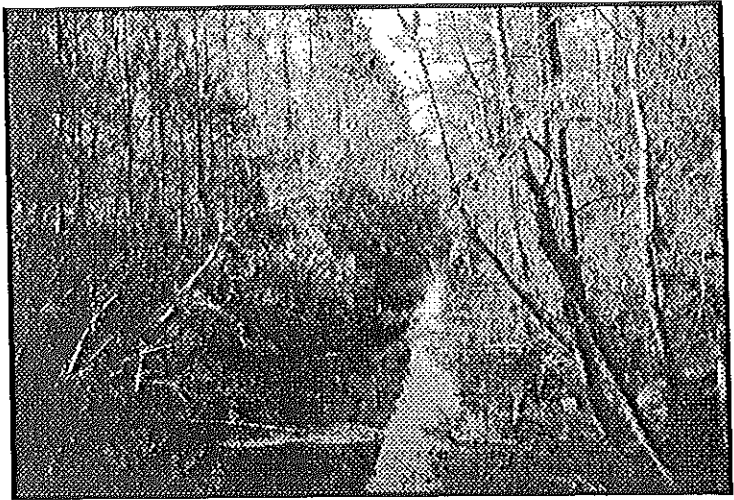
As it did elsewhere in the country, the laying of track spurred growth. Senator Yulee asked that the town be renamed Waldo when it began postal service in 1859. The Seaboard Air Line Railroad, from its absorp-

tion of the Florida Central and Peninsular in 1902 to its merger with Atlantic Coast Line in 1967, was a prominent part of Waldo's existence. In 1999, two Amtrak trains and more than a dozen CSX freight trains passed through Waldo on a daily basis. Today, those wishing to use the train need to take a bus to Jacksonville's Amtrak station. The depot in Waldo is closed and is no longer being used.

During the 1870s and 80s, water was the primary means of transportation in the area. Florida, along with the South, was having a hard time recovering from the effects of the Civil War and Reconstruction. There was a lack of good roads and access to the railroad. At this same time vacationers from the northern states began to come to the area. Waldo was advertised as a "Winter Playground" attracting tourists. There was an opera house, cruises on the lake, hotels, etc. Melrose saw many vacation homes being built in the 1890s. Everything was looking up for the area with their railroad, canals, tourists and northern land owners. There was a set back though in the winter of 1898-1899. On



The abutment of the bridge over the Santa Fe Canal is clearly marked with the name of the canal. Photo by Sue Simerman



Light filters through the tree and brush overgrowth of the Santa Fe Canal. Photo by Sue Simerman

Feb. 13, 1899, the day's high temperature reached 27 degrees Fahrenheit. Snow covered the ground for four straight days and Waldo's reputation for a mild climate for farming and leisure was ruined. Some farmers turned to growing pecan trees. The freezes of the 1890s influenced the orange growers to move further south to start new groves.

Steamboats were still used for shipping flowering plants and a few other things. They also were used for pleasure cruises.

The new town of Melrose on the southern end of Lake Santa Fe was 9 miles away from the railhead at Waldo. The poor roads made the journey four hours long by horseback or wagon. A quicker way of getting oranges to the northern markets was desperately needed. The Santa Fe Canal Company was chartered on March 2, 1877 to build a canal 30 feet wide and five feet deep. Once it was completed open steamboat navigation could be accomplished from Melrose by crossing the lake and using the mile-long Santa Fe Canal to Lake Alto and then the Waldo Canal to Waldo.

The officers of the Santa Fe Canal Company were: President - George C. Bixford, Vice-President - B. B. Ewing, Treasurer - T.A. Peek, Chief Engineer - N.E. Farrell, Secretary - D.S. Place. The company raised money by issuing 150 shares of stock for \$100 per share. Its main office was located at Waldo. A Waldo resident, Mr. Elgin, designed the steam powered dredge that did the work of digging. Excavation was started at Waldo and reached Lake Santa Fe in May 1879.

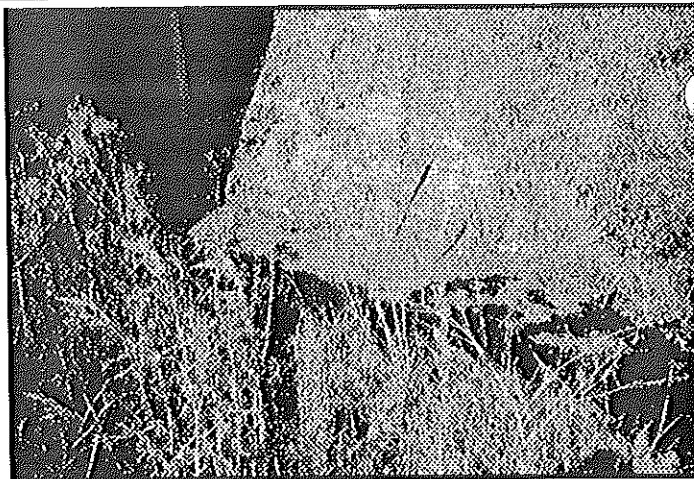
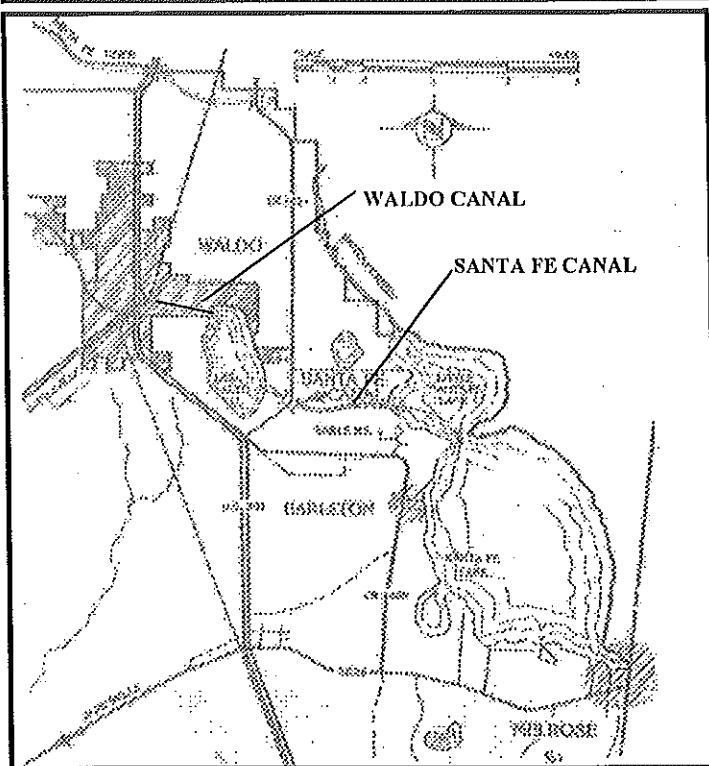
The antique shop proprietor told us to take Highway 301 south out of town to 471 and turn left. This road went over the Santa Fe Canal. The concrete bridge had a date imprinted on it (redone 1985). This canal is

narrower and deeper than the Waldo Canal. Now the water is very shallow and is more of a ditch. It was strange to see a NO WAKE sign. The man had told me the sides were falling in and there is an effort to open it up again for canoes and kayaks, but funding is hard to find. The land is all grown up in forest. There is a forestry study project nearby. We wondered if a canoe could possibly find its way through even if the water was at a usable level.

The first steamboat on the canal was the "F.S. LEWIS," it was built at Waldo and made its maiden voyage April 26, 1881 and was the same design as the Mississippi River paddle-wheelers. This large (65 to 70 foot long) steamer had problems from the beginning. On its first trip the drive shaft for the paddle wheel broke. Then later the boat capsized in a strong wind and had a boiler fire. It burned in late February 1884 in the Santa Fe Canal. A major financial setback was faced with no other boat seemingly available. A tugboat called "THE ALERT" was purchased at Jacksonville and was delivered to Waldo by flat car. It had a length of 60 feet and its beam was 14 feet. It was a popular boat although smaller than the "F.S. LEWIS."

The first newspaper of Melrose dated March 27, 1886, reported that quite a number of people traveled on "THE ALERT" to see the Blanche Curtisse dramatic company in "Only a Farmer's Daughter" at the Waldo Opera House. The boat returned at midnight. "THE ALERT" operated until World War I when the roads were improved and automobiles diminished its usefulness. This boat was transported to the Suwanee River and later sunk.

The steamers would take produce from Melrose (a town platted on abandoned cotton fields) and bring in winter residents from Connecticut and other northern



There is a "slow no wake" sign in this section of the Santa Fe Canal deep cut between the two lakes. Photo by Sue Simerman

states. Melrose and Waldo have a historical brochure of the noted older homes and business buildings. Most of these were built in the late 1880s and 1890s. The Sexton House in Melrose was built in 1893 by William Lee for Captain Dowling Sexton, who came from Chatham, Conn. as a ship's captain. The top story of the house looks like the bridge of a ship. There are many other homes of interest.

Waldo in its glory once boasted of resort hotels, two theaters, a cigar factory, cotton gin, grist mill and an orange packing house. However, once there was no produce to transport, there were fewer trains and very little need for steamboats. I could not find an official year that steamboats stopped operating but found a statement that said the boom was over by 1932.

An interesting note concerns a wife watching over the family farm while her husband went to serve in the Civil War. He urged her to plant sweet potatoes in case the orange crop was ruined by a freeze. There wasn't a freeze, but the sweet potato crop helped the recent widow to live comfortably that year thanks to her husband's foresight.

Although some buildings are closed today in the Waldo historic area, the new area on the highway has several fast food restaurants. Further up the highway is a very popular flea market, which is open every weekend year round. If you like a slower pace of life, this is an excellent place to be. Since we did not have a chance to visit Melrose, we would like to in the future.

Sources:
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Morrison, Rob. "The Town With Railroading At Its Heart,"
Country Chronicle Vol. 4, No. 8/9 Nov/Dec 1999

www.waldo-fl.com - city of Waldo

www.waldohistory.com/santafecanal.htm

EAGLE MARSH—FORT WAYNE'S LITTLE RIVER WETLANDS PROJECT

Funds for the Eagle Marsh project of returning 676 acres back into wetlands to attract wildlife have been raised. The Wabash & Erie Canal ran along the northwest side of the property. CSI contributed \$500 toward the project, which will impact flood control, water quality and wildlife habitat in Allen County, Indiana. It will provide an area for walking, birding, photography and nature study. It is hoped that in time the towpath will be developed as a hiking trail.

