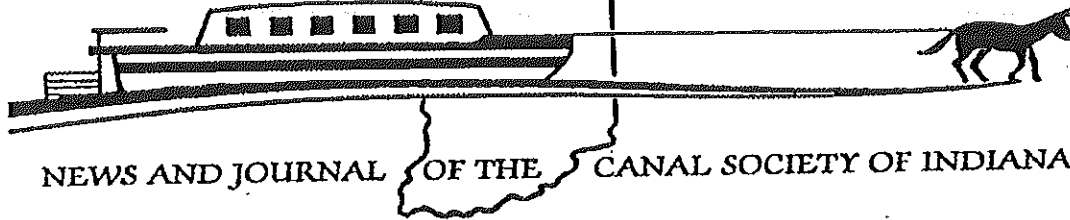


THE
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NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 5 NO. 7

P.O. BOX 40087 FORT WAYNE, IN 46804

JULY 2006

CANAL CAUSES WAR



Famous Handshake Re-enacted

Michigan's Gov. Woodbridge Ferris on left and Ohio's Gov. Frank B. Willis shook hands across the Michigan/Ohio border marker (post 70) in 1915 after the ongoing border dispute was settled. Scott Bieszczad, CSI member from Ohio on left, re-enacted the event with Bob Schmidt, CSI president standing on the Michigan side, for the "Gateway To The East" tour on Sunday, May 7, 2006.

Current photo at right by Neil Sowards



Features

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10. Canawlers At Rest: Governor David Wallace
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20. Secret Of The Lockkeeper's House, More On John Tipton & The Trail Of Death
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23. News From Delphi: Railroad Underpass Completed, Earth Day, Old Loom, Only Place To Go Is Up, Spring Wildflower Walk, Trails Welcome Bicyclists, Trails Volunteer Recognition
28. State Canal Markers, Whitewater Canal Trail: National Trails Day, Whitewater Canal Trivia

"GATEWAY TO THE EAST"

The (Miami) Wabash & Erie Canal
In The Maumee Valley
By Bob and Carolyn Schmidt

At the conclusion of the War of 1812, our young nation was ready to expand across the Allegheny mountains, but transportation was a major roadblock. Trade, other than local, was largely limited to annual one-way trips down the rivers to New Orleans to sell agricultural products. In 1825 the Erie Canal changed this trading pattern by opening a route to the East. To expand the commercial value of this waterway, additional canals were needed that would reach deep

CSI SPRING TOUR

May 4-7 24th Annual Meeting, Red Roof Inn, Maumee, Ohio

Theme: "Gateway to the East" (Miami) Wabash & Erie Canal, Grand Rapids to Toledo, OH

Thursday Night: Registration at Red Roof Inn Hospitality Room

Friday Noon: Box lunch on the Sandpiper

Friday Night: Banquet at Carranor Hunt & Polo Club, Perrysburg, OH

Saturday Noon: Buffet at Cousin's Restaurant, Grand Rapids, OH

Hosts & Docents: Scott Bieszczad, Bob & Carolyn Schmidt

Tour refreshments: Jim & Ruth Ellis

Logo: Carolyn Schmidt

Tour Book: Scott Bieszczad, Bob/Carolyn Schmidt

Goodie Bags, Name Tags, Recognition Gifts, Door Prizes: Carolyn Schmidt, Dick Kudner, Carl/Barb Bauer

Friday Program: "The Toledo War" - Fred Folger

Tour:

Friday: Perrysburg Hydraulic Canal, Ft. Meigs and Museum, Car Caravan following (M) W & E Canal from Maumee to Toledo and Swan Creek Side Cut Canal, Maumee River Harbor aboard Sandpiper, SS. Willis B Boyer

Saturday: Lock #6 of Maumee Side Cut, Maumee Side Cut Park, Gilead Side Cut Canal, Providence Park "Volunteer" Canal Boat Ride and Tour of Isaac Ludwig Mill

Sunday: Manhattan Extension Canal, James Steedman's Statue and Grave, Toledo Boundary Marker

Board Elections: Lynette Kross presented slate. Re-elected Directors: Don Haack, Chuck Huppert, Jeff Koehler, Mike Morthorst, Cynthia Powers, and Bob Schmidt. Re-elected Officers: Pres. Bob Schmidt, V-Pres. Chuck Huppert, Sec. Cynthia Powers, Treasurer Jim Ellis

83 Attended

States Represented: IN 47, OH 33, IL 2, AL 1

Attendees: David & Marilyn Badger, Sally Bancroft, Carl & Barbara Bauer, Scott Bieszczad, Leon & Sandy Billing, David Bohla, Maurice & Dorothy Bonecutter, Paul Brandenburg, Sue Burger, Tom Castaldi, Allen & Linda Corwin, Bill & Berky Davis, Jim & Ruth Ellis, Leland & Bonnie Lou Gamson, Tom & Mary Grimes, Eldon & Marsha Fredericks, Don & Betty Haack, Gerald & Jean Hulslander, Karl & Susanne Kettelhut, Lynette Kross, Dick & Martha Kudner, William & Bonnie Kudner, Bette Lockhart, Dan McCain, Bob & Dot McIntyre, Charlotte May, Paul Moffett, Mike Morthorst, Donna Niemeyer, Gene & Joyce Paschka, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Dan Schuster, Bruce & Kay Sheldon, Steve & Sue Simerman, Arthur Smith, Neil Sowards, Joel & Carol Stewart, Brian Stirm, Michael Thrall, Larry Turner, Allen & Becky Vincent, Charles White, Dan & Ceri White, Charles & Anne Whiting Banquet Only: Willis Beck, A. L. & Carol Bentley, Mearl & Lolita Guthrie, Fred Folger, Walter & Gloria Hales, Lewis Heldt, James & Carol Roberts, Marie Snyder, Kathryn Wenzel

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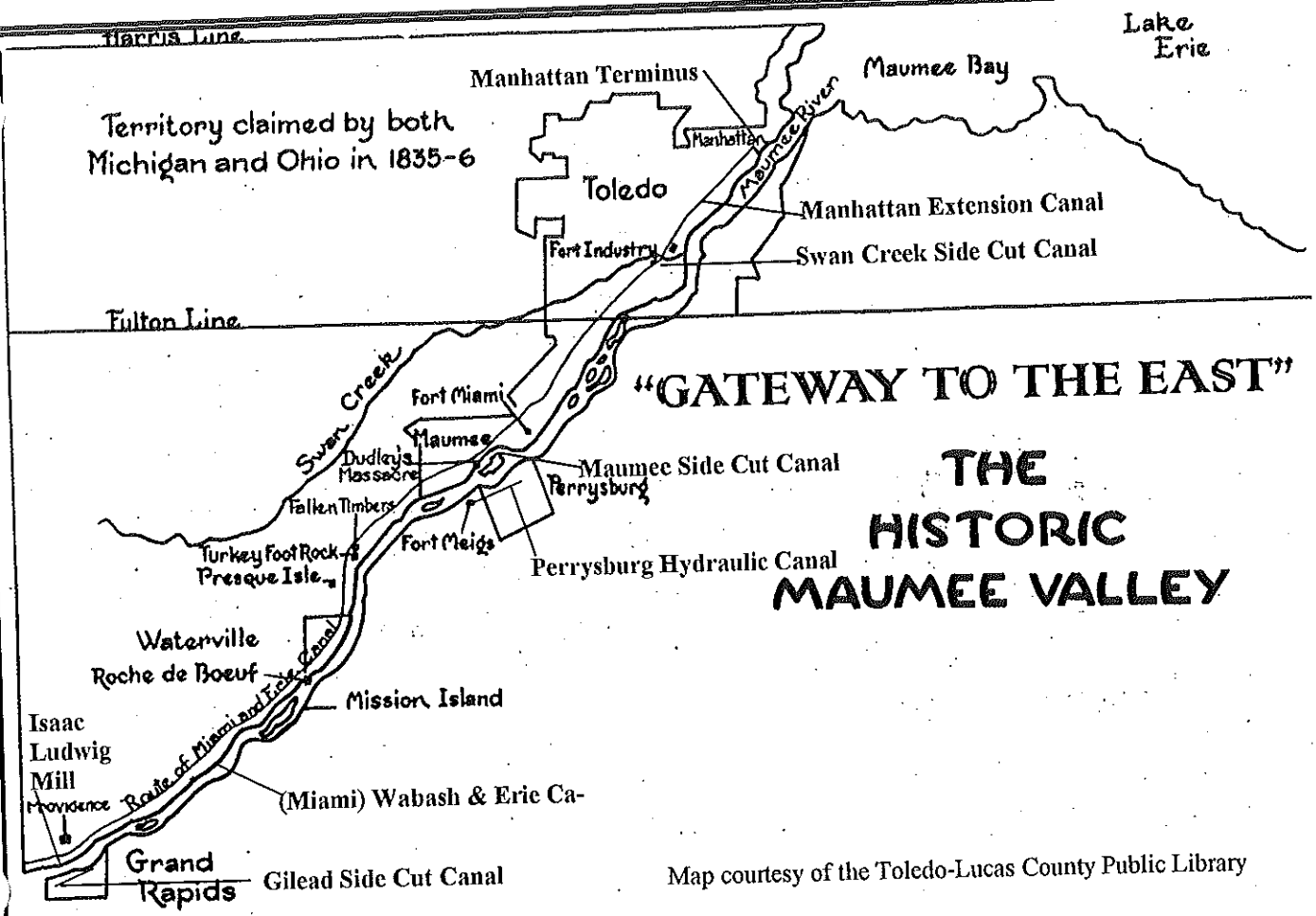
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into the rich farmlands of the West. Eastern speculators flooded the area with plans for canals and ports of trade. As early as July 1825 New York's Governor Dewitt Clinton came to Ohio for the groundbreaking of the Ohio & Erie and the Miami canals.

Canal plans were also being made in the Maumee Valley. Eastern speculators were involved in establishing Manhattan and Vistula (Toledo). In 1827 Indiana had been granted federal lands to construct a canal across the Fort Wayne portage that would connect the Wabash River in Indiana with the Maumee and extend to Lake Erie in Ohio. Before the Wabash & Erie Canal could be built to the lake, the territorial struggle between Michigan and Ohio for the terminus at Lake Erie had to be settled. Resolved in 1836 in Ohio's favor, there was still turmoil at the mouth of the Maumee as several cities competed for the terminus. The canal commissioners finally decided to have three exits to the river - Maumee, Toledo, and Manhattan.

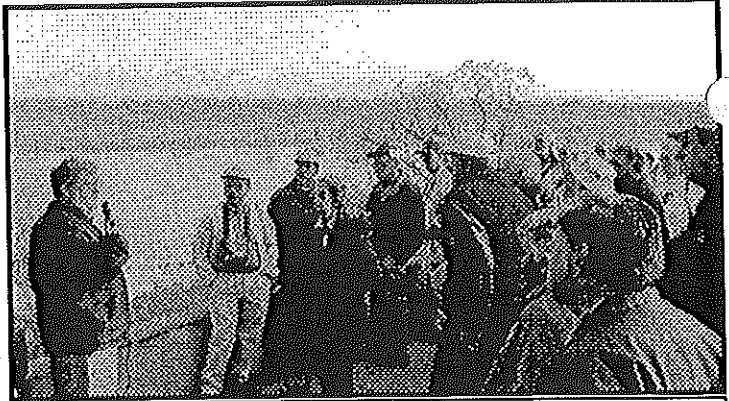
Canal building got underway in the Maumee Valley in 1837 and was completed from Manhattan to Defiance, OH, by 1842. Expecting increased traffic the Wabash & Erie was built 60 feet wide versus the Erie Canal's 40 feet width. The final construction through

the Black Swamp southwest of Defiance wasn't completed until 1843. The "Albert S. White" arrived in Toledo from Lafayette, IN, in May 1843 thus opening a "Gateway to the East" through the Maumee Valley. Then, with the completion of the Miami Extension between the Miami Canal and the Wabash & Erie in 1845 (Miami, Wabash & Erie Canal), canal boats could travel from Cincinnati to Toledo. The Erie trade route from New York to New Orleans via these canals and the Ohio/Mississippi river system was opened.

Although canals were followed by railroads in our westward expansion, the canal era was instrumental in opening the Maumee Valley to trade and settlers. It was a success for commercial development but a failure for canal investors.

The "Gateway To The East" tour on April 4-7, 2006 explored the history and route of the (Miami) Wabash & Erie Canal from Providence/Gilead (Grand Rapids) to Manhattan, Ohio, and ventured on to the Ohio/Michigan boundary line marker. Tour participants picked up their tour guide books and goodie bags at the Red Roof Inn in Maumee, OH, our host hotel, on Thursday night so they would have time to review the maps and sites to be seen on Friday.

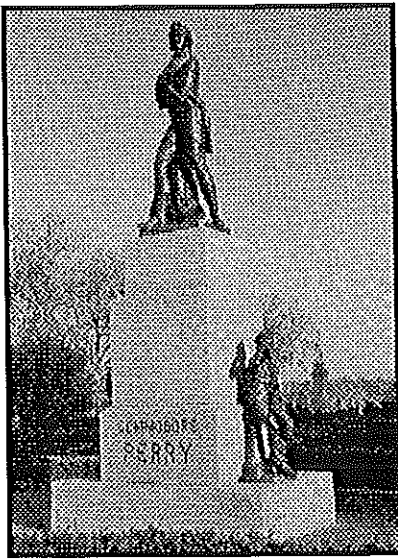
Maumee, OH, was laid out in 1817 and named Maumee City after the Maumee River. The name was later changed to South Toledo and then back again to Maumee. It was incorporated March 12, 1838.



Scott Bieszczad told the history of the Perrysburg Hydraulic Canal located below this overlook along the Maumee River. BS

Many canawlers ate a hearty breakfast at Brandy's Diner in Maumee on Friday morning before carpooling to Perrysburg, which was surveyed for settlers in 1816. It is the only city other than Washington D.C. to be laid out by the Federal Government. It was done to commemorate the strategic naval victory on Lake Erie in September 1813 by Commodore Oliver Hazard Perry. Originally it was one mile square bounded by Front Street along the Maumee River, West Boundary, South Boundary, and East Boundary. At one time Perrysburg (the "New Orleans of the North") shipped more cargo than Buffalo, New York.

We met at the base of the current bronze statue of Perry, which was dedicated on Memorial Day in 1997. It is a replica of an original marble statue that had deteriorated over the years. There we learned that the Battle of Put-In-Bay eliminated the British fleet on Lake Erie, which was necessary to supply the British forts in Canada and Fort Detroit. Once the supply line was disrupted, the British were



Commodore Perry LK

forced to retreat into Canada and Wm. Henry Harrison was able to pursue and defeat the British and Tecumseh's Indians at the Battle of the Thames. At this battle Tecumseh was killed by a cavalry charge led by Richard Johnson, a congressman from Kentucky who later became known as the "Tecumseh Killer" and was propelled to the vice-presidency under Martin Van Buren.

Scott Bieszczad, tour guide from Perrysburg, OH, then related the history of the Perrysburg Hydraulic Canal. We walked down to the river and along the route of the old canal. This man-made ditch was 5 1/4 miles long and began upstream near Waterville. A partial (wing) dam was built in the river and diverted water into the 20-30 foot wide canal that was 4-6 feet deep and had a fall of about 1 foot per mile. Around 8-10 firms along Front Street utilized this water to activate belt driven machinery similar to that which we later saw in the Isaac Ludwig Mill at Providence. The canal was

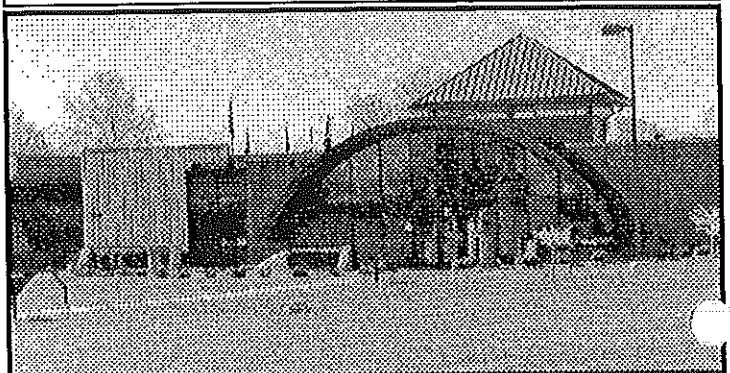
completed in 1849 and funded by the sale of stock at \$25 per share. It operated for over 22 years. Despite efforts of re-digging the ditch to a nine-foot depth to increase the volume of water in 1874, it failed to live up to its expectations. An attempt was made to generate cheap electricity for public street lighting and streetcars in the early 1900s but failed. Its most popular use was for swimming and ice skating by the children. When its economic ability declined, it was filled in and became Water Street.

