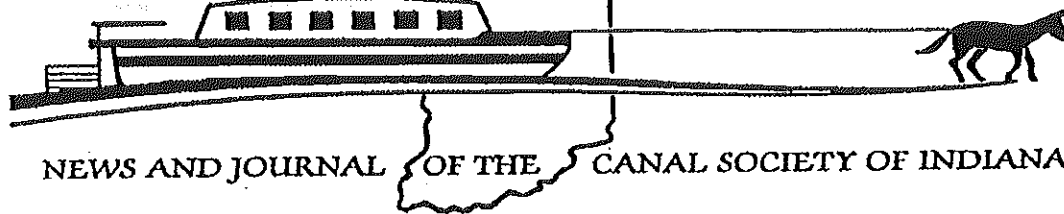


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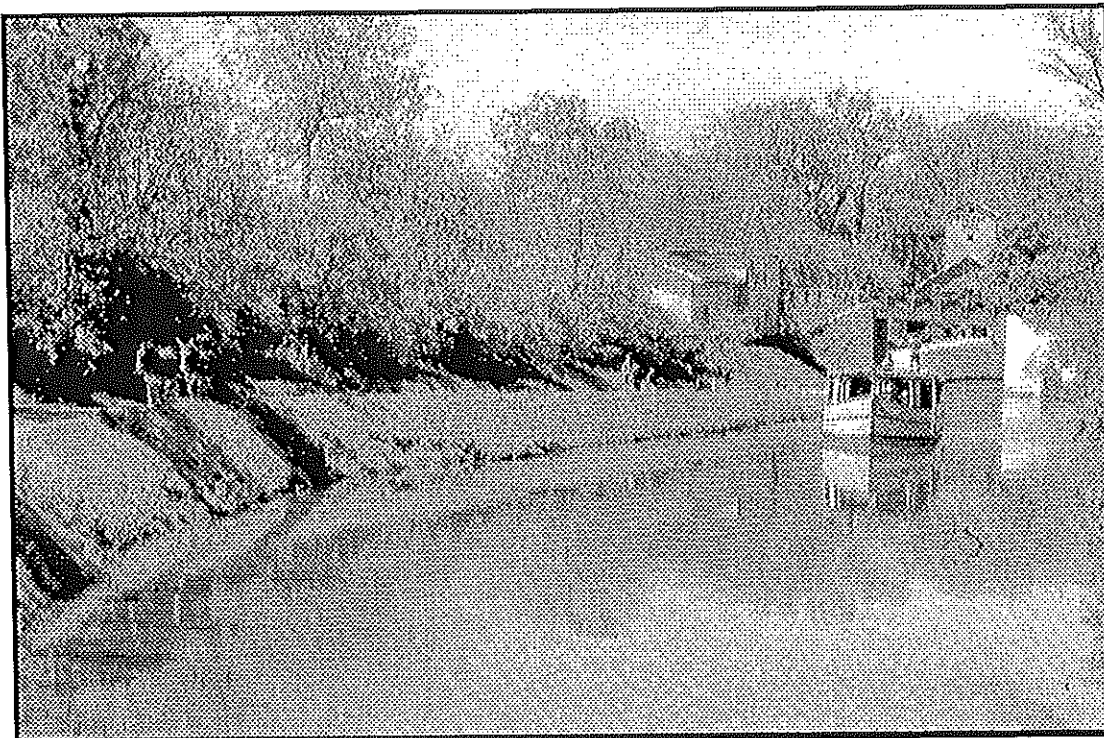


VOL. 5 NO. 8

P.O. BOX 40087 FORT WAYNE, IN 46804

AUGUST 2006

## SMOOTH SAILING



A ride aboard the "Volunteer" on the (Miami) Wabash & Erie Canal at Providence Park in Ohio was smooth sailing on May 6, 2006. The conclusion of the "Gateway To The East" tour article with pictures is in this issue. Photo by Chuck Whiting

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28. Bulmahn Worked On Canal, Central Canal Multimedia Bridges,  
Welcome New Members

### **VOLUNTEERS SAIL SMOOTHLY INTO COREY AWARD**

The Carroll County Wabash & Erie Canal, Inc. has won the Albert B. Corey Award from AASLH for its Interpretive Center. This award recognizes volunteer-operated historical organizations that best display the qualities of vigor, scholarship, and imagination in their work. AASLH doesn't always confer this award, and hasn't given it out for a couple of years. There were two other very competitive nominations for the award. The Interpretive Center received "a resounding number of votes" making it this year's recipient. The award will be presented in mid-September.

EDITOR: CAROLYN SCHMIDT

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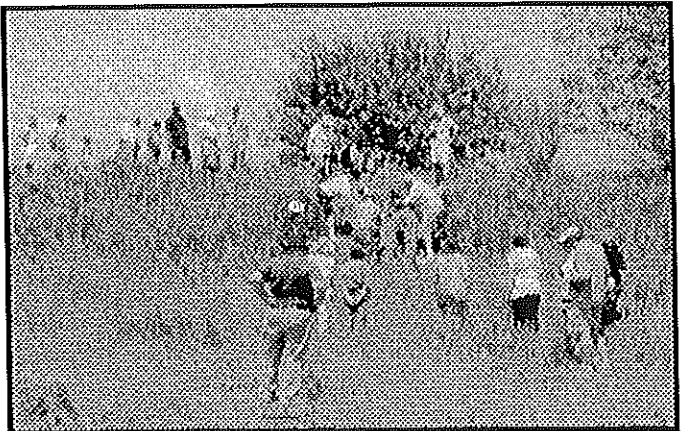
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EAGLE MARSH

Eagle Marsh, a Little River Wetlands Project in Fort Wayne, has a newly erected sign on Engle Road thanks to Jim Bugert, designer and supervisor of the raising, Bob Palmer, Steve Ross, and Paul McAfee. To kick-off the wetland restoration project, a celebration was held from 11-3 p. m. on June 3, 2006. The opening event was "smooth sailing" for event planners. Visitors toured the property guided by docents; viewed conceptual drawings; could sponsor a nesting box; took home a free flowering plant, herb or tree; and enjoyed a home-style cookout of hot dogs and hamburgers. Mayor Graham Richard and directors from Little River Wetlands and Aboite Trails were present to meet attendees. It was broadcast on local TV stations.



The Little River Ramblers, the Little River Wetlands Project weekly hiking group, meets at the Eagle Marsh barn off Engle Road every Tuesday from 9-11 a.m. and hikes 2-3 miles to explore the property and record the present flora and fauna. Participants are asked to dress for the weather and wear tall waterproof boots.



Breakfast on the Marsh is for well-seasoned nature lovers (55+). They are asked to join Little River Wetlands Project for a monthly breakfast buffet the third Thursday of every month at 8 a.m. at the Residence Inn on U S. 24 for a program and optional walk around Eagle Marsh. Space is limited to 20 participants. The program on August 10 will be Bird Art - From Past to Present by Gary Tieben - Professor of Biology, University of St. Francis, and ACRES Board Member.

On Saturday August 19 there will be a hike around Eagle Marsh from 7-9 a.m. Wear boots and bring your binoculars...maybe you will see some Indiana butterflies or even the visiting bald eagle! We will meet at the barn when hiking Eagle Marsh and in the grass parking lot off Aboite Rd. when hiking Arrowhead Marsh.

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**"GATEWAY TO THE EAST"**  
**The (Miami) Wabash & Erie**  
**Canal In The Maumee Valley**

By Carolyn Schmidt

(continued from the last issue)

**SATURDAY**

Although the weather forecast had been for a rainy weekend and the two weeks following the tour were cold and rainy, beautiful sunshine greeted us as we arose on Saturday morning and had breakfast at Brandy's Diner. We donned light jackets for the early morning stop at Lock 6 of the Maumee Side Cut Canal in Maumee, OH. These were soon discarded at future stops.

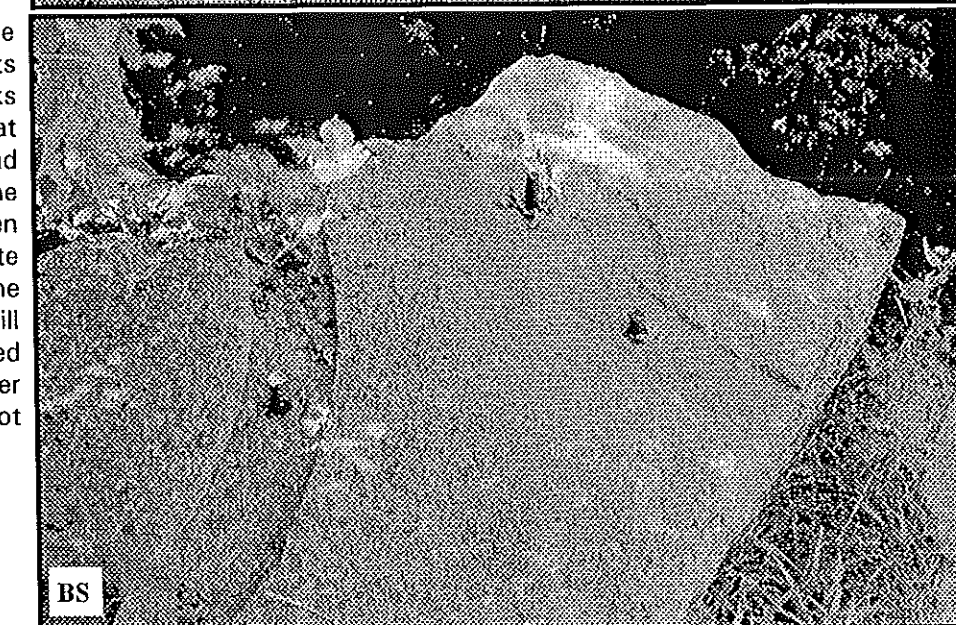
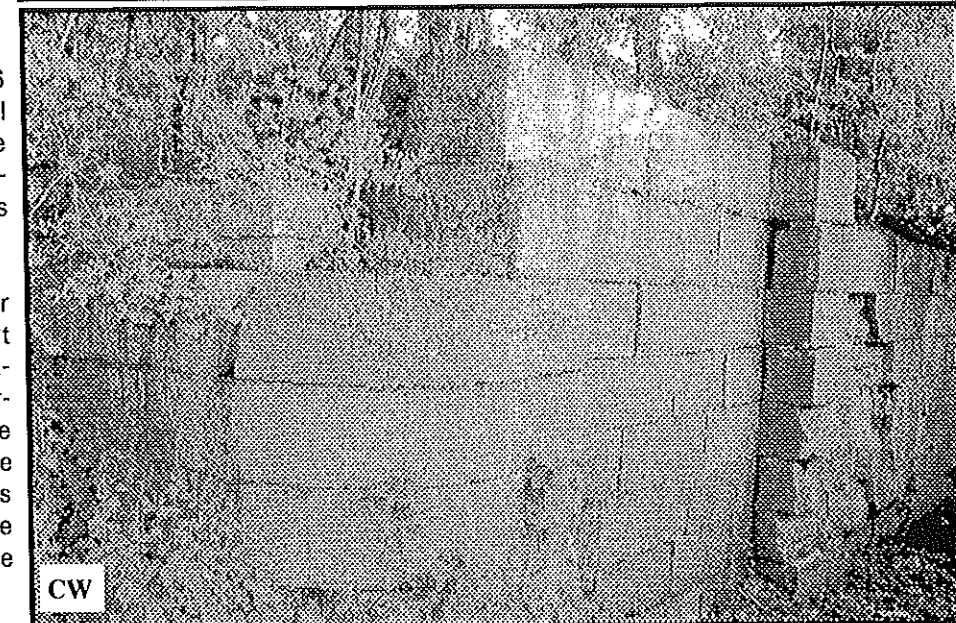
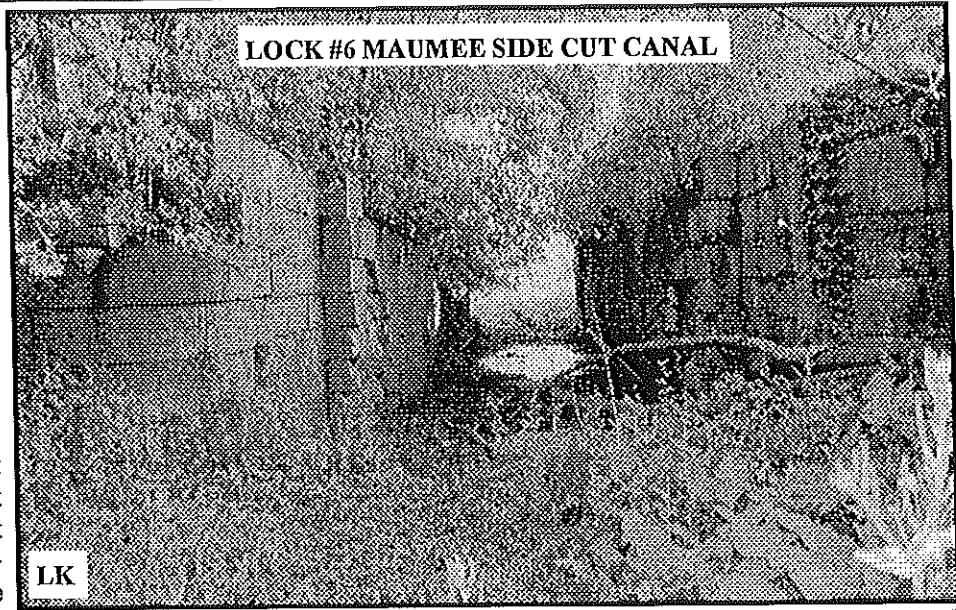
When we arrived at Lock 6 we found the parking lot almost full of fishermen. Looking toward the Maumee River we saw them standing in the shallow water all across the river attempting to catch fish.

Scott Bieszczad met the tour group at the lock and related a short history of the Maumee Side Cut Canal explaining how it was the farthest way of entering the Maumee River from the Toledo Bay before the rapids. He pointed out that it was only used for a short time since there was a problem with the water in the river being too shallow at this point.

Canawlers noted how the ground had swelled and tree roots had forced the huge limestone blocks out of position. They also noted that some of the top lock stones had been removed and some of the stones within the lock had broken off. On the top stones by the gate recess the pins that once held the strapping for the goon neck were still in the stone. Dead branches covered the lock floor. Since some water stood in the lock canawlers could not walk through it.

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

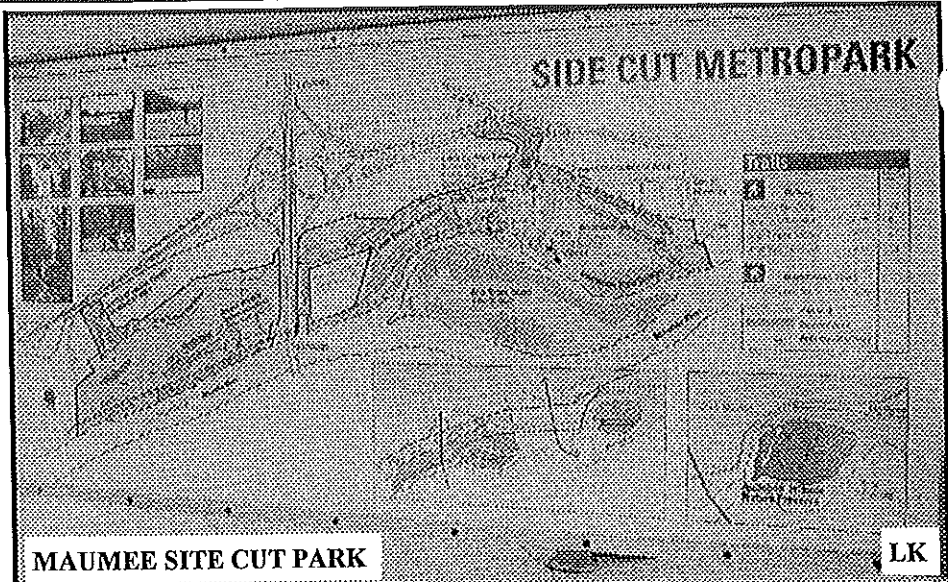
LOCK #6 MAUMEE SIDE CUT CANAL



Getting back into our cars we caravanned to Maumee Side Cut Park where we were greeted by Beckie Finch, Manager of Historical Programs for Toledo Metroparks. Our docent at Ft. Meigs the day before had been her husband Rick Finch, who had presented an excellent program. Not to be out shone by Rick, Beckie made an outstanding presentation to our group as we sat on the steps in front of the Lamb Center. She expanded on what Scott had talked about earlier that morning. She was well informed not only about the lock structures but also about how little they were actually used. She pointed out that the Manhattan Extension and the Maumee Side Cut were eclipsed by the Swan Creek Side Cut Canal around which the city of Toledo grew up. She said that Lock 6, which we had just visited, was located outside Maumee Side Cut Park and that only three of the locks (2,3 & 4) still remain in the park. Lock 1 was in the path of Anthony Wayne Parkway and only a few stones remain. Lock 5 has been completely removed.