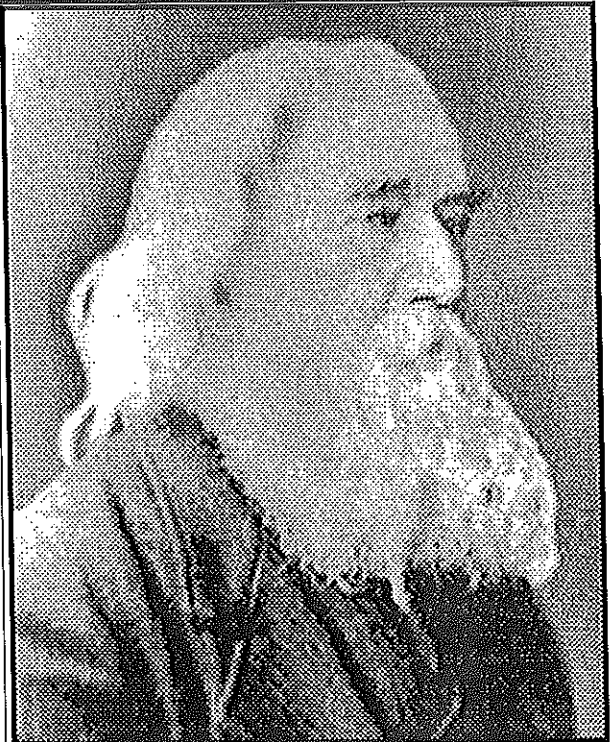
Even before construction begins, Jennifer Kleinrichert, an experienced naturalist, has been hired as the Community Relations Coordinator and programs have started this spring. Every Tuesday from 9-11 a.m. the Little River Ramblers meet at a barn on the property and hike 2-3 miles. They come prepared for all kinds of weather, wear tall waterproof boots and bring their binoculars. Most are hoping to see the resident eagle. The second Thursday of each month a breakfast buffet, program and optional walk around the marsh is held at the Residence Inn on U. S. 24 at 8 a.m. for those over 55 years of age. Topics include bluebirds, Indiana bats, amphibians, etc. A bar-be-que, educational event about the marsh was held on June, 3, 2006, from 11 a.m.-3 p.m.

CANAWLERS AT REST

LYSANDER SPOONER

b. January 19, 1808
d. May 14, 1887

By Robert and Carolyn Schmidt



Lysander Spooner was born on January 19, 1808, to Asa Spooner (1778-1851) and Dolly (Brown) Spooner (1784-1845) near Athol, Massachusetts. He was the second of their nine children. At an early age he learned the moral principles that were to guide his life. Hard work and righteous living were the essential ingredients of his family's values. His father, Asa, was one of the first supporters of the temperance movement. His mother Dolly became an ardent supporter of the abolition of slavery movement. His grandfather, Wing Spooner, had been a captain in the Revolutionary army and also a reformer of New England. They expected Lysander to work hard. At age 16 his father set up a kind of apprenticeship for Lysander. Through a formal agreement Lysander was obligated to repay his father for room, board, and education by working on the family farm until he was 25.

Lysander Spooner's education paid off. He taught school for a short time. He then went to nearby Winchendon, Massachusetts to be a tutor for a wealthy farmer's children.

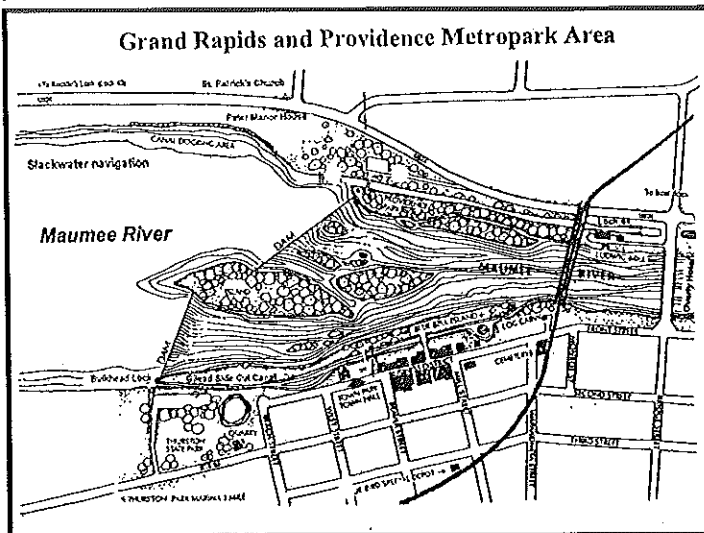
Leaving the farm Spooner went to Worcester where he worked in a store and as a clerk in a deed office for a year. There he was an examiner and executor of titles. Soon he began to study the law under John Davis, who was elected Governor and later a U.S. Senator in 1835. He then studied with Charles Allen who became Chief Justice of the Massachusetts Supreme Court. From these men he learned how to apply law and logic.

Spooner set up his own law practice after only

three years of study in the law offices, which was against the rules of the Massachusetts courts. To be accepted to the bar they required three years of study in law offices if one was a college graduate or five years of study in law offices if one was not a college graduate. He claimed that "no one has yet ever dared advocate, in direct terms, so monstrous a principle as that the rich ought to be protected by law from the competition of the poor" in a petition that was sent to each member of the state legislature and also was published in the local newspaper. The restriction was abolished by the legislature in 1836. Although he had succeeded, his career as lawyer was only moderately successful.

In March 1836 he applied to Albert Gallatin, President of the National Bank of New York, for a job as bank clerk. Although he got the job, he didn't stay very long. He had learned of riches being accumulated by land speculators along the Erie Canal, which had opened in New York in 1825 and by the 1830's was flourishing. Spooner wanted to make his mark in the world. As soon as he had accumulated enough money he traveled west.

In the biography from *The Collected Works of Lysander Spooner* by Charles Shively it says that Spooner arrived in the Toledo area in 1836 to seek his fortune in land speculation. He knew of the plans to connect the Wabash & Erie Canal with Lake Erie via the Maumee, but it was unclear which side of the river the canal would follow. Based on his knowledge of how towns had grown up quickly at places such as Louisville on the Falls of the Ohio, he decided to purchase 80 acres at the head of the rapids and plot out a town on the east side of the Maumee River opposite Providence,



The above map shows the location of the twin dams across the Maumee River today. Spooner was instrumental in getting them located opposite Gilead (Grand Rapids).
Map courtesy Toledo/Metroparks

OH, where Peter Manor had built his mill in 1822. Spooner called his town Gilead. He was not the only one with this idea. Twelve villages sprang up along the river at the foot of the rapids such as Manhattan, Port Lawrence, Vistula, and Providence, which was also created in 1836.

Other histories claim that Gilead was established in 1831 by John A. Graham, who hired Lewis Bortie and Gabriel Guyer to clear land around the village site in 1832. In 1833 Ambrose Rice surveyed it. Undoubtedly, Spooner bought the 80 acres on speculation and fought with the canal commissioners over the dam across the Maumee River, but whether or not he laid out Gilead is in question.

The canal commissioners decided to stay on the west side of the Maumee and build a dam up river from Gilead to feed water into the canal. Spooner noted that if this dam was built it would effectively cut off Gilead from any use of the river or the Wabash & Erie Canal for transportation or water power. Gilead would be trapped between the rapids to the northeast and the proposed dam to the southwest.

Although it appeared that Spooner had lost, he turned to his knowledge of the law and brought injunctions against the canal planners in the federal court at Columbus, OH. The case, *Spooner vs. McConnell et al.*, argued that rivers were part of interstate commerce and the dam would interfere. The legal nuisance value and threats by the citizens of Gilead to destroy the proposed dam delayed the project. Eventually its site was relocated across from Gilead. There two dams were built. One connected the east bank of the Maumee to the is-

land and the other the island to the west bank of the Maumee. This is where the dam is located today. Slackwater access to the Wabash & Erie Canal was provided by building the Bucklin Lock a mile up river. A side cut was built into Gilead for the Purdy Mills and as transportation access. Boats could leave the Gilead Side Cut, enter the slack-water, be poled across the Maumee River, and enter the mainline Wabash and Erie Canal through Bucklin Lock. The original dam of timber and wood planking was replaced in 1908 with concrete.

Spooner won the location of the dam, but he lost because of the economy. The sale of real estate collapsed due to the Panic of 1837-39, which was created by a banking crisis. President Jackson's Specie Circular of 1836, which required that land purchases be made with gold vs. credit, created a credit crunch and depression. Spooner sold his land speculation in Ohio and by July 1840 had moved back to his father's farm in Athol, Mass.

Spooner soon took up writing proposals for a new banking system to prevent a collapse like that which occurred in 1837. Although his system was not adopted, he did become a major voice for reform.

His next major attempt at reform was the U.S. Postal System, which he felt was over charging the public for its services. At the time there were no regulations to prevent the establishment of a competing service. He created the American Letter Mail Company in January 23, 1844, which had its own stamps, and began offering service between Boston, New York, Philadelphia and Baltimore. He thought that the National Bank had earlier been destroyed by Andrew Jackson, so why not the Post Office? He wrote a letter to the Post Master General announcing his intentions to build a competing service. The Post Office was overcharging the eastern cities to offset the cost of more rural southern service. Spooner, who was just cherry picking the eastern market, undercut the price.

In March 1845 Congress responded to Spooner's service by drastically reducing postal rates and forced him out of business. In 1851 the rates were again reduced to a uniform 3 cents and Congress established a monopoly for the U.S. Postal Service, which continued well into the 20th Century. Spooner should be called the "father of the 3 cent stamp".

Spooner went on to become a vocal abolitionist. In 1846 he published a book entitled *The Unconstitutionality of Slavery* in which he argued that slaves had a natural right to bear arms and use them in defense of their own lives and liberties. He campaigned against slavery until 1861 through pamphlets. He offered his legal services to escaped slaves who were caught. He had

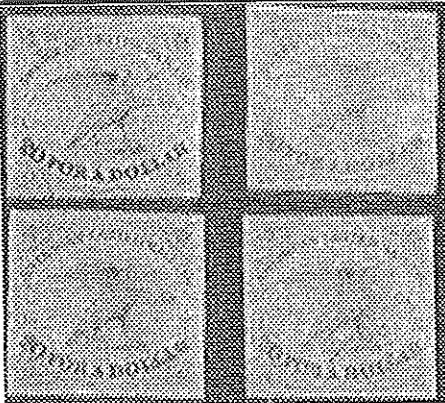
worked with John Brown before his bid on Harpers Ferry's Arsenal in October 16, 1859, and worked for Brown's release prior to the execution. Although he was opposed to slavery, he sided with the Confederate States of America during the Civil War supporting their right to secede. He thought they had fundamental, constitutional and legal rights to be governed by their consent.