We drove just outside of Perrysburg to Ft. Meigs where General Wm. Henry Harrison withstood two sieges by the British and Native Americans in the War of 1812. It is the largest reconstructed walled fortification in North America being a 10-acre log enclosure with a 40-foot embankment along the Maumee River. It has a beautiful new 3,000 square foot building, which houses a museum, gift shop, restrooms and classrooms and was opened in 2003.

Rick Finch, Ft. Meigs site manager, introduced two re-enactors. One was dressed in an artillery uniform and the other in an infantry uniform. They spoke about their uniforms, the gear they carried and how it was

Fort Meigs Visitor Center & Museum

LK

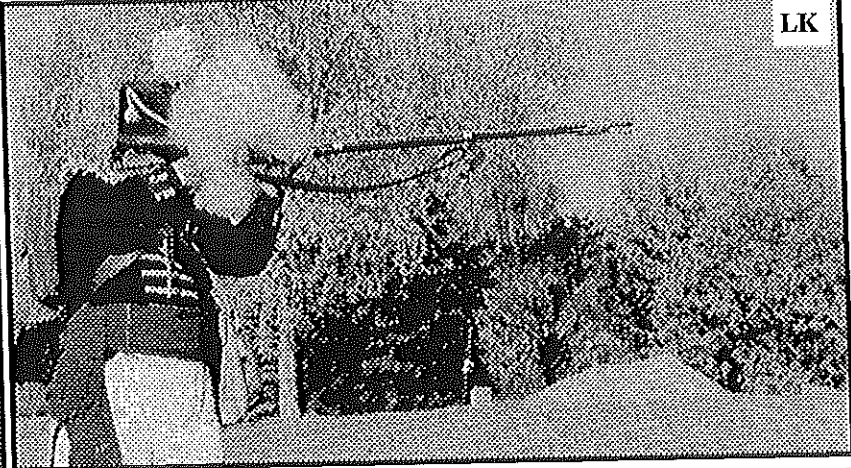


Photos by: Lynette Kross LK, Bob Schmidt BS, Neil Sowards NS, Sue Simerman SS, Chuck Whiting CW

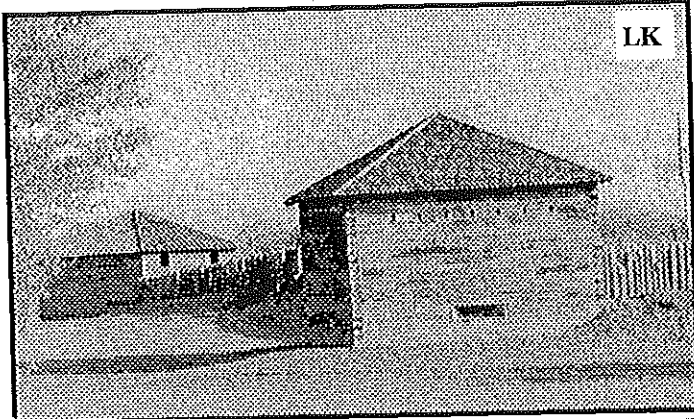
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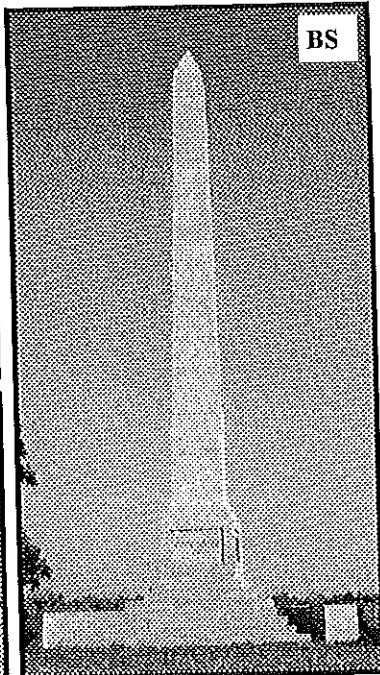
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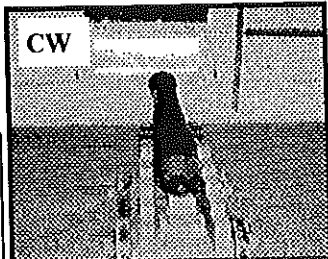
BS

General William Henry Harrison commander of the Army of the West selected this site in February 1813, and on it erected Fort Meigs as a defense against the military operations of the English, with whom the United States was then at war. On April 26th of the same year, this fort was besieged by the British and their Indian allies. After a brave defense the siege was raised on May 9th. On July 20th the enemy renewed the attack but was again defeated. These victories were a great factor in turning back the tide of British invasion and materially aided in the protection and preservation of Ohio and the territories of the northwest.



LK

Docent Rick Finch gave the history of the fort and brought the battle to life as canawlers stood by the cannons overlooking the Maumee River.



CW



LK

Quarters

used, and demonstrated the loading and firing of a musket. Our group was then divided in half to tour the fort.

Rick Finch gave an outstanding talk about the battles as we stood by the cannons. One could almost picture the cannon balls flying through the air. He said that if the cannon balls did not explode, the soldiers would run out to get them so they could be reused. We learned why the Maumee River was so important to the area. We also were told about Dudley's Massacre where Colonel William Dudley and more than 600 of his men were overpowered and massacred by the Native Americans during the War of 1812. Ironically the battle occurred on May 5, 1813, exactly 193 years before our visit.

Having had their interest peaked in the history of the fort, many participants purchased books in the museum bookstore. Since we only had time for a short tour of the museum, we hope to return to look at the exhibits more closely another time.

We had an 18 car caravan travel from Ft. Meigs to the Sandpiper in Toledo. Our tour guide book pointed out places of interest along the way. We passed historical markers at House of 4 Pillars, Old Plantation Restaurant, and Dudley's Massacre by the Maumee Library. Alongside the Wolcott House Museum we saw where canal water was diverted from the (Miami) Wabash & Erie Canal located where Anthony Wayne Parkway is today, traveled beside the museum, and was carried under Broadway toward the river via a culvert to an electric generation plant. The plant was used later by the Edison Club and members walked to the club via the culvert.

At Fort Miamis, which was built by the British in 1794, we turned to get back to the canal route. The British withdrew from the fort after the Battle of Fallen Timbers, but they held it again during the War of 1812.

We followed Anthony Wayne Parkway, which is on top of the old canal. We passed stones from Canal Lock #45 that have been placed alongside the road. A slight dip in the road indicated where Lock #46 was once located. We crossed Delaware Creek near Glendale Avenue where a 300-400 foot wide canal culvert carried the canal over the creek. As we passed the Toledo Zoo our guide book noted that about half of the zoo was built using old canal stones when concrete replaced them in the locks. It also noted that at Emerald Street an aqueduct (under Anthony Wayne Trail) crossed the deep cut for the New York Central Railroad tracks. We then passed the sites of Locks 47, 48, 49, and 50 that lowered canal boats before reaching the junction of the Manhattan Extension and the Swan Creek Side Cut Canal. Nothing of these locks remain so

we had to rely on pictures in our tour book.

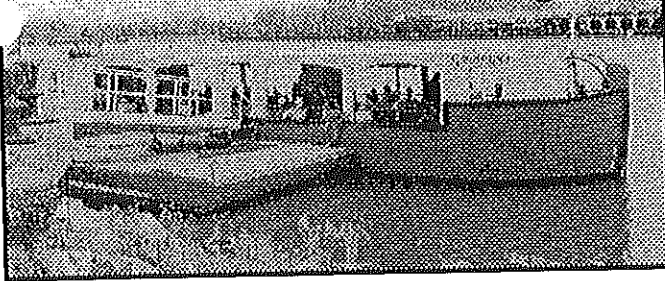
At Collinswood Boulevard we turned toward the river and followed the route of the Swan Creek Side Cut Canal. There Locks 51 and 52 lowered canal boats from the canal route (Anthony Wayne Parkway) into Swan Creek from which they traveled one mile to the Maumee River harbor. We crossed Swan Creek and looked back to where the locks were once located. We did not stop since no locks remain; however, later in the day several canawlers went back to the site to determine the location of buildings, docks, etc. in preparation for painting a mural to be placed in the Canal Interpretive Center in Delphi, IN, showing the northeastern portion of the original Wabash & Erie Canal.

We traveled down Erie Avenue past a bright blue lift bridge across Swan Creek at the entrance to Owens-Corning headquarters. Then we took Jefferson Street to the Sandpiper, which was docked at the base of the street. After a battle with a parking lot pay gate that accepted or refused money at its will, we arrived early at the Sandpiper, a modern motorized boat that looks like a canal boat. Bob Schmidt, CSI president, related more of the history of the area while we waited in the beautiful sunshine for our box lunches to be set out. We boarded the boat and were greeted by Mary Dalby, owner and operator. Music filled the air and a slight breeze filtered through the boat. Everything seemed perfect until they tried to start the engine. Since we were one of the first tours of the season, the boat's batteries were not fully charged. By playing the music, the batteries ran down and the boat wouldn't start. What would we have given for some horses or mules to pull the boat. An electric extension cord was run from the dock to the batteries and, after a half hour delay, the batteries were recharged and we were on our way.

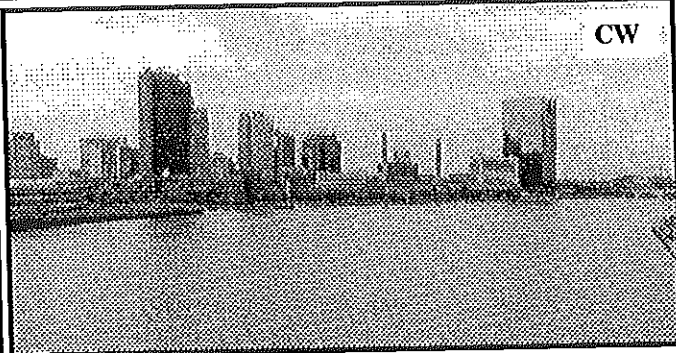
The Sandpiper took us out into the Toledo Harbor for two hours. We saw Nabisco grain elevators where more wheat for flour is ground than anywhere else in the world; coal docks where two railcars at a time enter a cylinder and are turned upside down to dump the coal; turn, lift, and swing bridges and a new concrete bridge under construction; dry docks where boats are floated in and the water drained out so they can be repaired just like they did with canal boats during the canal era; the Coast Guard Station; the Armory; two tugboats; coal barges; freighters; and Harrison Marina where the Manhattan Extension of the Wabash & Erie Canal once entered the Maumee River. Mary pointed out the sites and told us about channel markers, lights, and the building of the Sandpiper. Don Haack, CSI director from Ft. Wayne and former Wisconsin bridge engineer informed us about the various kinds of bridges, the location of the bridge tender's buildings, and the different types of materials used in bridge construction. It was a

Sandpiper

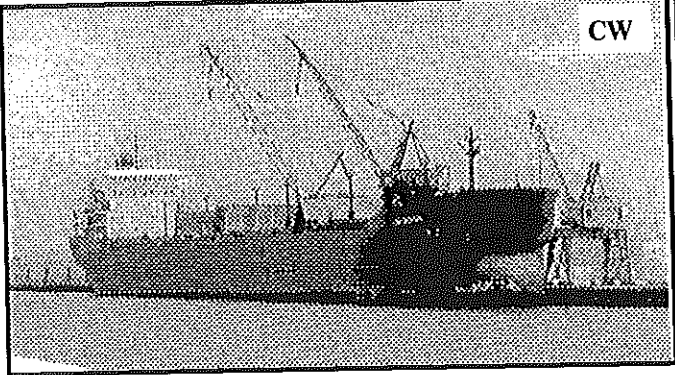
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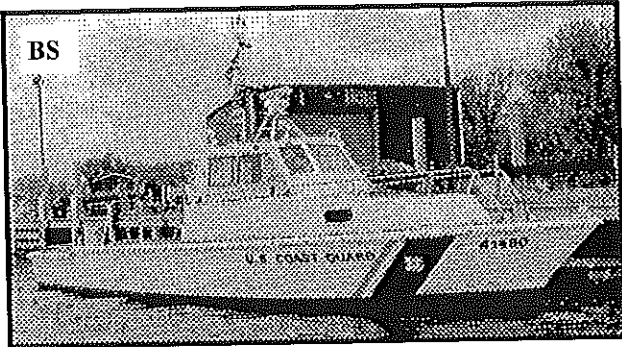
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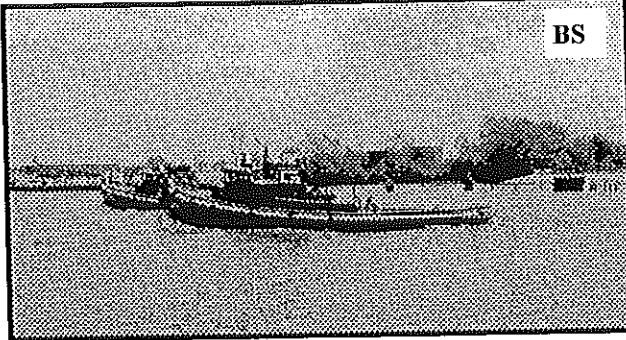
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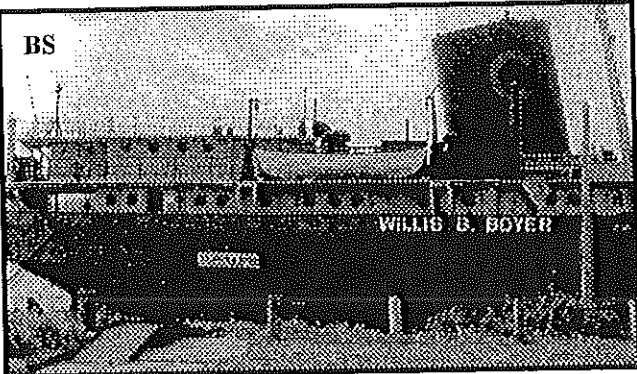


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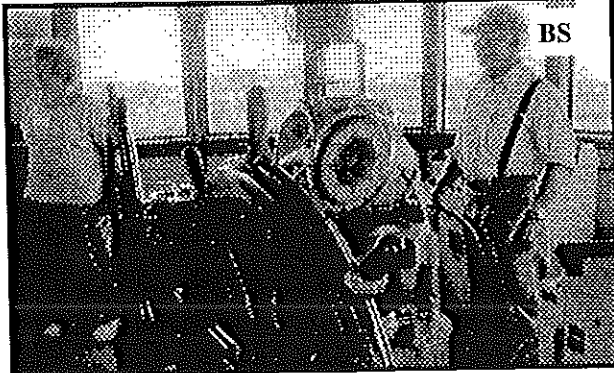


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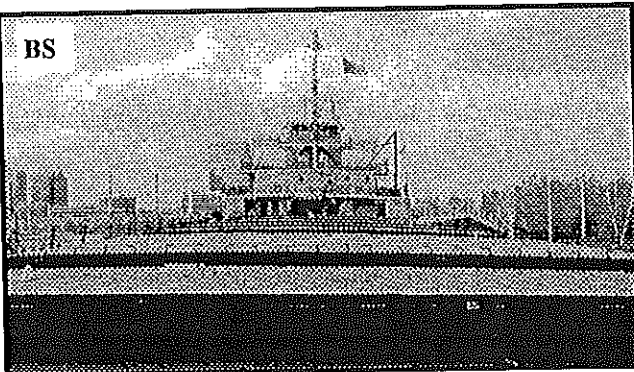
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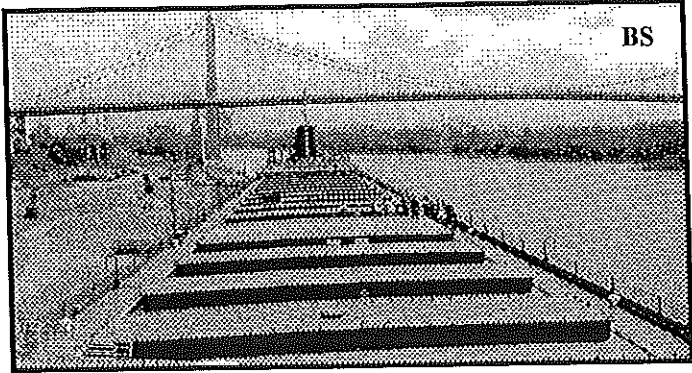
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pleasant and educational cruise.