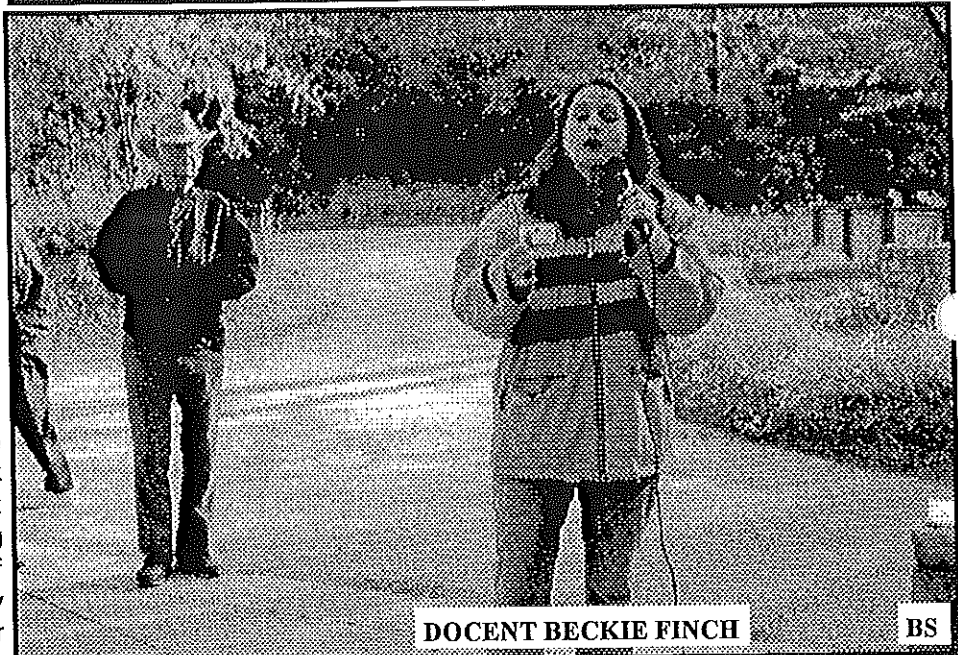
A kiosk nearby illustrated how a canal was built, how a lock operates, and showed different styles of canal boats. After studying it canawlers had time to visit each of the remaining locks, see how they were constructed from both lower and upper perspectives, note that their condition was better than that of Lock 6, see the new gates that have been placed at Lock 2 and the bridge that now crosses it, enter the bird watching building beside Lock 2, and get answers from Beckie to any questions that they had. Their sharp eyes detected that the lock gates had been mistakenly reversed during installation.

The Lamb Center was open and had restrooms. In it's meeting room we saw a stone canal mile marker, pictures and names of canal boats, and paintings of canal locks.



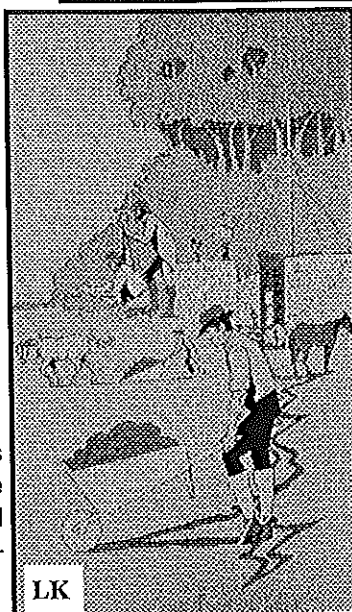
MAUMEE SITE CUT PARK

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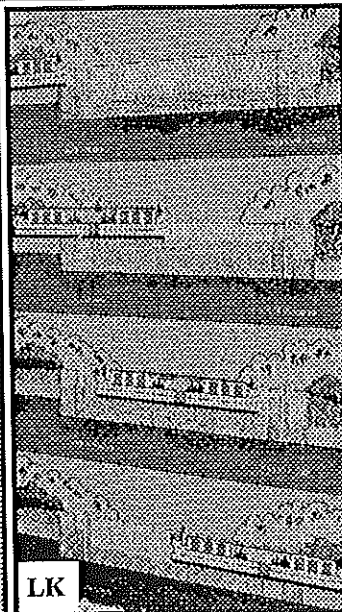


DOCENT BECKIE FINCH

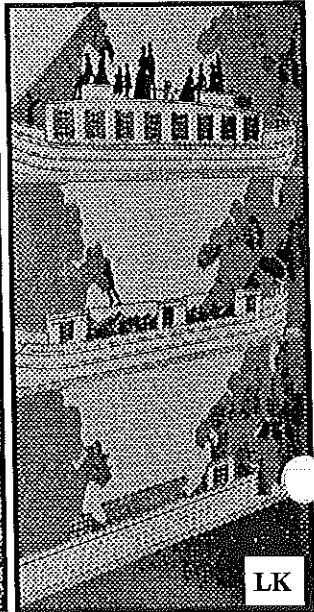
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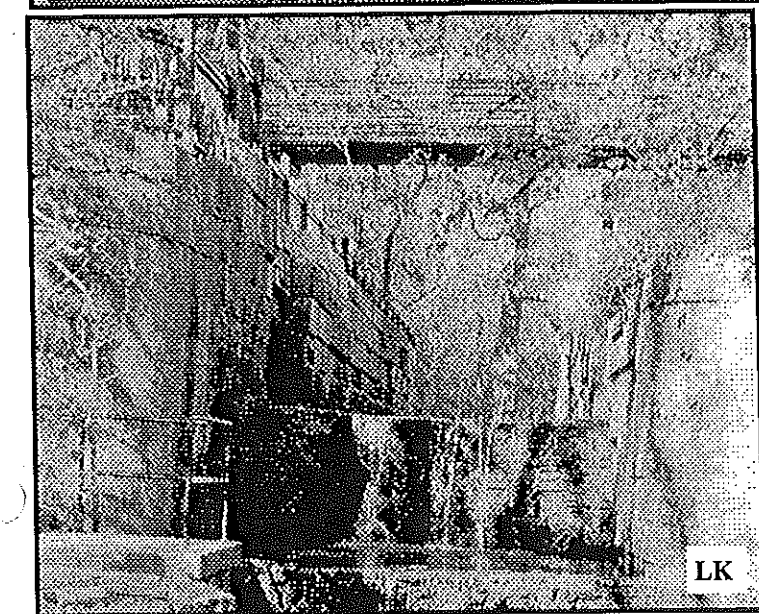
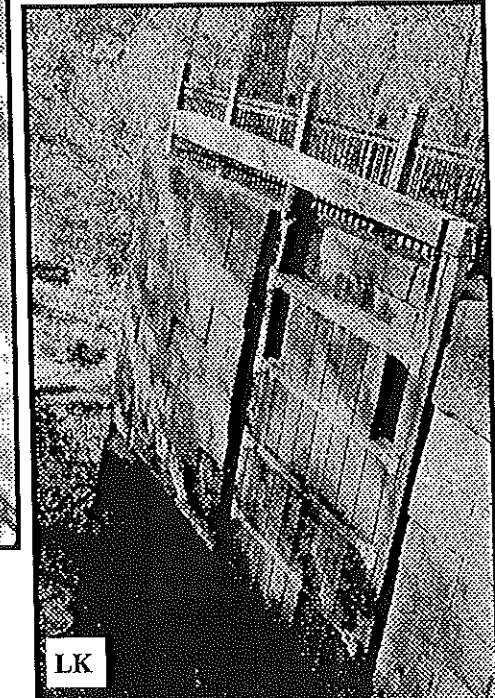
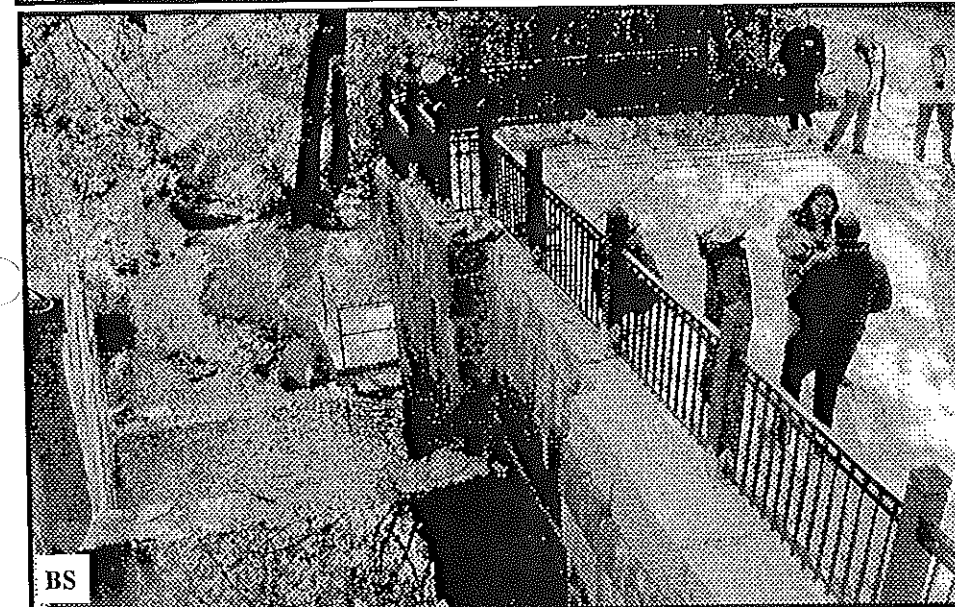
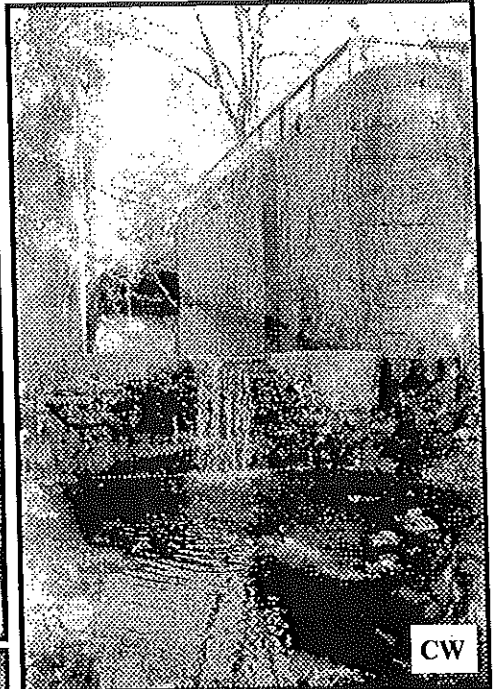
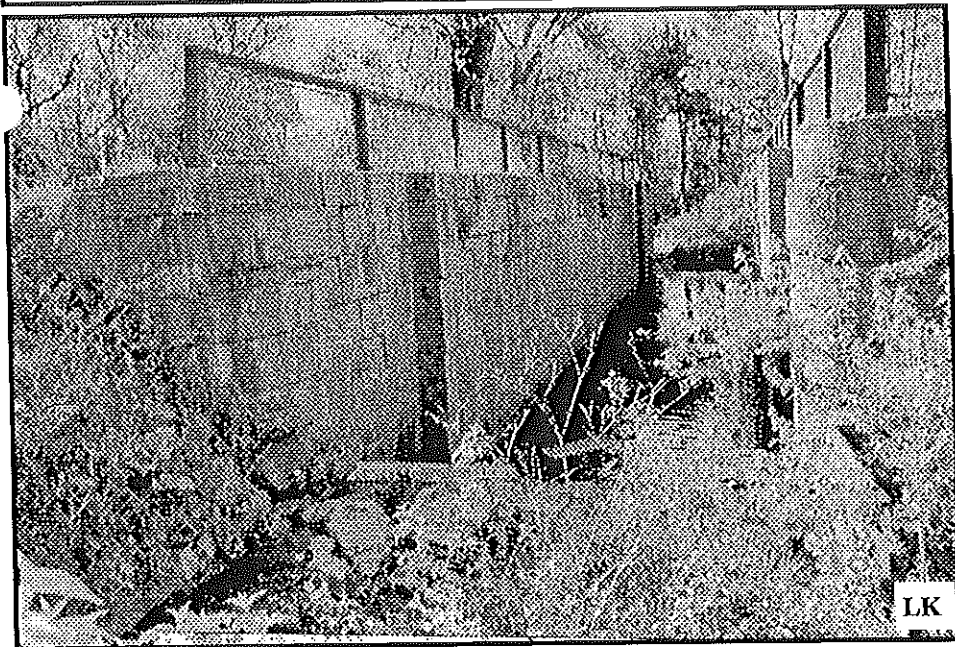
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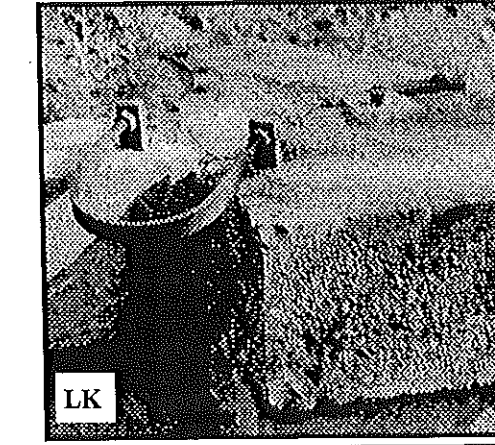
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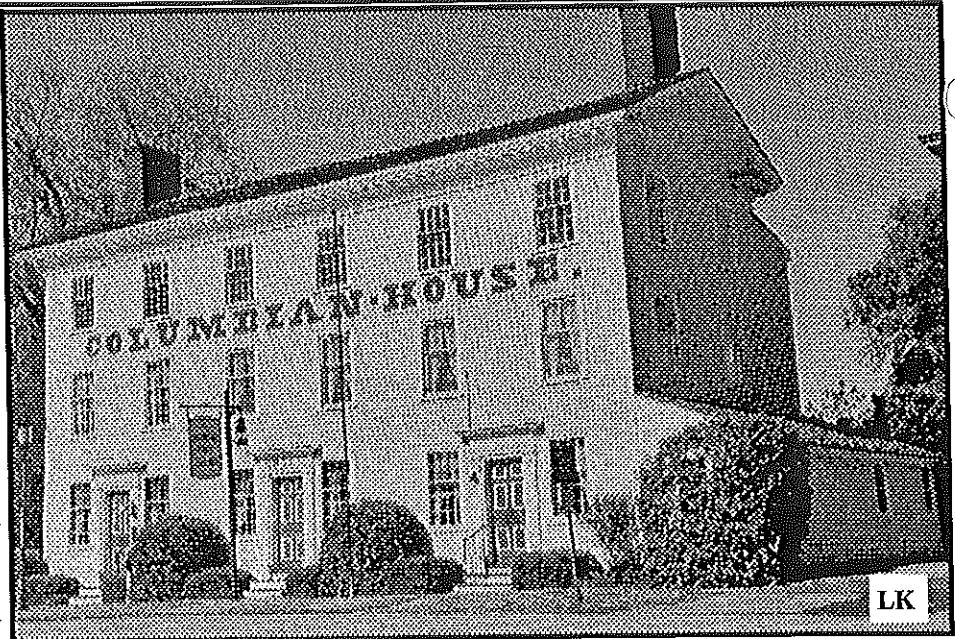
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From Maumee Side Cut Park our caravan followed River Road to our next stop the Columbian House. We stood looking at the old canal and stage coach inn while Bob Schmidt related its history. It was built in 1828 by John Pray, who established a trading post, tavern and inn in the building. By 1935 it was a popular stagecoach stop between Fort Wayne and Detroit. Later, it became the social center for the entire area and was noted for its magnificent third-floor ball room. More recently it was a restaurant with servers in period dress. It is now a private residence.



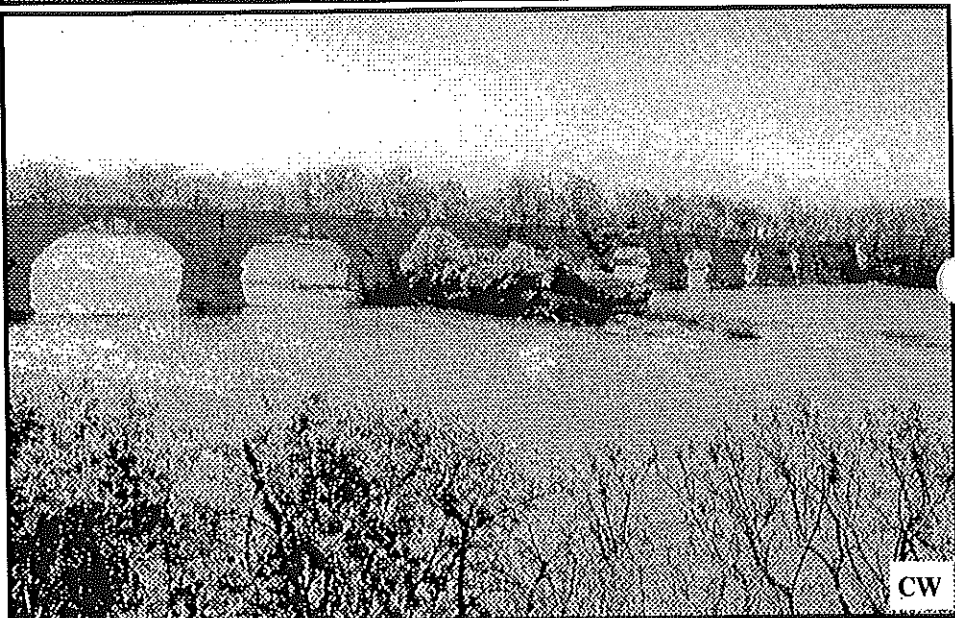
While at the inn Bob explained that we would be driving past Roche De Boeuf and told us to notice the picturesque interurban bridge across the Maumee River. Markers at the site read:

#### ROCHE DE BOEUF

The once-massive limestone rock outcropping standing in the Maumee River has marked many events in the history of the valley. It was a legendary sacred meeting site for Native Americans and the place where they gathered before the Battle of Fallen Timbers in August 1794. Early records indicate a nearby French settlement in the 1800s was called both Roche de Bout and Roche de Boeuf, but for the last hundred years or so the latter has been most frequently used for both the rock and the lost settlement. About one-third of the rock was destroyed when the railroad bridge was built which caused a great controversy.

