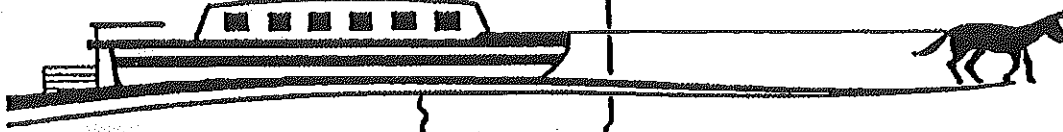


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P.O. BOX 40087 FORT WAYNE, IN 46804

SEPTEMBER 2006

WHITEWATER STRUCTURES



This impressive double stone arch culvert once carried the Whitewater Canal over Yellow Bank Creek. It was destroyed, but Yellow Bank Lock still remains. The Whitewater Canal Trail allows access to it.

Historic Photo

Features

1. Dam #1 Of Whitewater Canal To Be Featured
9. Canawlers At Rest: Peter Kiser
14. St. Andrew Bypass Canal, Lock & Dam: Lockport, Manitoba
16. Azuba Lewis And Her Wabash & Erie Canal Connections
18. Culvert #32 Foundation Timbers
20. Flying Over the Maumee Valley
21. A Trip To Huntington On The W & E Canal In 1851
21. In Memoriam: Wendell Leon Woods
22. Finders Keepers: Old Deed Found, Found On E-Bay
23. Central Canal: Multimedia Unveiled
25. Whitewater Canal News: Whitewater Canal Project Underway, Large Wayne County Meeting For Canal Corridor, Local History Group Met
26. Welcome New Members, Asa Fairfield House For Sale
27. Delphi Volunteers Straighten Metal On Bridge, Canal Days Festival

DAM #1 TO BE FEATURED

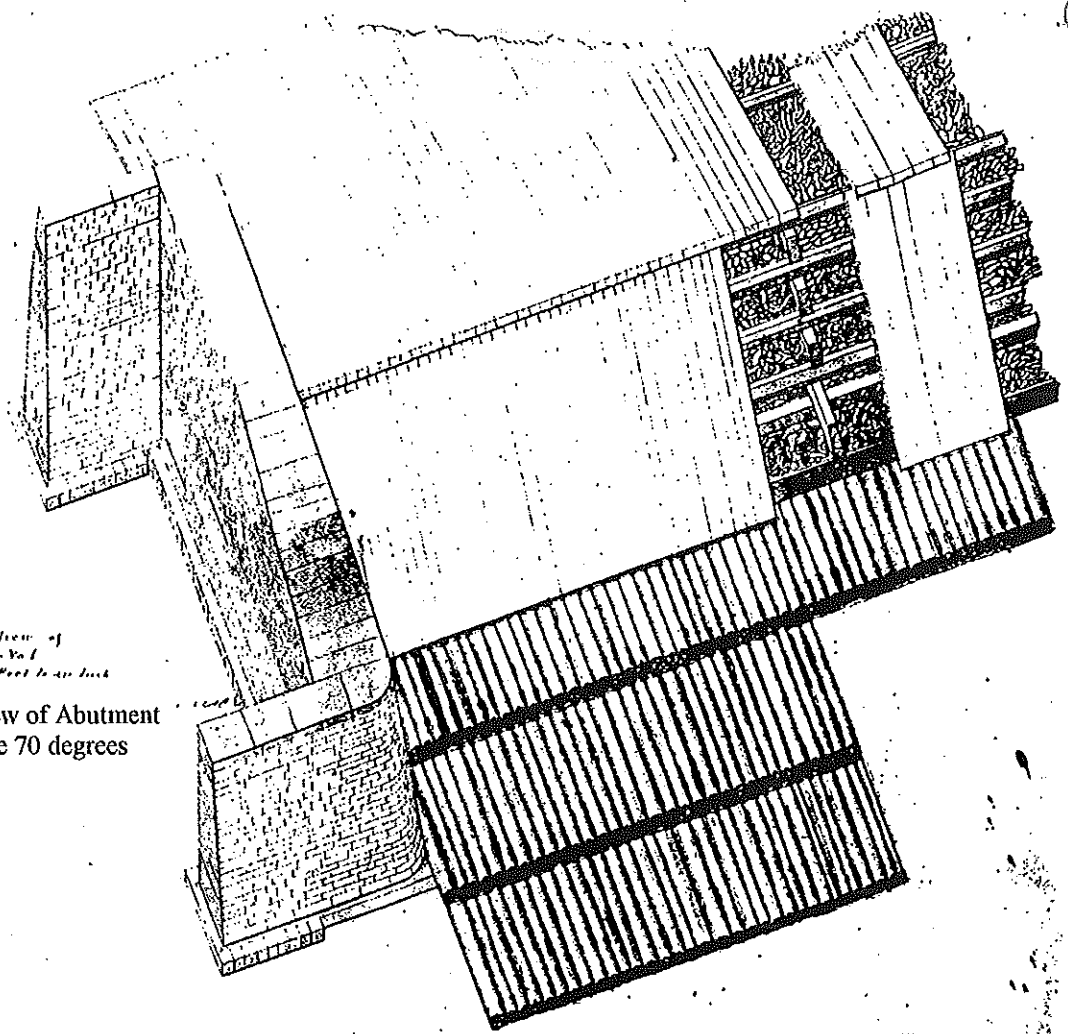
The Canal Society of Indiana's (CSI) fall tour "Canal Passages" of the Whitewater and Cincinnati & Whitewater Canals on October 20-22 will feature Dam # 1 at West Harrison, Indiana. This dam pooled water to feed both canals in Indiana and Ohio. General John Hunt Morgan burned the bridge across this pool on his raid into Indiana on July 13, 1863. On Friday night noted author of *The Longest Raid of the Civil War*, Lester V. Horwitz, will speak about the raid and how Morgan burned the bridge after his guerilla force had struggled across it. We will see the marker CSI places at the site for the Whitewater Canal.