After the war Spooner was happy that slavery was abolished, but said the North had fought to "preserve the union" and not to abolish slavery. He claimed the Declaration of Independence rights were no longer valid. He published *No Treason: The Constitution of No Authority* and circulated the pamphlet. In it he presented a legal defense against the crime of treason.

Lysander Spooner spent most of his life seeking reforms to the "system" using his legal training and his financial failures in land speculation and postal reforms as a stimulus for action. Two of his other noted works were *Natural Law or The Science of Justice* and *Trial By Jury.* His pamphlets were part of an early anarchist movement.

About three weeks before his death Spooner felt ill but was not confined to his home in Boston, Massa-

chusetts, until a week later. Although he was sinking rapidly, he didn't call a doctor. He thought he knew his own constitution better than anyone and he hated doctors. He did not think his condition was fatal until Thursday, two days before his demise. A doctor was called, but his rheumatism and bilious fever had taken its toll. He lapsed into a coma on Friday and died quietly on Saturday, May 14, 1887. He was 79 years old.



Above: Stamps used by Lysander Spooner's American Letter Mail Company

Courtesy U. S. Postal website

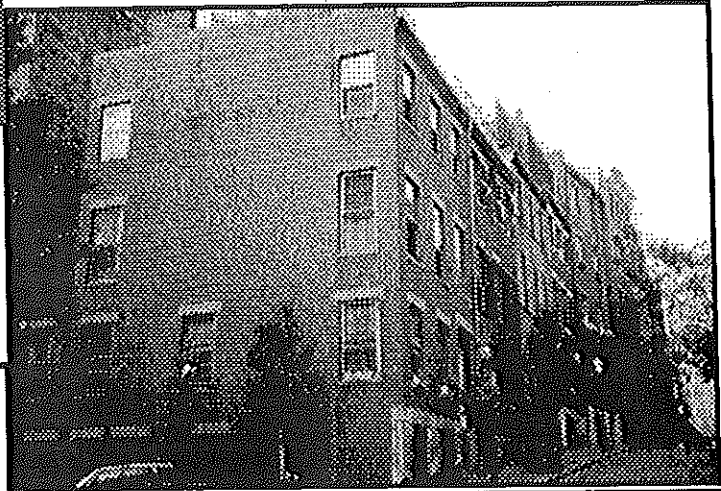
Below: An advertisement that ran on the front page of the New York Daily Tribune

AMERICAN POST OFFICE

The American Letter Mail company has established post offices in New York, Philadelphia, Baltimore and Boton, and will transmit letters daily from each city to the others—twice a day between New York and Philadelphia. Postage 6¼ cents per each half-ounce, payable in advance always. Stamps 20 for a dollar.

Their purpose is to carry letters by the most rapid conveyances, and at the cheapest rates and to extend their operations (as fast as patronage will justify) over the principal routes of the country, so as to give the public the most extensive facilities for correspondence that can be afforded at a uniform rate.

The Company design also (if sustained by the public) is to thoroughly agitate the question, and to test the Constitutional right of the competition in the business of carrying letters—the grounds on which they assert this right are published and for sale at the post offices in pamphlet form.



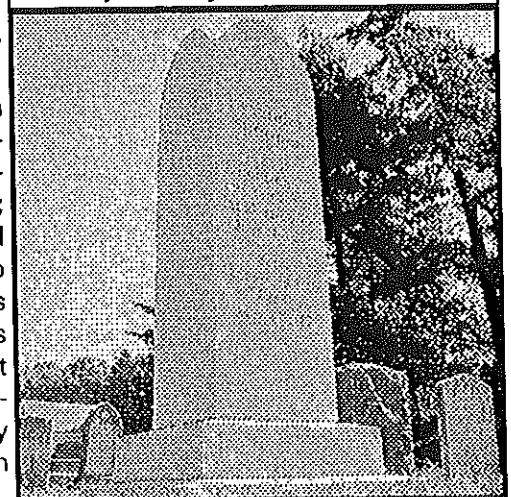
Lysander Spooner's last home and place of death at 109 Myrtle Street in Boston, Massachusetts.

Spooner's funeral was held at his residence, 109 Myrtle Street at 2:30 p.m. He was buried in Forest Hills Cemetery in Boston. The Boston Globe said "He died at one o'clock in the afternoon on Saturday May 14, 1887, in his little room at 109 Myrtle Street, surrounded by trunks and chests bursting with the books, manuscripts, and pamphlets which he had gathered about him in his active pamphleteer's warfare over half a century ago."

It was resolved at a memorial service to Spooner "That while he fought this good fight and kept the faith, he did not finish his course, for his goal was in the eternities, that, starting in his youth in pursuit of truth, he kept it up

through a vigorous manhood, undeterred by poverty, neglect, or scorn, and in his later life relaxed his energies not one jot; that his mental vigor seemed to grow as his physical powers declined; that although, counting his age by year, he was an

Lysander Spooner's tombstone

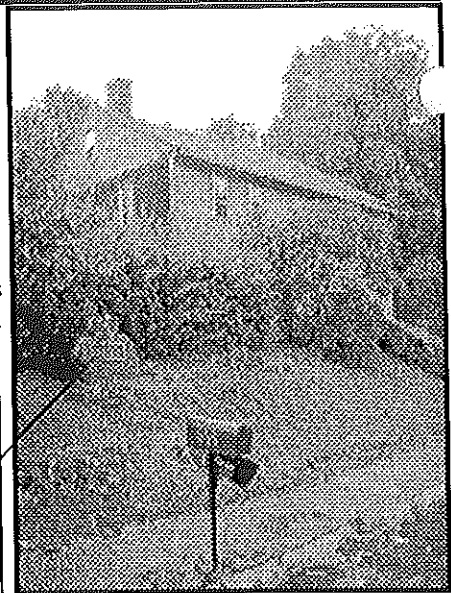


octogenarian, we chiefly mourn his death, not as that of an old man who has completed his task, but as that of the youngest man among us, - youngest because, after all that he had done, he still had so much service that the best we can do in his memory is to take up his work where he was forced to drop it, carry on with all that we can summon of his energy and indomitable will, and as old age creeps upon us, to lay the harness off, but following his example and Emerson's advice, 'obey the voice at eve obeyed at prime.'"

Adjectives describing Spooner found in various publications say he was an abolitionist, anarchist, bank clerk, businessman, Deist, economist, inventor, lawyer, legal theorist, and western land speculator. He was also said to be large-hearted and lovable, but his convictions were so strong that he had few friends. He was never married and had no family. Although he worked hard and gave valuable thought to the world and to the poor, he himself was poor.

During a steady rain on October 15, 2005, this pudding stone with 12 x 18" bronze plaque was installed commemorating the birthplace of Lysander Spooner. The house is located about 75 miles west of Boston in Athol, Massachusetts.

This is the birthplace of Lysander Spooner Jan 19, 1808 - May 14, 1887 Champion of Liberty Lawyer, Abolitionist, Entrepreneur, Legal Theorist and Scholar In this house he wrote "The Unconstitutionality of Slavery" And other works Spooner died in Boston and is buried in Forest Hills Cemetery



Birthplace of Lysander Spooner Athol, Massachusetts

Sources:

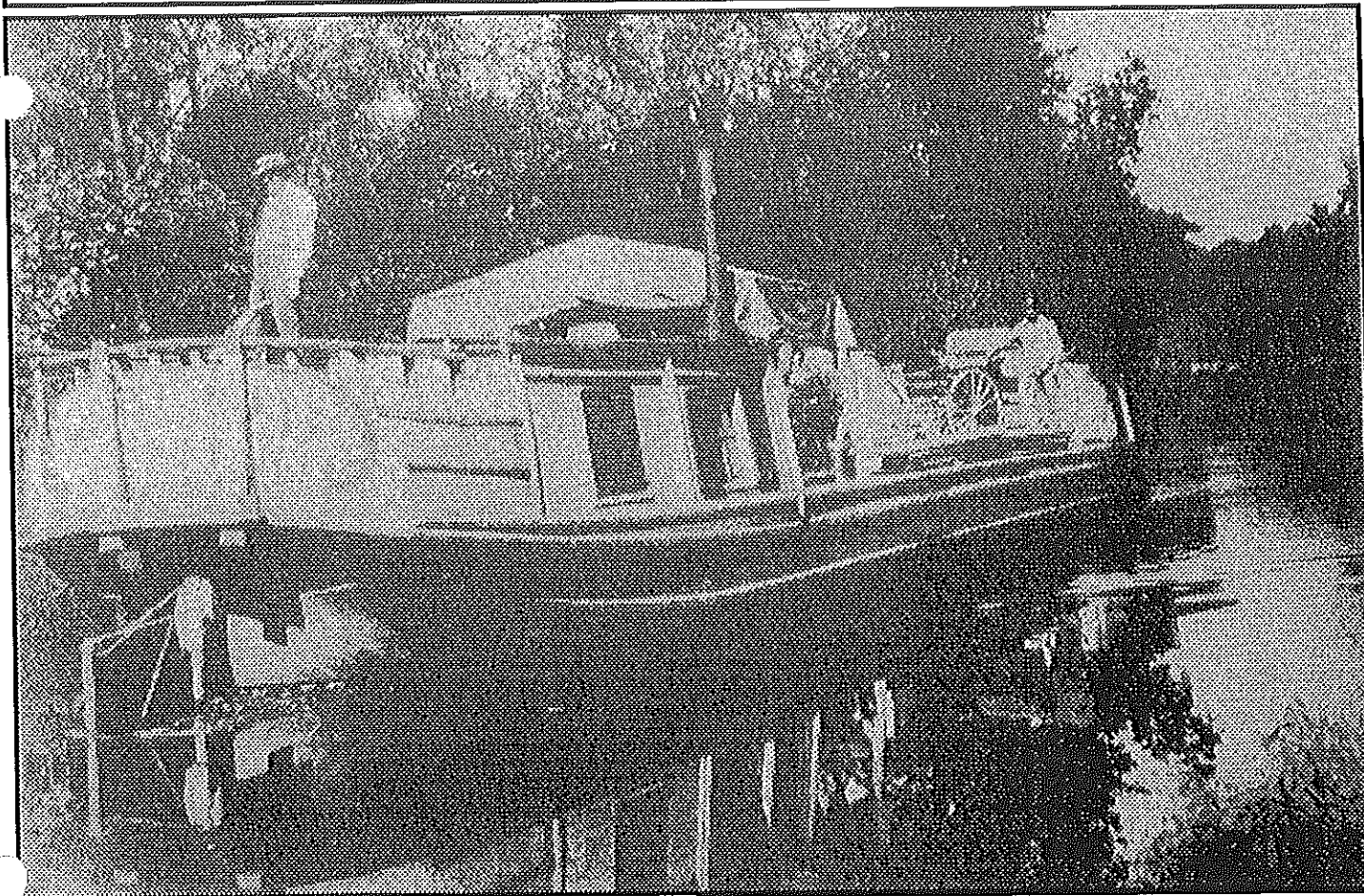
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- http://www.lysanderspooner.org/hs+bottom1.htm
- "One of the Old Guard of Abolition Heroes, Dies in His Eightieth Year After a Fortnight's Illness. Boston Daily Globe, May 18, 1887. <http://www.lysanderspooner.org/OBIT.htm>
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- <http://www.thehs.org/libertyguide/people.php/75860.html>