#### OHIO ELECTRIC RAILROAD BRIDGE

The Lima and Toledo Traction Company Bridge was constructed in 1907 by the National Bridge Company of Indianapolis, and it was considered to be a revolutionary type of bridge construction. The Old Electric Bridge, as it was called, was built of steel reinforced concrete and filled with earth. In fact, for this period some considered the bridge to be the longest such railroad bridge in the

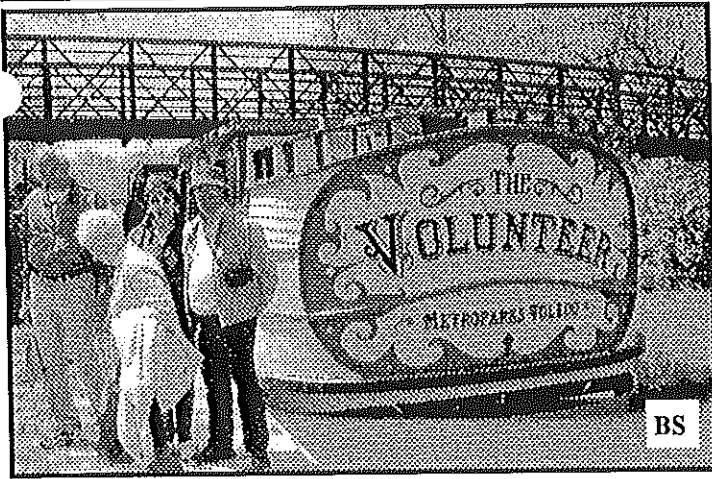


world. Twelve spans of Roman aqueduct architectural design anchor the 1220-foot bridge in solid rived bed-rock. The bridge linked Lucas and Wood counties and connected a busy Toledo with points south by means of an electric trolley. This Interurban Bridge was placed on the National Register of Historic Places in 1972.

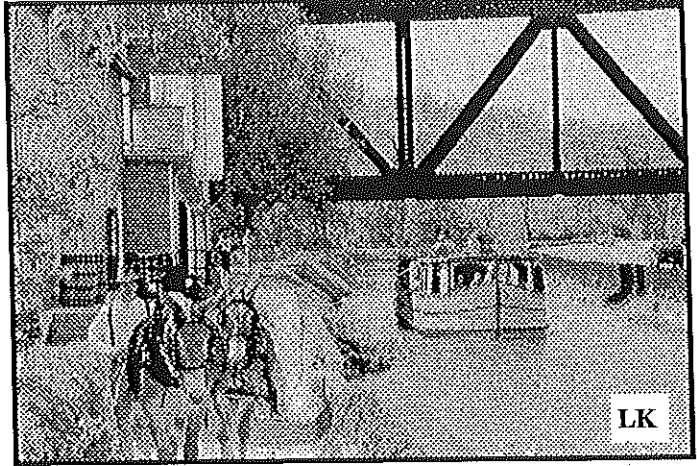
We wound our way to Grand Rapids, Ohio, to learn about the Gilead Side Cut Canal. We walked along the canal located behind the buildings on Front Street. We were told of plans to fill in a portion of the Side Cut around Blue Bell Island, a

pretty area from which waters of the canal flow back into the Maumee River. We then headed to Couzins restaurant for a delicious meal.

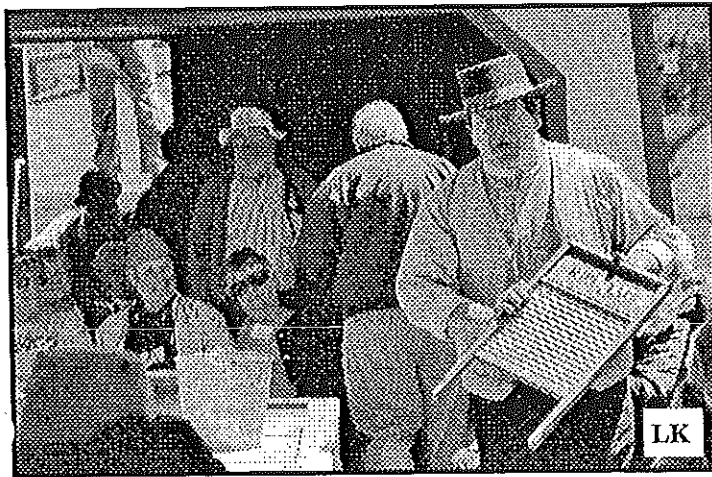
After lunch we went to Providence Park for a canal boat experience. Once the site of *Tondaganie*, an Indian village, Providence became a thriving town with the coming of the W & E Canal. However, in 1846 fire destroyed most of the buildings and a cholera scourge in 1854 caused the town to be deserted. Although nothing remains today, the park offers a canal boat ride with costumed interpreters, a mill with dolcents and a gift shop.



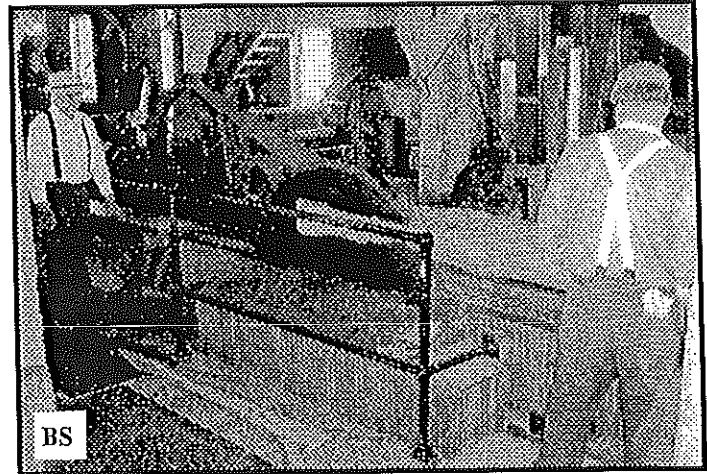
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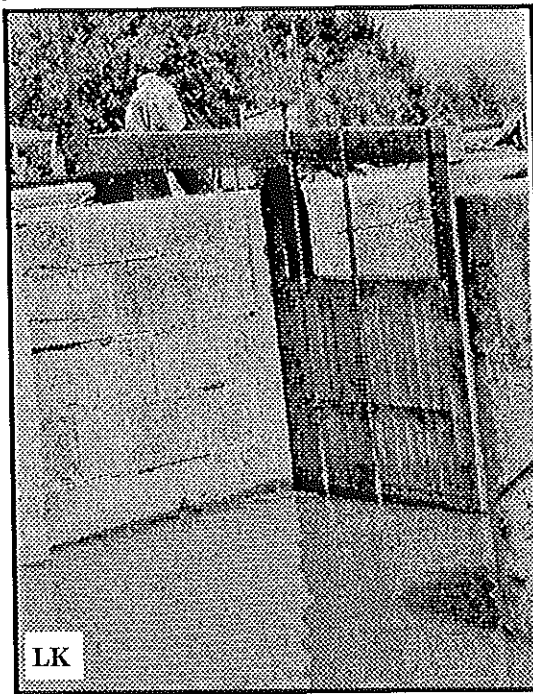
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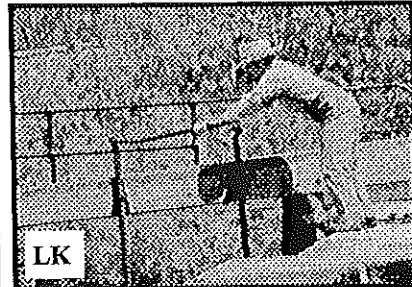
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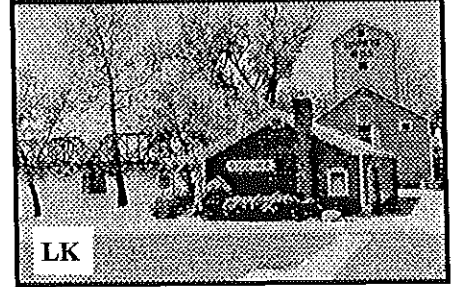
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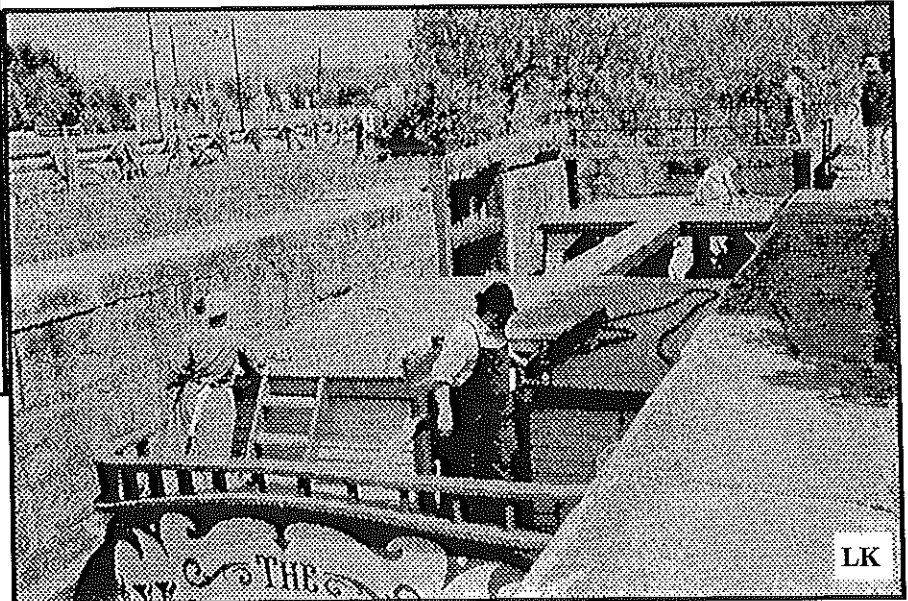
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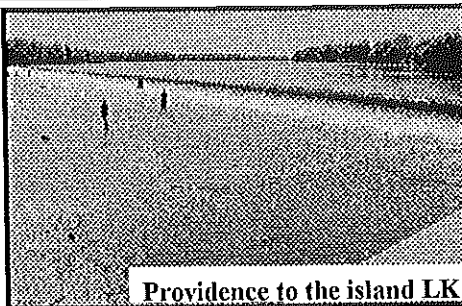


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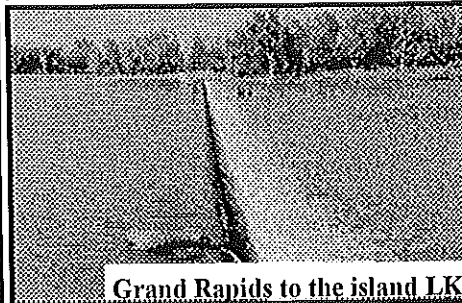
PROVIDENCE PARK  
"The Volunteer"  
Lock 44



SS



Providence to the island LK



Grand Rapids to the island LK

This was the official end of the day's tour. Time was left for canawlers to return to sites we had seen to spend more time, visit the museum in Toledo, or just relax and visit with each other. Some canawlers stopped at the Battle of Fallen Timbers Monument on their way back to the motel in Maumee. Having had a huge lunch, they were on their own for the evening meal.

That evening videos were shown about Ohio's canals in the Red Roof Inn's hospitality room. Canawlers munched on Archway cookies donated by Jim and Ruth Ellis and drank coffee provided by the inn.

We were divided into two groups. One group rode the canal boat while the other toured Isaac Ludwig Mill and then the groups switched places. After getting off the boat and walking toward the mill the wind blew off Bob Schmidt's hat. While catching it his back foot slipped on a rock and he landed in the canal drowning his camera and cell phone and injuring his leg. He was pulled out by the Kudners much to his chagrin and stood dripping before all to see. After two weeks of a swollen black, blue and purple foot he was almost back to normal. Remember to be careful on these canal trips! (No pun intended)

Our docent then led the canawlers to the site of the Providence Dam that was built in 1838, rebuilt in 1908 and renovated in 1996 to back up waters over the "grand rapids" to feed the (Miami) Wabash & Erie Canal and the Gilead Side Cut Canal as well as to create a slackwater crossing to Gilead/Grand Rapids, Ohio. It is actually two dams. One from Providence to an island in the Maumee and another from the island to the town of Grand Rapids. Many fishermen stood in the shallow water below the dam catching fish and enjoying the beautiful day. It was free day - no fishing licenses required.

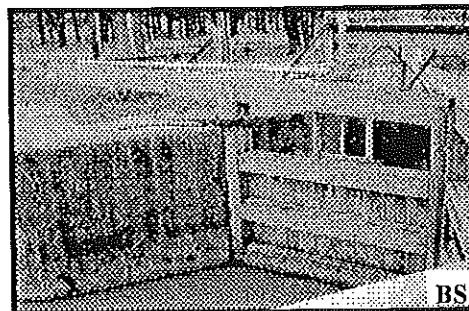
After floods badly damaged the canal in 1913, it was maintained from the dam at Providence to Maumee, Ohio, for generating hydroelectric power. It was drained in 1929.

On the Providence side we saw the entrance into the (Miami) Wabash & Erie Canal from the slackwater pool. We then crossed the river, went to the Gilead Side Cut Canal and saw the entrance into it from the slackwater pool. A guard lock protects the side cut. We looked at it and the dam and walked along its towpath.

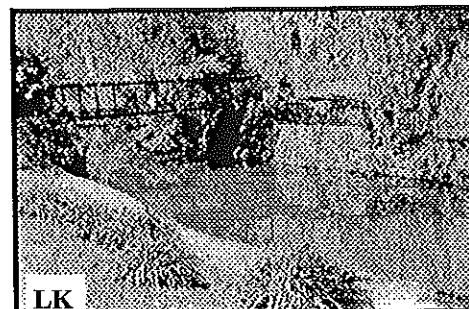
Sunday morning the weather was absolutely gorgeous. Thirty-two people, the most ever on a Sunday tour, eagerly awaited for the car caravan to get underway. We were headed for the end of the canal at Manhattan, which we had seen from the Sandpiper on Friday morning, and for the Toledo War boundary marker. We took Interstate 80 east and got off at the Court House exit. We passed the courthouse where a design of a frog is created in mosaics on the floor of the rotunda because Toledo was built in a swamp full of frogs and called "Frog Town."

We stopped at the marker for the town of Vistula. It read: The pioneer village of Vistula is now bounded by Walnut, Champlain, Chestnut, Magnolia, and Summit streets. Established in 1833 by Benjamin F. Stickney and Edward Bissell, Vistula was merged with its rival, Port Lawrence, and in 1837 both villages were incorporated as Toledo. The Vistula Historic District, Toledo's oldest neighborhood, was listed on the National Register of Historic Places in 1978.

We proceeded to Jamie Farr Park to visit the statue of General James Steedman. The park was named for the local actor who played Klinger on M.A.S.H. We walked to the Steedman statue where Carolyn



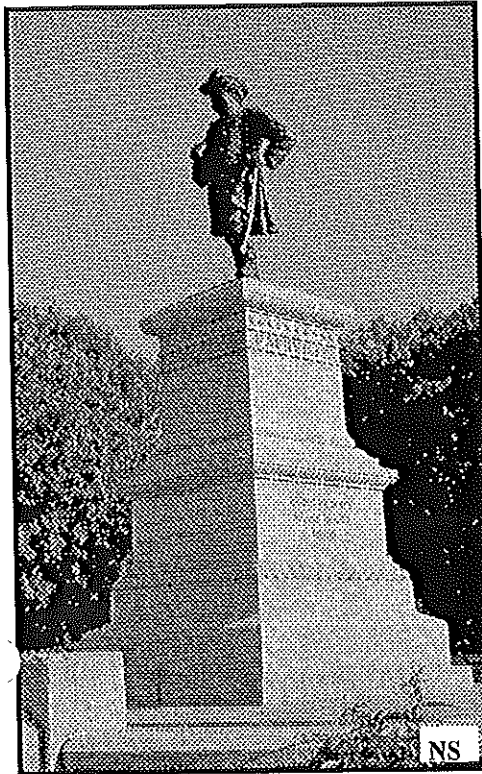
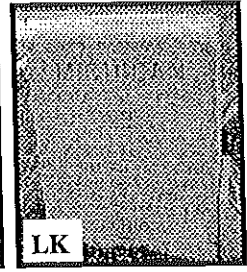
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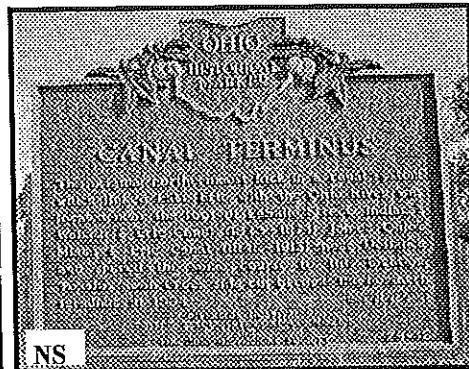
Schmidt gave us a brief history of Lake Erie with the Ohio River was the man and his canal connections. Located near the foot of LaSalle Street. Indiana's Wabash & Erie Canal (1843-1874) joined Ohio's Miami & Erie Canal (1845-1913) near Defiance and shared the same course to this location. Toledo's Swan Creek side cut became the northern terminus in 1864.



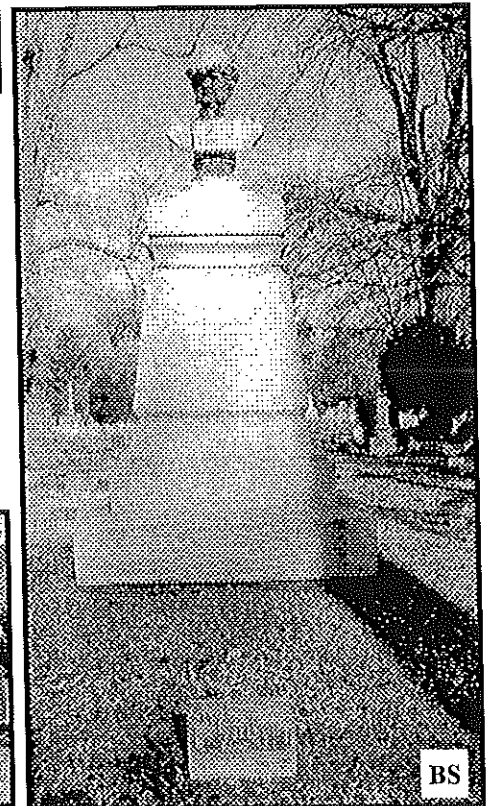
MANHATTAN

Founded in 1835, by the following year Manhattan was a thriving village of 500 inhabitants. It boasted warehouses, docks, a hotel, a post office, a newspaper, and the first bank in Lucas County. Commercial rival, Toledo, won the canal business and Buffalo investors withdrew their support. Manhattan collapsed overnight. The state of Ohio abandoned the Toledo to Manhattan canal link in 1864.