EDITOR: CAROLYN SCHMIDT

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260 432-0279

DAM #1 WEST HARRISON, INDIANA



Is a metrical Perspective View of Abutment and Part of Dam No. 1 Angle 70 degrees Scale 5 1/2 ft to an inch

Is a metrical Perspective View of Abutment and Part of Dam No. 1 Angle 70 degrees Scale 5 1/2 ft to an inch

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THE DAM AT HARRISON FOR THE WHITEWATER CANAL

Charles Whiting, CSI director from Greendale/Lawrenceburg, has searched newspapers and documents to determine if they ever rebuilt Dam #1 at Harrison after the second flood of 1847. That is when the Cincinnati and Whitewater Canal was raised to be fed from Dam #2 since Harrison to Lawrenceburg was out of service. He found that the Lawrenceburg newspapers were missing after March 24, 1849 but located ones for 1850. The papers indicate it was rebuilt. He found a file on Dam 1. He also was given a description of the Harrison Dam by Paul Baudendistel from the notebook of Erasmus Gest. These follow:

March 24, 1849 *Indiana Register* Lawrenceburgh
White Water Valley Canal.
Editor of Register:

Sir —Much has been said and but little done in the months past by our citizens in relation to making repairs on the Canal from this place to Harrison. All feel and acknowledge the importance of the work, but heretofore no plan has been devised by which so desirable an end could be obtained. At length, however, a plan has been chalked out which, with the united efforts of our citizens acting in concert with the White Water Valley Canal Company, the work can be completed by the first day of July next. The Company have appropriated \$40,000 to the repair of this portion of the canal and propose to commence the work immediately, provided the City of Lawrenceburgh, will loan them \$6,000 to enable them to complete the work, for the payment of which they agree to pledge all the tolls and water rents on this end of the Canal until the \$6,000 and interest is paid up. They will also issue the bonds of the Company, to be held by the City, until the debt is paid. Mr. Shoup, agent for the Company, proposes in his individual capacity to guarantee the payment of the amount by mortgage on his property, providing the City would pay a bonus of 1000. By taking the later proposition the City could under no circumstances lose anything but the bonus.

The plan for raising the money to be loaned to the Company is this. The City to issue her bonds in amounts to suit purchasers, say from \$25 to \$100. These bonds to bear an interest of 6 per cent, redeemable in five years —an order to be passed on the books of the City Council, however, appropriating all the tolls and water rents as fast as received to the payment of the \$6,000 of bonds, pro rata.

When the Canal was in operation the receipts at the office in this place amounted to \$4,000 per annum. The receipts are not likely to be less than that amount, when it shall again be in repair; besides we should also have the tolls from Harrison to this point which may

very safely be put down at \$2,000. This will pay the principal of the \$6,000 loan in one year.

These bonds when issued are to be cashed by our citizens and held by them, until paid as above stated. But before any issue of Bonds can be made a vote of the citizens must be taken —an election for that purpose having already been ordered to take place on Monday next, at which the citizens holding two-thirds of the property must vote "for the issue of bonds" or no bonds can be issued. Property held by non-residents not represented, will be counted against the measure. Now we do not believe any citizen will vote issue of bonds directly, but remember to stay away from the polls your property represented, and consequently counted against the issue of bonds. Then we say, see to it. Put your shoulder to the wheel as all good citizens should. Let the Canal be repaired; the Cincinnati and St. Louis and the Rushville Rail Roads be built and Lawrenceburgh, with her Ohio river, Rail road, and Water power, will be behind no town in the State. Let no one fold up his arms and say nothing can be done. We say the Canal can be repaired and will be done at once, if we all do our duty. Then up and at it.

A CITIZEN Lawrenceburgh, March 23

Daily Enquirer Cincinnati April 1, 1849

Lamentations of the Lawrenceburghers

The Lawrenceburgh, Ia., *Register* thus records the calamities of that beautiful place:

"We are poor now, and have been unfortunate. We have been downcast. A combination of circumstances, both fire and flood —have disabled us, and we have for two years been brooding over our misfortunes. We lost our canal by one flood, — we lost our distilleries by another flood, —we lost one of our best flouring mills and our oil mill by fire —we lost many of our citizens and a good deal of property by the flood of '47."