CANAWLERS AT REST

HELP!! Your help is needed in writing articles for our "Canawlers At Rest" column in "The Hoosier Packet." CSI has a list of canawlers and information on them that we will send you to help in writing the articles. We also like to have a picture of the canawler, his obituary, a picture of his gravestone, and a map of the cemetery if possible. We ask that you present the events of his life in chronological order so that it is easy to see how it led to his connection with canals and how his canal work led to his later accomplishments. Your article will be edited, so it need not be perfect. We reserve the right to add information or pictures. If you are willing to help with this project please call CSI headquarters at (260) 432-0279 or E-mail us at indcanal@aol.com for a canawlers name.

Below is a list of all the "Canawlers At Rest" articles that have appeared in "The Hoosier Packet" since May 2002. Also shown is when they lived, who wrote the article and the issue in which it appeared. Many thanks to all of you who have contributed articles.

Aveline, Francis	1814-1865	Sue Simerman	August 2003	Cunningham, John R.	1820-1888	Carolyn Schmidt	April 2005
Ball, William J.	1814-1874	Carolyn Schmidt	August 2004	Darby, James	1818-1907	Carolyn Schmidt	December 2004
Carter, Chauncy	1796-1864	Carolyn Schmidt	July 2006	Deardorf, Robert	1808-1891	Carolyn Schmidt	November 2005
Carter, J Newlin	1819-1912	Charles Davis	September 2006	Dunn, George	1796-1854	Charles Whiting Jr	June 2003
Carter, Thomas	1805-1887	Charles Davis	September 2006	Edsall, Samuel	1805-1866	Jim Ellis	November 2002
Carpenter, Willard	1803-1883	Carolyn Schmidt	March 2004	Edsall, William	1808-1876	Cynthia Powers	October 2002
Case, Reed	1808-1871	Mark Smith	January 2003	Embree, Elisha	1801-1863	Carolyn Schmidt	July 2005
Christman, Nicholas	1834-1900	Carolyn Schmidt	October 2006	Fairfield, Asa	1787-1868	Sue Simerman	October 2004
Coe, Isaac	1782-1866	Charles Huppert	May 2003	Fisher, Stearna	1804-1872	Cynthia Powers	December 2002
Coleman, Thomas	1818-1887	Carolyn Schmidt	November 2004	Haney, William	1808-1889	Carolyn Schmidt	March 2003
Comparet, David	1826-1903	Cynthia Powers	November 2003	Hanna, Samuel	1797-1866	Tom Castald	February 2003
Comparet, Francis	1796-1846	Cynthia Powers	July 2003	Harrison, Wm. Henry	1773-1841	Charles Whiting Jr	January 2004
Conwell, Abraham	1796-1888	Carolyn Schmidt	May 2006	Hoagland, Pliny	1810-1884	Sue Simerman	June 2002
				Linton, William	1794-1836	Bob Schmidt	July 2004
				Long, Elisha	1794-1842	Charles Whiting Jr	July 2002
				Lotz, Henry	1797-1845	Cynthia Powers	October 2003
				McCarty, Nicholes	1795-1854	Charles Huppert	August 2002
				McMannomy, John	1812-1889	Carolyn Schmidt	September 2004
				McMannomy, James	1824-1906	Carolyn Schmidt	September 2004
				Morgan, Oliver P.	1824-1900	Sue Simerman	December 2003
				Puett, Austin M.	1803-1879	Carolyn Schmidt	March 2005
				Ray, Governor James	1794-1848	Charles Whiting Jr	May 2004
				Rockhill, William	1793-1866	Jim Ellis	April 2003
				Rowley, Nathan	1788-1872	Carolyn Schmidt	December 2005
				Sell, Sarah	1827-1818	Phyllis Mattheis	September 2002
				Sell, Valentine	1819-1902	Phyllis Mattheis	September 2002
				Sherwood, Marcus	1803-1880	Carolyn Schmidt	January 2006
				Spooner, Lysander	1808-1887	Bob, Car. Schmidt	May 2006
				Smythe, Thomas D.	1824-1880	Carolyn Schmidt	August 2005
				Steedman, Gen James B	1817-1883	Carolyn Schmidt	April 2005
				Stuart, Robert	1802-1842	Carolyn Schmidt	February 2005
				Sturges, Solomon	1796-1884	Carolyn Schmidt	March 2006
				Tipton, John	1786-1839	Cynthia Powers	May 2006
				Tower, Benjamin	1819-1872	Carolyn Schmidt	February 2006
				Vigus, Jordan	1792-1860	Thomas Castald	May 2002
				Vinton, Elbridge Gerry	1824-1813	Phyllis Mattheis	September 2002
				Whitcomb, Gov. James	1795-1852	Sue Simerman	January 2006
				White, Albert S.	1803-1864	Mark Smith	September 2003
				Williams, Jesse Lynch	1807-1866	Tom Castald	April 2004
				Wright, Gov. Joseph	1810-1867	Carolyn Schmidt	June 2005



Dillow Robinson and State Boat #1 Ohio & Erie Canal

State Boat #1 on the Ohio & Erie Canal at Peninsula, Ohio, in 1890. Photo courtesy Terry K. Woods slide collection

Frequently we learn about canal times and how the canals functioned from second hand sources, persons knowledgeable but who are writing from research documents. It isn't very often that we get first hand knowledge of persons who lived or worked on the old canals. Terry Woods, past president of the American Canal Society and canal book author, came across Dillow Robinson in 1971, a man who worked on the Ohio & Erie Canal. He began communicating with Dillow. He shares with us the following information about Dillow and a letter he received from Dillow, who died some time in the late 1980s.

"Dillow Robinson was born in Independence, Ohio, in March of 1899. His stepfather worked for the State of Ohio as Captain of the State Boat (No.1) that patrolled the northern section of the Ohio & Erie Canal. Dillow (age 7) began living on the boat during the 1905 boating season.

"At age 13 and the beginning of the 1912 boating season, Dillow joined the crew of his stepfather's State Boat. As the newest crewmember, he was obligated to stay on board with the Acting Captain the en-

ding winter to see to necessary maintenance. Dillow, then, was literally "on the canal" during the infamous 1913 flood in March of that year.

"Dillow continued working on the State Boat on that section of the canal from the Pinery Feeder Dam to the American Steel & Wire Company's plant below the Five Mile lock, maintaining it as a water power source for the company, which had leased water from the State. He worked there until 1918 when, at the age of 21, he left to join the Army.

"After returning to work on the maintenance gang on that section of the canal in 1922, Dillow continued in that capacity until 1924. However, his mode of conveyance during this work stint was a Model T Ford truck, the State Boat having disappeared in the mean time."

In an earlier communication Terry had asked several questions about canal operations. Dillow replied in a letter of July 26, 1971:

"Hope to have a chance to see your slides some time, and now I'll try to explain and answer your ques-

tions of the command "headway."

Q. Who gave the command, "Headway"?

A. The Steersman.

Q. Were the mules unhitched while locking through?

A. From the boat. Towline released from boat.

Q. Was boat snubbed to posts while in lock?

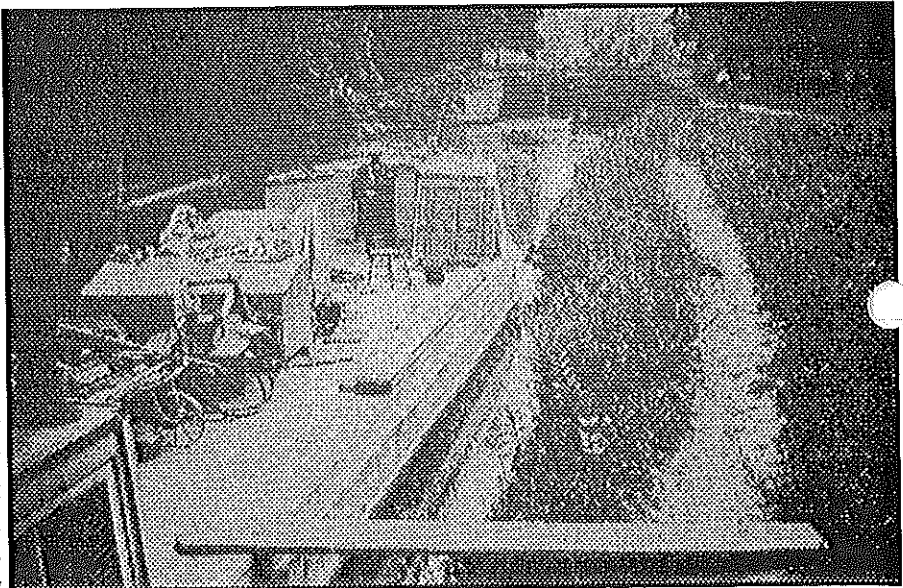
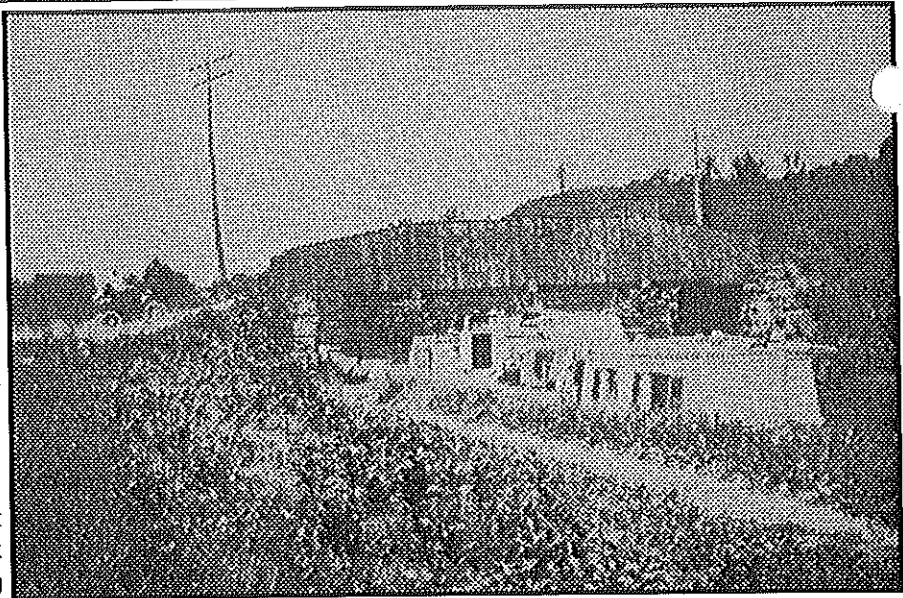
A. Lines were released from post after boat came to a stop. No lines attached to boat while locking up or down.