Our final stop was at historic Woodlawn Cemetery, which was founded in 1876 by a group of Toledo businessmen, to see the grave marker for Steedman. The cemetery's landscape emphasizes nature and art and is an arboretum, bird sanctuary, outdoor museum, and historical archive as well as being a cemetery. That morning the sun shone brightly on the limestone and marble monuments and the surrounding pink dogwoods and azaleas were ablaze with color. A bronze bust of Steedman sits atop a monument. A smaller stone marks his actual grave. Canawlers found the other grave stones of interest. They were told that ivy, lillies, tree branches, drapes, etc. are all symbolic when carved on the stones. This was the last stop on the "Gateway To The East" tour.



Our next stop was at the Ohio/Michigan state line over which the Toledo War once raged. This area is also called the "lost peninsula" because people living on the tip of the peninsula are in Michigan and have to pass through Ohio and cross the Ottawa River to reach all their services such as fire department, schools, etc. Canawlers posed around the marker, studied its text and took lots of pictures.

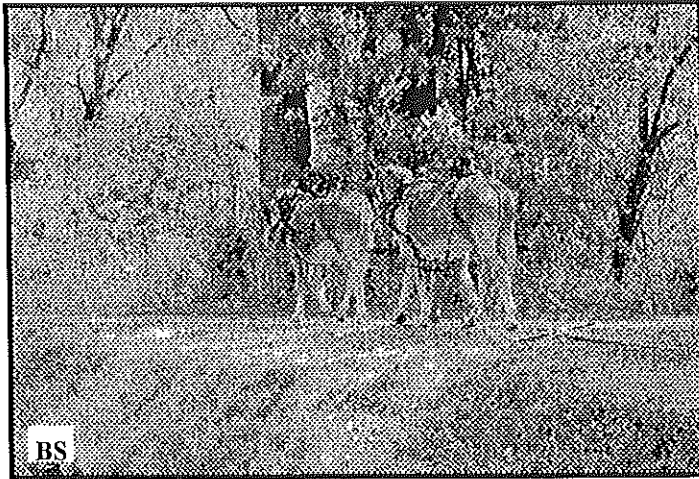


After a refreshment break with Archway cookies and a restroom stop we were on our way to the Manhattan terminus of the canal. Although we stopped at the marker which was near where the lock lowered the boats down to the level of the Maumee Bay, the location of the lock was covered by pavement and the canal into the Maumee was filled in. The marker read:

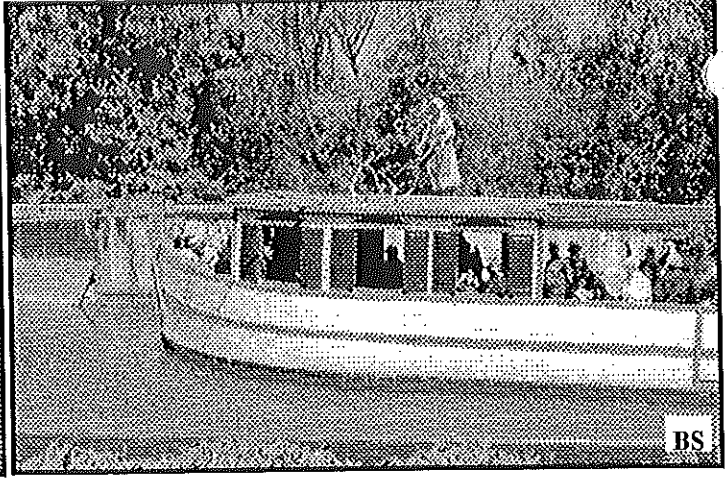
CANAL TERMINUS

The original northernmost lock in a canal system which linked

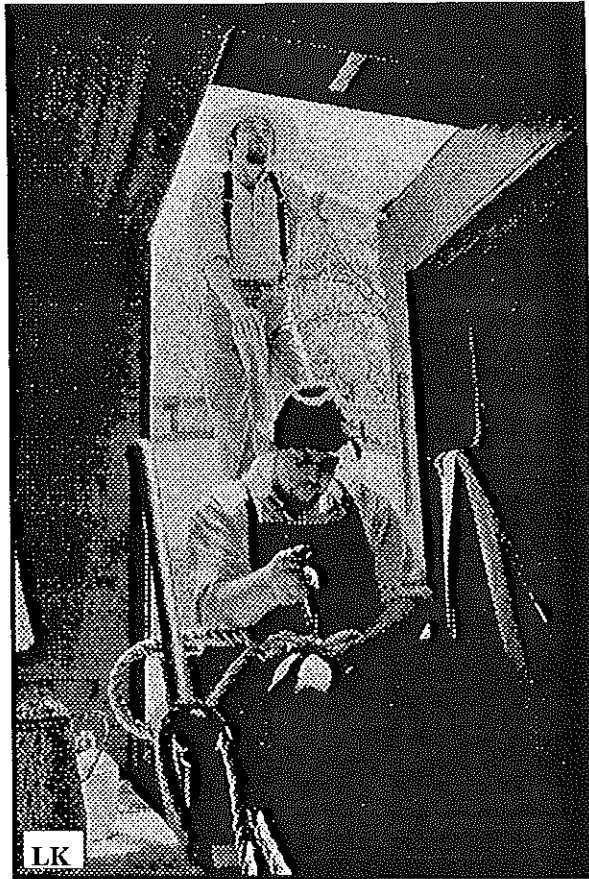




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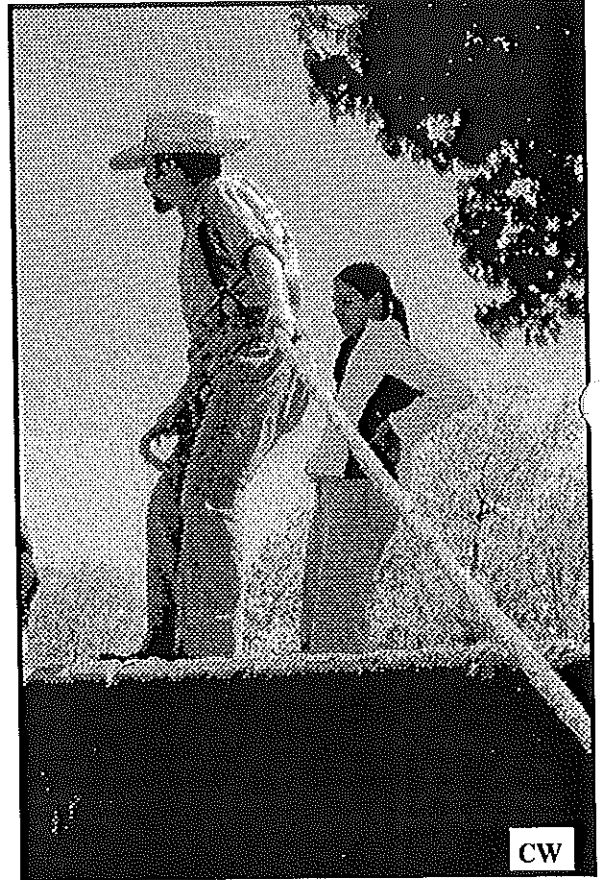
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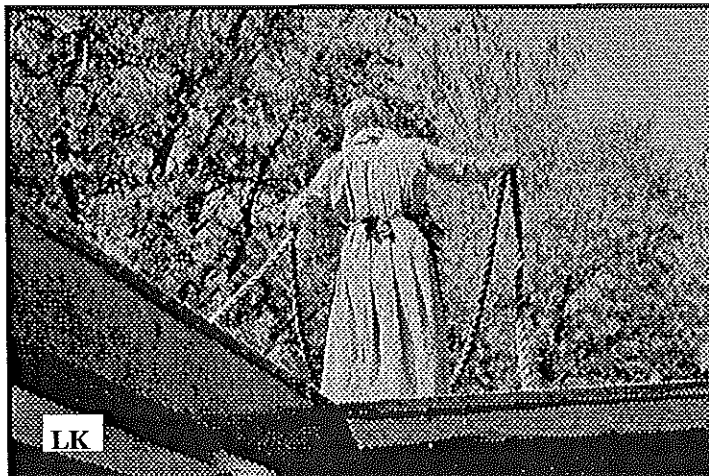
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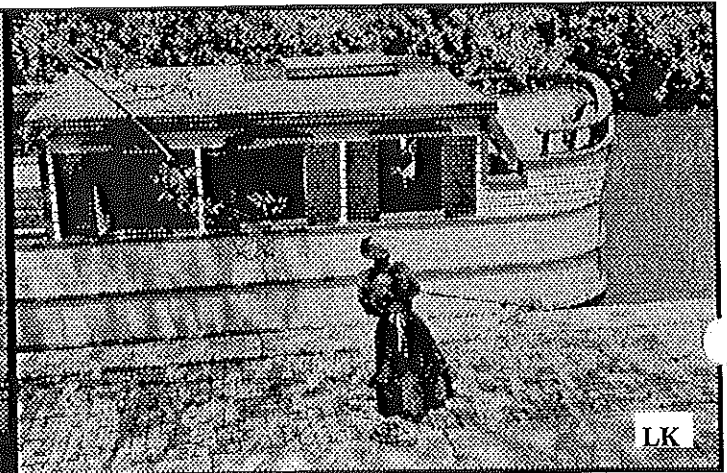
CANALING



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CANAWLERS  
AT REST

CHAUNCY  
CARTER

b. March 23, 1796  
d. December 4, 1864

By Carolyn I. Schmidt  
With help from Thomas E. Castaldi

Chauncy (Chauncey) Carter was born March 23, 1796, in what was then the parish of Canaan, now the town of New Canaan, Fairfield Co., Connecticut. He was the eldest son of Ebenezer and Rhoda Carter. He was from a family who had lived in America for several generations. They were as follows:

1. Samuel Carter came from London, England, to Boston, Massachusetts, at the age of twelve years. He was married in 1690, and was living in Deerfield, Mass., with his family when the town was taken and burned by the Native Americans on February 29, 1704. They captured his family and headed to Canada. His wife and two children were slain on the way. After the remaining children were in Canada, one of the sons, Ebenezer, was stolen from the natives by merchants trading between Albany and Montreal. He was returned to his father. The following year (1705) Samuel and Ebenezer moved and settled in Norwalk, Connecticut.

2. Ebenezer Carter married after moving to Norwalk, and in 1731 moved to the parish of Canaan, then a part of Norwalk, where he reared a large family. In 1733 he received a commission as captain from Joseph Talcott, then acting governor of the Colony of Connecticut during the reign of George II. His oldest (?) son, John, was an active patriot during the Revolutionary War, and received a commission as captain from Jonathan Trumbull, then captain-general and commander-in-chief of Connecticut. His youngest son was also named Ebenezer.

3. Ebenezer Carter, the younger, settled near his father Ebenezer, living in the first framed house built in the town. There his large family of children were born and reared. Chauncy was the oldest. This old home-

stead still remained and was occupied in 1978. The actual date of its erection is not known, but in 1838 it was the residence of the first minister of the first church of the parish.

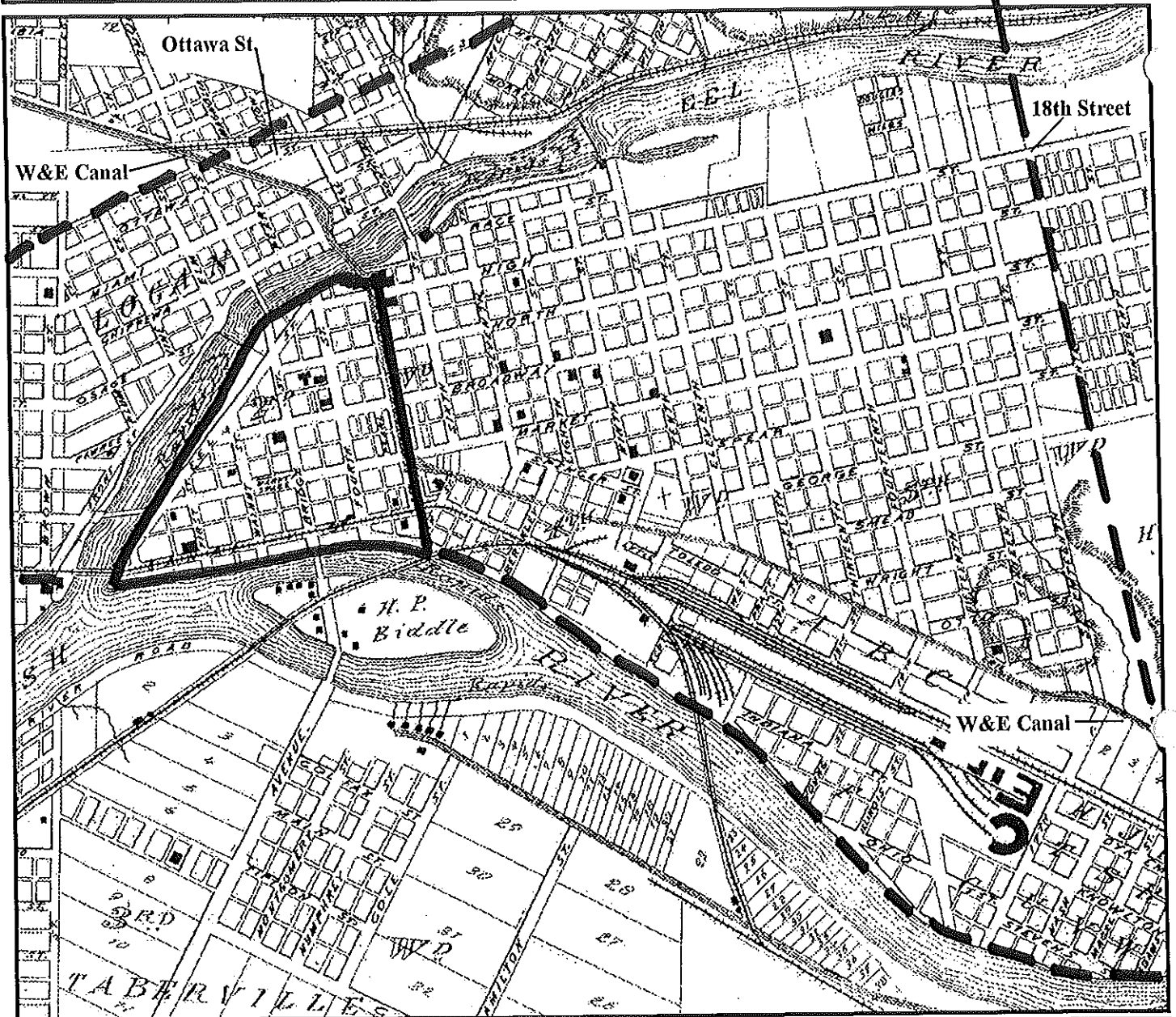
Chauncy Carter received his early education at the public schools. At the age of twenty-one, he left his paternal home and went to Walkill in Orange County, New York. There he taught school. He then pursued the same occupation at Harrisburg, Pennsylvania. He left Harrisburg and moved to Corydon, Indiana, the capital of the state at that time, and "for a time gave his attention to commercial pursuits."

While in Corydon, Carter met General John Tipton, who from then on was his staunch and confidential friend. Tipton was from Fort Wayne, Indiana, which at that time was the central point for Native American trade in northern Indiana. He prepared the way for Carter to move to Fort Wayne. In less than two years Carter moved and began what was to become a lucrative business.

General Tipton, the Indian Agent, thought about moving the agency from Fort Wayne to the spot where the Wabash and Eel rivers joined. This would be deeper into Indian country and according to Tipton away from the "numerous grog shops and the traders who sold his wards whiskey, encouraged them to run up debts which must later be deducted from annuities, and constantly cheated them in the sale of goods." It has also been suggested that Tipton was interested in the George Cicott reserve at the junction of the Wabash and Eel rivers and another nearby Richardville reserve. If this happened, this would likely be a good place to establish a trading business. The agency moved in the spring of 1828 to what would later become Logansport.

Shortly after settling in Fort Wayne, the United States Government appointed Carter the surveyor of the Indian land grants along the margin of the Wabash River. He worked at this off and on until treaties, which opened a great deal of land in the vicinity of what was to become Cass County, were signed with the Potawatomi and Miami in October 1826. Hugh B. McKeen, Carter, and Tipton became interested in the reserve. Carter managed to secure the chief interest in the section of land that had been earlier granted to George Cicott for \$1000.

According to Tom Castaldi, author of *Cicott's Mill on the Upper Wabash*, George Cicott was born in Detroit, Michigan, on March 23, 1796, to French Canadians John Baptist Cicotte and Angela Poupard. He was the youngest of seventeen children. Two of his brothers, Zachariah and Francis, became prominent citizens of the Wabash region. George Cicott earned favor among the



Approximation of Chancy Carter's original land purchase and plat of Logansport on a portion of it  
Map from 1876 Atlas of Indiana by Baskin & Forster

Potawatomi people over his brother Zachariah who was seen assisting General William Harrison at the Battle of Tippecanoe. Zachariah had married the daughter of Potawatomi chief Perig and because of his relationship with Harrison they refused to elect him as one of their chiefs, instead giving the honor to younger brother George. Having lived with the Indians, George had married *Meshawketoquay*, a Potawatomi Indian chief's daughter, and maintained a trading business with the natives. In the 1826 treaty George Cicott, recognized as a Potawatomi chief, received land grants one of which was a section of land at the Falls of Eel River. It is this section that Chauncy Carter, was deeded from Cicott for \$1,000 on January 17, 1829.