We then drove to the opposite side of the Maumee River to see the S.S. Willis B. Boyer, a Great Lakes freighter built six months before the Titanic was built. It was formerly named the Col. James M. Schoonmaker when it was completed in 1911. It was in service for 69 years until December 1980. It ruled as "king of the lake freighters" for many of these years. The boat was opened for public tours in 1987.

We were greeted by volunteers who take turns giving 1½ - 2 hour tours of the boat. One of them had worked for the Coast Guard and the other had been a boat pilot on the ocean and more recently on the Great Lakes. Both were extremely knowledgeable about boats and shipping on the Great Lakes. We saw the cargo hold, engine room, captain's quarters and dining room, crew's quarters and mess, kitchen, bridge, etc. We learned that if they stood the ship on end it would be taller than the highest building in Toledo. We noted the advanced technology and larger size of this freighter in comparison with canal or lake boats from the 1800s.

We had to hustle back to the Red Roof Inn to get ready for the evening banquet at the Carranor Hunt and Polo Club in Perrysburg. The original house that became the Carranor Club was built in 1848. The front and parlor are original and unaltered. The remainder has been remodeled and enlarged several times over the years.

After the advent of the automobile, wealthy residents of Toledo began to build homes in Perrysburg along the beautiful Maumee River. The club was organized in 1921 by a group of people interested in horsemanship -- cross-country riding, driving (harness), hunting and polo. A barn on the property was leased and turned into a stable for 26 horses. The first polo match was held on fields down by the river with 1500 people watching. The proceeds went to charity. Two years later the Club bought the entire farm, hired a polo coach, converted the milkhouse (which is still there) into a locker room, and eventually had 4 polo fields and stables for 75 horses. The present ballroom dining area was added in 1923 along with tennis courts, a paddle tennis court and an ice skating rink. Dinners were served Thursday nights when their maids had their day off. At first a large buffet was offered for 50 cents per person. During World War II, the Club was open and used extensively by ladies to sew Bundles for Britain. But the depression and war eventually put an end to the polo and the stables were vacated in 1954.

In 1970 when Perrysburg's railroad depot was about to be razed, the Club purchased it for \$1 and moved it to the tennis courts for a warming shelter thus preserving it. The outdoor courts have heated floors to melt the ice so that they are used year round.

Today, Thursday nights are still "Club Nights", requiring "coats and ties," but members can also dine there Monday and Wednesday evenings. During the day and on week-ends the Club is used by community groups and private parties that are sponsored by club members. CSI thanks Dick and Martha Kudner from Perrysburg for sponsoring our event. Fresh flowers graced the tables and a delicious evening banquet was served. Many local people who are members of the Maumee Valley Heritage Corridor attended the banquet. Almost every table had 2-4 residents who talked about the area's history with the tour participants. Although we had not planned where they would sit, it really worked out well and several canawlers commented on how much they enjoyed being with them.

Following the banquet, Fred Folger, a retired history teacher from Toledo who has volunteered for four years at Providence Metropark, gave a slide presentation and talk about the Toledo War and the reason for it -- the terminus of the Wabash & Erie Canal. As the battle raged over the state line between Michigan and Ohio people were so confused that they didn't even know how to address their mail to people in the area. Fred had examples of letter covers that had all sorts of crazy addresses on them. The best one had both Ohio and Michigan listed on it. Back and forth the conflict went until Ohio finally won. Fred showed a picture of the state line marker that we later visited on Sunday.

Since this was the annual meeting of the Canal Society of Indiana it was time to elect six individuals to the board of directors. CSI has 18 directors of which each serve a three year term and each year six come up for election. Lynette Kross, CSI director in charge of nominations, presented the slate, which was made up of directors whose terms were expiring. There were no other nominations from the floor. Re-elected directors were: Don Haack of Ft. Wayne, Chuck Huppert of Indianapolis, Jeff Koehler of Center Point, Mike Morthorst of Cincinnati, Cynthia Powers of Roanoke, and Bob Schmidt of Ft. Wayne. Our bylaws require that the officers be elected by the directors. Re-elected officers were: President Bob Schmidt, Vice-President Chuck Huppert, Secretary Cynthia Powers, and Treasurer Jim Ellis.

President Bob Schmidt announced upcoming tour dates. Please mark your calendars:
September 12-14

World Canals Conference Bethlehem, PA
October 20-22

CSI Fall Tour Harrison, OH Whitewater Canal and Cincinnati & Whitewater Canal

November 4

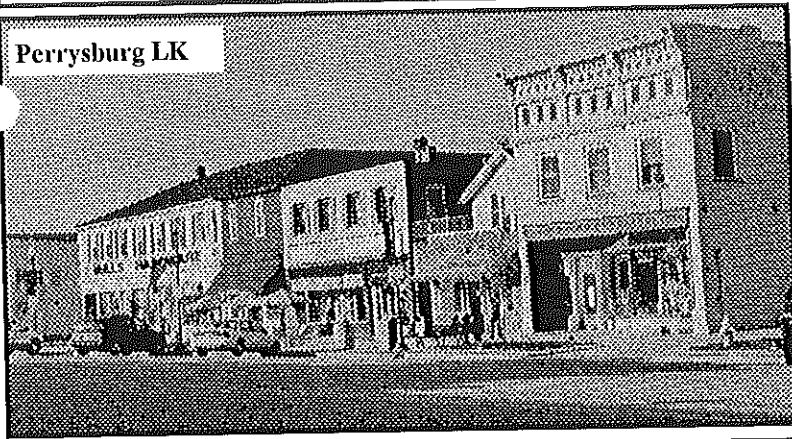
CSI Board of Directors Meeting Center Point, IN, Jeff Koehler Host

May 4-6, 2007

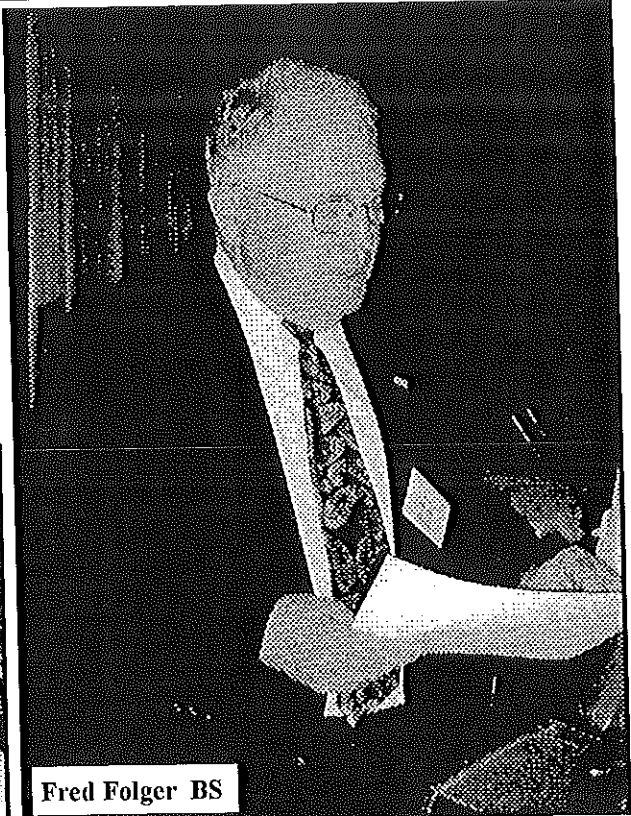
CSI 25th Anniversary, Annual Meeting and Spring Tour Delphi, IN Wabash & Erie Canal

(to be continued in next issue)

Perrysburg LK



Carranor Club BS



Fred Folger BS



“GATEWAY TO THE EAST”

TOUR GROUP

SATURDAY MORNING

BS

The tour guide book for “Gateway To The East” is available for \$12 including shipping/handling from: Canal Society of Indiana, PO Box 40087, Ft. Wayne, IN 46804

Note: On page 1, column 1, paragraph 2 add the word “second” before the word smallest in Lake Erie, which is the “second” smallest.

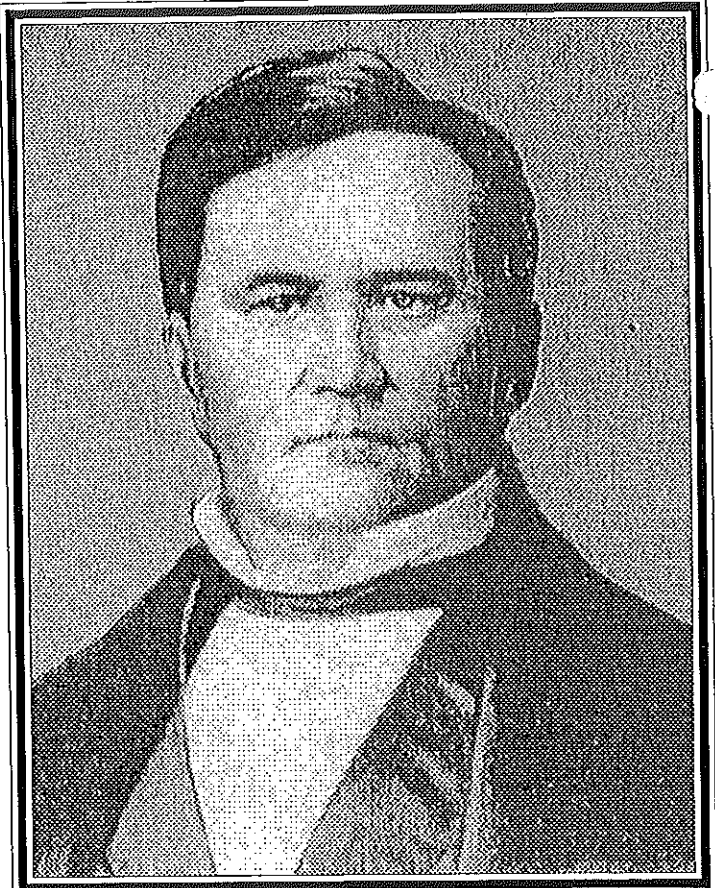
CANAWLERS AT REST

GOVERNOR DAVID WALLACE

b. April 24, 1799
d. Sept. 4, 1859

By Sue Simerman

Photo courtesy Indiana 1930



David Wallace was born on April 24, 1799, near Lewistown, Mifflin County, Pa. (founded 1795) that is in the central part of the state along the Juniata River. At a young age he and his parents, Andrew and Eleanor Campbell Wallace, moved to Ohio. David was the oldest of eight children. His siblings were Catherine, Benjamin Franklin, John Thompson, Wm. Henson, Thomas Jefferson, Washington and John Milton. Two of his brothers also became involved with politics. They were Benjamin Franklin Wallace, born June 7, 1804 at Hamilton, Ohio, and William Henson Wallace, born July 19, 1811 at Troy, Ohio.

The Wallace family developed a friendship with the family of General Wm. Henry Harrison (1773-1841) and through this connection with their neighbor being a representative to Congress, young David became a cadet at the U.S. Military Academy at West Point. In 1821 he graduated as a second lieutenant and became a teacher of mathematics. Within a few years he moved to Brookville, Indiana, to study law. He started his practice, was soon involved in politics and was elected to the Indiana House of Representatives in 1828.

In 1830 David moved to Covington, Indiana, and opened his law practice. He became the lieutenant governor of Indiana as a Whig in 1831 with Noah Noble being governor. They were both reelected in 1834.

David Wallace was lieutenant governor during the years 1831-1837 when Indiana was in the throes of Canal Fever and the want of internal improvements. Governor Noble (1831-1837) delivered a message during the legislative session of 1831-1832 saying; "it is our interest and duty . . . to apply the means placed at our control by the national government, to their legitimate objects . . . to improve our rivers, and by making lateral roads and canals to facilitate the conveyance of the various commodities of our state."

A simple ground breaking ceremony for the Wabash and Erie Canal was held in Fort Wayne on Feb. 22, 1832, along the St. Joseph River, which would furnish the water for the feeder canal. Construction was done at a leisurely pace but costs put a strain on available funds. The assembly of 1833-34 removed restrictions on loans and this led to heavy borrowing and a financial hole for the state. This legislative session also established a state bank and ordered a number of canal surveys.

During the assembly of 1834-35 persistent groups pressured for their own canals, Vigo County petitioned for the Wabash and Erie Canal to be extended to Evansville, a central canal was recommended, also the canal supporters along the Whitewater River pushed for their own canal. Fifteen railroad companies asked for charters, and others wanted turnpikes. More surveys

were authorized. The Fourth of July saw a celebration at Fort Wayne of the completion of thirty-two miles of canal between Huntington and Fort Wayne. Political candidates had learned if they wanted an elective office they needed to be agreeable to all internal improvements, so great was the enthusiasm of the populace. Meanwhile the public debt was growing.

Governor Noah Noble signed a bill into law on January 27, 1836 that provided for eight projects; the Whitewater Canal, the Central Canal, an extension of the Wabash and Erie Canal, a railroad from Madison to Indianapolis, a macadamized road from New Albany to Vincennes, another survey of a route from Jeffersonville to Crawfordsville, clearing of obstructions in the Wabash River, and a survey from the W & E Canal in Fort Wayne to Michigan City for a canal or a railroad. \$10 million was borrowed and the people were assured they would not be paying any additional taxes. Many celebrations followed.

Hard reality quickly ensued, a 5% interest rate was more than the state could bring in through taxation. All projects were underway at the same time and it quickly became evident there would be many years of high expense during construction. There were some legislators who said they had not expected to be doing all projects at once. The idea for the simultaneous method had been proposed by Lieutenant Governor David Wallace.

Brookville celebrated in the summer of 1836 that the longed for Whitewater Canal was finally going to become a reality. Governor Noble and Lieutenant Governor Wallace both gave orations at the dinner to recognize the special occasion.

Some concerned citizens across the state had become worried about so many improvements being done at the same time. They felt a few projects should have priority so some money would be coming into the treasury. This proposal was defeated.

The year 1837 showed 217 miles of canal under construction. The Indianapolis 'Sentinel' said critically of Lieu. Governor Wallace, "He proposed . . . instead of selecting one or two works, to dig a *hole*, here and there, in *every one* of them, and to concentrate all the energies of the state upon the several *holes*, until they were all dug!"

By the end of 1837, 62 miles of the Wabash & Erie Canal between Fort Wayne and LaFountain's Creek were having regular boat trips. Navigation to Logansport was soon expected.

The Panic of 1837 caused the Board of Internal

Improvements to cut back, but they would not classify projects by priority. There was a clamor for classification and the proponents put up John Dumont for governor in 1837.

David Wallace defeated John Dumont by 9000 votes to become Indiana's 6th governor. He won the election by his support of internal improvements. The Indianapolis 'Sentinel' critically said he was "one of the craziest, most ultra, and 'whole hog' advocates of the system."

Governor Wallace was looking forward to prosperity for the people of Indiana when he offered a compromise:

"...to concentrate the means of the state on portions of each work at the same time, commencing at the most profitable and commercial points to be designated by the legislature, or Board of Internal Improvement; to complete these portions . . . before others are touched; and as soon as completed put into use, in order that the state may be realizing something from them whilst she . . . is finishing the remainder. In this way conflicting interests may be reconciled, harmony preserved, and the great mass of the people enlisted on the side of our Improvements."