"But misfortune has not altogether destroyed hope or banished enterprise, and we are pleased to say, that the prospects of a recovery from all the calamities that have been afflicted on it, by both fire and flood, is very cheering."

November 15, 1850 *Independent Press* Lawrenceburgh

Imports: Lewis & Eichelberger 2400 bushels of
Wheat by canal

Shipment: 500 barrels of flour to Harrison by canal
boat York

November 22, 1850 *Independent Press* Lawrenceburgh

The Whitewater Canal is in good order and boats continue to arrive and depart but we may from present indications look for a freeze up.

Imports by Lewis & Eichelberger 1650 bushel of
wheat by canal

Erasmus Gest Notebook

White Water Canal

The part between Brookville & Lawrenceburg was put under contract during the fall of 1836. Col. Simpson Torbet, Resident Engineer, Elisha Long Acting commissioner. Martin Coryell Leut Assistant, T. G. R. Noel & Clement Dare Assistants. Length of Line 30 Miles & 36 ch. Lockage from surface of Water in to Pool of Dam across East fork River to surface of Water in Bain at Lawrenceburg 141 1/2 feet = 4.60 feet per mile (36 chains = 4.5 miles, 141.5 / 30.45 miles = 4.6 feet per mile) From thence to low water in the Ohio River 48 feet. High water of the Ohio in 1832 63 feet above low water. 17 Lift Locks & 3 Guard Locks

Estimated Cost

Cost at Contract Prices are offered
Estimates in Nov. 1838

Cost When Complete \$603,759.95 1/2

Money Expended on the White Water Canal
Construction Expenditures

from Commencement up to Dec. 4th 1838	\$564,728.68
From commencement up to M 1st 1837	\$ 1,186.—
Ap 1st to Nov 24th 1837	205,857.06
Dec 8th 1837 to Dec 4th 1838	<u>357,685.62</u>
	\$564,728.68

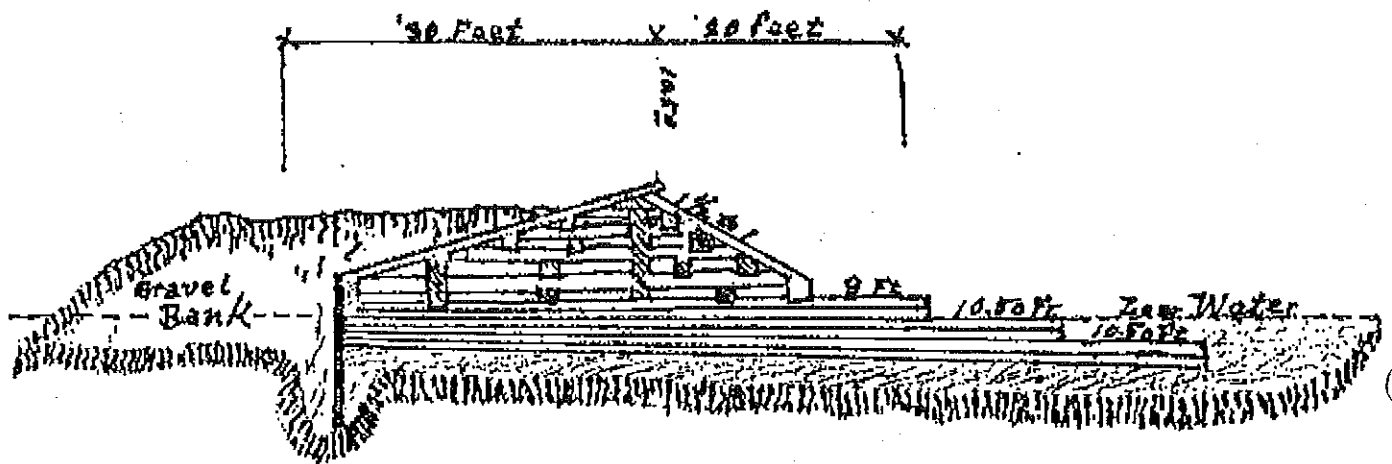
Contingent Expenses from the Commencement to Nov 30th 1836	\$ 4,645.
Nov 30th to Dec 1st 1836	2,614.
Dec 1st to Nov 30th 1837	8,210.
Dec 1st to Dec 1st 1838	<u>11,074.</u>
Total	\$ 26,545.
Cost per mile about	\$ 20,000.

DAM

Dam pit excavated 5 Feet below Low Water. Comb of Dam 8 Foot Above Low Water. Covering Timber 6 inches thick. Range timber 12 inches square. Cross ties 12 inches in Diameter. Round Poles will average about 7 inches Diameter on the top course must be White Oak. The brush must be put in the Pit to the thickness of 3 Feet when compressed with the weight of a Gentleman. Cross Ties will be placed 8 Feet from centre to centre. The range timber must be well joined together by skipplaping. The covering timber must be Fastened to the Range timbers with wrought spikes 14 inches long and 1/2 inch square. Wings of the Abutments extend out 16 Feet from the (?)

Plan of Dam as built across the White Water River
Near Harrison, Ohio by the State of Indiana
Length of Dam 376 feet
Height above low water 8 ft.