The section of land was shaped like a right-angled triangle, which started at the west bank at the mouth of the Eel River adjoining the Barron Reserve, followed the Eel River northeast with a strip on the north side of the Eel whose width followed, roughly, today's Ottawa Street to a point across the Eel from the east end of Riverside Park; then traveling southeast to the Eighteenth Street bridge and then following the north bank of the Wabash west to the mouth of the Eel River. After obtaining the tract Carter promptly divided it among McKeen, Tipton, and himself taking for himself the portion of land west of where the canal would be built that extended to the junction of the Wabash and Eel Rivers and selling Hugh B. McKeen the portion that was north and west of the Eel River and John Tipton

that which was east of his tract between the rivers from for it —four best out of seven wins.' This was unani-  
 what was to become Fifth to Eighteenth Street. Fifth mously assented to, and a black spot made with mois-  
 Street was later called Canal Landing because the canal tened powder on a distant tree was the target impro-  
 turned north there and crossed Eel River over an aque- vided for the occasion. The shooting commenced, and,  
 duct of which the stone abutments still remain in 2006. in a brief period, when the prescribed number of shots  
 This newly obtained land occupied most of Carter's had been fired, the umpire announced: 'Col. Duret has  
 time. won' - hence the name - Logansport."

On April 10, 1828, Carter surveyed and laid out the original plat of Logansport. Note that this was before he had actually been deeded the land. It was five squares long and four squares high. It had 111 full lots and some fractions with the standard lot being five by ten rods in size. Alleys, which paralleled the base of Canal Street (later called Melbourne Avenue), were sixteen and a half feet wide and those at right angles were ten feet wide. The streets were all sixty-six feet wide except for Broadway, which was eighty-two and a half feet wide. The lots occupying the corner of a square were to be sold for \$75 and the rest for \$50. Many were sold on the condition that the purchaser erect a house not less than 18' x 20' feet and one story high in a prescribed period of time. The town was officially recorded in Carroll County, Indiana, on September 8, 1828.

In the 1878 *Cass County History* Helm writes:

"The survey had just been completed and it only remained to give to the new plat a name, which would be at once significant and attractive. The employees, the proprietor [Carter] and others immediately or remotely interested, with a few lookers on, who were present, began anxiously to cogitate upon the question having assembled under one of those big elm trees which is those days bordered the shores of the Wabash, in the vicinity of the 'Point,' for that purpose. Gen. Tipton, who entertained a reverence for the classic significance of Roman and Greek etymologies, suggested the use of a Latin compound which would be a synonym for "The Mouth of Eel," ["L'Anguille"] of historic fame or otherwise, commemorative of the location. Another submitted an Indian name by which the locality had before been known. Meanwhile, numerous propositions had been made and canvassed. Then, Mr. McKeen, who had formerly resided on the Maumee River, in the vicinity of which Capt. Logan a Shawnee chief, lost his life while attesting his fidelity to the whites, in the month of November 1812, proposed that the memory of this Indian hero be perpetuated in the name of the new town. Col. Duret agreed with the idea, and thought the addition of *port* to the chief's name would be appropriate and euphonious. Others thought similarly, except that one proposed that *town* should be so appended, and another that *ville* was the proper word to follow. Each had its advocates, so there was no agreement.

"In this emergency, someone said, 'Let's shoot

Tom Castaldi notes that in the above quotation Capt. Logan was incorrectly given the title of chief. He was a warrior. His Indian name was *Spemica Lawba* sometimes translated as "High Horn," the son of a Shawnee woman. He was rescued by General Benjamin Logan during his raid on a Shawnee town in Ohio. The General was impressed with the bravery of the young native and adopted him as his own son giving him the name James Logan. Later, during the siege of Fort Wayne, the Indian agent at Piqua, Ohio, entrusted twenty-five women and children to Logan's care in a daring escape from Fort Wayne to relative safety at Piqua. Logan became a scout and spy for the Americans during the War of 1812. On a fateful mission against the British, Logan was fatally wounded. He is buried in Defiance, Ohio, with a stone that states that he was born in 1788 and died in 1812. Historian Will Ball, however, wrote that Logan could have been born as early as 1776.

Chauncy Carter's map of Logansport was published in the newspaper in 1828. He also published a long notice about the town at the time. This notice was later reprinted in the *ROCHESTER UNION SPY* on Friday, August 27, 1869:

"The Indianapolis Journal of Tuesday week, contains an interesting reminiscence of old times, gathered from a package of papers published in the years 1823 and 6 and 8. From the latter, an Indianapolis Journal of June 5 ... CHAUNCY CARTER publishes a long notice that he has purchased land and laid off town lots at the mouth of Eel river, on the Wabash, and will sell lots low to actual settlers -none others need apply.

"It is believed that the Wabash Canal will meet steamboat navigation at this place, and the Michigan road will in all probability cross the Wabash here. There can be no doubt this town is upon the canal line. A saw and grist mill will soon be put in operation. The town is not situated in any organized county, but its commercial, manufacturing and agricultural advantages, if equaled, are surpassed by none in the state. Gentlemen wishing to settle here can see a plan of the town by applying to Mr. CHAMBERLAIN, inn-keeper, near the place, or at the tavern of Major VIGUS, in Indianapolis, or of Judge HOOD at Fort Wayne." This was the beginning of LOGANSPORT

Then the sale of lots began and the sound of the woodman's ax could be heard, trees were felled, lots cleared and buildings erected. Two lots in Logansport were utilized by Carter. He built a single story log house for his residence on Lot #33 on the southeast corner of Second and Market streets. Later on Lot #50 at the corner of Third and Market streets he built another log house for his and his partners' Indian trading establishment, Carter, Walker & Company [also listed as Walker, Carter & Company in some sources].

On May 8, 1828, Carter married Mary Holman (d. Nov. 2, 1880 Logansport). She was the daughter of Joseph and Lydia Holman, formerly of Wayne County, Indiana. Joseph Holman was the man who with William N. Hood of Fort Wayne laid out Miamisport on land purchased from Chief Richardville. Later when word that the canal was coming, Hood separated with Holman and platted the city of Peru. Hood sold a third interest to Richard Britton and another third to Jesse Williams in hopes that Williams' proposed feeder and dam would be located east of the newly laid out town.

Joseph Holman was born in Kentucky on October 1, 1788 and settled in what became Wayne County, Indiana, in the first years of the nineteenth century. From 1823 to 1829 he was receiver of public moneys at the Fort Wayne Land Office. He was actively engaged in business enterprises that included merchant, tanner and meat packer. He married Lydia Overman.

Chauncy and Mary Carter had six children, Rhoda (Joseph) Culbertson; Eliza, George, William and Edwin, who all died in childhood; and Emma (Fred W.) Munson. Later, when the 1850 census was taken, Chauncy Carter was listed as residing in Eel #1 Township, Logansport, Indiana. He was 53 years old at the time, was born in Connecticut and was a canal superintendent. His wife Mary was born in Indiana and was 38 years old. They had two children, Edwin age 8 (d. Sept. 15, 1851 at age 9) and Emma age 3, both born in Indiana. Apparently Rhoda was married or lived elsewhere.

In the summer of 1828 George B. Walker; Chancy Carter; Joseph Holman, father-in-law of Carter; and Anthony Davis started the first mercantile firm in Logansport. It was called Carter, Walker & Company. It was located in a log building on the northwest corner of Third and Market.

Carter was one of the original members of Tipton Lodge, No. 33, of Logan Chapter, No. 2, of the Order of Free and Accepted Masons, which was organized on Monday, August 25, 1828. He was on the Committee of Arrangements for the dedication of the Masonic Hall. He became a devoted member and was one of its first officers with the title of S. W. He also was a mem-

ber of Logansport Council, No. 11. In all of the branches of the order he was honored with the highest official positions such as Worshipful Master, and was also a member of several grand bodies of the State.

In the fall of 1828, with General Tipton, John B. Duret and others, Carter was instrumental in establishing the Eel River Seminary. Tipton was the president. Carter donated Lot #55 on the northeast corner of Fourth and Market on which a one story, 20' x 40' brick school house was constructed for \$300. It was finished and opened the first week of March 1829 and was Cass County's first school. Tuition was \$3 and \$4 per term and the teacher's salary \$100 per quarter. It was also used for public worship, Sunday schools, prayer meetings, courts and miscellaneous public assemblies.

Also that year Carter, Walker & Company was doing so well that they opened branches in Attica, Fountain County, under George B. Walker and in Fort Wayne, Allen County, under Holman and Davis. Carter remained at the principal branch in Logansport.

When seeking legislation to organize Cass County in December of 1828, Henry Ristine of Montgomery County, Erasmus Powell of Shelby, William M. Purdy of Sullivan, Harris Tyner of Marion, and Samuel McGeorge of Tippecanoe County were appointed to select the county seat. The organization of Cass County became effective on April 13, 1829.

The year 1829 was another busy year for Chauncy as he donned several hats. Shortly thereafter he was appointed postmaster, to follow Hugh B. McKeen, its first postmaster. He also was the county surveyor from 1829-1830. At the election of county officers in April of that year Chauncy Carter was chosen a member of the first board of county commissioners for a three year term (1829-1831). He represented the first district. He became the leading member.

When the actual selection of the county seat was made in August of 1829 only Ristine, Powell and Tyner arrived at Washington Hall, which was Gillis McBran's tavern located at the southwest corner of Market and Third in Logansport. Carter offered to give free lots if they would choose Logansport as the county seat. The three took Carter up on his offer and selected Logansport as the seat of justice for Cass County.

On August 12, 1829, Carter donated the 18 lots to Cass County that he had promised. A note was drawn for Gillis McBean, the agent for Cass County, by Carter for \$530 that was payable on September 20, 1829. Carter paid off the note. These were Lots #23, 61, 63, 64, 82, 83, 85, 90, 91, 99, 100, 102, 103, 104, 105, 106, 107, and 108. Most of these lots were

in the vicinity of the present courthouse. Immediately at the office, south side of Second street, third lot from the county set sales prices on these lots as follows: \$65 Miami."

or Lots # 61,64,85,106; \$75 for Lots # 82, 90, 99, 102, 104, 105, 107; \$100 for Lots # 83, 100. To purchase a lot one-fourth of the price was due at the date of sale with the balance paid in three equal installments at six, twelve and eighteen months.

When the water was let into the canal around the late fall of 1838 the boats came into Logansport as far as Berkley street. By 1840 they ran through the city westward to Georgetown and Lockport then on to Lafayette.

Following a crisis, which came upon the trade of Walker, Carter & Company, crippling it, the general firm was ended in 1832. However, Carter still operated his Logansport branch in a building at about 216 Market Street under his own name for a few years longer.

Upon the death of General Tipton, in April, 1839, Carter was appointed one of his administrators. He continued in that position until 1850 when he resigned the trust.

When Carter's term of office as a member of the first board of county commissioners was completed, he was elected judge of the probate court and entered upon the discharge of its duties at the November term, 1832. He held this office two years.

In 1842 Carter was once again a Representative at the Indiana State House. In the early days of Cass County's history Carter frequently held the office of county surveyor. He served again in that position from 1844-1845. He also served as the city engineer.

After the death of Francis Lafontaine, the first probate court of Cass county appointed Carter and Hiram Todd appraisers of Lafontaine's personal property.

On September 29, 1846, Carter, as surveyor, platted the ground by direction of the city council for the oldest cemetery in Cass County. It is situated between Ninth, Tenth, Erie Avenue and Spear streets. General Tipton donated the ground in 1828 when it was covered and surrounded by forest trees. He, however, never executed a deed and his administrator represented by Carter as commissioner appointed by the court, conveyed three and fifty-two one hundredths acres of land to the city of Logansport as a grave yard and burial ground. The ground was appraised at \$45.00 and the city paid that amount February 16, 1846.

In 1834 Chauncy Carter was elected to the Indiana State House of Representatives. That year a treaty was made with the Native Americans for additional land along the Wabash & Erie Canal route. Later the Hon. John A. Graham wrote in the *Peru Forester* about the canal lands and the role Carter played:

Sometime in 1847 Carter became the superintendent of a division of the Wabash & Erie Canal, which he held until 1860-61. This was after a huge uproar occurred in 1844 in which the canal superintendents were called ignorant, "locofoco" superintendents saying they were committing gross fraud by neglect of their official duty. Bad floods had caused great damage and breaks in the canal rendering it inoperative for several months. The superintendents were said to have been late in getting it repaired. Carter was probably seen to be above those who had previously held these positions.

"The treaty of 1834, was not ratified by Gen. Jackson, on account of the numerous individual reservations; but in 1837, the bargain was struck by Martin Van Buren. This brought many lands within the canal land limits. Chauncy Carter commenced the surveys in 1838.

"Early in the spring of 1840, under the direction of J. L. Williams, the Canal Commissioner, these lands were rated and booked, preparatory to the public sale in the fall of 1840.

"John M. Wilt, Clerk of the Land Office at Fort Wayne was engaged in selecting and rating the land in the spring of 1840, and in the summer the safe and other office property was removed to Peru. The building occupied the Wilson row, northeast corner of Second and Miami streets [Peru].

In 1849 the Board of Trustees of the Wabash & Erie Canal consisting of Charles Butler, of New York, and Thomas H. Blake and Austin M. Puett of Indiana, met on August 9 and replaced the system of canal superintendence by a more simple and efficient one. On August 9, 1849, the *Miami County Sentinel* reprinted the following from the *Terre Haute Journal*:

"The individual reservations referred to interrupted the canal grant of every alternative five miles, on either side. In lieu of this loss the state was allowed to select from any unsold government land the equivalent in quantity of what she was deprived of by these reservations. These selections were made in 1844 and a public sale of them took place in the Fall of the same year,

"Ordered —That for the purpose of a more efficient supervision, the navigable portion of the canal be divided into convenient districts of 30 to 50 miles in length, on each of which there shall be placed a Super-

intendent to continue in office during the pleasure of the board, except as hereinafter authorized, whose duty it shall be to devote his entire time to the care and management of the canal under the instructions and supervision of the chief Engineer; and such Superintendent shall reside, in all cases at some suitable point on that line of the canal.

"...That the Superintendent, be appointed by the Board, and that in filling those stations, preference shall be given to persons having had actual management of canals; provided such experience can be found combined with sufficient energy of character and with habits of economy in the performance of canal work; said Superintendents each to give bond to the board, to be approved by the Resident Trustee or the Chief Engineer, in the sum of two thousand dollars, for the faithful performance of his duties and the accounting for all monies coming into his hands, and also to take an oath of office:

"That for the purpose of superintendence the canal be divided into Districts, as follows, to wit: District No. 1, to extend from the State line to Huntington including the St. Joseph Feeder, distance 50 miles — District No. 2, from Huntington to Peru, distance 34 miles — District No. 3, from Peru to the lower end of the Slackwater near Delphi, distance 40 miles — District No. 4, from the Slackwater to the South bank of Flint creek including Wea feeder, distance 32 miles — District No. 5, from Flint creek to Lodi, including the Shawnee feeder, a distance 39 miles.

"That the Salary of Superintendents be \$750 per annum.

"That the office of General Superintendent and Sub superintendent of the canal as heretofore established, be, and the same is hereby abolished — provided, however, that the present Superintendents shall continue in office until notified by the chief Engineer, that Superintendents under these regulations have been appointed.

"That the Chief Engineer from time to time furnish such record books and abstracts to the Superintendents, and give such instructions to them as he may deem necessary to show their various expenditures separately, to produce uniformity in the accounts, and make their duties easily intelligible, and to combine efficiency with economy, previously consulting with the Resident Trustees when they may conflict with any existing regulation for disbursements or otherwise and in all cases giving the resident Trustees due notice of the same; and be it further ordered that it shall be the duty of the Chief Engineer on his passing up and down the line, to examine into the manner in which the Superintendents keep their books, papers and accounts, and to see whether in all things they have complied with his instructions.

tendents keep their books, papers and accounts, and to see whether in all things they have complied with his instructions.

"That in vacation, the said Superintendents, for disobedience of orders, negligence of duty, inefficiency, waste or extravagance or other misconduct in office, be subject to suspension by the State and Resident Trustees; a special report of the same to be made to the Board at their next subsequent meeting, and that in case of any vacancy in vacation, the same shall be filled by the appointment of the Chief Engineer until the Board meet."

The following persons were appointed. First district, Ochmig Bird, 2nd District, Stearns Fisher; 3rd district, Chauncy Carter; 4th district, A. J. Morley; 5th district, John McMannomy.

Thus Carter was the Superintendent of the 3rd district of the Wabash and Erie Canal. His salary for superintendent at that time was \$750 per year.

Bridges were built over the canal at Fifth and Market, Fifth and Broadway, Berkley Street, Ninth Street and Twelfth Street in Logansport. They either turned or were raised and lowered to let the boats pass in the canal. The "Mills Lock," Lock # 25, was located near the old Oberchain-Boyer establishment. Aqueduct # crossed the Eel River on stone abutments and piers. It had an open-trunk superstructure that was 200 feet long and had five 40 feet spans.

In 1845 on January 11 Carter was once again made the postmaster.

Carter was in court at least two times other than as judge. On October 19, 1850, the following case was tried in Cass Circuit Court: "D. Hart Booth vs. Edward Johnson & Matilda, his wife, Thomas Youngblood & Mahala, his wife, Thomas Archer, Susan McElheny, Isiah Archer & Chauncy Carter, In Chancery W2 Stuart Sol." Later he was a juror in Petit Court on April 21, 1860, with Daniel Bowser, Andrew Whisman, R. Dulzell, Leonard Simons, P. C. Sizer, J. Abbott, J. W. Fuller, Ephriam Lowman, Allen Crisler, Elihu Plummer, and Robert McCandles.