The legislature did not raise taxes or make any decisions on solving the problems of heavy debt brought on by the internal improvements. The board responded by spending more and letting more contracts. Chief Engineer Jesse L. Williams wanted the board of improvements to follow a policy of coordination, but this is not what happened.

Gov. Wallace's administration had a difficult time on their hands, which included a quarreling legislature, extravagant spending coming to a halt, promissory notes that could not be paid and business almost coming to a halt with the Depression of 1837. He gave a message to the legislature in 1838 saying,

"Never before - I speak advisedly - never before have you witnessed a period in our local history which more urgently calls for the exercising of all the soundest and best attributes of grave and patriotic legislation than the present."

During his tenure as governor in 1838, David Wallace asked Major General John Tipton to lead the Pottawatomie Indians from their village near Twin Lakes in Marshall County to Kansas. There had been some skirmishes between the Indians and the settlers and Wallace called out the state militia. The group was hastily assembled and cabins burned. There were not enough horses, wagons, fresh food or medical attention and the

"Trail of Death" led to the death of many, especially infants. John Tipton did not like the haste that was taken, but he did help distribute blankets and clothing before they left.

See "Canawlers At Rest: John Tipton" in the May 2006 Hoosier Packet for a map and more about the Indian removal.

Although the improvement works were moving along at the end of 1838, a cloud of doom was hanging over the state. The governor had decisions to make.

Governor Wallace spoke to the legislature of 1838-39 saying,

"the truth is, and it would be folly to conceal it - we have our hands full . . . to preserve the credit and character of the state unimpaired . . ."

He went on to review land sales, money borrowing and thought Indiana's finances were doing well. In truth, bankruptcy was looming on the horizon.

Work was done to shore up the failing improvements projects. The six man board and three canal commissioners were replaced with a three person elected board. The board members; Noah Noble, Samuel Lewis and John Graham allocated their funds to five canals; the Wabash and Erie, the Whitewater Canal, the Central Canal, the Erie-Michigan and the Cross-Cut Canal. The legislature changed the fund commissioners to a two man board appointed by the governor. These two men, Lucius H. Scott and Milton Stapp, were given their jobs by Governor David Wallace. Neither man lived up to expectation.

The first Whitewater Canal boat, "Ben Franklin," arrived at Brookville from Lawrenceburg, June 1839. The Wabash & Erie Canal was now navigable for ninety miles. The Central Canal was almost completed from Noblesville to Martinsville.

All work was stopped in the late summer of 1839, except for the Wabash & Erie Canal and some work on the Whitewater Canal. Gov. Wallace's message to the legislature in December, 1839 was forthright:

"The failure to procure funds, as we had a right to expect from the extensive sale of bonds effected in the early part of the season, has led to great and unusual embarrassments, not only among the contractors and laborers, but also among the people. The state has, in consequence, fallen largely in debt to the former, and is without means of discharging it . . . What shall be done with the public works? Shall they be abandoned altogether? I hope not. In my opinion, the policy of the state, in the present emergency, should be, first, to provide against the dilapidation of those portions of the works left in an unfinished state, and, secondly, as

means can be procured, to finish some entirely, and complete others, at least, to points where they may be rendered available or useful to the country."

News spread slowly, gradually details of losses and loans were revealed. Democratic editors took shots against the Whigs who dominated state politics. The Goshen Democrat said, "let Governor Wallace make a million by selling 100,000 acres of the land he valued at ten dollars an acre."

Noah Noble who had been governor during the session of 1835-36 took the brunt of the criticism for what had gone wrong. The Internal Improvements Act of 1836 had caught everyone's fancy and moved along without a careful look. Failure came and it took everyone a long time to fully understand what had happened. The legislature of 1839-40 asked for studies, reports and investigations looking for others to blame.

Governor David Wallace lost his bid for a second term. His opponent Samuel Bigger was elected governor in 1840.

David Wallace stayed in politics and was elected a U. S. Representative in 1841 to serve from March 4, 1841, to March 3, 1843, for Indiana's 6th district. He was the man to cast the deciding vote on March 3, 1843, whether \$30,000 would be given for a telegraph line between Washington D. C. and Baltimore to test Samuel Morse's telegraph. Because the people of Indiana thought he was extravagant in spending, they did not reelect him. They voted for William J. Brown.

Wallace was the chairman of the Whig State Central Committee in 1846. The year 1850 saw him as a member of the Indiana state constitutional convention from Marion county. He was elected Judge of Common Pleas of Marion county in 1856-1859 and was known to be just and fair.

Wallace was the father of four sons by his first wife Esther Test (1806-1834). Lew Wallace (1827-1905) is the one that is the most well known. When Lew was seven years old his mother passed away from illness and Zerelda Sanders Wallace (1817-1901) became his stepmother. Zerelda Wallace was the first president of the Indiana Women's Christian Temperance Union and Vice-president of the National Women's Suffrage Association. Her father was Dr. John Sanders of Indianapolis (1791-1850). The state bought his home after his death and used it as the governor's mansion.

Lew Wallace was a soldier, lawyer and a general during the Civil War, but he is best known as the author of Ben-Hur. The following is a memory of his father,

David Wallace. "Almost the earliest of my recollections is the gray uniform of Cadet (David) Wallace. The small tail and shining bullet-buttons of the coat captured my childish fancy. None of the good man's after honors exalted him in my eyes like that scant garment."

Wallace was a Methodist by faith. He also was a Freemason.

David Wallace died suddenly in Indianapolis, September 4, 1859 and is interred at Crown Hill Cemetery, Indianapolis. His grave is located in Sec. 3 number 78 on the walking tour map. Zerelda Sanders Wallace is buried there also.

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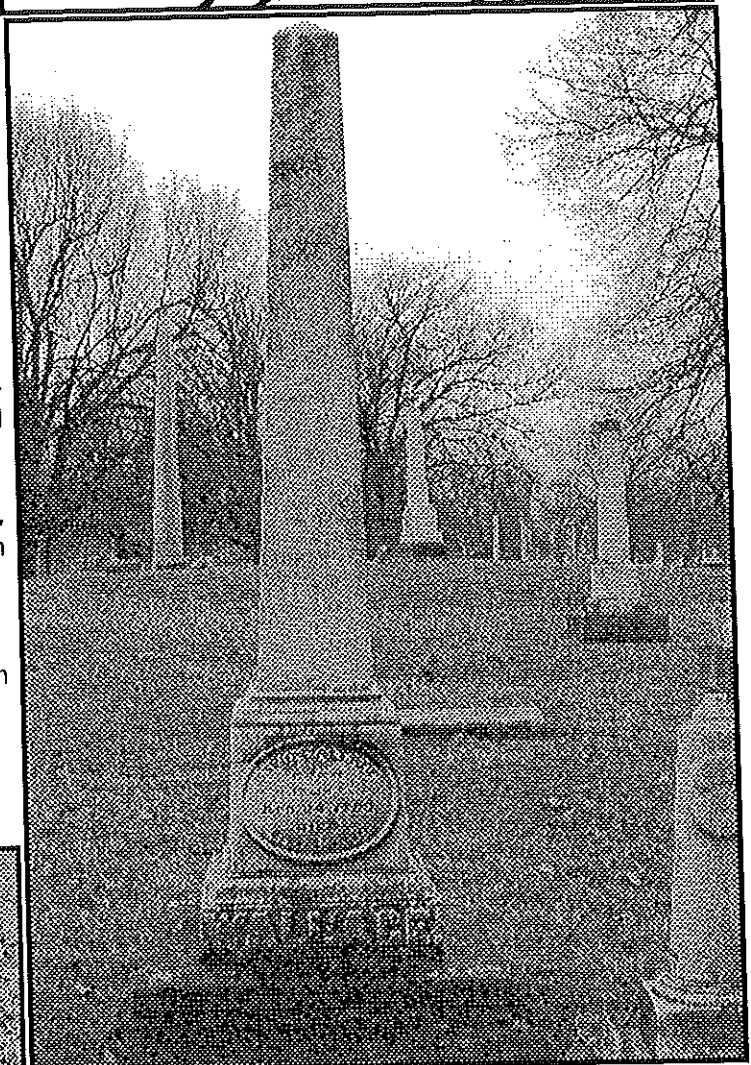
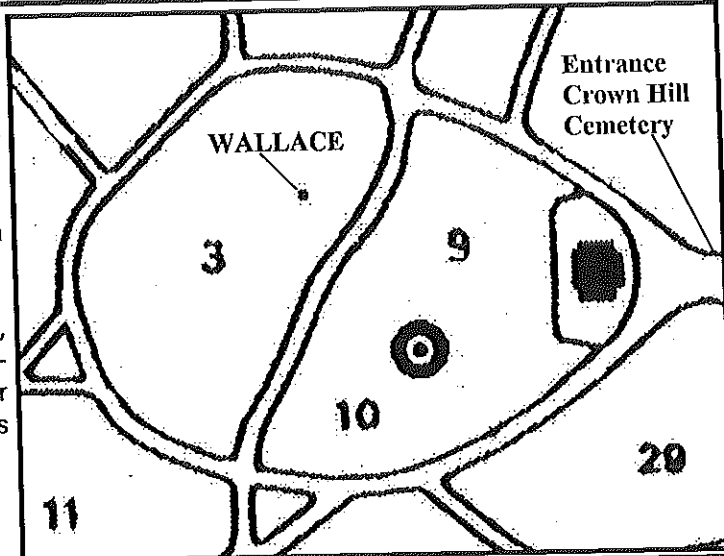
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This medium-sized obelisk marks the grave of Governor David Wallace (1799-1859) in Section 3 of Crown Hill Cemetery in Indianapolis, Indiana. Nearby is the grave of Zerelda G. Wallace (1817-1901), his second wife. Photos by Bob Schmidt



CARL MCDIVITT AND HIS WABASH & ERIE CANAL CONNECTIONS

By Charles Davis

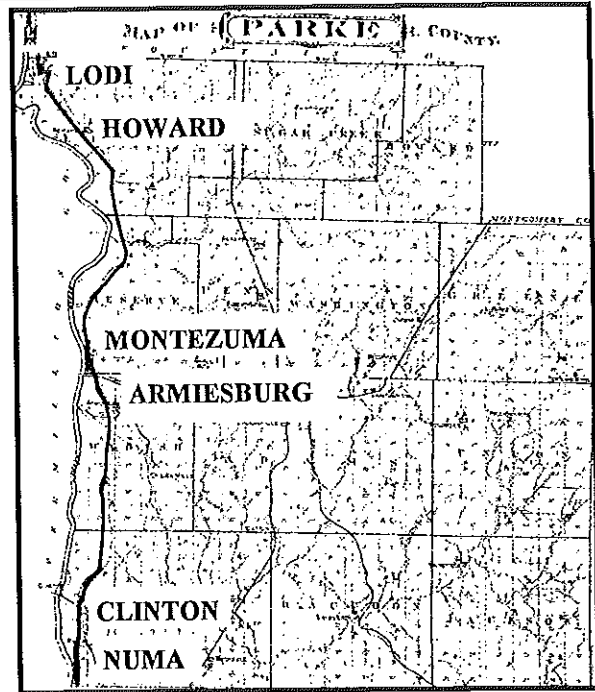
As late as 1921, the Wabash and Erie Canal in Parke County, Indiana, made the headlines. Presented here is a story from The Tribune of Rockville, IN, on May 25, 1921.

"All of that Historic Waterway in Parke County not already Sold on His Property

"A few days ago, R. C. McDivitt of Rockville bought the Wabash and Erie Canal! Or, more properly speaking, all of that historic waterway in Parke County that has not been acquired by purchases by the land owners along its route. He bought it of Mrs. Eliza E. Davidson of Crawfordsville, widow of the late Judge Davidson, who was the last man to buy in the canal at its various receiver's sales, tax sales and sheriff's sales. The consideration given in the transfer is \$200. The history of the Wabash and Erie Canal if told in detail would be as voluminous as the trunk-full of old deeds, rights-of-way, charters, abstracts and what not turned over to Mr. McDivitt by Mrs. Davidson. It was one of the few enterprises projected in the thirties (when the State went wild over public improvements) that were finally constructed before the bursting of the bubble of wildcat ventures. It was to run from Lake Erie to the Ohio River and work was begun in 1832 by authorization of the State and was completed 16 years later as far as Westport, later called Howard.

"It is difficult for our people to conceive of the revolution in business lines and especially in agriculture that the canal brought about. Within five years wheat, which for want of transportation facilities sold for thirty-seven and a half cents here when it was worth \$2.50 in New York, was selling for more than a dollar a bushel. Calico, which cost as much per yard as a bushel of wheat brought the farmer, was selling as low as five cents a yard in Terre Haute, to which town the canal was completed in the early fifties.

"As far back as 1827 Congress granted lands to the Wabash and Erie Canal. This aid by the National government was supplemented by State aid in the way of canal bonds and canal script and the remainder of the cost was borne by private enterprise. The right-of-way was from 100 to 120 feet. This is the land that was bought first at a sale ordered by the U. S. Court by Joseph Collett and J. J. Daniels [see article "Armiesburg and its Wabash and Erie Canal Connections" in Indiana Canals February 2000] and subsequently at another sale by Judge Davidson. In the meantime one or two railroad companies, one known as the "Tow Path" railroad and another, which actually built a line from Attica to Cov-



ROUTE OF WABASH & ERIE CANAL THROUGH PARKE COUNTY INDIANA

ington, acquired a tentative title to the canal or at least the tow path. It was thought that the gigantic task by which a canal wide enough and deep enough to float heavily laden boats from Lake Erie to Terre Haute would be of permanent utility for a modern transportation system. Think of the enormous work done with pick and shovel after the ax had cleared the 100 feet wide stretch of woods, which stood on practically all of the ground from the Lakes to Terre Haute! It was a mass of mammoth trees and a jungle of roots and vines all along its route as the canal followed the river bottoms along the Wabash. The laborers were mainly Irishmen—wild Irishmen the Hoosiers called them—who were held in the utmost contempt, but whose children became the best of the States citizens. The canal was in active operation in Parke County about fifteen years [actually 26 years]. Four of its most extensive pieces of engineering were in Parke County—the feeder dam, the Sugar Creek and Big Raccoon aqueducts and the Clinton locks.

"A few of the timbers of the feeder dam could be seen under the water of Sugar Creek when we last visited that place, and some of the rock used in building the abutments of the two aqueducts are still to be seen. The canal has been plowed over in most places and crops of corn are raised in its bed and on its tow path by the men who have either acquired ownership by purchases of Mrs. Davidson or use it by right of possession.

"Mr. McDivitt announces that it is not his intention to bring legal proceedings against the men who are

now cultivating what is legally his land. All settlements with them will be by mutual consent. The story of the Wabash and Erie Canal of absorbing interest to the historian might be of passing interest to the materialist of today. Especially will the latter be interested in the fact that the first fifteen miles of the canal in Indiana out of Ft. Wayne was let for \$63,358.86 — \$850.00 under the engineer's estimate — or for less than it costs to build two-miles of paved highway today [1921]. The aid and authorization granted the State by the Federal government in 1827 was in the form of a land grant of each alternate section of a strip five miles wide along the route, which at that time was through the primeval forest of the unsettled part of the State. The act specified that work must commence within five years or the grant forfeited. Nothing was done until the last year of the five, when January 9, 1832 — which happened to be Parke County's 11th birthday — the legislature acted enough to provide its part of the initial work. On [the anniversary of George] Washington's birthday, 1832, the citizens of Ft. Wayne marched in grand procession, headed by a brass band and with pompous speech making proceeded to dig the first shovel-full of dirt. In its _____ and ownership the Wabash and Erie Canal had been connected with the United States, the State of Indiana, the bank of England, the Rothchilds and other financiers. And now after nearly a century from its beginning all that is left of it in Parke county is owned by Carl McDivitt of Rockville."