The width of the river at the entrance of the canal above this dam some 400 yards is 397 feet there is a bridge built across at that point for wagons & for Horses it is on the Long's Jackson bridge
Plan of 3 aprons of 130 feet each



Dam 1 File

Bill of materials for Dam No. 1

104 Lineal feet will be covered with Timbers 12 ft long and 2 inches deep and not less than 9 inches high to be dressed on all sides = 1248 cubic

48 Lineal ft will be covered with timber 9 ft long 12 in deep and not less than 9 in wide to be dressed on all sides = 432 | 1680

1380 Square feet 2 in plank for foundation

1000" " 2 " " for sheet piling

Bill for Base

470 Round Trees from 8 to 10 inches at the but from 55 to 60 ft in length

470 Round Trees from 8 to 10 inches at the but and from 50 to 55 ft in length

470 Round Trees from 8 to 10 inches at the but and fro 45 to 50 ft in length

470 Round White Oak trees from 8 to 10 inches at the but and from 45 to 50 feet in length

Brush sufficient to cover the base of the dam, from 1 to 2 inches in thickness

Superstructure

10900 Lineal feet, range timber from 10 to 12 inches square

White Oak and in length not less than 18 ft and as much longer as practicable.

To splice on the ties

#48 Round ties not less than 15 inches at the but 45 ft long (Expunged)

48 Round ties not less than 15 inches at the but 37 1/2 ft long

48 Round ties not less than 15 inches at the but 30 ft long

48 Round ties not less than 15 inches at the but 22 1/2 ft long

48 Round ties not less than 15 inches at the but 15 1/2 ft long

1500 Square feet of plank for covering the upper side of Dam 6 in thick in lengths of 20 ft

48 Square feet of plank for covering the upper side of Dam 6 in thick and in lengths of 13 (?) ft

Length of Dam between abutment 375 feet

1940 (?) Square feet of Timber for covering the lower side of the Dam 6 inches thick & in length of 18 1/2 ft

1100 (?) White Oak or Locust Pins 18 in long & 2 in in diameter

1875 Wrought Spikes 14 in long & 5/8 square

1950 Square feet 2 in Plank for Sheet piling at upper end of dam

The covering timber must be of good White Oak

The plank may be of Sycamore or White Oak

1500 Pins for top covering 15 inches long & 1 3/4 in diameter

The Changed Plan

9025 Lineal feet of Range Timber.

5250 Square feet 6 in White Oak plank 14 ft long for covering upper slope

4875 Sq feet in White Oak plank 13 ft long for covering upper slope

5815 Sq ft in White Oak plank 15 1/2 ft long for covering lower slope

2/ 15940

7970 cubic ft

This item to be left out of the bill

Gance (?) Ridde Honish (?) & Co. 1800 spikes _____ unable to read _____

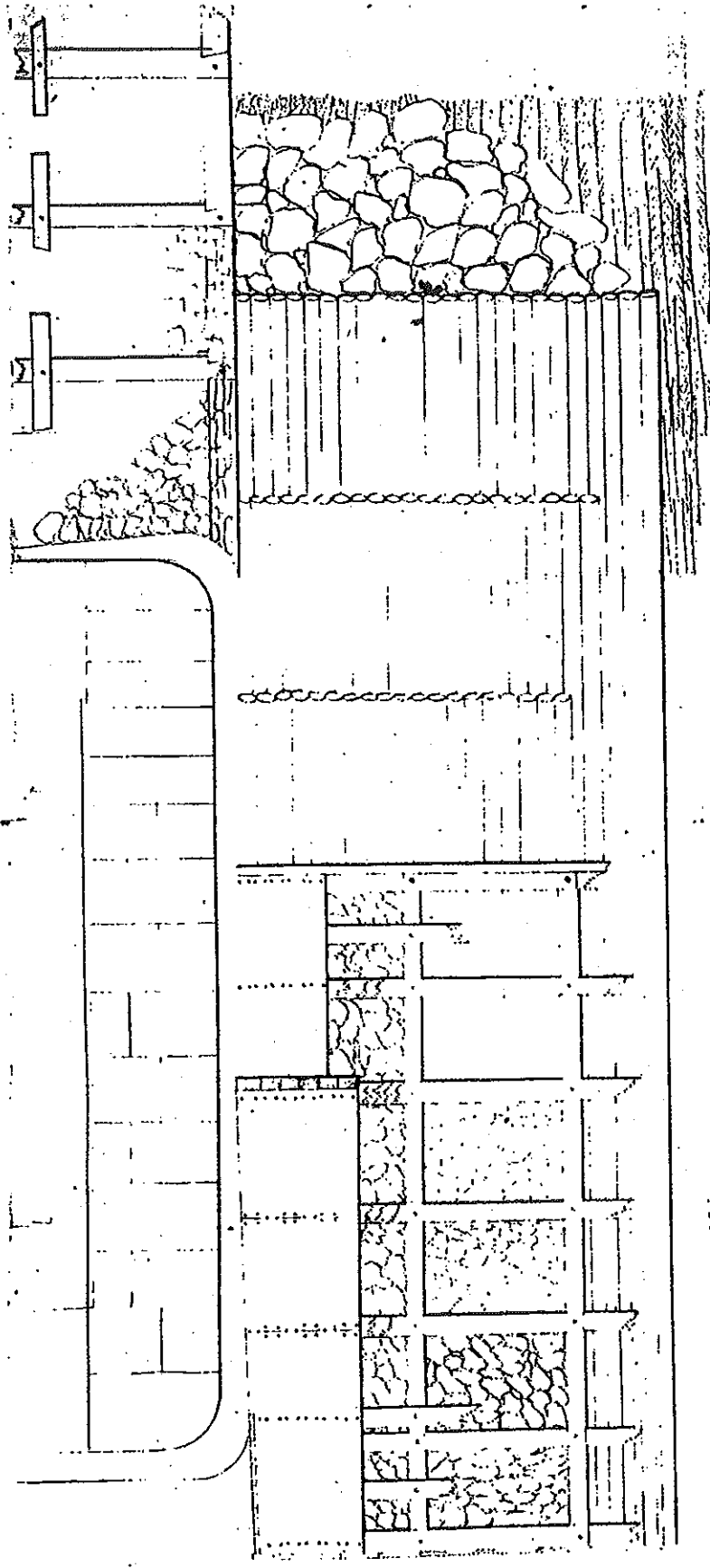
The Plan of Dam No 2-1 White Water Canal on the next page has this information given on the right side of the diagram:

Reference
From comb of Dam to foot of Lower slope 12 feet
From comb of Dam to foot of Upper slope 24 feet
From foot of lower slope to end of top trees 9 feet
From this to end of next step 10 1/2 feet
From this to end of next step 10 1/2 feet
Brush will extend below end of trees 10 feet
Spikes per lower slope must be rugged
4 large iron bolts will be driven through the rabbit stick into each of the 72 inch poles 2 feet long.
The 12 inch poles will be spaced 8 feet apart & the Rabbit Stick bore 3 inches into them.
The lower covering must be fitted very evenly at top and bottom and must bear very firmly on every linear timber
Top of the Abutment 15 feet a Bottom 7.30 B
Low Water 4.50 B

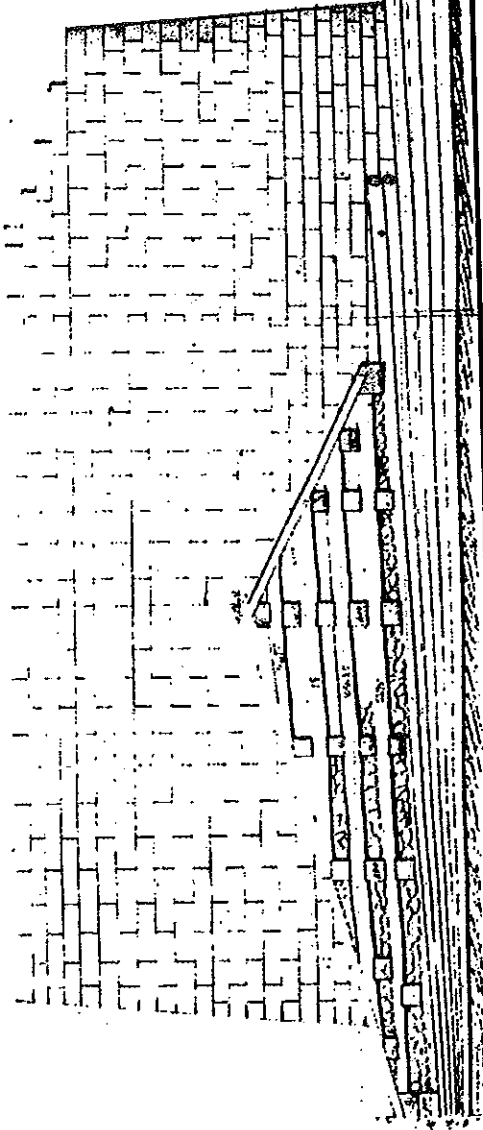
Reference

From south of Dam to foot of lower slope 10 feet
 From foot of lower slope to south of top line 10
 From top of each of upper slope 10
 Bank will extend below and through
 1/2 mile for lower slope and through
 and extend south of the dam to the
 1/2 mile or more to the foot of the lower slope
 The lower slope must be filled with
 top soil bottom and must be very steady on every
 lower slope

Top of the dam must be finished 1000.



PLAN OF DAM No. 2-1
 State-Maple Can.



SPECIFICATION

FOR BUILDING DAMS ON THE

WHITEWATER CANAL.

DAM NO. 1.

The Dam will be raised 11 feet high from low water, and will be 375 feet in length between abutments. Its base, measuring with the stream and including apron, will be 78 feet, that is, 48 feet below the comb or spill of the Dam and 30 feet above that point.

The whole base of the structure as above described, will be excavated to the depth of 3 feet below low water. The Dam will then be commenced by covering the whole extent of its base with fine brush to be laid on in such quantities as to make a thickness of about 2 feet with the weight of a man standing on it—the brushing to be commenced at the lower side and to be placed in regular tiers of the full thickness, with the tops always on the bed of the stream, and the butts of each tier on the tops of the tier next below it.