In 1857 Carter was the city civil engineer for Logansport. He usually had some sort of a public service job.

The *Indiana State Gazette* of 1860-61 contains several references to Carter. It lists him as a dealer in hardware, iron, nails, glass, paints, leather and rubber belting, Fairbanks platform scales, etc. and shows his place of business on Fourth Street between Broadway



and Market in Logansport. It also lists Carter & Rogers as dealers in groceries and provisions located on the corner of Broadway & Sixth in Logansport. Although the first notation has Carter, C. with the C. being Chauncy, the later only says Carter so we can't be sure it was Chauncy who was in business with Rogers.

In 1861, three days after the Governor's proclamation arrived concerning sending troops to support the National Government at the start of the Civil War, a union meeting was held in the court house in Logansport. Carter presided over a meeting. "He advocated enforcement of laws and unequivocal support of the head of Government in his efforts to see that the laws of the country are faithfully executed, to the end that the birth-right transmitted by our fore-fathers be preserved intact." Others agreed with him.

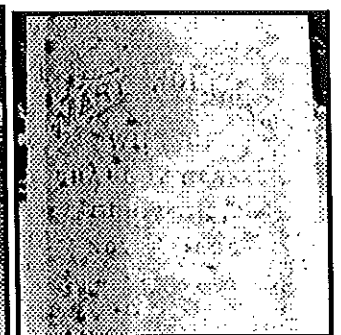
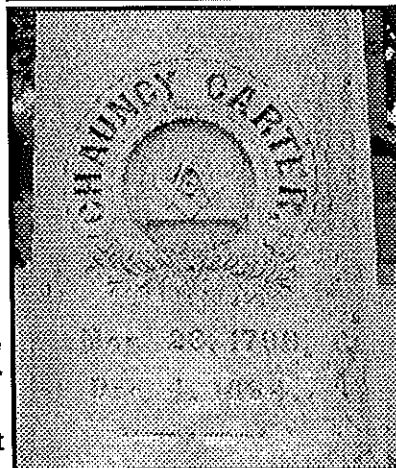
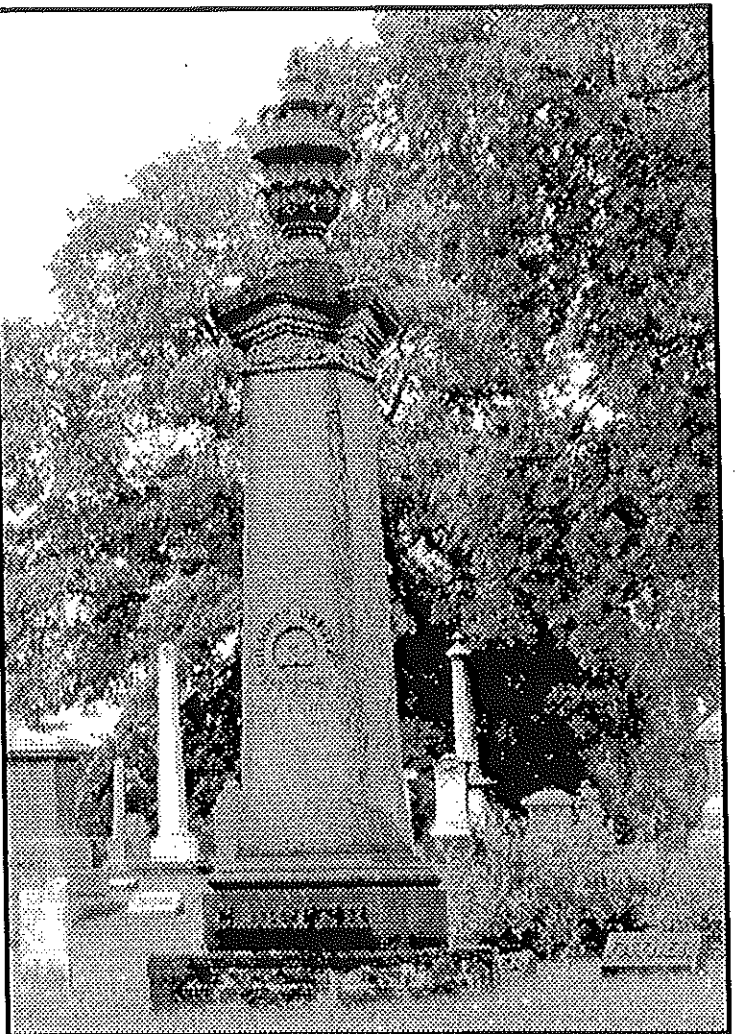
On Friday evening, April 19, 1861, the common council of the city of Logansport met in a special session, and decided to ask for an appropriation of \$1,000 for the support of families of those volunteering as soldiers in the service of the United States, and appointed a committee of Thomas H. Wilson, Chauncy Carter and D. D. Pratt to disburse it if it was approved. The following day the Board of County Commissioners met and decided the appropriation could be made from the County Treasury if needed. After D. D. Pratt presented a Preamble and list of Resolutions, they were adopted. Eventually only two of the companies enlisted in Cass County actually served.

At the October election in 1862 Carter was chosen treasurer of the county. The *Cass County History* says: "He began his duties of that position on September 7, 1863. While fulfilling the duties of this office, he conducted himself as he had in all his other positions, bringing to bear his strict integrity of character and extensive acquaintance with the management of financial affairs." Unfortunately Carter died before his term as treasurer was over.

Chauncy Carter died on December 4, 1864. He was described by Francis J. Hand in *Historical Diary: Cass County and Logansport, Indiana* as follows:

"He (Carter) was probably one of the most skilled workmen in this jurisdiction. As a citizen, his private character was in all respects above reproach, while his whole life, in one position of trust or another, was devoted to the public weal. He was a man of decided convictions, with the courage and ability to maintain them - one of those sturdy pioneers who, in the course of a long and useful life, leave their mark upon the times and the communities wherein they dwell."

The *Biographical & Genealogical History of Cass, Miami, Howard & Tipton Counties, Indiana* says Carter's

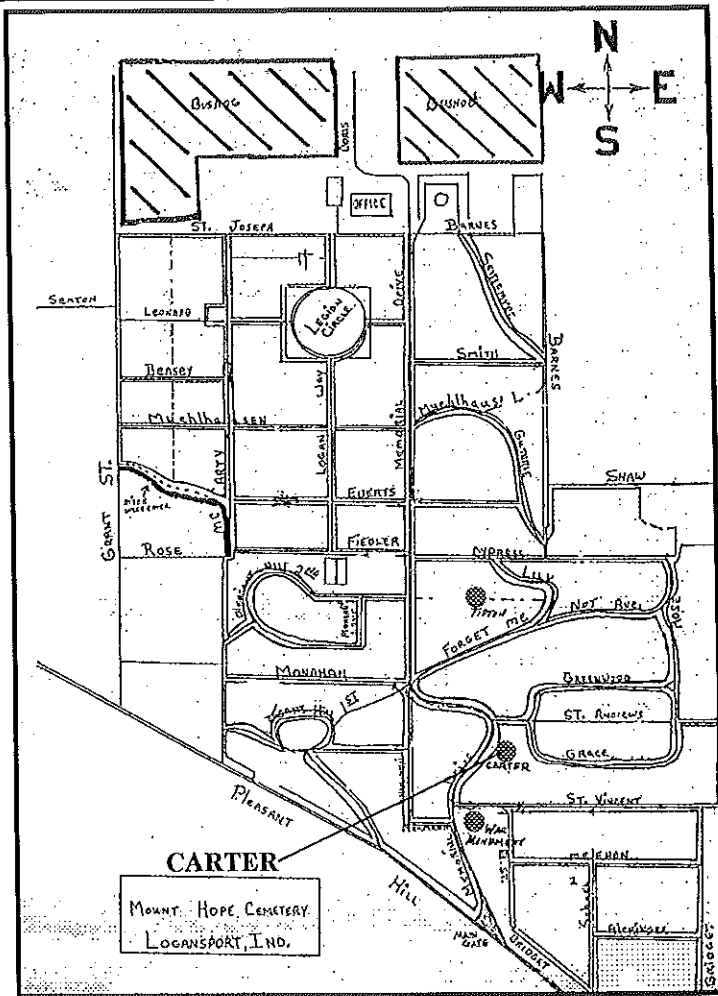


Chauncy Carter  
 Mar. 23, 1796  
 Dec. 4, 1864  
 Mary Holman  
 Wife of Chauncey Carter  
 Feb. 3, 1812  
 Nov. 2, 1880  
 (Note spellings of his name)  
 Photos and map: Tom Castaldi

life was summed up by a friend who knew him well:

"Mr. Carter was devoted to the public weal, and in whatever high position of trust or honor he happened to be, his first and only thought was how he might benefit his fellow men."

Carter was well liked. When Logansport purchased its first steam fire engine on February 3, 1870, it



Chanucy Carter is buried just beyond the 1887 Soldiers & Sailors Monument (the 1st such monument in Indiana) on Memorial Drive in Mt. Hope Cemetery in Logansport, Indiana. Also shown is the grave of General John Tipton. Map courtesy of Tom Castaldi

was named "Chauncy Carter." That same year on November 16 Lot 209 in Ninth Street Cemetery purchased by Carter on October 1, 1846, was sold to the city. Later Eliza Boyes was buried there and four other graves are unmarked.

Chauncy Carter lies at rest in Mt. Hope Cemetery in Logansport. To reach his stone as you come into Logansport on Indiana Highway 25 from the north at Memorial Hospital 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. Follow memorial Drive past the Soldiers & Sailors Monument and look for his marker on the your right.

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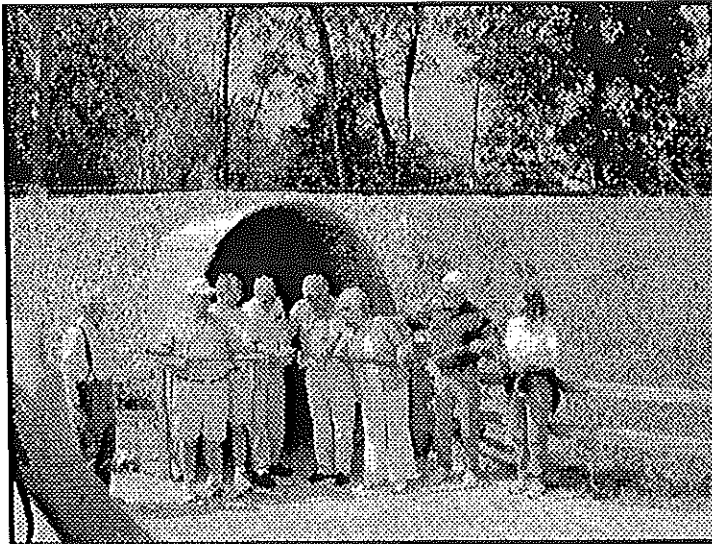
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NEWS FROM DELPHI



Ribbon Cutting at Underhill Trail/Tunnel Photo courtesy Phil Prescott

**RIBBON CUT FOR UNDERHILL TRAIL/TUNNEL**

By Dan McCain

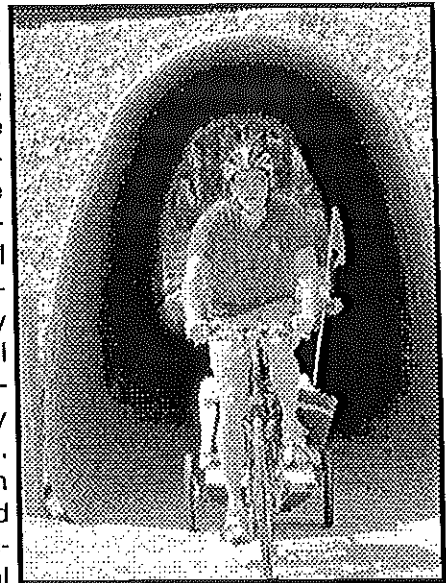
With a giant "BOOM" of the cannon following the crowd's energetic HIP-HIP-HOORAY people from 1 to 91 years of age celebrated the official opening of the Underhill Towpath Trail and Tunnel in Delphi on National Trails Day, June 3, 2006. This ceremony culminated years of work by scores of trails volunteers and the Wabash & Erie Canal Association.

The Underhill Towpath Trail previously was blocked by a railroad spur that provides transportation for crushed stone produced by Delphi Limestone Company, a division of US Aggregates. Arrangements for approval to install the pipe for a tunnel beneath the old Monon railroad tracks to encourage people to hike/bike the extensive trail system along the old Wabash & Erie Canal Towpath had to come from with the Stone Company and Norfolk Southern Railroad. This took an extended period of years. The culmination of negotiations was aided by Mary Ives, a local trail advocate. The tunnel has been installed and grading/landscaping completed by volunteers. It is about midway in the 2.5 miles of Towpath owned by the Canal Association and City of Delphi.

Lew Davis, Vice President of the Heritage Group which owns the local quarry, was present to cut the ribbon along with representatives from the Chamber of Commerce, Mayor Lee Hoard, the Underhill Family, Dan McCain and representatives from the Canal Association.

Underhill family members and others in attendance walked a quarter mile from the Canal Interpretive Center to the tunnel for the dedication of the new trail and tunnel which began at 11 a.m. Gerry and Faye Underhill introduced their extended family as they were being honored. Their gift of land ten years ago included the 0.8 mile long section of watered canal and the historic towpath. Also honored was Bob Morrow

who's family had owned a narrow sliver of the towpath nearer to US 421 in west Delphi. All this land was donated for the development of this beautiful, pristine section of trail that runs through Canal Park southwest to where the second tunnel passes beneath the highway at Dollar General and Pizza Hut.



Bikers also enjoy the new trail and tunnel. Photo courtesy Phil Prescott

The Underhills also sponsored ten benches along the trail. These benches were individually inscribed with names of deceased family members.

Then recognition was given to volunteers who spent tireless hours working on either Delphi Historic Trails or at the Canal Interpretive Center. In the last year over one hundred Earth Team Volunteers have provided more than 3,800 hours of service. Those volunteers include scouts, 4-Hers, and workers of all ages. Those who worked for 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 the Carroll County Soil & Water Conservation District. Also honored were several organized groups of volunteers.

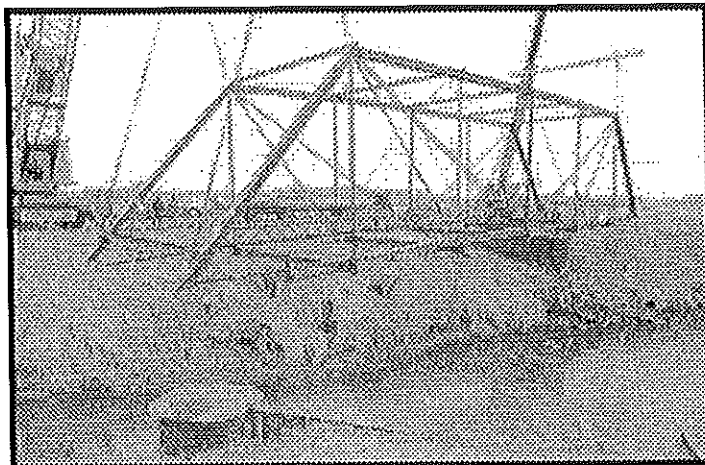
To conclude the event, the local Psi Iota Xi sorority provided a free lunch "Ote Meal" at the Canal Park shelter. Lois Johnston, a Registered Nurse, led a physical fitness walk along one of the trails following the lunch. This was one of many scheduled walks and narrated history hikes offered by the trails volunteers throughout the year on Delphi's unique ten-mile trail system. The Interpretive Center was open with its twelve galleries created by dedicated volunteer craftsmen. Hours are Thurs., Fri., & Sun. 1-4 p.m. and Sat. 10a.m.-4 p.m. Canal Boat (pontoon boat) rides are 11 a.m. and 2 p.m. on Sat. and 2 p.m. on Sun.

## BRIDGE RESTORATION STARTED

By Dan McCain

Metal restoration has begun on the Winamac Bridge Company's 1905 Stearns Truss iron bridge--a one-of-a-kind structure left in the United States. The rehab work will be performed in Delphi's Canal Park. When contracting for this bridge in 1905 Pulaski County officials were following a plan that included over a dozen of these unique "pinned together" lightweight conveyances because they wanted to span their newly dredged ditches that intruded into the vast natural marsh land. Farmers were eager to clear and drain their newfound agriculture lands.

Volunteers here in Delphi today were eager to tackle jobs associated with this restoration process but needed a leader with extensive knowledge in dealing with old metal. Just in time Vern Mesler, a semi-retired educator from Calhoun County in central Michigan, came forth and volunteered his time. Vern brings to Delphi unique skills and equipment from years of bridge restoration challenges. He even manages a "bridge park" in his county up north that includes Battle Creek.



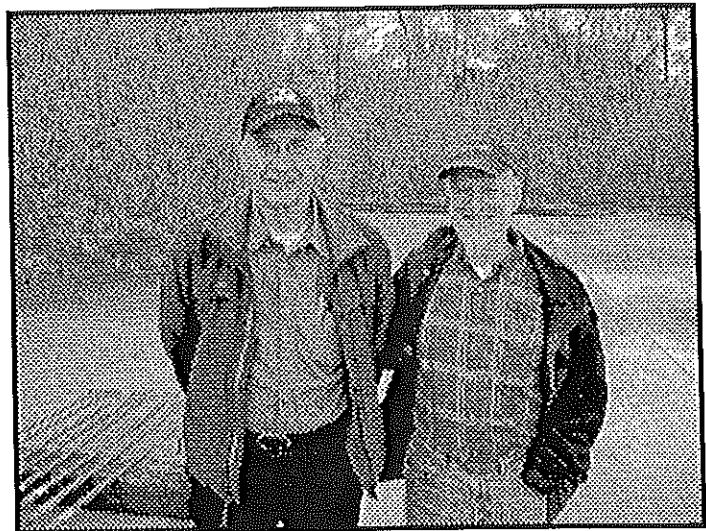
The Stearns Truss Bridge was removed by cranes from its place over Big Monon Ditch earlier this year.