When cemetery records for Rockville were checked for Robert Carl McDivitt, two men were found with the same name: R. C. McDivitt 53 yrs age died on 9-9-1901 and a Robert C age 64 yrs age died 9-18-1944. Doing a little math, it became obvious the man who died in 1901 was not the man I wanted. However, I was interested in knowing more about him and found his obituary. It is as follows:

Rockville Tribune, September 18, 1901
Robert C. McDivitt (Sr.)

"The funeral of Robert C. McDivitt, which was private, was held at the family residence, last Wednesday morning at 9:30, and was conducted by Rev. H. N. Ogden, of the Methodist church,. Only relatives and intimate friends were present. The following character sketch of the deceased was read by Samuel T. Catlin:

"When the life work of Robert C. McDivitt ceased it could not be said of him that it ended in failure. To him life was real; its burdens were duties from which he would not shrink. Own experience he had learned well the lesson of self-reliance — its was a dominating trait in his character. He threw the whole force of his energies into what appealed to his sense of duty as a citizen or the keener sense of obligation to his family. He was endowed with a fine sense of honor which impelled him to a faithful discharge of his obligations to his

fellow man. In all his business relations his integrity could not be questioned; his word was his bond. Prudent in his business, he brought to his aid a keen insight into men and methods that was seldom in error. Tenacious of his own opinions, which he formed with deliberation and care, yet singularly tolerant of the opinions and belief of others. The maxims of the world did not always appeal to his sense of right, hence he preferred the guidance of his own conscience. He was not an imitator. Original in his thoughts and methods, he never ceased to be other than himself. Disdaining to reap where he had not sown, he never sought to obtain from others an advantage which a nicely adjusted sense of honor forbade. Envy had no resting place in his bosom — always glad to note and acknowledge the success of honest endeavor in others. He was an obliging neighbor, and loyalty to his friends was deeply imbedded in his nature. He was possessed of a strong love for his family, which found expression in deeds rather than words, preferring to let his care for and devotion to them speak through thoughtful provision for their welfare when the energies of the loving husband and father could no longer shield them from the pitiless storms of this life. With a tireless energy and a commendable purpose he sought to give to his children educational advantages which had been denied himself. His early boyhood struggle, with its lesson of self denial, left in his heart a warm and tender feeling of sympathy for children left to fight life's battles alone. In his religious belief he was orthodox, expressing to the writer but a few days before his death his belief in God and the immortality of the soul.

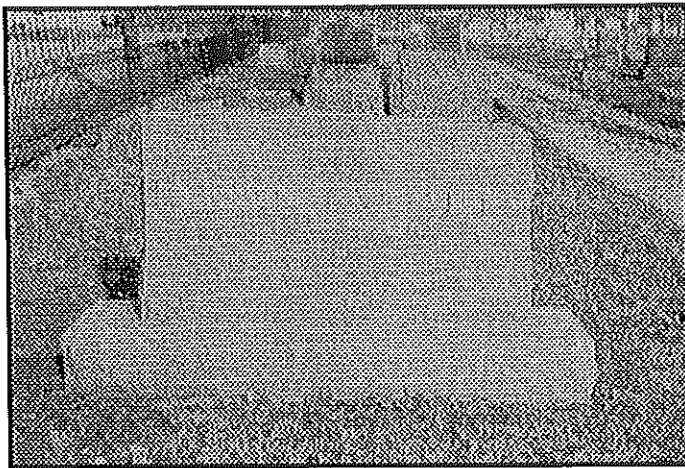
"His life's activities are ended. We tenderly and sorrowfully part from his association. We who knew him best shall miss him most."

I also found that R. C. McDivitt (Sr.) was born in Ohio in 1848 and died on September 9, 1901. He lived on West High Street in Rockville. He ran a store on the town square. He is buried in Rockville Cemetery.

Robert Carl McDivitt (Jr.) was the man who bought the Wabash & Erie Canal. He was born in Rockville on September 9, 1880. He had an abstract business and was a lawyer in Rockville. He died on September 18, 1944 and was buried in Rockville Cemetery. I found his obituary and article about probating his will on the same page:

Rockville Tribune of September 21, 1944
CARL M'DIVITT SUCCUMBS AT TERRE HAUTE
Rockville, Abstractor Dies After Illness of Many Years

"Following an illness of several years, Carl McDivitt, 64 years old, passed away at 10 o'clock last Thursday night (Sept. 18, 1944) at the home of Madge Kinney, in Terre Haute.



Robert Carl McDivitt (1880-1944) purchased what remained of the Wabash & Erie Canal in Parke County in 1921. He is buried in Rockville Cemetery. Photo by Charles Davis

"Mr. McDivitt was born in Rockville on Sept. 9, 1880, the son of R. C. and Martha McDivitt. He spent his entire lifetime in Rockville, where he was active in Republican politics, and at one time served as Republican county chairman.

"He practiced law for many years, and devoted most of his time to the abstract business.

"Several cousins are the only survivors. His mother was a sister of the late Judge A. F. White.

"Funeral services were held at 2 o'clock Saturday afternoon at the McMullen funeral home, with Rev. R. Richmond Blake officiating. Burial was in Rockville cemetery."

R. CARL McDIVITT WILL IS PROBATED

"The last will and testament of Robert Carl McDivitt has been admitted to probate. After making the usual provisions for payment of all just debts, all property, real, personal and mixed, is bequeathed to Howard L. Hancock, to have for his own use, absolutely and forever.

"Howard Hancock is appointed executor of the will. The instrument was dated May 22, 1941, and witnessed by George A. Scott and Rose Carter."

Wanting to know more about the sale of these canal lands, I went to the Recorder's office in Rockville and searched the old deed records. I found the following:

Deed Record 90/44

Eliza E. Davidson to Virginia E. Jenckes.

On March 7, 1921, Eliza was unmarried, lived in Montgomery County, Indiana, and sold the following real estate in Parke County to Virginia E. Jenckes of Vigo county, Indiana, for \$25:

All that part of the Wabash and Erie Canal including its banks, margins, towpaths, side cuts, feeder basins right-

of-way, locks, dams water powers and structures in to and through the following described Real Estate: Commencing at the Northwest corner of a tract of land heretofore set off to Eliza Evans in partition of the lands of John Wilson, deceased, in Section Twenty-six (26) Township Fourteen (14) North, Range Nine (9) west; thence East forty-nine and seventy hundredths (49.760) chains to the town of Numa; thence North eight and sixty-five hundredths (8.65) chains; thence continuing North fifty (50) links to the Northwest corner of said Town of Numa; thence East twenty seven and ninety eight hundredths (27.98) chains to the Section line; thence North six and twenty-nine hundredths (6.29) chains, thence West eight four and forty-one (84.41) chains to the East bank of the Wabash River; thence down and along the East bank of said River to the place of beginning."

Deed Record 90/140

Eliza E. Davidson to Robert C. McDivitt

On May 7, 1921, Eliza E. Davidson, (a widow) of Montgomery County, Indiana "REMISE, RELEASE AND FOREVER QUIT-CLAIM to Robert C. McDivitt of Parke County, Indiana, the following Real Estate in Parke County for \$200:

All her right, title, claim and interest in and to all the real estate formerly owned and occupied by the Wabash and Erie Canal in said Parke County, Indiana, including its banks, margins, tow paths, side cuts, feeder basins, right-of-way, locks, dams, together with all the appurtenances thereto belonging.

The following deed record is somewhat confusing in that in one place it says Grover Rohr and then says Addie J. Linsey.

Deed Record 95/505

Robert C. McDivitt to Grover Rohr

On April 20, 1926, Robert C. McDivitt, unmarried of Parke County, Indiana, "RELEASE and QUIT-CLAIM to Addie J. Linsey of Parke County, Indiana" the following Real Estate in Parke County for \$35:

A part of the Wabash and Erie Canal described as follows: - Commencing at the south west corner of Lot Number One (1) in the Roach and Griswold addition to the town of Montezuma, and running thence north to the section line between Sections 26 and 35, in Township 16 North, Range 9 West; thence West 100 feet; thence south to a point 100 feet west of the beginning; thence east 100 feet to the place of beginning."

The above being all that part of the said canal which lies between the north line of North Street in the Town of Montezuma, and the said section line."

Holding a substantial amount of property, being unmarried, having no children and growing older, R. C. McDivitt, Jr., decided to dispose of his holdings. Apparently he did not need money for he only received \$1 for all of them including the Wabash and Erie Canal property. I found the following record of this transaction:

Deed Record 108/ pg 576

Robert C. McDivitt to Howard L. Hancock

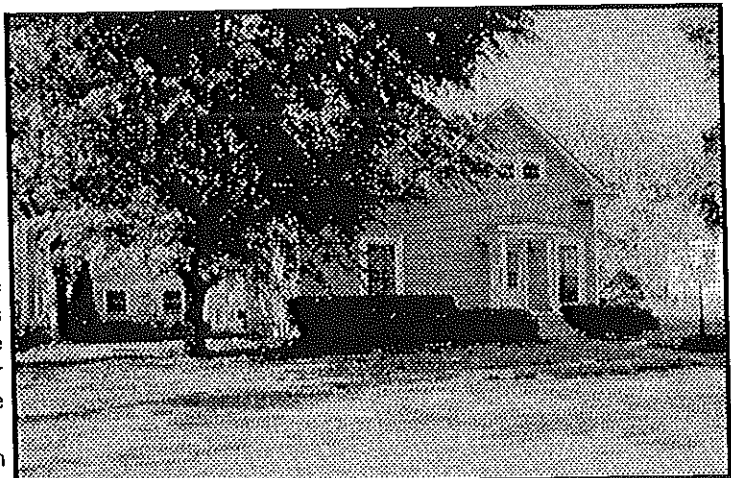
On January 18, 1938, Robert C. McDivitt (Jr.) single, of Parke County, Indiana, sold to Howard L. Hancock of Parke County, Indiana, all the following Real Estate in Parke County, Indiana, for only \$1:

1. His undivided one-half interest in All that part of the North East quarter of the North East quarter, of Section Twenty seven (27), Township Fourteen (14) North Range Nine (9) West, lying East of the Wabash River, containing Twelve Acres more or less.
2. Sixty (60) acres of even width off of the West end of the North half of the North west Quarter of Section Twenty-six (26), in township Fourteen (14), North Range Nine (9) West.
3. Beginning in the North line of Section 26, aforesaid, at a point 1980 feet East of the North west Corner of said Section; Thence South 1244.1 feet, Thence East 1720 feet or to the west line of the Indianapolis Terre Haute & Eastern Traction Co. land; thence North along said line, Eleven degrees and 40' East 903.40 feet; thence North Six degrees and 20' East 361.2 feet to the North line of Section 26; Thence West on North line 1936.92 feet to place of beginning containing 51.76 acres.
4. A strip of land twenty; (20) feet in width, being ten (10) feet on either side of the following described line: Commence ten (10) feet South of the North East Corner of said Section Twenty-six (26) and run thence west to a point ten (10) feet East of the East side of the Right of Way of the Chicago and Eastern Illinois Railway Company; Thence in a Southerly direction Parallel to and Ten (10) feet Easterly from the East line of said Right of way to a point due East of the center of a certain farm crossing on the lands conveyed to Delbert S. and Maude G. Curtin, his wife September 7th, 1923, which Farm crossing crosses on and over the said Right of way of the said Chicago and Eastern Illinois Railway Company and the Right of way of the Terre Haute Indianapolis and Eastern Traction Company and in a westerly direction to a point ten (10) feet west of the right of way of the Wabash and Erie Canal Thence Northerly parallel to and ten (10) feet distant from the west side of the Right of way of the said Wabash and Erie Canal to a point ten (10) feet due South of the North line of said Section Twenty-six (26); thence west parallel with said North line of said Section Twenty-six (26) and ten (10) feet south thereof to the North East corner of the lands herein conveyed.
5. The East half of Lot Number Sixty-Eight (68) in the original plat of the Town of Rockville, Parke County Indiana, more particularly described: Commence at the North East Corner of said Lot number Sixty-eight (68); then West forty (40) feet more or less to the center of the East wall of the Brick building owned by James A. Joiner and known as the Joiner building; Thence due South to the alley; thence East forty (40) feet more or less to the South east corner of Lot number Sixty-eight (68); thence North to the place of beginning.
6. Part Lot No 2 in Section number 14 township 17 North Range 9 West described: Commence 19.68 poles North from the South East corner of Lot No 2 of Subdivision of Fractional Section 14 township 17 north Range 9 West;

thence west 142.55 poles; thence North 21 degrees East 10.92 poles; thence North 21 degrees East 7.43 poles; thence 48½ degrees East 5.52 poles; then East 135.02 poles to the East line of said tract of land; thence South 23.17 poles to the place of beginning containing Twenty (20) acres more or less. Also 14.53½ acres of the South end of the following described tract of land: Commence at the North East corner of Lot No 2 of Subdivision of Fractional Section 14, township 17 North Range 9 West Thence South 38.17 poles; thence west 135.02 poles to the Wabash River; thence North 48½ degrees East 17.24 poles; Thence North 51 Degrees East 16.74 poles; thence North 47 degrees East 28.55 poles; Thence East 82.82 poles to the place of beginning containing 24.68 acres more or less. Recent Survey shows last two described tracts to contain 29.76 acres. By erosion the Wabash River has claimed 4.47 acres.

7. My undivided one fourth interest in and to: The South west Fractional Quarter of Section Ten, Township Seventeen, North Range Nine west containing Ninety one and forty seven hundredths acres. And the West Fraction of the South East Quarter of Section Tene, township Seventeen, North Range Nine West containing Sixty Eight and seventy five hundredths acres.
8. The North West Quarter of Section thirty-two, township Sixteen, North Range Six west. Containing one Hundred and Sixty acres more or less.

Thus we see that Eliza E [Evans] Davidson first sold part of her Wabash and Erie Canal property to Virginia E. Jenckes in March 1921 and about two months later in May 1921 sold another part to Robert Carl McDivitt, Jr. Then McDivitt, Jr., sold a portion of his Wabash & Erie Canal property to Grover Rohr (or Addie Linsey) in 1926 about 5 years after he purchased it. The remainder of McDivitt's Wabash & Erie Canal property was later sold to Howard L. Hancock in 1938 several years prior to McDivitt's death in 1944. This is the property referred to in the newspaper article. Here we see how the real estate of the canal was divided and re-divided into smaller and smaller acreages.



Robert Carl McDivitt lived in this home on Lot 38 on West High Street in Rockville, IN. Photo by Charles Davis

No. 6165
 The Cincinnati & Whitewater Canal
 Co Promise to pay one dollar to W.
 E. Matthews on order twelve
 months after date for value received
 at their office.
 Cincinnati March 28, 1840.
 P. Outcall [?] Treas.
 [Joseph] Bonsalls Pres'

Copy of scrip from:
 Bruce W. Cain, Cincinnati, OH
 See May 2006 The Hoosier Packet

CANAL SCRIP

In a past issue of The Hoosier Packet we have explained what scrip was and why it was issued. A copy of "white dog" used on the Cincinnati & Whitewater Canal is seen above. "White dog" was also used on the Wabash and Erie Canal. Recently more information came to light in a 1962 publication from the Allen County/Fort Wayne Historical Society entitled "Reminiscences of A. C. Comparet." The portion of the work dealing with scrip is quoted as follows:

"During the construction of the [Wabash & Erie] canal in Indiana, the legislature passed a law for the state to issue scrip to pay the contractors for the work in digging the canal. My first notice of it was when in the provision house of [Francis] Comparet and Kiser. [Peter] Kiser stepped out and went up Columbia Street for a short stay, I remaining to look after the business. A man with a yoke of cattle drove up to the store and came in and wished a barrel of flour. I said all right. He wanted to know the price of the flour. I said five dollars. He ordered a barrel and I rolled it out on the walk where he handed me this scrip just from the mint. We rolled it on his cart and he pulled out. Kiser soon returned and I handed him the bill received. He said, 'What did you sell for that?' I said, 'A barrel of flour.' He said that we cannot sell flour for white dog, nicknaming it. I told him the man who was well known and Kiser started out and over took him on Berry Street, where he had stopped to transact some business. Kiser got other money for his flour, and after returning told me that 'white dog' was only worth 40 cents on the dollar. I was good at its face for canal lands. This was the only kind of money the contractors had to pay their hands for labor. Michael Redikin took in this scrip at a big discount and was successful with it, as he came to Fort Wayne during its construction a poor man and in a few years was prosperous.