"'Headway' meant that the boat had momentum enough to make the lock and the teamster could ease up on towing so as to give slack to the towline so it could be released from the deadeye on the boat. After releasing line, mules resumed their speed to the lock. The command "headway" meant to quit towing and was given at each lock whether going up or down stream.

"To give the word 'headway,' the steersman had to consider how fast the boat was being towed, how much draught, and also the current of the race-way if close to a lock. Too much headway could mean a broken snubbing line or a post pulled from the ground. I've never heard of either happening, but if it did, it would mean the boat would crash against the apron or miter sill of the upper gates and be damaged, assuming the headway was right and the boat responded to the rudder.

"As soon as the boat entered the lock, a man on the bow would throw a snubbing line to the teamster and he would snub the boat.

"If the steersman's help was needed in making the lock, when the stern cabin was abreast of the gates, he would climb the gate and help lock through. After the gates were closed the wicket or paddle in each upper gate was slowly opened a few inches at a time. In a few minutes, the reverse current in the lock would drive the boat forward. Sometimes near the miter sill the water would enter the cabin windows, but as the water rose in the lock, this current would cease and the boat would drift back to the lower gates. Then the wickets or paddles were fully opened. No ropes were attached to a boat while rising in the lock.



Top: State Boat #1 on the Ohio & Erie Canal near Cuyahoga City in the 1880s.
Bottom: State Boat No. 1 in foreground possibly at "5 Mile Lock" near Cuyahoga City on the Ohio & Erie Canal. Photos courtesy Terry K Woods slide collection

"In my visits to the locks, I've never seen an original snubbing post with grooves cut in it by snubbing lines. One of these would be nice for a museum.

"I am somewhat confused when I read or hear about locktenders and locktender houses. I wonder if they were the same as in my day we [were called] Feedermen or Feedertender? They had nothing to do with locks. Their job was to regulate the flow of water from River to Canal at the feeders.

"The command 'Headway' was given when a boat come to about 400' of a lock."

"Yours, Dillow"

BOTTOMING OUT ON THE OHIO AND ERIE CANAL

By Carolyn Schmidt

The spring tour of the Canal Society of Ohio was held April 7-9 in Coshocton, Ohio. The tour concentrated on a 38-mile-stretch of the Ohio & Erie Canal from Roscoe Village, in Coshocton to Newark, OH. This stretch includes the bottom or "nadir" level between the canal's two summits and the Dresden Side Cut Canal, which extends from the nadir level to the Muskingum River. Many structures seen on this tour were seen on CSI's "Stepping into the Past" tour in August 2000.

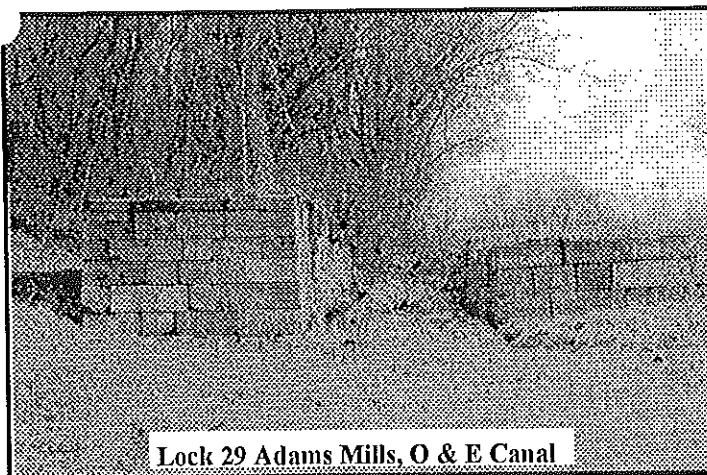
Remains of stone aqueducts, culverts, dam and bridge abutments, and locks were seen. Since the locks were numbered as they came down from the two summits, the lock numbers were somewhat confusing. Tour participants had to remember that the locks to the northeast of Dresden were descending from the Akron Summit (Locks 28-30), the locks to the southwest of Dresden were descending from the Licking Summit (Locks 11-19) and the Dresden Side Cut locks were numbered from the Akron Summit (Locks 31-33). A map in the tour guide was most helpful in keeping all the locks straight in one's mind.

Photos by Bob Schmidt

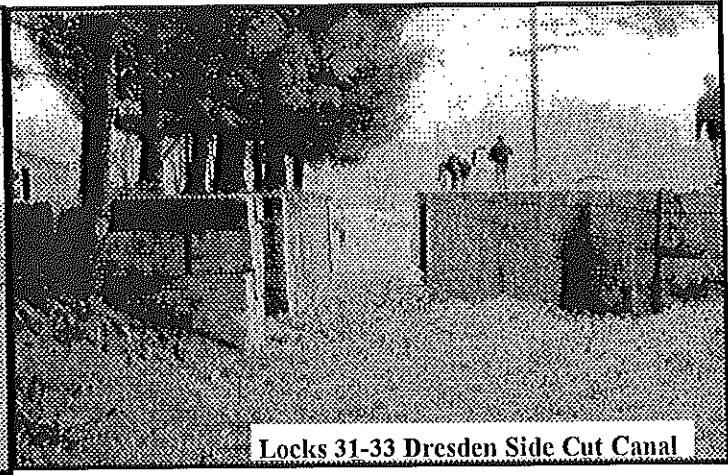
As the locks were visited, it soon became apparent that a portion or sometimes all of a lock's wall had been removed. Dan Schuster, CSI-CSO member and tour guide, explained that these walls were the ones that were located closest to the road where the stones were easily reached and could be used elsewhere. Many of the locks near the road were nicely cleared of brush and debris. The more remote locks had trees growing in them and some were used as trash dumps.

The locks of the Dresden Side Cut were in excellent condition in a park-like setting. It was pointed out that ten years ago one of the locks had a pipe in it that carried overflow from the sewage treatment plant to the river. All that has been removed. Lock 33 nearest the river is a concrete lock. It replaced the old stone lock in the early 1900s when concrete was still a new technology. Also seen on the Dresden Side Cut was the remains of a stone aqueduct that carried canal waters over Wakatomika Creek. Everyone but the locals seemed to have trouble pronouncing the creek's name.

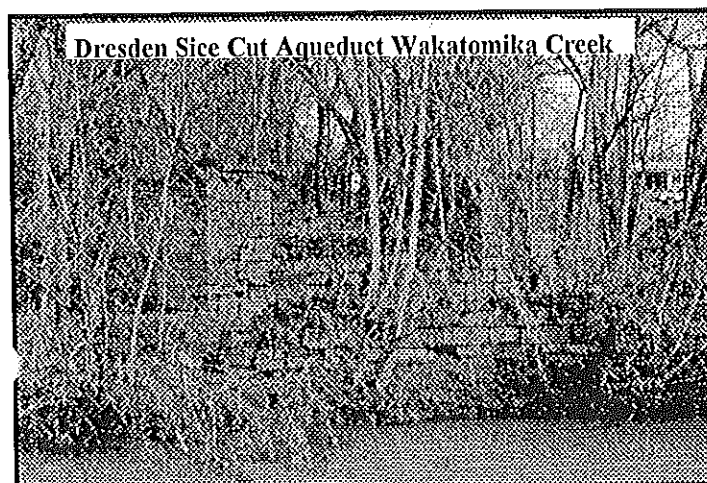
After walking 3/4 a mile to Black Hand Gorge, the stone wall built to carry the towpath through the gorge was seen. The gorge was so narrow that canal boats entered a slack water portion of the river to get through it.



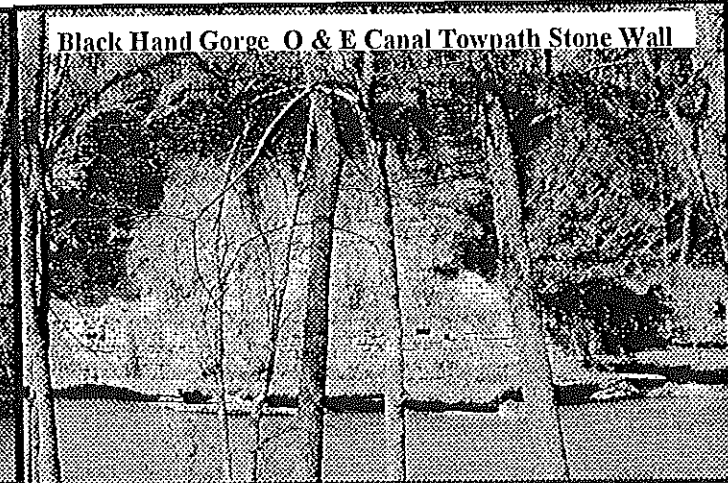
Lock 29 Adams Mills, O & E Canal



Locks 31-33 Dresden Side Cut Canal



Dresden Side Cut Aqueduct Wakatomika Creek



Black Hand Gorge O & E Canal Towpath Stone Wall

CSI member Terry Woods presented a slide show preview of the tour on Friday night. The program on Saturday night was a first person presentation portraying Mrs. Medberry, wife of Arnold Medberry, who built a large flouring mill in Roscoe Village. She told of life in canal times, how fires continued to destroy her husband's businesses, how disease led to his and their children's deaths and how a once wealthy man died with huge debts.

CSI members on the tour were: David Barber, Scott Bieszczad, Nancy Gulick, David Hawk, Mike Morthorst, Tom Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Bruce & Kay Sheldon, Steve & Sue Simerman, Neil Sowards, Larry Turner, Terry & Rosie Woods.