Photo courtesy Logansport Pharos-Tribune

All along with the support of Indiana historian and statewide bridge expert, Dr. James Cooper from Greencastle, canal volunteers have been led through the process of obtaining this special "one-of-a-kind" bridge. He consulted with the local men while they disassembled the structure and now is supervising the historic restoration process. "Jim" as he is known to the local crew is also a volunteer.

The first challenge was to lay out all the pieces of the 76 foot bridge on the huge concrete slab behind Peters-Revington Furniture Factory adjacent to Canal Park. The pad, which provides a great workspace for the dozen sorted piles of like parts that need restoration, was not currently in use. Its hard surface is so handy

that work can be transferred back and forth between it and Canal Park's maintenance building. The slab is very close to the Underhill Towpath Trail and new RR underpass' tunnel parking lot.



Vern Mesler left and Dr. James Cooper right are Delphi's experts on old bridges.

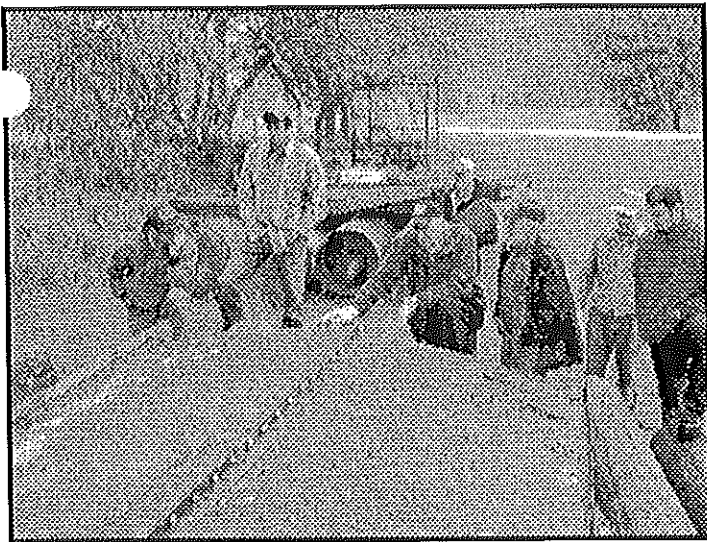
Photo by Dan McCain

Vern came back on June 8-9 to instruct the local crew on his unique methods of dealing with "pack rust," which occurs between riveted panels of this bridge. Some broken rivets are in need of replacement because pack rust acts like "freeze/thaw" bowing action when water gets between the plates. Straightening and flattening these important bridge chord members is part of the restoration process.

Next was the experience of "padding" the eroded areas of metal on critical pieces. This process involved arc welding to add metal in the depressed rusted areas and then grinding off the surplus to make the metal meet the original thickness standards and look like newer metal. After this process was learned by volunteers they knew that hundreds of hours would be needed to complete this task.

Later this summer the volunteers with help from heavy machinery will be creating the site for this bridge to be placed over the canal in the lower sections of the trail system. The spot selected for the re-erection is behind Dairy Queen on land owned and operated by the Canal Association and City of Delphi. It will become part of the VanScoy Towpath Trail 300 feet south of Bicycle Bridge Road at the point where the manmade "sidecut" entered the canal itself.

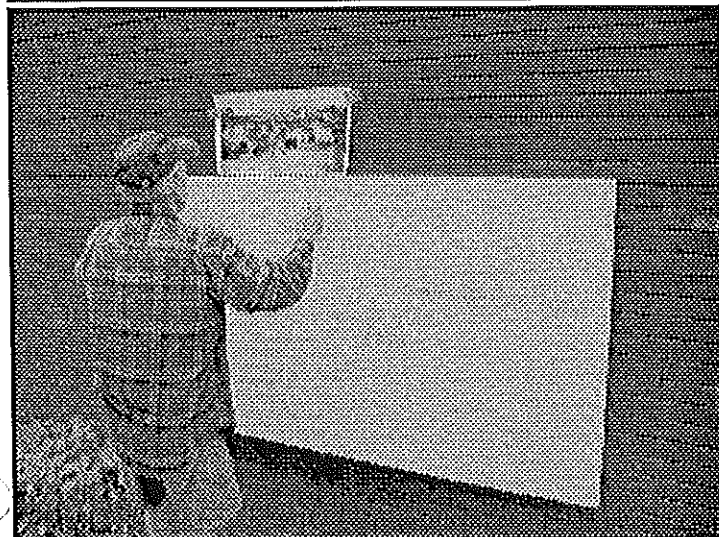
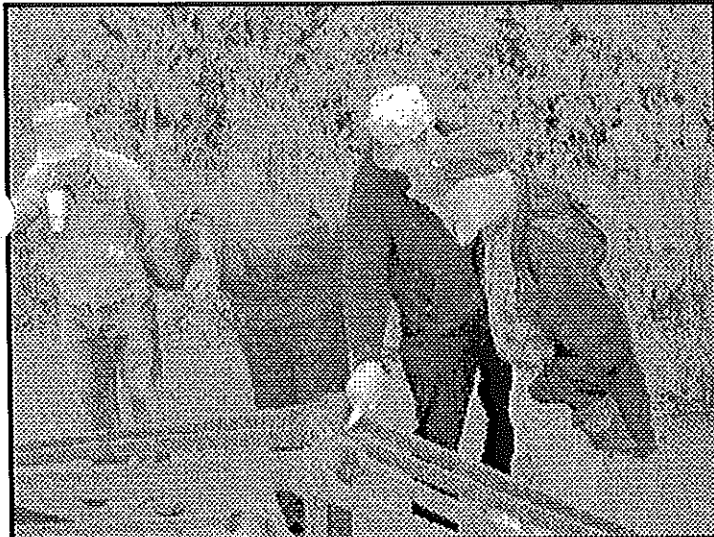
For participation in events check the Canal Hotline for the latest information (765) 564-6572.



Above: This flat sheet of iron was part of the metal caisson foundation of the bridge.

Below: Inverted floor beam members show deterioration that must be fixed.

Photos by Dan McCain



Terry Lacy sketches the Swan Creek Side Cut scene onto canvas in preparation of painting a lobby mural. Photo by Dan McCain

## CANAL MURAL STARTED

Terry Lacy, the artist who is painting the murals for the lobby of the Canal Interpretive Center in Delphi, has begun sketching on canvas the mural that will depict the northeastern end of the Wabash and Erie Canal in Toledo. The mural, which will show the canal entering Swan Creek Side Cut Canal, is sponsored by the Canal Society of Ohio and the Canal Society of Indiana.

Terry is basing the mural on an old photograph that was taken shortly before the canal was closed. When completed it will hang to the far right of the lobby entrance.

## SECOND ANNUAL TRANSPORTATION FAIR

By Dan McCain

The Wabash & Erie Canal Interpretive Center in Delphi hosted the Second Annual Transportation Fair on Father's Day, June 18th from 1-4 pm. The days activities included:

1. Brian Stirm at the tiller of the Delphi Historic Trolley. He also directed the Fly-in and Breakfast at the Delphi Airport
2. Angie Jackson and Marilyn Moore at the reins of their respective steeds and mounts.
3. Entertainment furnished by the Banjo Nutz, a Banjo Band.
4. Water Craft Display by Alan Nacke-Boyd Martin Speed Boats
5. Canal Pontoon Rides captained by Andy Cougill
6. Viewing of a documentary on the Wabash River produced by Channel 20
7. Antique Automobiles furnished by Calvin Fieleke and Ken Teschler, Delphi, Indiana, and Members of the Ben-Hur Antique and Classic Car Club, Crawfordsville, Indiana
8. Opening of the Reed Case House. Case was the father of the Canal in Delphi, Indiana.
9. Members of the Studebaker Driver Club - Wayne Remaly
10. Dick Bradshaw - display of the Fisher wagon produced by Dunkel and Kilgore - predecessor of the Delphi Body Works
11. Canal edification furnished by the Canal Interpretive Center
12. Picnicking on the Grounds for Dinner
13. Artwork by Brenda Daly Reid - Antique Tools
14. Refreshments served at the Snack Shack in Canal Park

## STRAIGHTENING, HEATING, HAMMERING AND "PACK RUST" REMOVAL

By Dan McCain

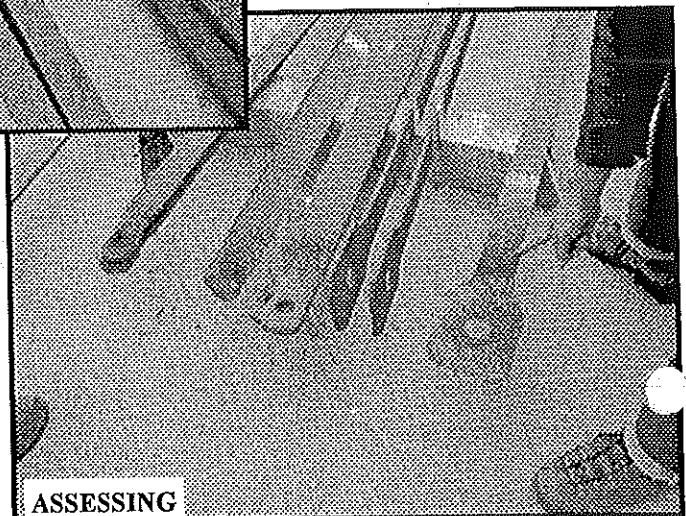
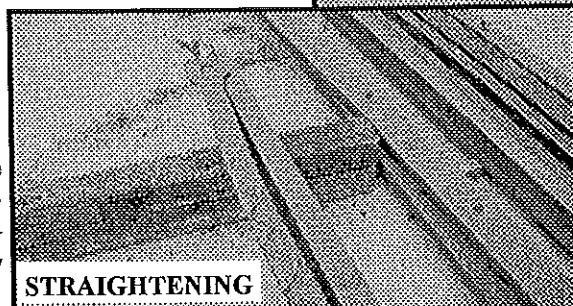
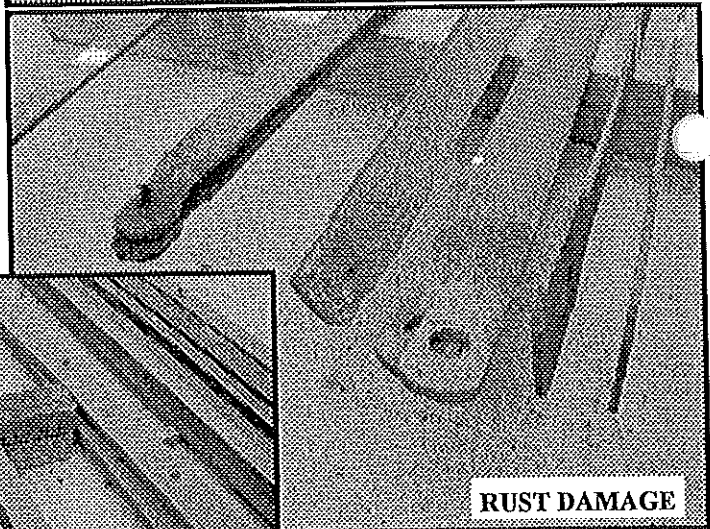
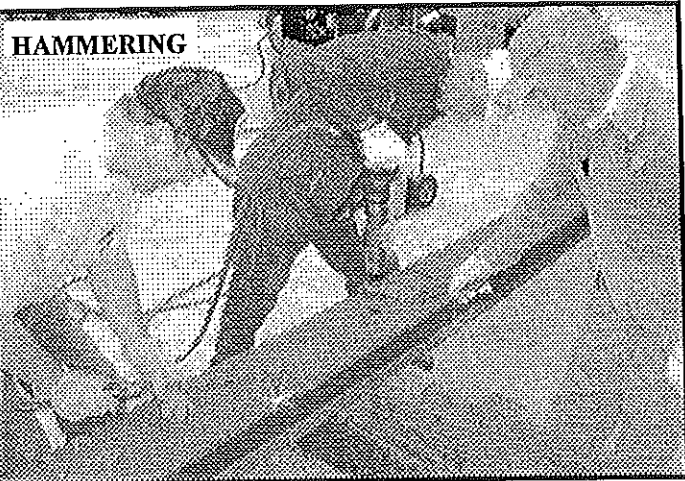
The bridge restoration crew worked Thursday and Friday with another volunteer, Vern Messler from Michigan, on the beginning of restoration for the Winamac/Stearns Bridge we received from Pulaski County. It was a fascinating learning process for the "pack rust" removal on the chords. Vern has perfected this process from his years of experience with historic bridges. Many places along the chords the rust had actually busted the rivets and they were gone. Vern brought his rivet hammer and we provided the heat (torch) and more volunteers. The City of Delphi provided their big portable air compressor.

This heating and hammering does an amazing job of driving out the accumulated rust and closing the plate gap from years of weathering of these chords. Altogether about 20 percent of the pack rust removal job was completed in the two days so there is much more work yet for the local volunteers. The Canal Association will now purchase a rebuilt rivet hammer so the crew will have this tool to use whenever the city's compressor is available. Besides the hammering for rust removal this pneumatic tool will be used for re-riveting to complete the restoration of these 1905 chords produced by the Winamac Bridge Company.

The composite chord member being restored is placed about 20 inches off the floor on timber blocks with the central point higher and anchors in the concrete at each end tightened down to "stress" the metal and prevent warping from the heat needed in this pack rust removal process. Thanks to the Peters-Revington Furniture factory

for providing the worksite on this huge concrete slab. The location is just offside of the Underhill Towpath Trail back of Canal Park near the new tunnel beneath the railroad. Now with summer heat looming a portable tent will provide shade for the volunteers to work their normal M-W-F morning hours. Photos by Dan McCain

Restoration volunteers (from left) Rollin Graybill, Vern Mesler and Ed Gruber



**TOWPATH TASK FORCE ANNOUNCED**

The Greenway Consortium, Inc., Aboite New Trails, Little River Wetlands Project, the Canal Society of Indiana, the City of Fort Wayne and Allen County announced the formation of a joint Towpath Trail task force, a public-private partnership formed to promote the expansion of a regional greenway connectivity via a significant historical corridor on June 14, 2006.

The Towpath Trail, a multi-use pedestrian/bicycle pathway connecting Aboite Township with the Fort Wayne and New Haven Rivergreenway system, is being planned for construction beginning in 2006 with completion in 2007-2008.

The Towpath Trail will begin at Rockhill Park in Fort Wayne and run southwesterly for 4 miles to Engle Road and will then run several more miles across Jefferson Boulevard at a yet-to-be-finalized crossing point. The trail will ultimately connect to the trail system being developed in Aboite Township. The trail will basically follow the old Wabash & Erie Canal towpath, which was the dirt path along the canal used by mules to tow boats.

Formation of the task force signifies the important of this new community link to Fort Wayne and other adjacent areas. The task force, which will meet monthly and represents the primary volunteer organizations and governmental agencies involved, will ensure maximum utilization of resources, the best trail design and routing, and timely resolutions of issues and road-blocks.

Members of the Task Force include George DeRoche (The Greenway Consortium), Chairman, Roger Goodland (The Greenway Consortium), Dawn Ritchie (City of Fort Wayne Greenways Manager), Paul McAfee, (Executive Director of Aboite New Trails), Bob Schmidt (President of Canal Society of Indiana) and Bill Hartman (Acting Executive Director of the Allen County Highway Department).

**HOME ON THE CANAL**

Book Review by Neil Sowards

*Home on the Canal* by Elizabeth Kytle. An informal history of the Chesapeake and Ohio Canal, and recollections of eleven men and women who lived and worked on it. 1983 Seven Locks Press.

The first part of this book gives the history of the Chesapeake and Ohio Canal from its start in 1828 to its demise in 1924. I had always wondered why the C & O Canal outlasted so many other canals and this book

gave me the answer. At first the B & O Railroad was a deadly rival of the canal, but the time came when the Western Maryland Railroad wanted the canal to cease so it could buy the towpath for a right of way. The courts had ruled the canal must be sold when it became unprofitable. This would have given the Western Maryland a chance at its property. Since the B & O did not want a rival paralleling its tracks, it did everything it could to keep the canal in business.

The B & O had much at stake. It also owned coal mines and would ship coal to Cumberland by its railroad. There the coal was loaded on canal boats owned by The Canal Towing Company, which was also owned by the B & O, and taken to Washington.

To keep the Western Maryland out of its territory, the B & O paid the C & O Company \$100,000 every year to keep it profitable. By the latter phase of the canal all the boats operating on it were B & O owned through its Towing Company. They carried B & O coal. Coal became 99% of all the cargos.

Since the private boats had been driven out of business, all the boat crews worked for the Canal Towing Company. They were paid just enough to survive.

The great flood of 1924 damaged the Chesapeake and Ohio Canal beyond hope of repair. It ceased operation.

The latter part of the book contains reminiscences of people who had worked on the canal. All the interviews took place in 1979. Some were captains, some worked when they were children, some were wives or daughters. Each brings a highly personal account of his or her life in relationship to the canal. There was great variety as to their feelings about the canal -- some hated it, others loved it, and many just did it. At times the reader wonders whether they were all talking about the same canal because of their vastly different experiences and attitudes. By now all the interviewees are gone. It is fortunate that this window on canal life has been preserved.

The book is available from the Allen County Public Library and elsewhere by interlibrary loan.