"I will give a little history of what I experienced in this scrip issued by the state for canal purposes. I

was employed by Thomas Hamilton in the store at Fort Wayne and he had bid off some canal lands, paying a small amount down, and the balance running a certain number of years. He sold these lands to some emigrants, but did not have any deeds for them. He said to me, 'I want you to go to Logansport - the location of the Canal Agency Office - and pay the amount yet due on these lands.' He was not able to procure scrip at a discount and gave me Ohio and Indiana currency to pay it. He had everything in readiness for my trip. I boarded a packet boat, as there was a line running in those days, and arrived at Logansport in due time and found many there on the same mission as myself. I found the office crowded, so returned to the hotel to wait my turn. While sitting in the hotel office, there came in a man I well knew. He stepped over and gave me his hand and asked me many questions about Fort Wayne, as he had been an old citizen there. I also related my business to him and he gave me pointers on how to save some money. He was handling this scrip and assisted me in the work, so I received the deed for the land all in good shape - and it was paid for in canal scrip and I had \$25 over. He gave me the benefit of the discount and would not take one cent, saying he had received his profit in the scrip. I thanked him and left for home.

"After reaching home I turned over the deeds and everything was satisfactory. I said to Mr. Hamilton, 'If all is correct in the deeds I have \$25 dollars I made in procuring scrip,' so I related how that it came about through Mr. Laselle's influence. He said it was my money, not his, as the amount he sent with me paid for the lands and he had received full value for his money and would not take any of what I had made in the deal."

Editor's note: Alexander C. Comparet was the son of Francis Comparet. Francis and Peter Kiser became partners in the firm of Comparet and Kiser, which was located on Calhoun street in Fort Wayne, IN, and which furnished provisions for the Wabash and Erie Canal. When Francis Comparet died in February 1845, the partnership of Comparet and Kiser was dissolved.

PLACE	COUNTY, PARISH, or REGION	STATE or PROVINCE	ELEVATION	CANAL
Attakapas Canal	Assumption	Louisiana	3'	Attakapas
Canal	Charlotte	New Brunswick	unknown	none
Canal	Muskoka	Ontario	unknown	unknown
Canal Township	Venango	Pennsylvania	varies	French Creek Feeder Canal (Franklin line)
Canale	Lafayette	Arkansas	203'	Unknown
Canal Center	Venango	Pennsylvania	1,273'	French Creek Feeder Canal (Franklin line)
Canal Flats	Kootenay	British Columbia	unknown	Baillie & Grohman
Canal Fulton	Stark	Ohio	948'	Ohio & Erie
Canal Lake	Union	Georgia	1,841'	unknown
Canal Lewisville	Coshocton	Ohio	768'	Ohio & Erie
Canalou	New Madrid	Missouri	289'	unknown
Canal Point	Palm Beach	Florida	16'	unknown
Canalport	Paulding	Ohio	710'	Miami & Erie
Canal View Estates	Cecil	Maryland	46'	Chesapeake & Delaware
Canal Winchester	Franklin/Fairfield	Ohio	764'	Ohio & Erie
Fosters Canal	Plaquemines	Louisiana	3'	unknown
South Canal CDP*	Trumbull	Ohio	938'	PA & Ohio

*CDP: Census Designated Place

"CANAL" PLACE NAMES

By Richard F. Brown, Jr., AICP

Have you ever been curious how many populated places (cities, towns, villages, townships, or counties, etc.) in the United States and Canada include "Canal" in their name? Research using data from the Census Bureau, the United States Geological Survey (USGS), and several other resources listed at the end of this article indicate there are a total of 17. These are listed on the chart above.

Based on the data, Ohio holds the title to having the most places named "canal" with five. Georgia has the "canal" community located at the highest elevation (1,841 feet above sea level), while Louisiana contains two "canal" places at the lowest elevation of three feet above sea level (USGS). Most of these communities are very small and unincorporated, but Canal Fulton, Canal Winchester, and South Canal are growing suburbs of larger cities in Ohio. Canal Fulton with a population of 5,061 in year 2000 is the largest community with the word "canal" in its name (Census Bureau).

During our family's west coast trip last summer we passed through Canal Flats, British Columbia. Curious

due to the fascinating name, I found out a 1.2 mile long canal had been constructed in 1889 to link two great rivers of the northwest, the Kootenay and the Columbia, via Columbia Lake (BritishColumbia.com). A provincial park preserves the remains of the canal, which saw only two ships use it (BritishColumbia.com). The town gets its unique name from the narrow strip of land between these two rivers (BritishColumbia.com). Unfortunately since it was approaching midnight, we did not get to see much of the town, nor its namesake canal.

SOURCES:

Geographical Survey of Canada
<http://www.americancanals.org/Canada/British%20Columbia/Baillie%20Groham.pdf>
<http://www.americancanals.org/Pennsylvania/French%20Creek%20Feeder.pdf>
<http://americancanals.org/Pennsylvania/French%20Creek%20Feeder%20202.pdf>
<http://www.britishcolumbia.com/regions/towns/?townID=4017>
<http://co.crawford.pa.us/history.htm>
<http://www.pa-canal-society.org/sites.htm>
<http://my.ohio.voyager.net/~lstevens/canal/canalmap.html>
<http://www.rootsweb.com/~pavenang/townships2b.htm>
<http://www.rootsweb.com/~usgenweb/la/assumption/history1.htm>
http://www.upei.ca/~meill/canechist/topic_10.html
 MapQuest
 TopoZone
 United States Census Bureau
 United States Geographical Survey (USGS)

SECRET OF THE LOCKKEEPER'S HOUSE

Review by Neil Sowards

This is a fictional account of three modern children, Tess, Will and Patrick, who are transported back in time to Lock 32 of the Miami and Erie Canal where they spend several weeks living in 1850 with the lockkeeper, his wife and daughter. They learn about life in those times —the fun, the hardships and about sickness and death. They come out of the experience with an appreciation of characteristics of life long ago and of each other.

One could find fault here and there with details about the canal. Were any of the Miami and Erie Canal locks first built of wood? Were any of the lockkeepers' houses brick? But overall she captures the mood and characteristics of yesterday. Action is introduced with their helping an escaped slave family; tears from the quick and unexpected deaths that were so common in that time period.

This book really makes understandable canal life of 1850 and is a good introduction to young people to differences between now and then.

Secret of the Lockkeeper's House by Georgia Kohart, Flying Squirrel Press, 2003 178 pages. List price is \$11.95. I was able to get it on interlibrary loan through Allen County Public Library from Kenton County Public Library of Covington, KY.



LETTER TO JESSE LYNCH WILLIAMS

Neil Sowards, CSI member from Fort Wayne, IN, notified CSI headquarters that this wrapper was for sale on E-bay. It was advertised: "LAGRO Ind JUL 8 (1850) blue circular date stamp, blue hand-stamped 'PAID 3 on stampless folded letter to J.L. Williams, Chief Engineer of W & E Canal (Wabash & Erie Canal), Fort Wayne Indiana. Outer wrapper only, no content from this Wabash County discontinued post office 1834-93. Nice cover." Note that it cost the sender 3 cents to mail it from

Lagro, Indiana, on July 8. The date 1850 in the lower left hand corner may have been added later. Unfortunately the actual letter was not included so we did not bid on it.

During the building of the Wabash & Erie Canal in 1835, the area around Lagro, IN, was a hot spot with the warring Irish —the Catholic "Corkonians" and the Protestant "Far Downers." After the Irish War, Justices of the Peace were appointed and militia companies were organized to keep the peace. Lagro had four cut stone locks. They slowed down canal traffic and the prosperous village grew up around them. It was a toll collecting center and the tolls collected there in 1850 were \$10,618.68. It produced over 5,000 barrels of whiskey in its heyday and transported them by canal boat. On June 17, 1887, the canal bed from the Ohio line to Lagro was sold to the railroad for \$15,000. The once vibrant town declined and lost its post office in 1893.

MORE ON JOHN TIPTON AND THE TRAIL OF DEATH

John Tipton was the subject of the "Canawlers At Rest" column by Cynthia Powers in the May 2006 issue of the "Hoosier Packet." Below find more information to add to or clarify the article.

Page 8 column 1 paragraph 1

Although the 1826 Treaty of Paradise Springs mentions only the road, it is believed that it opened the lands along the north side of the Wabash River to allow construction of the Canal. The south side of the Wabash between the mouths of the Salamonie and the Eel rivers was the site of the Great Miami Reserve, which blocked the way of the canal route. They did not cross the Wabash until they reached a point north of Delphi.

Page 8 column 2 paragraph 1

Chief Menominee signed the treaty of 1832 on Oct. 26, in which he was given a reservation of 22 sections of land, with fellow chiefs No-taw-kah, Muck-kah-tah-mo-way, and Pee-pin-oh-waw for their bands to live on. He refused to sign the treaty of 1836 because he refused to sell his land and move west.

Page 8 column 2 paragraph 2

Tipton left the Potawatomi in the charge of William Polke because Tipton was appointed by the Indiana governor and Tipton's power expired at the state line. Polke was the federal conductor and took over at Danville, Ill. William Polke lived at Rochester, and his white house, built in 1832, is now at the Fulton County Historical Society grounds.

Page 9 column 1 paragraph 2

John Tipton married his first wife Martha Shields in 1807. They had 4 children. Only his youngest son,

Spear Spencer Tipton, lived to maturity, married and had children. John and Martha divorced in July 1817. There is a site on the Internet that has it wrong and says his wife was Jenny. The error probably comes from the fact that John's mother was named Jeanette, and Jenny is a nickname for Jeanette. Tipton then married Matilda Spencer in April 1825 and had four more children. We do not know the name of one of them. Two of them grew to maturity.

Page 10 column 1 paragraph 4

Although the Wabash and Erie Canal reached the eastern edge of Logansport's landing in 1837 where they constructed a turn-around basin at the present-day Erie Avenue and 5th Street intersection, engineers' reports say the weather came in and shut down the workers' progress. If the basin was completed in 1837, then in all likelihood work was done on the Eel River aqueduct and points west the following year of 1838. John Tipton died in 1839. Traffic from the east of Logansport, through town, and on toward Delphi probably occurred around 1839-1840.

Page 11 column 1 paragraph 2

A caravan of Potawatomi traveling from Indiana to Kansas has taken place every 5 years for four times: 1988, 1993, 1998 and 2003. They took Father Petit's chalice with them in 2003. More Trail of Death markers have been added over the years and they now total 78.

Page 20 under the pictures

To find Mt Hope Cemetery, as you come into Logansport on Indiana Highway 25 from the north at Memorial Hospital (and the Trail of Death marker), turn right or to the west on Fulton Street, pass the hospital grounds on the left and go to Clifton Ave. Turn left or south on Clifton and go past the back of the cemetery to Hanna Street. Turn right or to the west on Hanna and go one short block to Pleasant Hill. Turn to the right on Pleasant Hill and follow it to the entrance of Mount Hope Cemetery. Once in the entrance follow the directions below the pictures on page 20.

To further mark the Trail of Death, the new Potawatomi Trail of Death Association, which is a branch of the Fulton County Historical Society, is in the process of erecting highway signs similar to the Lewis & Clark Trail. A Potawatomi artist, David Anderson, designed a logo. The Manitou Chapter of Daughters of American Revolution, Rochester, Indiana, is sponsoring the signs across Fulton County. They will be dedicated by Potawatomi descendants of the Trail of Death on Sept. 15, 2006, at 4 p.m., beginning with the one at the Marshall - Fulton county line on Old 31 north of Rochester.

Sources:

Correspondence between Tom Castaldi, Allen County Historian, and Shirley Willard for information for the Potawatomi Trail of Death

web page, which Shirely is constructing for the Potawatomi Trail of Death Assn..

John Tipton Papers, Indiana Historical Society 1942

Kapler, Charles J. *Indian Treaties 1778-1883*. 1904 reprinted 1972.

Willard Shirley and Susan Campbell. *Potawatomi Trail of Death*.

Rochester, Indiana: Indian Awareness Center/Fulton County Historical Society, 2003.

CSI wishes to thank President Emerita Shirley Willard of the Fulton County Historical Society in Rochester, Indiana, for the above information. Shirley has worked with the Potawatomi for over 20 years and is the coordinator for placing the Trail of Death historical markers. She is co-author of *Potawatomi Trail of Death*, which includes Father Petit's letters, diary, muster rolls, some of the John Tipton papers, biography of William Polke, St. Philippine Duchesne (an elderly nun who worked with Potawatomi in Kansas and became a saint in 1988), pictures by George Winter, and biographies by several Potawatomi families who had ancestors on the Trail of Death.

WANT TO LEARN MORE ABOUT THE POTAWATOMI?

The Trail of Courage Living History Festival is Sept. 16-17 at the Fulton County Historical Society grounds, and many Potawatomi come for that. Each year a different Potawatomi family that had ancestors on the Trail of Death or signed treaties in Indiana is honored. It is a big living history festival that attracts 12,000 to 18,000 people. Everything at the event is pre-1840 —the camps, the foods cooked over wood fires, traditional crafts, music and dance on two stages, Indian dances in a special arena, muzzle loading shooting contests, and much more. You will find Shirley Willard at the Potawatomi Trail of Death Association booth at the edge of the woods at the south end. She will be wearing a blue Potawatomi dress patterned after that worn by Mas-saw in 1837, as found in the George Winter book.

or

Check out their web page at www.icss.net/~fchs

Wabash Valley Visions & Voices

Wabash Valley Visions & Voices is a digital memory project focusing on the Wabash Valley region in west central Indiana and east central Illinois. The digital collection contains artifacts, administrative and personal papers, manuscripts, photographs, texts, yearbooks, maps, oral histories, and other audio/video files. So far no canal information is given but may be in the future. Genealogical resources are not included. This is a collaborative effort involving the Wabash Valley's libraries, museums, cultural organizations, and community groups. Find it on the internet at <http://visions.indstate.edu/>



Speakers Bureau

April 23 — Ft. Wayne, IN

Bob and Carolyn Schmidt, in period dress, spoke to 49 children and adults of Leo, Indiana, home schoolers at the Aboite Branch of the Allen County Public Library. The topic was the Wabash & Erie Canal, the Vermilyeas, and early living in the area. Following the hour long presentation in which the children participated by demonstrating pulling a canal boat and asking questions, they went to the Vermilyea house, the former home of Jesse Vermilyea, a canal contractor, located alongside the canal. They also went to the Aboite Creek aqueduct site to see the remains.

A packet of materials about the canal was given to the lady in charge of the group to be duplicated for further study. It included a paper pattern of a canal boat, barrels, logs, pigs and chickens, trunks, and people that the children could cut out and assemble. The children present ranged in age from a 3 year old to a high school sophomore.

ELLIS VERMILYEA HOUSE DOCENT

April and May are always busy times for school tours at the Vermilyea House, the old canal inn and home of Jesse and Maria Vermilyea just southwest of Fort Wayne, IN. Today's owners Todd and Kathy Freeland open it for area school children to tour free of charge. It is quite a commitment to show over 260 students a home in which you live and tell them the role it played in the Wabash & Erie Canal.

The children arrive by the bus load. They are divided into two groups by Kathy Freeland. One group goes to the Aboite Creek Aqueduct to see the abutments and foundation timbers or learns about the canal basin located on the property while the other group tours the house. Jim Ellis, CSI treasurer and past owner of the Vermilyea House, talks to one group while Kathy talks to the other. Sometimes the children eat their lunches on the lawn overlooking the prism of the canal.

The Vermilyea House is built of brick fired on the property. Most of the woodwork throughout the house is black walnut except for the master's bedroom on the second floor which is butternut. The desk Jesse Vermilyea used when he became the first postmaster for Aboite township remains in place adjacent to the mar-

ble-faced fireplace that matches another fireplace in the adjoining parlor. A spent lead bullet is embedded in the hall door that has been left undisturbed as part of the house's historic past.