M & E LOCK #1N RESTORATION

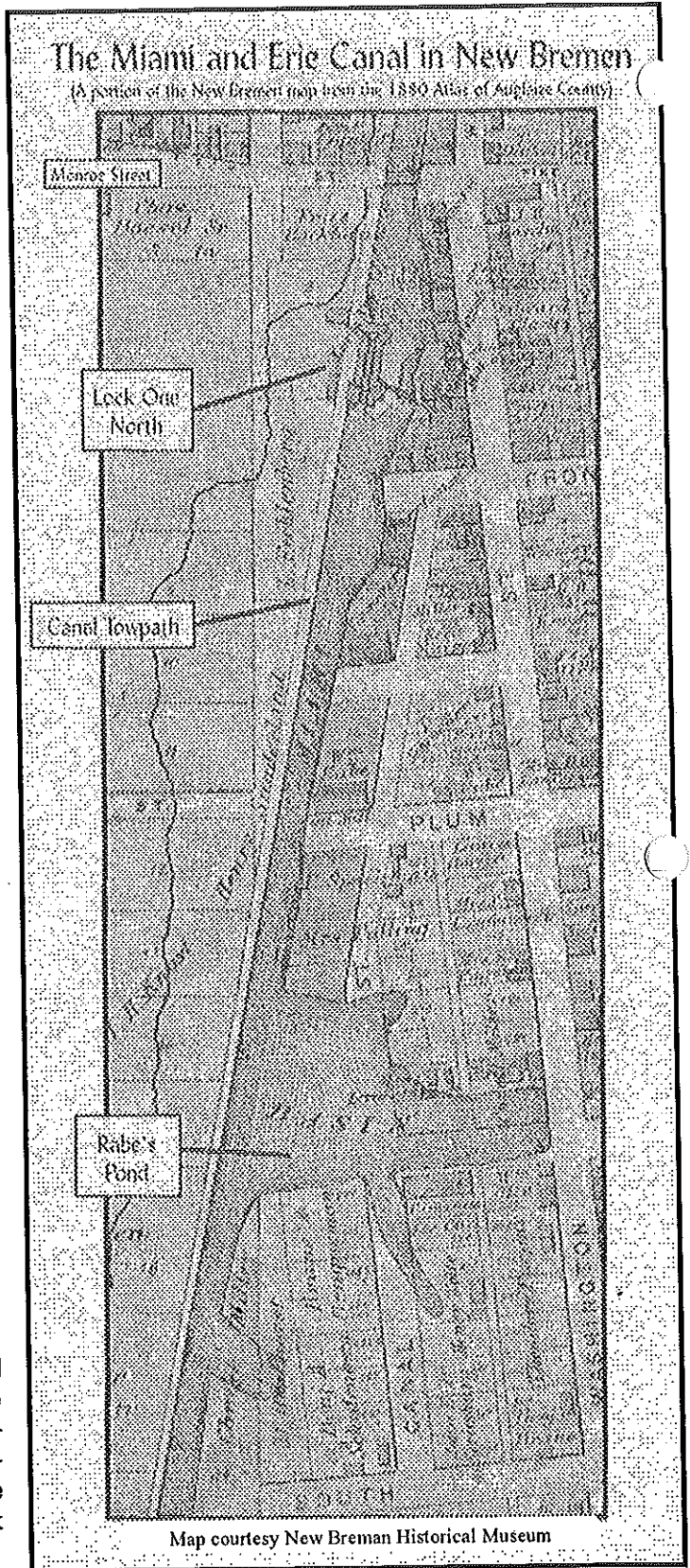
On Friday, July 15, 2005, exploratory excavation was done of the east side of Lock #1N of the Miami and Erie Canal in New Bremen, OH. It is at the north end of the Loramie Summit, which is 512 feet above the level of the Ohio River. There is also a Lock #1 located at the south end of the summit in Lockington. New Bremen is near the center point of the canal, which is 123 miles from Cincinnati. An original canal marker with 123 engraved on it is displayed in the museum.

During the excavation they gained information on the construction methods used when the concrete lock was built in 1910 replacing the original timber lock built about 1845. They found several 12 inch wood timbers from the original lock buried in the blue clay. The timbers served as the foundation and bracing of the original structure. After they are cleaned and restored they will be put in the New Bremen Historical Museum.

In September of 2005 the State of Ohio granted the Village of New Bremen \$280,000 to preserve the lock. The Village must raise \$70,000 as its portion of the project's cost. As of December 31, 2005, they had accumulated \$26,446 through contributions, canal book and game sales, and a canal boat excursion.

In October and November of 2005, the original concrete spillway east of the lock, which controlled the water elevation, was located. It was in very good condition and still had its cast-iron wicket in place. The spillway is located about 12 inches below the Lock One parking lot. They also found the footers buried 15 feet below ground level. They too were in good condition.

The current concrete lock was scheduled for removal in early 2006. It will be rebuilt of concrete. In addition a concrete spillway will be constructed where a street is currently located. A landscaped park will be on the other side of the lock. When completed water will



tumble from the spillway and be re-circulated. The lock will appear much like it was when in use in the early 1900s. It will become the centerpiece of the village.

WHITEWATER CANAL NOTES

CEC TOUR OF THE WHITEWATER CANAL MARCH 18, 2006

By Phyllis Mattheis

The Community Education Coalition of Connersville requested a member of the Canal Society of Indiana to be an instructor for a tour of the Whitewater Canal in southeast Indiana on a March Saturday. Phyllis and Jerry Mattheis shared the duties. This was an opportunity for people of the area to learn about the manmade waterways that changed the destiny of our developing state.

Fifteen adults boarded a small bus from the Connersville schools at K-Mart parking lot at 9 a.m. and headed north to Cambridge City, where the tour began. The group looked at maps, photos, paintings, clippings and the canal boat bell in the History Room of the Cambridge City library. We climbed to the third floor at the Vinton House Hotel to see photos and exhibits about the canal and the National Road from the Traces and Trails project by Ball State U. students of Ron Morris. We marveled at the stone arch culvert that carried the canal under the National Road and admired the restoration of a canal warehouse by Dr. James Bertsch on East Church Street, which was once a long canal basin. Then we traveled down the path of the canal along Boyd Road, where we could see old abutments at the river. On SR 1 we could see the line of the canal from the power poles on its right-of-way that cross the fields and the highway.

Behind Powell Paving the towpath has been landscaped, and we remembered the brave immigrant canal workers who might be buried in the early Milford Cemetery there, as well as in the early cemetery by the canal in Milton. The Ferris family granted permission to view the river from the bank where their new home is located and to inspect the impressive stone arch culvert over City Run Creek and Lock # 50 south of there.

On Interstate Road we drove by another lock, and on Newman Lake Road we saw how the railroad is laid on the towpath. The canal crosses SR 1 at the north edge of Connersville. We followed the tracks on the canal towpath south into town. From 22nd Street looking north we saw the canal depression and looking south

we could see the canal had been filled in and landscaped with trees and grass.

In Connersville a brief stop at the old Connersville Furniture Factory gave us a glimpse of how canal water was brought in a race under the six story brick building to power equipment. New white, six over six pane windows are being installed in this huge building in which the Community Education Coalition will be housed, eventually. After a restroom stop at the office of the CEC, we enjoyed box lunches on the bus. The columned Canal House owned by Historic Connersville, Inc. stands on 4th Street, and stately Elmhurst at the south edge of town was the home of Samuel Parker, president of the Whitewater Valley Canal Company.

As we traveled south on 121 we watched for remains of locks along the railroad. A drive around Laurel revealed many stone walls and foundations, the old stone jail, the new library and the community center in the old elementary school. Everyone piled out to enjoy the water rushing over the Laurel feeder dam on this sunny afternoon. Here we inspected Jink's Lock and the signs provided by the Canal Society of Indiana for the locks along the railroad.

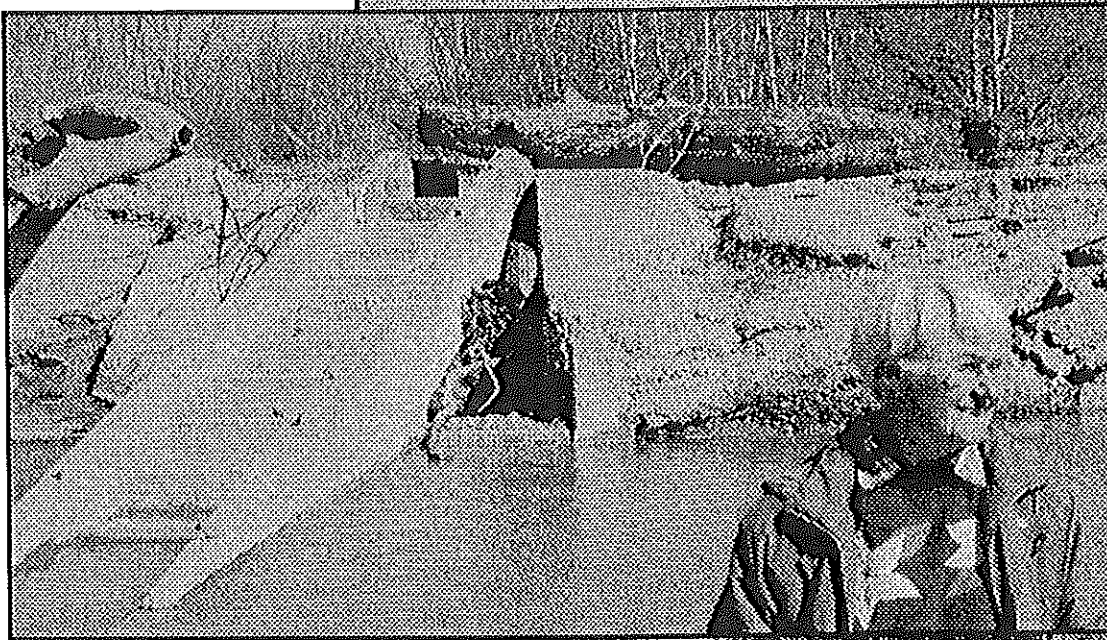
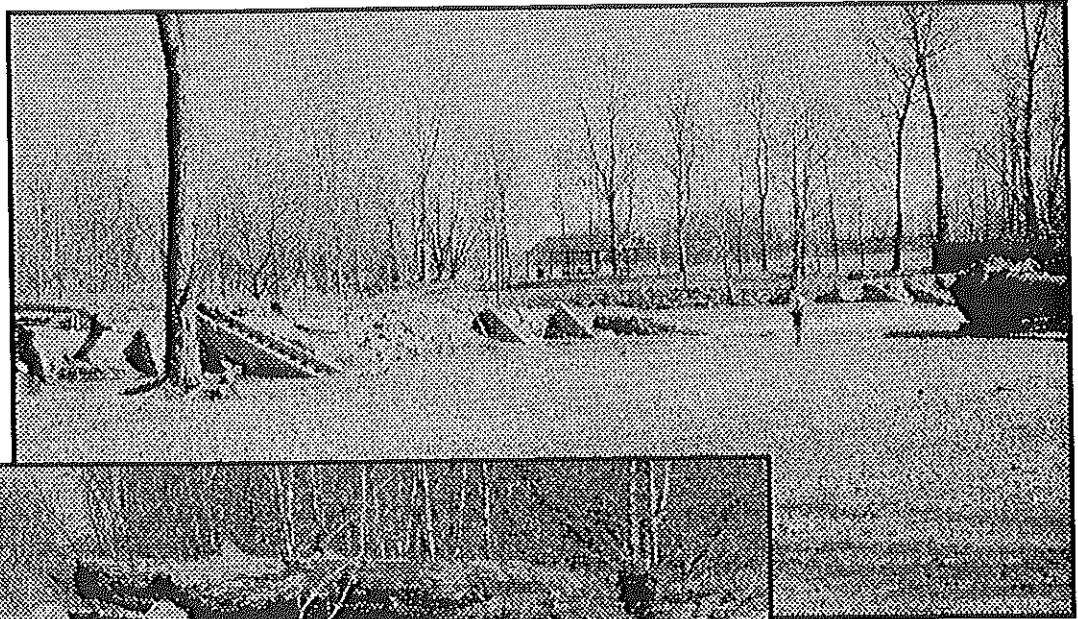
Metamora was quiet with just a few shops open before the season starts in May. We walked around the mill to see the lock and over to see the canal boat, "Native Sun." Our bus turned around at the trailhead for the new 2.6 mile Metamora Walking Trail, and participants inspected the covered wooden aqueduct over Duck Creek and the canal boat Ben Franklin III, suspended in the Millville Lock for the winter. As we drove east on US 52 we also glimpsed the trailhead for the one mile Yellow Bank Walking Trail and the 1795 treaty marker at Boundary Hill.