Unhewn trees from 50 to 60 feet long, 8 to 12 inches diameter at the stump, and as straight as the forest will furnish, will next be brought on and laid with the current, the tops being placed up stream, and the butts or stump ends projecting below the crib for the purpose of an apron. With these the Dam will be raised to the height of one foot above low water; the several layers of trees to be so placed that the butts will form a succession of benches or steps to receive and break the descending floods. The bottom courses of this tree foundation or apron will extend 33 feet and the upper courses 8 feet below the foot of lower slope. The upper courses of trees, amounting to about one third the whole number, must be oak; the remainder may be any kind of sound hard timber. The intestines in the trees and brush will be filled with small stone and coarse gravel as the work progresses.

Upon this foundation of trees and brush, a crib will be erected about 10 feet high, with 45 feet base, having a slope of 11 base to one rise on the lower side, and 3 feet base to one rise on the upper side, drawn to a point at top like the roof of a cabin. The range timbers of the crib stretching across the stream will be

hewn on three sides and will be placed about 7½ feet apart from centre to centre. The cross ties will be unhewn, except where they intersect the range timbers, and will be placed 8 feet apart.

The range and cross timbers where they cross each other will be strongly locked together by notching dovetailing and treenailing. The crib will be filled with stone. Both the upper and lower slopes of the crib will be covered with six inch plank, jointed with a water joint and secured with spikes 14 inches long and 5-8 square. At the upper side of the crib a row of sheet piling will be driven 2ft below base of dam, connecting at top with foot of covering timber so as entirely to cut off the water either through or under the structure. The dam will then be finished by placing a large bank or mound of course gravel above the crib, at least 8ft deep on the foot of the upper slope.

Should it be found necessary the bed of the stream at the most suitable point below the Dam will be raised one foot with stone & brush so as to place the whole of the timber foundation under water, and thereby prevent the possibility of decay.

The abutments will be 50ft long, with wings both at the upper and lower end extending 24ft into the bank at right angles to the face. They will be formed of course hammer dressed masonry. (See specification for masonry.)

DAM No. 2.

This dam will be 14ft high from low water and 285ft long between abutments. The plan and manner of its construction will be the same generally with that just described, for Dam No. 1, (see plan.)

DAM No. 3, across the East Fork,

Will be 11ft high and 190ft long between abutments. The base of the Dam, the form of crib and the mode of construction, will correspond in every particular with the specification for DAM No. 1.

The bed of the stream where these dams are to be constructed is suppose to be gravel and sand.

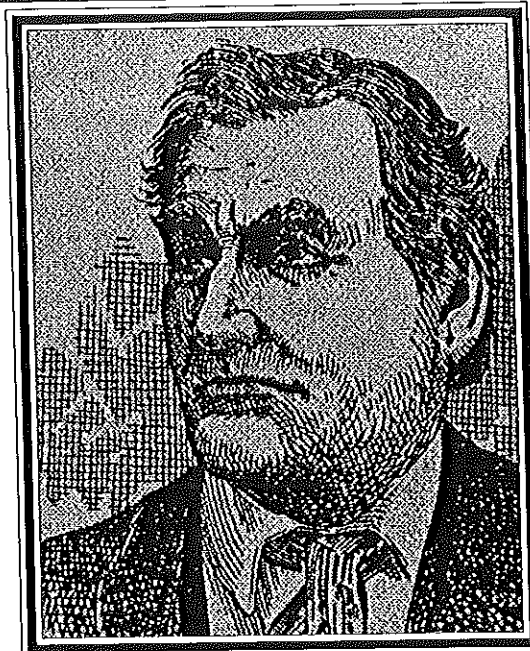
CANAWLERS AT REST

PETER KISER

b. August 10, 1810
d. October 4, 1890

By Robert F. Schmidt

Drawing from Pioneers Resting in Historic Lindenwood



Peter Kiser was the son of Richard Kiser, a soldier with General Hull's force that surrendered at Detroit in August in the War of 1812, and Rebecca Mossland Kiser. Richard was born in Rockingham County, Virginia, and Rebecca was from Cape May, New Jersey. They moved to Montgomery County, Ohio, and were married there in 1800.

Peter was born on August 10, 1810, in Greene County not far from Dayton, which is in Montgomery County. He was of German decent.

In 1822 his family moved to a frontier settlement called Shane's Prairie in Mercer County, Ohio. There were no schools for Peter to attend. He obtained a job as a hand on flat-boats, which at that time conveyed the products of the Northwest to New Orleans. He also made his first trip to Fort Wayne driving several head of hogs that year.

The little village around the fort was just beginning to grow. The fort that Anthony Wayne had established in 1794 had been moved and rebuilt in 1800, and again rebuilt by Major Whistler in 1815. This US military post was finally abandoned in 1819 when troops were withdrawn after the threat of Indian siege and British invasion had disappeared. The Indian Agency, which remained in Fort Wayne, had been consolidated in April of 1818 with the Piqua agency headed by Col. John Johnson. By 1820 Benjamin Stickney, who was the Indian Agent for 9 years, had moved to Port Lawrence (Toledo). The Indian Agency in Fort Wayne, which was responsible for Indian relations and annuity distributions, passed through Dr William Turner, John Hays, and Benjamin B. Kercheval. Finally, in 1823 John Tipton was appointed Indian Agent by President James Monroe.