Jim says the children pay close attention. When the Freelands purchased the house from him, they had an oval bathroom constructed with a canal mural painted around the walls. This year when Kathy took a small group of 5 or 6 into the bathroom to see the mural, one boy noticed that the artist had painted a tree between the canal and towpath. He wanted to know how the boat could be pulled with the tree in the way.

HULSLANDER LEADS ILLINOIS TOUR

By Gerald Hulslander

On April 28-29 I was involved with the Illinois State Historical Society annual meeting and tour, all of which was based on Starved Rock lodge. Friday we toured Utica, IL, where they could observe the 4th grade program we have annually in April/May. After they saw the museum, school, barn, and blacksmith shop we went to Lock 14 at LaSalle, IL, and then on to Cherry, IL where we have a historic marker for the Cherry mine disaster of 1909. Hundreds of lives were lost in a mine fire. From there we went to the railroad museum in Mendota, IL, and then back to the Rock. The president of the organization originated on a farm west of Mendota so between the two of us they had lots of information about the I & M canal and the agriculture of the area.

Saturday morning we again started at the Rock and went east to Seneca, IL, and the grain elevator. Coming back west to the Rock they had an escorted walk to the Fox River aqueduct and saw the Lincoln-Douglas statues plus the canal mural. We stopped at the Starved Rock lock and dam also.

I was in awesome company. There were more Ph.D's than I have seen before in one bus —chairmen of college history departments, head librarians, professors of history, etc. I tried to keep remembering what one of my farmers once said —that they tend to have narrow knowledge and wide ignorance —as I gave a running commentary on the local agriculture and history. All in all it went well. Several of them expressed appreciation for my efforts.

My next assignment is a one hour talk at the 5th grade class in Seneca, IL. The Illinois & Michigan Canal being the topic. I have also spoken to over 2000 children at the historical museum in Utica, IL, where I volunteered as a docent. I especially like to talk about the Illinois & Michigan Canal located just behind the building, which was once a canal warehouse.

NEWS FROM DELPHI

THE RAILROAD UNDERPASS AT LONG LAST

By Dan McCain

The long awaited trail tunnel under the railroad at the end of Canal Park is finished. The glory will come next with the official dedication on National Trails Day-- June 3rd. Contractor Jack Cohee and local volunteers have worked since January on this most important linkage in the 10 miles of Delphi Historic Trails. Now a hiker/biker can go between the unique, watered northern canal section to the beautiful trails historic points and streamside vistas on the lower canal trails.

Construction sequencing had to wait for the Delphi Limestone Company to finish hauling stone filled railcars at the onset of winter. December was too cold and snowy. January was mild and worked well for the big pipe's installation. Non freezing temperatures were needed for proper compaction of the railroad's earthen fill. Recently with good seeding weather and a team of 70 volunteers from Monticello's Wal-Mart the project was completed.

Thanks to the coordinating efforts by Mary Ives,

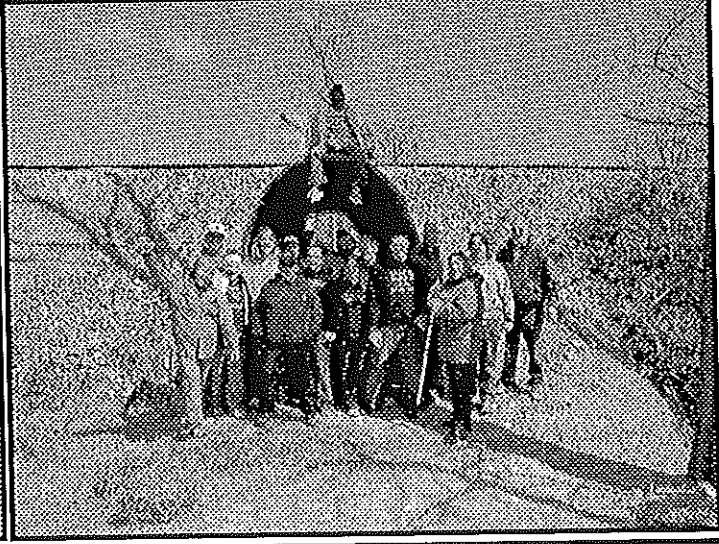
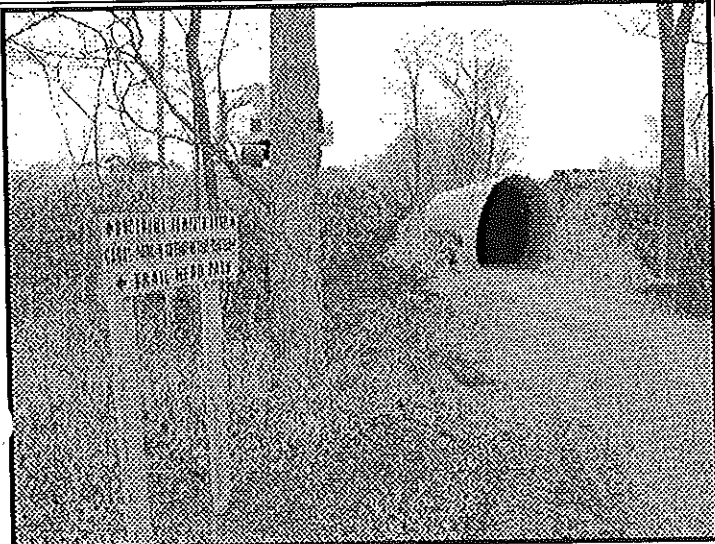
Installation of the corrugated metal pipe under the railroad was started in January when the weather was remarkably mild. Contractor Jack Cohee facilitated the removal of the tracks and placement of the "egg shaped" steel tunnel. Before the first of March a Louisville firm, Associated Rail Contractors, put the track back together. The old Monon railroad owned this section for years. When the Stone Company bought it, it became a siding connecting to Norfolk Southern's main line. Photos by Dan McCain

a local trail enthusiast, an important meeting last November started the process. The key was to get all officials and interested parties "on the same page" destined for agreement. The public need for this underpass increased as Delphi's trails became more popular. The corrugated steel, "egg shaped," 8-foot-tall pipe was assembled three years ago by volunteers. The final approval from railroad and quarry officials had to come before work could start.

Praise from the Canal Association goes to the Delphi Limestone Company and Norfolk Southern Railroad officials for allowing this important link to be put in place. Historically the need for a towpath level underpass to the railroad grade was necessary. Back in the 1880s the Greenup Brothers, who owned the land at that time, had a similar need when their farm was split by the building of the railroad. They had livestock, pasture and personal reasons for this towpath level underpass. Sometime in the past century the underpass was closed and filled.

When the Greenup Brother's right-of-way was bought by the railroad in the late 1870s their deed carried an interesting tidbit of history of this site. The Canal Association now holds title to the land through a gift from Gerry and Fay Underhill 10 years ago. This deed states: "Grantor hereby reserves the right to cross under said railway track with cattle or other stock at the point where said railway track crosses the North bank of the Wabash and Erie Canal and said Company hereby agrees to always have an open and unobstructed crossing for party of that part under its said railway at said point." Interesting now because the passageway is back in operation and if the Canal Association would take horses through (as if towing a canal boat) it would be like looking at a snapshot of history.

A team of volunteers from Wal*Mart in Monticello, IN, came to complete the raking, seeding and mulching of a sizeable approach to the new railroad underpass on the Underhill Towpath Trail 200 yards southwest of the Canal Interpretive Center



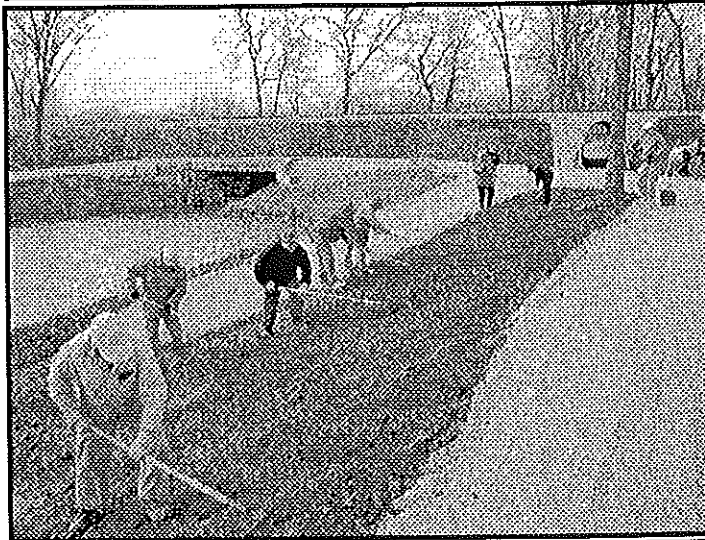
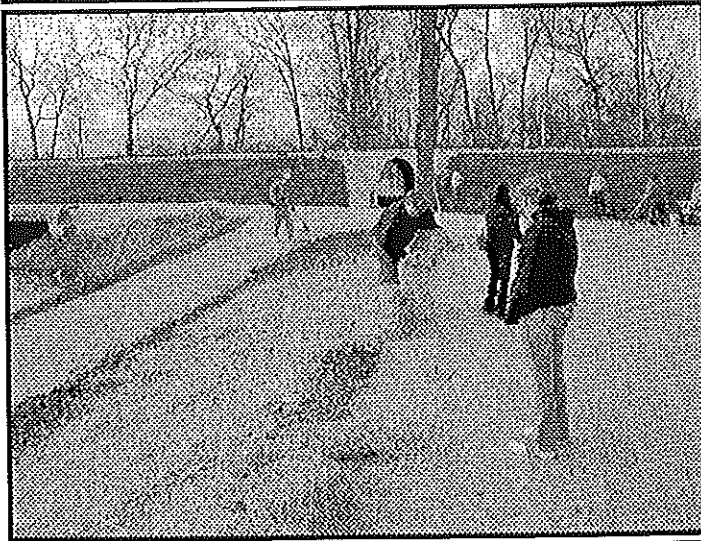
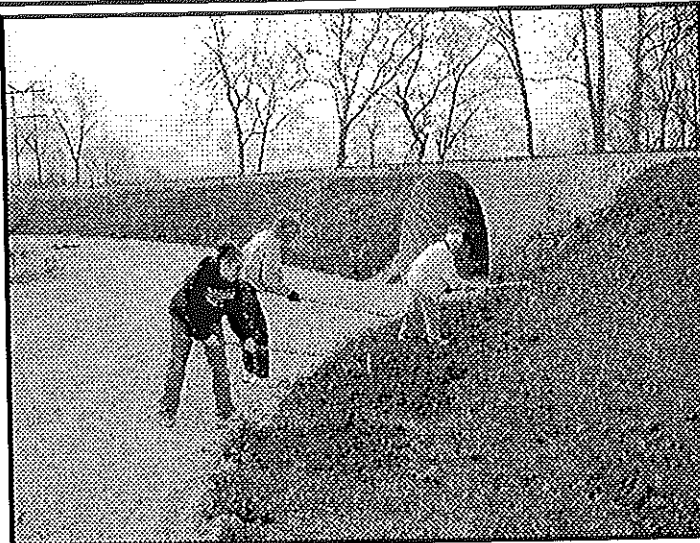
HIP-HIP-HOORAY FOR EARTH DAY!

By Dan McCain

Saturday, April 22nd was project W.E.E.D. in Delphi. That is also known as WABASH & ERIE EARTH DAY. The event brought 61 people to work on Delphi Historic Trails. All ages were represented and all were willing to devote a day to grooming and improving parts of this city's extensive, beautiful trail system.

The 9 a.m. gathering at Canal Park included a donut treat from Brosman's IGA and instructions on where to work and what tools might be needed. The Canal has many hand tools available for those hands willing to rake, prune and pickup trash. Dispersal of the teams allowed many of the paths to receive their spring cleaning.

At noon the troops came back for the traditional "Ote Meal" lunch served by the Psi Ote Sorority. It seems when there is a free lunch more workers will always come to volunteer. Delphi is blessed with many that even come from a distance to participate. One family from Marion, Indiana, regularly attends. Another couple, trained naturalists from Tipton County, came to volunteer. The volunteerism spreads farther each year.



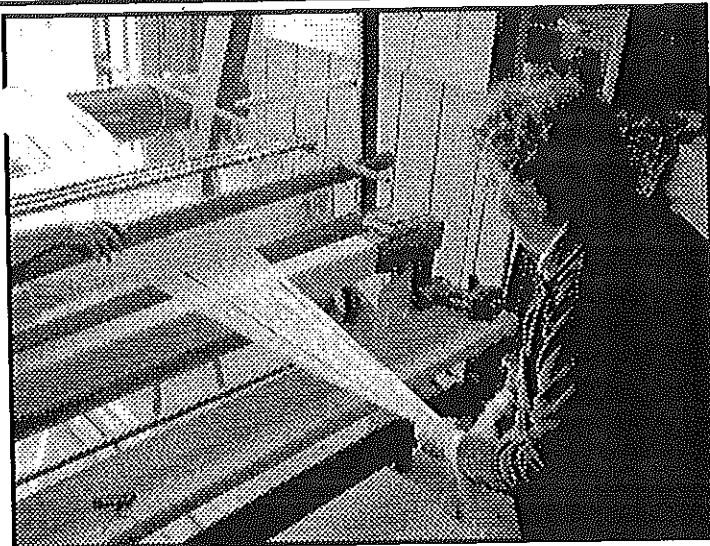
Wal*Mart volunteers put finishing touches to the Underhill Towpath Trail and underpass in April. The Wabash & Erie Canal is bi-sected at this point by the rail line. Photos by Dan



The Canal Interpretive Center in Delphi, IN, now has a 3 harness loom and is ready for weaving. Photo by Dan McCain

AN OLD LOOM COMES TO LIFE

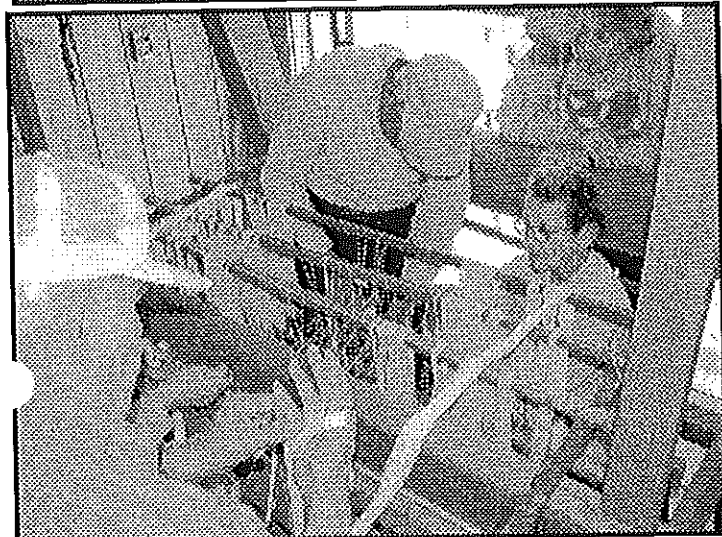
Last December, the Wabash and Erie Canal Association received an unusual 3 harness loom as a donation from Conner Prairie Pioneer Settlement south of Noblesville, IN. The original structure of the cantilevered barn loom is in excellent condition and was quickly assembled. A new seat and treadles already had been hand made and arrived with the loom, however, Gordon Stevens, local weaver and Canal Board member, so ascertained that several critical pieces were missing including the reed and all parts of the heddles.



the warp) and extra rollers to hold two of the 3. They borrowed most of the missing parts from two other looms stored on Canal Park property.

Over a two day period, the Bakers worked with Gordon, Bill and Pat Draper of Delphi and Susan Feller, Educational Coordinator at the Park, warping the loom while they explained the function of each part. The Bakers also provided all of the thread used as warp and weft for the project.

On April 18th, Cindy and Bill Ruesink who are 3 Heddle Loom Specialists from Madison, IN, visited the canal with Pat Thalhauser from Decatur, IL, Margaret Spear of Charleston, IL and Kathy O'Neal from Gary, IN, all of whom are weavers familiar with a wide variety of looms and were eager to see this new one at Delphi.