**"CANAL PASSAGES"**

**Tour of the Whitewater and Cincinnati & Whitewater Canals**

**OCTOBER 20-22**

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

The Irish

**HOT OFF THE PRESS**

**My Indiana" 101 Places to See**

Earl L. Conn, CSI member from Muncie, has just published a travel companion of unique and interesting sites in Indiana. Entitled *My Indiana: 101 Places to See* it is a compilation of his newspaper column, "Traveling Indiana," which has appeared in the *Muncie Star Press* since 1998. Earl has divided the state of Indiana into six regions/sections within the book. Detailed maps of all six guide the reader to historic sites, museums, state parks, recreation, and much, much more. For each site he has included several pages of beautiful full-color photographs, directions to the site, general information and his own personal insight. Some of the pictures were taken on CSI tours. You might be in the book or recognize a fellow member.

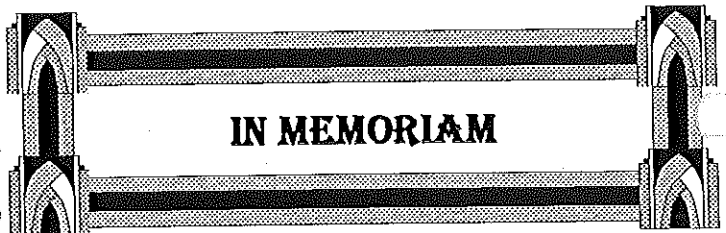
Here is the chance to learn more about sites visited on CSI tours - Cass County Carousel and Historical Museum in Logansport; architecture in Huntington; Whitewater Valley Railroad in Connersville; Lincoln Museum in Fort Wayne; Levi Coffin House in Fountain City; Crown Hill Cemetery, White River State Park and the Soldiers and Sailors Monument in Indianapolis; Ernie Pyle's Home in Dana; Skinner's Farm Museum and Village in Perrysville; Parke County Covered Bridges in Rockville; Turkey Run State Park in Marshall; Tippecanoe Battlefield in Battle Ground; Wabash & Erie Canal Interpretive Center in Delphi; Indiana Territorial Capital in Vincennes; Lanier Mansion in Madison; Whitewater Memorial State Park in Brookville; Reitz Home in Evansville; Cannelton Locks in Cannelton; and Falls of the Ohio State Park in Clarksville. Then there are still over 80 other sites to be visited - from those well known such as the Indiana Dunes to those lesser known as the Topeka Draft Horse Auction or the Reno gang's first train robbery at Seymour.

Dean emeritus of the College of Communications, Information, and Media at Ball State University, Earl is well known for his columns and books. He published *Painting Indiana* in 2000 and *Beneficence: Stories About the Ball Families of Muncie* in 2003.

CSI Headquarters purchased a copy of the 213 page book for its archives at the Basile History Market in the Indiana Historical Society in Indianapolis. It sells for \$19.95. IHS members get a bargain at \$17.95.

William W. Giffin, an Indiana State University history professor, has had his book *The Irish* just released by the Indiana Historical Society Press. It tells about the first Irish immigrants to arrive in Indiana along with the fur traders in the mid-1700s, then chronicles the development of Irish settlement and culture within the state in the 1800s when they struggled through hardships while building Indiana's early canals, roads and railroads, notes how they found their way into all facets of society in the 1900s including business, medicine, law and politics, and relates how they still celebrate their Celtic past in the 2000s.

The book, one of a series that is intended to reveal immigrant life in Indiana, helps the reader understand the importance of kinship, social gatherings, occupations, education, recreation, and membership in organizations to the Irish assimilation into Indiana while maintaining their ethnic identity. The 127 page book is available at the Indiana Historical Society's Basile History Market for \$13.95. The Basile History Market can be reached at 1-800-447-1830.



**ERWIN F. SCHMIDT**

Erwin Frank Schmidt, 95, died May 24, 2006, in Evansville's Deaconess Hospital. He was born in Cowling, Illinois, on April 27, 1911, and moved to Armstrong township in 1917. After graduating from Evansville Business College he worked in the purchasing departments of Serval (27) years, Ryan Construction Company, Traylor Bros, and Bucyrus Erie (14 years), and for Select Brands. He was a member of Farm Bureau, "Young At Heart," the retiree groups from Serval and Bucyrus Erie, and the Canal Society of Indiana. His garden gave him a great sense of pride.

He was a lifetime member of St. Paul's United Church of Christ, German Township, where he served as president of the church council, Sunday School superintendent and teacher, and worked in the Nature Preserve.

Erwin is survived by Eloise (Roeder) Schmidt, his wife of 69 years; two sons Robert F. (Carolyn) Schmidt and James E. (Robin) Schmidt; four grandsons Gregory, Jeffrey, Daniel and Aaron; and sister Anna Mae Wolf.



Services were held at 10:30 a.m. on Memorial Day May 29, 2006, at St. Paul's U.C.C. German township, with the Reverend Eugene Bickel officiating. Burial was in the church cemetery. Memorial contributions were to the church.

The family of Erwin Schmidt and especially Bob and Carolyn Schmidt wish to thank all Canal Society of Indiana members for the beautiful floral basket of mums and daisies, the memorial gifts, and the many cards and E-mails expressing sympathy. Your thoughtfulness at this time was greatly appreciated.



## Speakers

## Bureau

### June 4 - Fort Wayne

Bob and Carolyn Schmidt presented a program about the Wabash & Erie Canal in Fort Wayne, Indiana, at "The History Center" at 2 p.m. The Schmidts, who were in period dress, talked about the canal and the role played by canal persons who lived in or near Fort Wayne —Jesse Lynch Williams -chief engineer of all of Indiana's canals; Jesse Vermilyea -canal contractor; Peter Kiser- who drove the oxen from Lafayette for the "grand celebration," and Joseph Gronauer -locktender at Lock #2. Life in canal times, the struggle with disease, traveling by boat, the St. Mary's aqueduct and Aboite Creek Aqueduct, and the feeder canal from the St. Joseph River were discussed. The 45 attendees were given a copy of "The Hoosier Packet," a map of Indiana and Ohio's Canals, and a membership brochure.

Following the program several individuals joined CSI or purchased copies of our "Canalabration" tour guide of the Wabash & Erie Canal in the Fort Wayne area. One participant requested the genealogy of Asa Fairfield. Another sent pictures of foundation timbers of a canal culvert that are on his property.

CSI members present: Tom Castaldi, who introduced the Schmidts, Robert & Mary Deviney, and Dan & Ceri White.

### May 18 - Columbus

On May 18, 2006, Carl C. Lampton a fourth grade student at St. Bartholomew School, Columbus, Indiana, introduced Tom Castaldi to Mrs. Gerth's and Mrs. Woodworth's combined classes to hear about Indiana canals and their affects on Indiana history in the 19th century. The talk mentioned the early populating and development challenges faced by the state and the role of river steamboat followed by canal boat travel. A good two-way discussion ensued between class members and speaker about how canals operated and the function of canal structures. Some of the questions posed by the students included: Why didn't all the canal water drain out of the locks and dry up the channel? How did water stay in an aqueduct? How did those long narrow canal boats turn around to change direction?

The discussion lasted about an hour. The students seemed to appreciate the talk eagerly responding to questions, paying attention to the speaker's remarks and probably more than a little excited that school was out for the summer the following week.

## Canal Days

by Richard F. Brown, Jr., AICP

Long liquid ribbons  
Across a new land  
Built of brute force  
And immigrant hands

Massive cut stones  
Set carefully in place  
Arise over the prism  
With a chiseler's grace

Raised or gently lowered  
At each ensuing level  
Impressive, great locks  
Provide safe water travel

Canal boats are drawn  
By herded mule teams  
Along the linear towpath  
Aside the built stream

New communities arise  
To service each course  
Economies dependent  
On the shallow resource

Cargo and commerce  
Passengers and freight  
Drift toward tomorrow  
For new horizons await

Heartland passages  
To scores of pioneers  
Opening America  
For subsequent years

Sadly left decayed  
Abandoned or lost  
To competing rails  
And increasing costs

Overgrown with weeds  
Old timbers now rotten  
Many years pass by  
Though never forgotten

Rediscovered anew  
Historic and grand  
Canal days beckoning  
Across this great land.

## "Lock" Place Names in the United States & Canada

by Richard F. Brown, Jr., AICP

In a recent article entitled "Canal" Place Names, 17 communities across the United States and Canada were listed which include "canal" in their name. In preparing this follow-up article, it was quite surprising to find out how many communities include "lock" in their name. At last count there were more than 125 in the United States and Canada. Some of the communities, including those named Locke, Lockerby, Lockwood, or Locksley, were likely named after founders or prominent families. Other places had interesting "lock" names based on topographical or geographical features. For example, the town of Lockridge in southeastern Iowa was not named for a lock on a river or canal, but instead for two nearby ridges which appear to interlock (e-podunk).

One community that was surprisingly not associated with a canal or river lock is Locktown, New Jersey. It would be easy to assume this small hamlet in Hunterdon County would be named for its location alongside an old canal. Instead, the community was named after a disputed lock-out by parishioners at a local church (joekatz.net).

Pennsylvania, New York, and Ohio lead the way with the most communities with "lock" in their names. Pennsylvania has nine, including five separate communities adopting the name "Lockport," New York has six, and Ohio has five. Fifteen different states or provinces have at least one community with "lock" in its name that can be correlated to a specific canal or river lock. While many of these are small villages or hamlets, several have grown to be quite big, as is attested to by the Census Bureau data contained in the following chart:

Chart 1: Census Bureau Population Data for "Lock" Communities

COMMUNITY	2004 Est.	2000	1990
Lockport, New York	21,504	22,279	24,426
Lockport, Illinois	20,587	15,191	9,401
Windsor Lock, Connecticut	12,327	12,043	12,358
Lock Haven, Pennsylvania	8,983	9,149	9,230
South Lockport, New York	unavailable	8,552	7,112
Lockport Township, Michigan	3,987	3,814	3,395
Lockland, Ohio	3,451	3,707	4,357
Combined Locks, Wisconsin	2,790	2,422	2,190
Cascade Locks, Oregon	1,113	1,115	930
Lockhart, South Carolina	514	39	58
Lockbourne, Ohio	268	280	173
Lockington, Ohio	207	208	214

Source: U.S. Census Bureau

The following chart identifies those places with "lock" or "locks" included in their name, which could either be confirmed or are plausible as being associated with a canal or river lock.

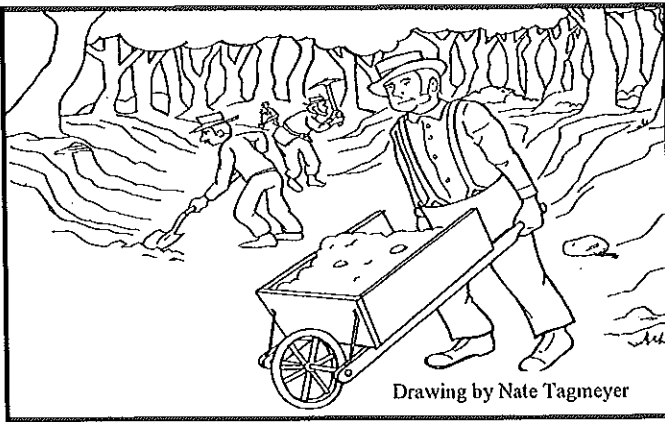
Chart 2: Canal or River "Lock" Communities in the United States and Canada

PLACE	COUNTY, PARISH or REGION	STATE or PROVINCE	CANAL/RIVER
Cascade Locks	Hood River	Oregon	Cascade Canal & Lock
Chaffey's Lock	Leeds-Rideau Lakes	Ontario	Rideau Canal
Combined Locks	Outgamie	Wisconsin	Fox River Rapids Bypass Canal
Coyne Lock	York	Pennsylvania	Susquehanna & Tidewater Canal
Creekllocks	Ulster	New York	Delaware & Hudson Canal
Four Locks	Washington	Maryland	Chesapeake & Ohio Canal
Fricks Lock	Chester	Pennsylvania	Schuylkill Canal
Lockbourne	Franklin	Ohio	Ohio & Erie Canal
Lockhart	Union	South Carolina	Lockhart Canal (Broad River Rapids Bypass)
Lock Haven	Clinton	Pennsylvania	Pennsylvania Main Line Canal; West Branch Division
Lockington	Shelby	Ohio	Miami & Erie Canal
Lockland	Hamilton	Ohio	Miami & Erie Canal
Lockpit	Wayne	New York	Erie Canal
Lockport	Will	Illinois	Illinois & Michigan Canal
Lockport	Carroll	Indiana	Wabash & Erie Canal
Lockport (Riley)*	Vigo	Indiana	Wabash & Erie Canal
Lockport	Henry	Kentucky	Kentucky River Lock and Dam #2
Lockport	Laforche	Louisiana	Company Canal
Lockport	St. Andrews	Manitoba	St. Andrews Rapids Bypass Canal
Lockport	Niagara	New York	Erie Canal
Lockport	Clinton	Pennsylvania	Pennsylvania Main Line Canal; West Branch Division
Lockport	Mifflin	Pennsylvania	Pennsylvania Canal
Lockport	Northampton	Pennsylvania	Lehigh Canal
Lockport	Westmoreland	Pennsylvania	Pennsylvania Canal
Lockport	York	Pennsylvania	Susquehanna & Tidewater Canal
Lockport Heights	Laforce	Louisiana	Company Canal
Lockport Junction	Niagara	New York	Erie Canal
Lockport Township	St. Joseph	Michigan	Canal started but never completed along the St. Joseph River
Lockview	Washington	Pennsylvania	Old Lock #4, Monongahela River
Lockville	Fairfield	Ohio	Ohio & Erie Canal
Mud Lock	Seneca	New York	Cayuga & Seneca Canal
Rokeby Lock	Morgan	Ohio	Muskingum River Lock and Dam #8
South Lockport	Niagara	New York	Erie Canal
Two Locks	Washington	Maryland	Chesapeake & Ohio Canal
Windsor Locks	Hartford	Connecticut	Enfield Falls Canal

\* Name changed to Riley. ([www.vigo.lib.in.us](http://www.vigo.lib.in.us))

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Drawing by Nate Tagmeyer

**WORKED ON CANAL**

CSI member Marilyn Bulmahn recently found a history of the barn that is on their "Hoosier Homestead Farm" in Decatur, Indiana, while looking through some old boxes of family history books in preparation for a family reunion in August. Until reading the following history written by Martha Bulmahn, her mother-in-law who died in 1996, Marilyn did not realize the canal "assisted" in the original purchase of the land on which the farm is located.

**"History of Our Barn"**

"My husband's grandfather Heinrick Bulmahn was born in Germany and came to this country in 1852 at age 17. He stayed with the Aumann family in Ft. Wayne who were formerly neighbors in Germany. They had come to America a few years earlier. He worked probably on construction of the Erie (Wabash & Erie) Canal east of Ft. Wayne\* until he had earned enough money to buy an 80 acre farm in Adams County, Indiana."

[He purchased the land in 1858.] "The farm was covered with trees so he built a log house and barns."

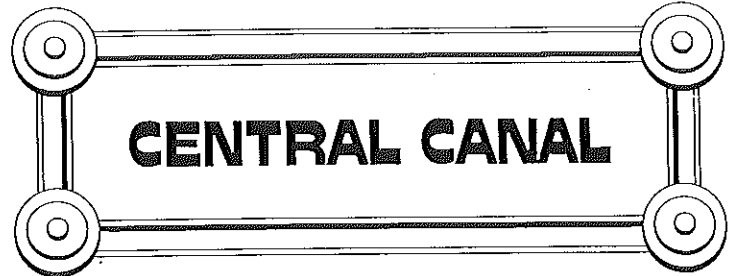
"He lived next to a widow whose husband had been killed by a falling tree. They were married April 21, 1861, and lived in the widow's house since it was the best house. They had three sons and built a barn for each son on ground they had purchased."

"The barns were two story bank barns. The top story was for hay straw and grain storage. The cattle stalls were on the bottom level. Through holes in the floor they could feed the animals on the bottom level. The bottom level was warmer for the cattle and horses due to hay and straw stored on top."

"The barn on our farm is still in use and very sturdy. I still live on the farm with my son Verlin and his wife [Marilyn]. At the present time the siding is being replaced with vinyl siding. Herman [one of Heinrick's grandsons and Martha's husband] passed away in

1982."

\*Note: The Wabash & Erie was built east of Ft. Wayne in 1837 and completed to Toledo by 1843 so Heinrick Bulmahn must have worked either on repairing the canal and its structures or as a boatman.



**CENTRAL CANAL**

**MULTIMEDIA BRIDGES?**

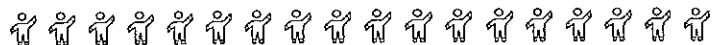
On June 23, 2006, Indianapolis' Mayor Bart Peterson announced the details of multimedia educational exhibits that city planners hope to replicate on 11 canal bridges. Beneath the St. Clair Street bridge on the downtown portion of the Central Canal light and sound equipment were installed that tells the history of transportation in Indiana.

The proposal is for each bridge to have its own theme. Some examples for topics are science, immigration, the arts, etc. Each theme would be carried out on using colorful lighting and four panels of information accompanied with intervals of music and sound.

Funding for the \$6 million bridge project will be through private donations. It will include cleaning up the bridges and landscaping as well as the exhibits. The mayor has already pledged \$1 million toward repairing the crumbling concrete and steps on the canal's Ohio Street section.

The project is encouraged by the Indiana Historical Society and the Canal and White River State Park district. They hope to make the canal a more interesting place to visit.

In 2004 the Sallie Mae Fund donated \$200,000 to get the ball rolling. The design was completed last December by Browning Day Mullions Dierdorf, an Indianapolis architectural firm. The transportation exhibit cost about \$120,000.



**WELCOME NEW MEMBERS**

- CSI welcomes aboard the following new members:
- Frank & Carol Koehl, Ft. Wayne, IN
- Carolyn S. Partlow, Henryville, IN
- Ellsworth Smith, Leo, IN