When the county was being organized in 1823 it was John Tipton who suggested the name Allen in honor of the man who had help lift the siege of the fort in 1812 and who died a hero at the Battle of the Raisin (John Allen of Kentucky 1772-1813 age 40). Counties in Ohio and Kentucky are also named for Allen.

Apparently Peter did a good job driving hogs because he was contracted in 1825 by General John Tipton, Indian Agent in Fort Wayne, to supply meat rations for the Indians while treaties and affairs were being negotiated. He also conveyed provisions to the emigrants' Indian Mission at Niles in the Michigan Territory. Other future agents employed him to supply meat until 1846.

In 1828 Peter joined Wayne Lodge of Masons. The organizations records were lost. He was a worthy and accepted member. He later was present at the re-organization of Wayne Lodge No. 25.

Peter Kiser may have made several trips to Fort Wayne, but he didn't permanently locate here until 1832 (age 22). Having grown up with hog raising it was natural that he became a butcher. He was a blunt, six-foot-tall, stocky young man later weighing 300 pounds and could easily handle the task of slaughtering.

The Temperance Society was organized by Reverend James Chute in the spring of 1832 after finding two similar groups had already been organized. One was for people of all classes and the other for young men. Chute held weekly society meetings at which he tried to encourage the influential men of Fort Wayne to prevent the issuing of whiskey to canal workers. Not everyone agreed on what temperance was. Did it mean total abstinence or temperance in the use of alcohol? Was it a moral issue or a legal one? The immigrants were espe-

cially opposed to temperance of any kind. Peter Kiser also opposed the movement and asked the temperance leaders "to be temperate in all things and not denounce their fellow man so intemperately." By September of that year Chute had 112 members. However, his efforts were of little consequence with the German and Irish who came to work as laborers in Indiana.

In 1833 Peter was associated with Francis Comparet in the pork and provision business. He became a leading merchant in the town selling everything from buttons to grindstones. At that time one of the greatest threats to any business was fire, so it was only natural that Peter should become a member of the fire company, which had been organized in 1834. He is included on their membership list of 1839. This was the forerunner of the famed "Anthony Waynes," which organized in 1841.

Peter erected Fort Wayne's first market-house in 1835. It was said that since he was the first and only butcher in Fort Wayne, when he slaughtered there was fresh meat and when he didn't the people would be eating processed meat such as cured bacon or salted pork.

A major event in Peter's life came at age 32 on October 2, 1842, when he married a Well's Co. girl, Rebecca Snyder, age 22, (b. Sept. 1820, d. Feb. 17, 1893). They were married for 48 years.

Peter and Rebecca had eight children - all boys. One was named Charles. In *Reminiscences of Old Fort Wayne*, Charles states, "I can well remember when the packets used to run here on the Canal, and I recall my great anxiety to have a chance to ride on one of them. They seemed grand to us then. Talk about your Pullman packets, they had them in those days, but they were pulled by mules. They made on an average about three miles an hour, depending upon the stages of water. If the water was low, they could not go so fast. The packets had a bell on them and a tin horn. They would ring the bell on coming into the city. The lock and bridge tenders were notified of the coming of the boat by means of the horn." Another son, Peter, was born on Aug. 19, 1846 and died May 22, 1866 at age 20. His grave stone is near those of his father and mother.

Peter, our subject, never received a proper education. He could neither read nor write, but he did not let that keep him from becoming a successful merchant. At one time he was the Market Master at the Barr Street market in Ft. Wayne where stalls could be rented for \$5 per year. He oversaw weights, measures, and vendors activities.

In his establishment at 617 Calhoun Street in Fort Wayne, Peter used a system of marking characters

on the joists of his building to keep accounts. One day a customer came in to settle his account with cash. While tallying the characters, Peter added "you also got some cheese." The client replied "no, I did not, it was a grindstone" Kiser replied "that's right. I forgot to put a hole in the center." The system worked and the customer settled his account with cash.

Alexander Comparet, the son of Peter's associate Francis Comparet, related the following interesting account concerning canal scrip and how Peter as a merchant dealt with it: "Kiser stepped out of his store and went up Columbia Street for a short stay, I remaining to look after the business. A man with a yoke of cattle drove up to the store and came in and wished a barrel of flour. I said, 'all right.' He wanted to know the price of the flour. I said, 'five dollars.' He ordered a barrel and I rolled it out on the walk where handed me this scrip just from the mint. We rolled it on his cart and he pulled out. Kiser soon returned and I handed him the bill received. He said, 'What did you sell for that?' I said, 'a barrel of flour.' He said 'we cannot sell flour for white dog!' nicknaming it. I told him the [name of the] man who was well known and Kiser started out and overtook him on Berry Street, where he had stopped to transact some business. Kiser got other money for his flour, and after returning told me that 'white dog' was only worth 40 cents on the dollar. It was good at its face value only for canal lands.