The 5 visitors along with the Bakers and canal volunteers were able to hang the heddles and rope the treadles in the proper arrangement to produce a working 3 heddle loom ready for the weaver to begin producing a type of early fabric called "jean". "Jean" was used to make work clothes that were not only rugged, but could easily be kept clean by boiling without shrinking the fabric.

You may see this unusual loom in the Livery of the Interpretive Center at the Wabash & Erie Canal Park, 1030 N. Washington St., Delphi, IN. Open hours are Thursday, Friday and Sunday 1 to 4 pm and Saturday from 10 to 4 pm.

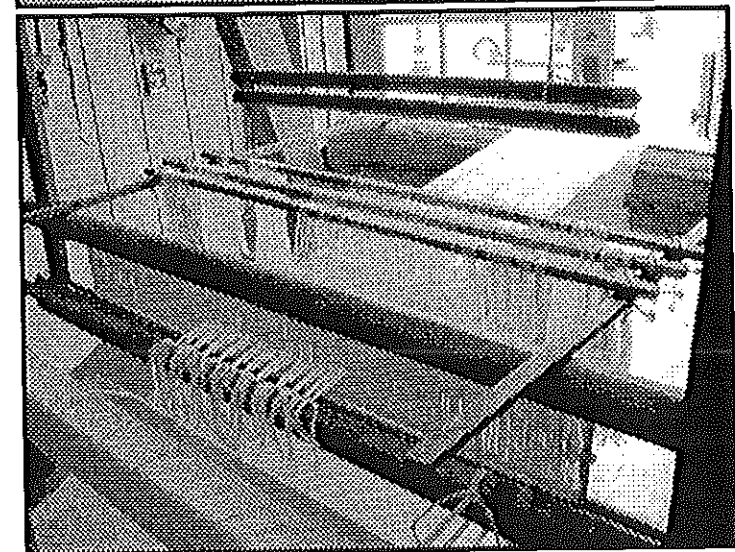
THE ONLY PLACE TO GO FROM HERE IS UP!

By Dan McCain

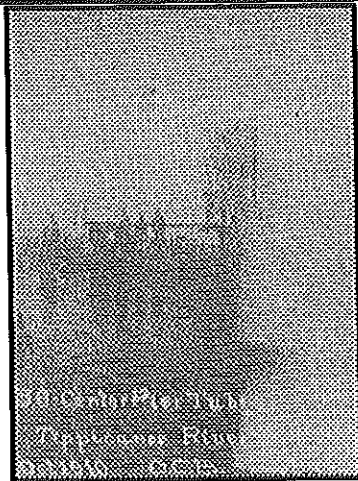
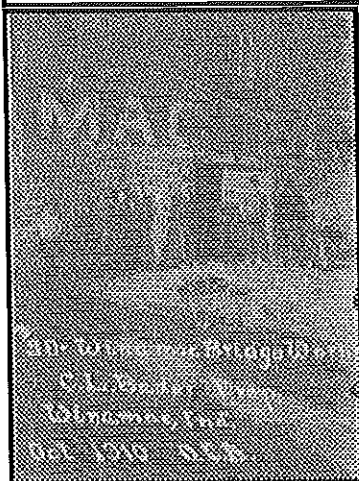
Delphi community is proud of its canal, trails and mid-nineteenth century look to our community. We are also innovative and capable of creating a setting inside this rich history of an earlier era. We have completed many projects with an "all volunteer" organization and this mode of operation continues to grow. The sky is the limit -- but in this case we need a "sky hook" to accomplish what we might attempt. We need your help!

The Pulaski Bridge #31 has been rescued from destruction by removing it in its "eleventh hour" from Big Monon Ditch near Medaryville. We did it in the winter in record time just ahead of the ditch contractor. April 1st would have been doomsday for this "one-of-a-kind" bridge, but we secured it and it presently sets on a truck bed in Canal Park. Now we need an action plan AND MONEY!

We are dreaming of ways to attract funding to complete this restoration and placement over another man-made waterway -- the Wabash & Erie Canal. It is



Fortunately, Dorothy and Ron Baker of Lafayette became interested in helping to complete the loom and put it in working order. Dorothy is president of the Lafayette Weavers Guild which meets the 3rd Friday of the month in the Wells Center. The Bakers took on the task of making 900 string heddles ("eyes" which carry



These old photos from 1910 show workers in front of the Winamac Bridge Works in Winamac, IN, the Center Pier Tubes for the Tippecanoe River Bridge, and BG Tippecanoe River Bridge false work. Will Delphi reconstruct Pulaski Bridge #31 on site or will it build it and swing it into place by cranes?
Photos courtesy Dan McCain

intended to be a public trail conveyance on a section of the state's official Wabash Heritage Corridor Trail. These are notable items for possible re-enlistment in the National Register and to fulfill the trails mission of the Wabash River Heritage Corridor Commission.

It may be possible to re-erect this unique 76 foot long, century old iron structure THE OLD FASHIONED WAY. In thinking of the site where we intend to place this structure and its confining assembly space, it may be possible to do as our forefathers did and build it directly, piece by piece, on its foundation rather than assembling it off site and then using cranes to lift it intact over the canal.

We have begun a planning process to discover the methods used 100-150 years ago when such massive cranes were not available. Back then barn raising and bridge assembly had to be accomplished a different way. Is it possible that we could do something similar? Would this make a documentary for TV or for magazines? Does anybody care if these old fashioned techniques are all but gone from our ability to preserve?

Can you imagine the excitement of seeing a bridge erected using craftsmen that understand these talents. We have some Old Order Amish men in this county that still understand barn raising techniques. Others might come for miles to see and study these activities. The bottom line though is "WHERE'S THE BUCKS"?

SPRING WILDFLOWER WALK IN THE WOODS

The public was invited to enjoy an evening walk in northern Carroll County along lower Rock Creek on the scenic farm of Terry and Fran Lacy on the north side

of Rockfield on Thursday, April 27th at 6:30 p.m. This moderately difficult walk followed a woods trail and involved some up and down hill hiking. The narrated 1 1/2 hour nature walk skirted the escarpment of the Wabash Valley wound up a long hill, went across a high ridge and then dropped into a winding ravine with a small intermittent stream. The ravine opened onto Rock Creek and the trail continued along lush bottomland back to the original starting point near the Lacy's spring fed pond. The walk focused on wildflowers, native plants and tree species.

Other upcoming events are:

June 18, 1-5 p.m. Father's Day Transportation Fair
3 p.m. Trolley trip and walk from the park

July 1-2, 10 a.m.—5 p.m. Canal Days Festival
Walks featuring the façade of the Canal Interpretive Center and walks along the Canal

July 15, 1 p.m. Physical Fitness Walk led by Lois Johnston, RN leaving from Canal Interpretive Center

July 22, 7 p.m. Riley Poetry Reading on High Bridge Trail, park at Sherry Mears' farm, 6405 w 300 N and walk down the lane

Sept. 9, 2 p.m. IOOF Cemetery Walk covering the lives of Canal Pioneers

Sept. 10, 1 p.m. Physical Fitness Walk led by Lois Johnston, RN, leaving from Canal Interpretive Center

Oct. 14, 2 p.m. St. Mary's/Interurban Walk leaving from parking lot across from the Delphi Body Works

Walks will be posted on the CANAL HOTLINE 765-564-6572
-- check for cancellation/rescheduling.

**DELPHI HISTORIC TRAILS AND CANAL
SITES WELCOME BICYCLES**

By Dan McCain

When you come to Delphi in northwest central Indiana you can come with your bicycles and even your pets. The Delphi Historic Trails system now has 10 miles of groomed trails. They are crushed limestone, packed, wide and they lead to some of the most interesting things. A few follow streets to connect parks. Trails have been constructed over a sixteen-year period primarily by volunteers using local products like the fine "screenings" provided by the stone quarry and lots of scenery thanks to the 1850s Wabash & Erie Canal, the Wabash River, Deer Creek and Mother Nature.

Places to start are located conveniently at Trailhead Park along Deer Creek one mile southwest of Delphi on Indiana 25. Another good place to begin a scenic ride is at Canal Park, 11 blocks north of the Court House stoplight on Washington Street. Parking and walking or bicycling along the historic towpath of the mid 19th century Wabash & Erie Canal is both relaxing and interesting.

There are three National Register Sites to visit nearby - the Canal Construction Camp site; Lock #33 and adjacent lockkeeper's home site; and the 1857 Harley and Hubbard Lime Kiln site. Two tunnels now connect these points of interest with the interesting trails and loops in the southern system radiating out from Trailhead Park alongside Indiana 25.

The northern half of the 2.5-mile section of the Canal looks much like the man-made waterway appeared in its heyday of the 1850s. Groundwater pumped from the limestone quarry nearby is diverted into the canal to keep it brim full. Three million gallons of clear water daily comes to the "tumble" at Founders Point. Flow through the full length finally releases the surplus water back into Deer Creek at majestic Sunset Point -- trail's end.

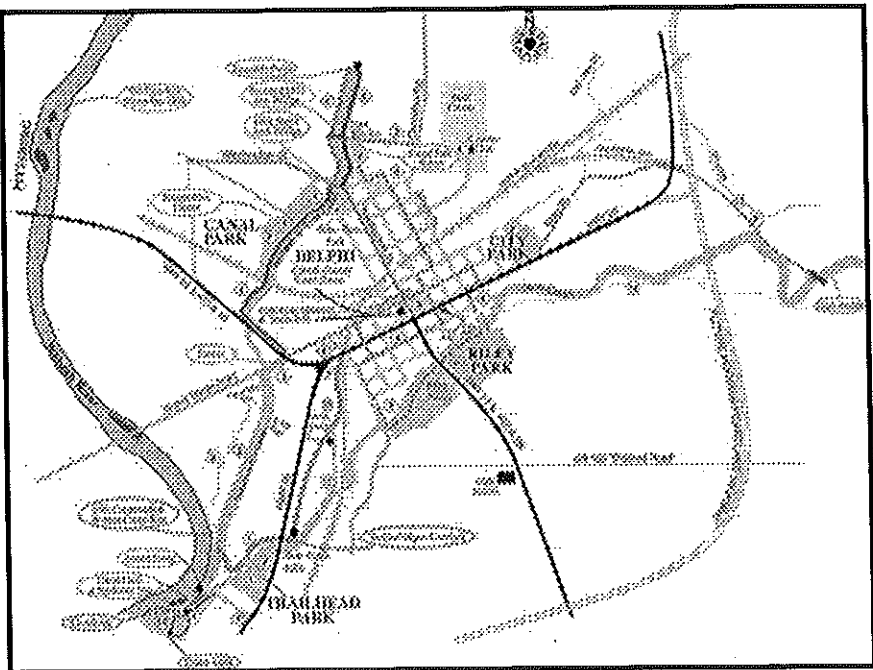
A recent section added for biking is Campbell Ridge Trail with its entrance off of Indiana 25 two tenths of a mile south of Trailhead Park. A parking lot is available to leave your car and the upper half of this trail is bicycle accessible. The payoff for the visitor is to look at the old canal era dam site from high atop a bluff. This structure was at the mouth of Deer Creek where it joins the Wabash River. Lower unmarked hiking paths go down from the bluff to follow the towpath to a "guard lock" site.

The very newest trail is called the Monon High Bridge Trail. It goes east of Delphi two miles from City Park and then follows a section of the scenic old Monon line. The trail is groomed to within a quarter mile of the fabled High Bridge over Deer Creek. The trails group has not yet obtained the CSX land at the awe inspiring high bridge itself but people often go out for the spectacular views of the deep pristine valley with its high shear slate bluffs.

Legend has it that the last boat to use this Deer Creek crossing in 1874 destroyed the dam. As the mules were pulling the boat up to the spillway bridge they fell through the rotting footboards. Since they lost their forward momentum the captain could not steer the craft away from the current and crashed into the spillway. The boat, cargo, mules and all were dashed into the Wabash and drowned—thus the end of the canal!

When you come to Delphi you must allow time to visit the new Canal Interpretive Center in Canal Park, a dozen blocks north of the Court House traffic light. This interactive transportation museum is a marvel with a dozen galleries and set in an old 1850s building built in 2003. Open hours are Thursday, Friday and Sunday 1-4 pm and a full day Saturday 10-4.

A refitted pontoon "Canal Boat" docks in Canal Park and takes on passengers on Saturday at 11 a.m. and 2 p.m. and again at 2 p.m. on Sunday every weekend throughout the warm tourist season. Nearby are the canal village, towpath and connections to all the trails. For a trails map and much more information look at www.wabashanderiecanal.org



TRAILS VOLUNTEERS RECOGNITION DAY

By Dan McCain

National Trails Day, Saturday, June 3, was a special day in Delphi. The outdoor event began at 11:00 a.m. in Canal Park with a celebration and dedication of the new Underhill Towpath Trail railroad tunnel. Volunteers were recognized for their tireless hours working on Delphi Historic Trails and at the Canal Interpretive Center. Delphi now hosts a most unique ten-mile trail system.

The program was followed at noon by a "free lunch" for the volunteers provided by the local Psi Iota Xi Sorority in the Canal Park shelter, 11 blocks north of the Court House stoplight on Washington Street. In the past year over one hundred Earth Team Volunteers provided more than 3,800 hours of service. Those volunteers honored included scouts, 4-Hers, and workers of all ages. Volunteers working hours totaling one day or more received their choice of an Earth Team hat or shirt as a "thank you" complements of the USDA/Natural Resources Conservation Service and Carroll County Soil & Water Conservation District. Several organized groups of volunteers were honored for their efforts.

Following lunch Lois Johnston, a Registered Nurse, led a "physical fitness walk." This was just one of the many walks and narrated history hikes offered by the trails volunteers throughout the year.

STATE CANAL MARKERS

CSI member, Dan White from New Haven, IN, recently checked the internet prior to the "Gateway To The East" tour to look for Ohio markers that contain the word "canal." He found a list of 86 such state format markers with pictures, text, and location at:

<http://www.remarkableohio.org/index>

When he reached the site he checked Search Markers and typed in canal as the keyword.

Indiana also has a website listing its format markers with the word "canal" in them or in the description of their location. It is:

<http://www.statelib.lib.in.us/www/ihb/markers/index.html>

Check Searchable Marker Data Base. Type in the keyword canal and 26 markers are listed.

Reading the text of the markers is an easy way to learn more about Ohio's and Indiana's canals.

**WHITEWATER
CANAL TRAIL**

**Berries, Bikes and Blossoms
National Trails Day &
Strawberry Daze Celebrated**

The Whitewater Canal Trail (WCT) sponsored "Berries, Bikes and Blooms" on Saturday, June 3, 2006 in Franklin County's historic Whitewater River Valley. The event celebrated National Trails Day and coincided with Metamora's Strawberry Daze.

The first Saturday of every June is designated National Trails Day (NTD) in the United States. On that day every year more than a million hikers, bikers, equestrians, and others take part in thousands of events nationwide in celebration of America's trails.

Starting at 8 a.m. WCT President Mick Wilz offered juice at the Metamora Trail Head across from the aqueduct in Metamora. Bikers and hikers then followed the Trail to the historic twin locks before making the return trip to Metamora. In all, the distance was about five miles. They passed wildflowers, heard the canal water and enjoyed the strawberries.



The Whitewater Canal Trail is a non-profit organization dedicated to building a hike-bike trail between Metamora and Brookville and points beyond. For more information, log on to: www.whitewatercanaltrail.com

WHITEWATER CANAL TRIVIA

1842: Samuel Parker of Connersville dug and loaded the first wheelbarrow of dirt from the Whitewater Canal just below the National Road. He spoke from a stump near the present Sanford Lackey building on the corner of today's Main and S. Foote. Note- The buildings were in place when the canal was started.

1842: Joseph Gray, Jr. was nine when his family came from Maryland in 1828. A carpenter by trade, he helped build all the canal locks from Lockport to Milton and was often a passenger on canal boats. Note- He helped build Lock 50 at Ferris farm in Milton.

Richmond Palladium-Item, June 1944 regarding 1914 story sent in by Phyllis Mattheis