We pulled into the Pizza King parking lot at Brookville and a few folks walked down the hill thru the brush to inspect Butler's Run Culvert. One gal snagged her foot on the vines and lost her camera in the underbrush, but it was recovered by some sharp-eyed males in the group. We also pulled into the low area south of town that once was a canal basin, where it was decided we had enough time to drive to Cedar Grove to see how the canal came thru the center of town, intersecting the main street. On our way back we stopped at Little Cedar Grove Baptist Church to read the marker, and we answered the questions on the CSI Whitewater Canal quiz.

The tour was publicized to end at 4 p.m. back at K-Mart and we were only 15 minutes late! Everyone received a packet with the following handouts: a five page itinerary of "What To See On The Whitewater Canal in 2006"; an altitude chart of the canal from Hagerstown

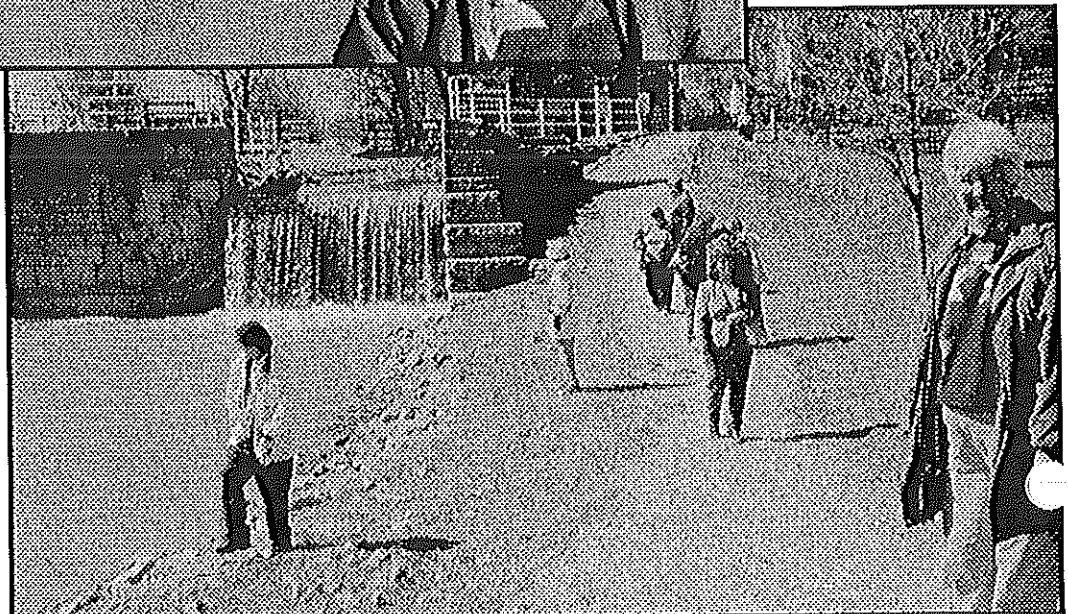
to Lawrenceburg, showing the descent of 491 feet in the 76 miles and the number of locks between towns; a photo page of the Hagerstown Canal marker and the Lawrenceburg museum with a map and picture of the canal basins in Lawrenceburg, since we didn't get to those two towns; a drawing of the Cleves Tunnel in Ohio; the CSI sheet "Why Build A Canal?" and the 14 page booklet "Indiana's Canal Era" by CSI, as well as the thumbnail sketch of the Whitewater with a brief history of Cambridge City. Jerry and I used charts we had made to explain about the canal and passed around clip-pings and a photo album of canal pictures. It was an enjoyable and educational trip even for the bus driver.

The concrete feeder dam on Interstate Road at Connersville was dynamited in the middle by a farmer on the east side. The fish ladder was left intact but is not used since fish can swim up through the ruined dam.



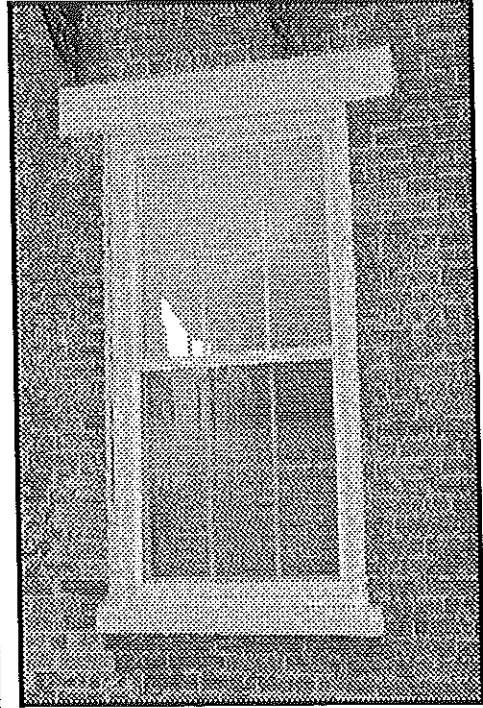
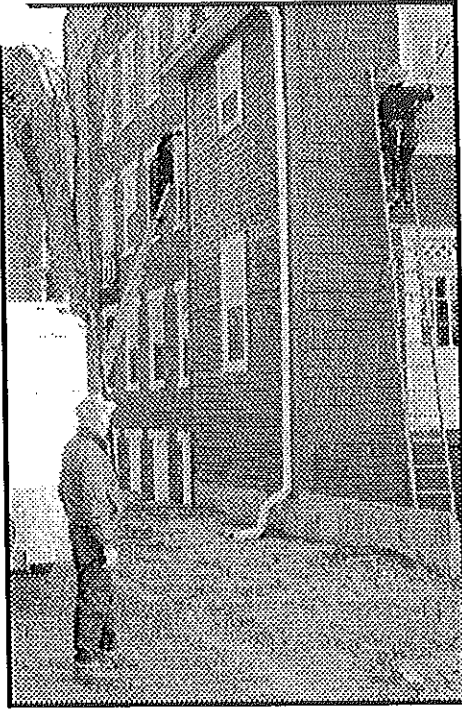
The fish ladder was not destroyed by the dynamite. Portions of the original stone walls from the 1840s dam still remain on far west side and far east side. They can be seen above Phyllis Mattheis' head.

The tour group visited the Whitewater Canal Lock in Metamora, Indiana. Although water was flowing through the bypass (tumble), the canal lock was closed and dry.



Photos by Jerry Mattheis

VINTON HOUSE GETS STORM WINDOWS



The Vinton House, an old Whitewater Canal and National Road inn in Cambridge City, Indiana, had storm windows installed on March 29, 2006 by Amish carpenters, who constructed them. The storm windows will protect the newly renovated windows and retain heat thus reducing the fuel bill. The Canal Society of Indiana donated \$3,500 toward this project. The building is being used as an antique mall and has canal exhibits on the third floor. It is open Tuesday thru Saturdays from 10 to 5 and on Sunday afternoons.

Photos by Dr. Mark Woodward

By Phyllis Mattheis

The Historic Vinton House on the Historic National Road, which is Main Street in Cambridge City, had new white aluminum storm windows installed the last week of March, thanks to a grant from the Canal Society of Indiana. Pictured are Amos King and his brother Enos doing the installation. Project manager Jerry Mattheis supervises the work in photographs by Mark Woodward. The windows were ordered from Eastern Indiana Windows, a new Amish business started by Thomas Peachy on Jacksonburg Road. Later seven of the storm windows will be placed on windows, which still need to be repaired.

In recent years the Canal Society has made three grants to Western Wayne Heritage, Inc., the local preservation group that owns the building, to help with the preservation work at the Vinton House, which sits at the northern end of the Whitewater Canal and has canal level entrances on the west side. Unobtrusive, the new storm windows will not only help with the gas heating bill, but will also protect those original wooden window sashes that have been rebuilt and were painted last summer. Western Wayne Heritage is most grateful for the support!

Originally built mid-1800 as a hotel catering to travelers on both the National Road and the canal, the 150 year old building is being restored by Western Wayne Heritage, Inc. as funds permit. Purchased in a deteriorated condition after a professional building analysis and feasibility study in 1996, WWH members have poured much TLC and many dollars into preserving the structure. New wiring, heating, metal roof, tuck-pointing of the bricks, painting of trim, and much repair have been done. Although still requiring restoration work, the third floor has professional exhibits about the National Road, the Whitewater Canal and the Underground Railroad. These were projects of Ball State students under the direction of Dr. Ron Morris of Centerville, a member of WWH. The exhibits can be seen during business hours of Vinton House Antiques. Tax deductible contributions to preserve the building can be mailed to WWH at P.O. Box 254.

Western Wayne Heritage holds events to help fund their projects. This year they will have three pet clinics: Saturday April 29 in Creitz Park in Cambridge City, May 6 in Greenfield and May 20th in Muncie. Dr. Mark Woodward donates his services at these clinics, which raise between \$2,000-4,000 annually. They also will host a Homes Tour during Canal Days on Saturday, September 9.

CENTRAL CANAL PROGRAMS

Free films/videos about Indiana are shown every Thursday from noon to 1 p.m. in the Cole Porter Room of the Indiana State Museum in Indianapolis. The following concern Indiana's canals:

Thursday June 15 FREE

Indiana's Canal Heritage This short film explores the canal system that formed the backbone of Indiana's commerce prior to railroads. Produced by the Canal Society of Indiana

Thursday June 29 FREE

Broad Ripple This 150-year old community's founders, the story of its ill-fated Central Canal, local folklore, merchants, and Broad Ripple High School are surveyed.

May 26 - September 28 Summer on the Canal

Friday Noon - 1 p.m.

Concerts on the Canal

Free lunchtime concerts and seating available, select Fridays on the Indiana History Center Canal Plaza. 11:30 a.m. to 1 p.m.

May 26 Mina Keohane - Composer and jazz pianist mixes rock and hip-hop

June 9 Spud Puppies - High energy acoustic blend of bluegrass, country blues and rock & roll

June 23 Lathan & Lathan - Traditional and original Celtic harp and flute

Thursday Evening 5:30-7:30 p.m.

Concerts on the Canal

Free concerts given but there is a fee for reserved table seating near the stage. Tables of 4 are \$25; \$20 IHS members. Tables of 8 are \$35; \$30 IHS members. Call 317/232-1882 to reserve seats or visit www.indianahistory.org.

June 1 - Indianapolis Philharmonic Orchestra - Presented by Indy Parks Pops concert including a varied repertoire of light classics, Broadway show tunes, movie themes and more.

June 8 - The Pocket Big Band - Presented by IU School of Music at IUPUI 10-piece band with vocals performing jazz, swing and standards.

June 15 - Jazz Fest Warm-up with IUPUI Jazz Ensemble - Presented by IU School of Music at IUPUI Big band directed by Jack Gilfooy will kick off the jazz festival.

June 22 - Cynthia Layne - Passionate and energetic vocals featuring original and classic soul, jazz and r&b.

June 29 - Cool City Swing with Shannon Forsell and Jimmy Guilford - Smooth and swinging jazz with vocals by the popular Shannon Forsell and the legendary Jimmy Guilford.

\$10 MILLION FOR ERIE CANAL GREENWAY

New York's governor, George E. Pataki, has earmarked \$10 million in his 2006-7 budget to fund an Erie Canal Greenway. He started his vision to make the state's canal system its centerpiece 11 years ago. To date more than \$230 million has been spent and 245 miles of Canalway Trail have been completed. The Environmental Protection Fund has provided millions for local community projects.

The latest money to be administered by the New York State Canal Corporation will be used as follows:

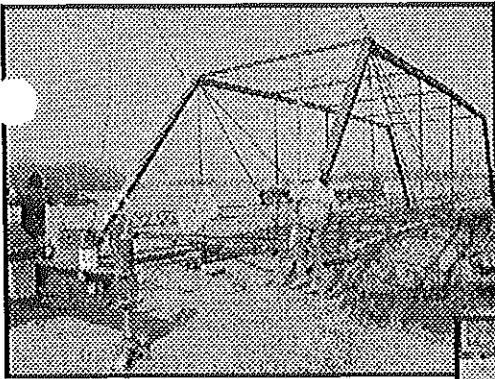
- \$3 million - Erie Canal & Empire State Greenways
 - Matching grants for community development
 - Technical assistance to canal communities
- \$1.5 million - Erie Canal Greenway Water Trail
 - Non-motorized boat launch sites
 - Enhance existing sites (restrooms, potable water)
 - Water trail flags at public launch sites
 - Informational/educational kiosks and signage
 - Matching grant program
 - Start "paddle" event
- \$2 million - Canalway Land Trail
 - Construct, complete and enhance trail
- \$1.5 million - Interpretive and Educational Centers
 - Develop centers at current and planned sites
- \$1 million - Marketing and Promotions
 - Year-round marketing
 - Canal-wide promotional event
- \$1 million - Canal Community Infrastructure Projects
 - Matching grants to restore, develop, expand docks, retaining walls, bulkheads, non-channel dredging

Starting this year tolls for recreational boaters will be waived. In the past the Canal Corporation has issued 2-day and 10-day recreational lock/lift bridge-passes and seasonal permits. To offset the loss of these \$5 to \$100 fees based on vessel length, a \$200,000 grant to enhance boater access to the canal will come from a joint partnership between the New York State Office of Parks, Recreation and Historic Preservation and the Canal Corporation.

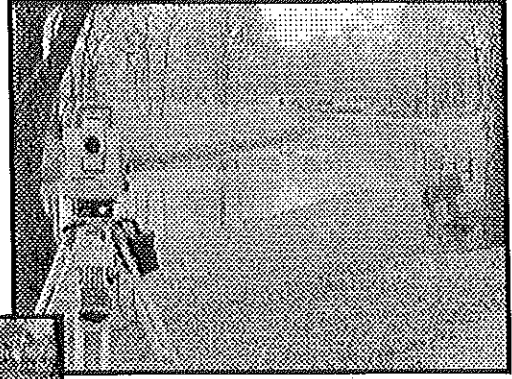
There are 524 miles of canals in New York State that connect the Hudson River, Lake Champlain, Lake Ontario, the Finger Lakes and the Niagara River. Although the Erie Canal is the longest and best known, the Champlain, Oswego and Cayuga-Seneca Canals all connect communities, which are rich in culture and history. By developing them they will enhance tourism and recreation as well as bringing about an economic revitalization. Boaters will find it easier to explore the historic waterways and reach the natural and cultural attractions in upstate New York.

News article from Richard Brown, CSI member, Okemos, Michigan

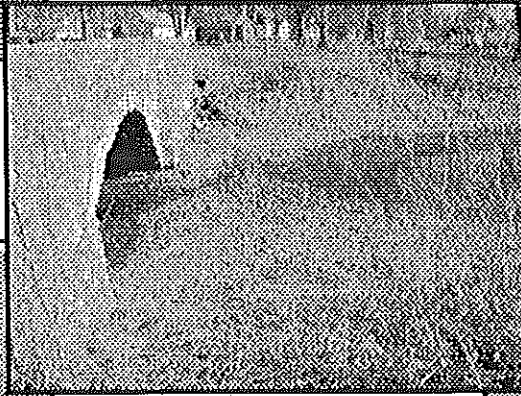
DELPHI'S WORK CONTINUES ON THE OLD WABASH & ERIE CANAL



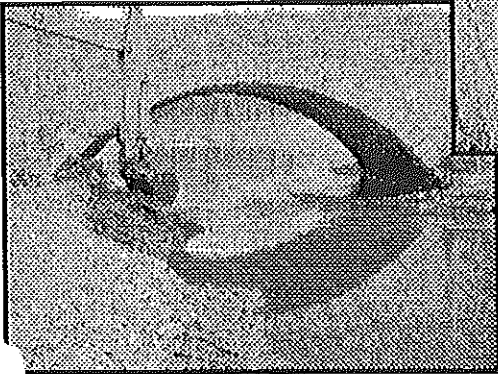
Above: Preparing to moving Bridge #31 to the Wabash & Erie Canal in Delphi
Below: Dredging beneath the bridge by Canal Park to allow passage of planned canal boat.



Above: Surveying the tunnel area

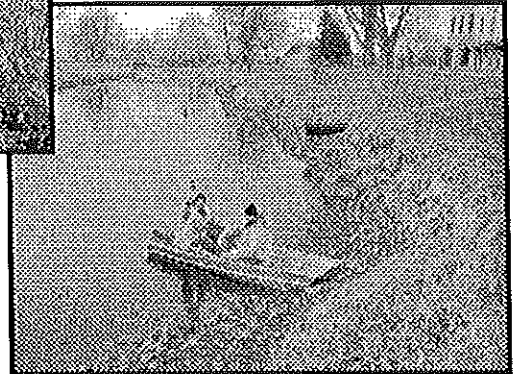


Below: Surveying the canal bottom in preparation for building a canal dock



Above: The canal beneath the bridge by Canal Park needed excavation for boats to pass under.

Photos by Dan McCain



NEWS FROM DELPHI

THE OLD CANAL NEVER HAD IT SO GOOD

By Dan McCain

Many blessings have come to Delphi's Canal Park since the first of the year. Mild winter weather favored construction progress. Volunteers rallied to make things happen -- and things did get done. Significant accomplishments include: disassembly and moving of Pulaske Bridge #31; draining the canal and making bottom repairs; completion of the "trail tunnel" under the Stone Company's railroad; and the beginning of engineering planning for our "DREAM" -- the canal boat, dock and warehouse.

First, the century old Winamac / Stearns Iron Bridge was readied for moving in January with "oiling of the rusty joints" and preparation for lifting. Then the big "lift" was made on the second day of March. As they say March comes in like a lion or lamb and "lamb" favored the work. Cold, but dry -- and no snow either! It took only three days in the field and that happened smoothly. During disassembly the site looked like a "vulture picking from a carcass" and finally the loading

of the entire superstructure on one semi load -- it now sits on the trailer in back of Canal Park awaiting restoration funding.

The next work site was in the south end of Canal Park after the tunnel was put in place. This work involved earthmoving and reshaping of the fabled "turning basin" and a towpath bridge that will allow the boat to circuit the 2,000 foot distance inside the park. All this appears now in a raw graded and unseeded form waiting on the volunteer workdays to finish. A small parking area was developed next to the tunnel and even a section of the old elevated earthen towpath has been preserved to delight the public.

The diversion of 3 million gallons of beautiful, clear groundwater from the Stone Company was shut off for nine days. After four days it was low enough to facilitate repairs to the bottom of the canal. An earthen fill over an underground city sewer beneath the canal at Washington Street hindered the operation of our pontoon passenger boat. It was "trimmed" in height to allow easier passage, which will be especially needed when the "replica canal boat" project is completed in a couple years.

Engineering work began with a topographic survey of the bottom while the canal water level was low.