Apparently Alexander Comparet learned a valuable lesson, because later he relates how he went to Logansport with hard cash to pay for some canal land for Thomas Hamilton. While in Logansport he was able to negotiate with a script trader. He obtained some script in an exchange, paid for the canal lands and was able to save \$25, which Mr. Hamilton allowed him to keep since he had his land in full value. Alexander had earned the extra money by careful negotiation.

As a supporter of canals, Peter Kiser offered to provide a free barbecue dinner for the July 4, 1843, grand canal celebration in Fort Wayne. In preparation for this event he traveled to Lafayette. There on the Wea prairie just south of the town he acquired two oxen (castrated bulls) for the roast. His plan was to load them on a canal boat and transport them to Fort Wayne where they would be slaughtered and roasted. The oxen must have learned of his plan for they refused to board the canal boat. Peter was undaunted. He drove them for 120 miles in 11 days along the Wabash & Erie Canal towpath to Fort Wayne. They arrived in time and a great feast was enjoyed by the exuberant crowd gathered on the Swinney grounds. This event reveals Peters persistence at whatever he undertook and his generosity.

Peter Kiser was involved with many other civic

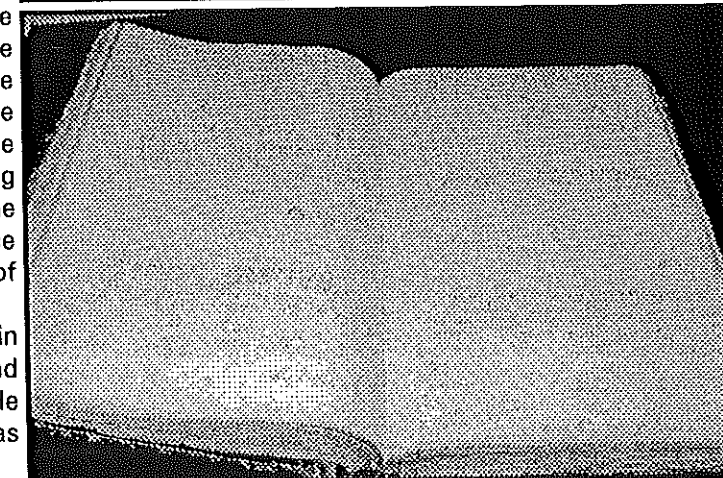
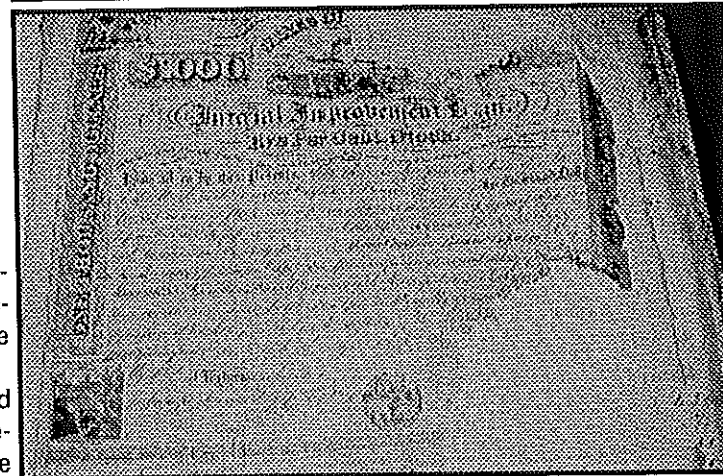
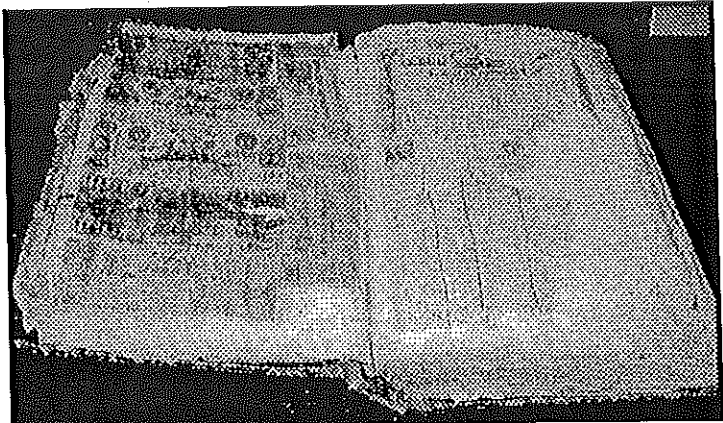
activities. In 1841 the Fort Wayne Guards was organized as a military organization and Peter was the standard bearer. In 1847 Peter as a Democrat was elected to the state legislature. He fulfilled that term. In 1867 he once again served in the legislature. He was active in promoting the free school system of Indiana. He also was a Mason. He was regarded as a local dignitary.

In the Fort Wayne city election of 1851 Peter was elected to the Board of Alderman along with Oliver W. Jefferds, Ochmig Bird, James Howe, D. P. Hartman and Robert Armstrong. All six men were re-elected in 1852.

The 1860 Census for Fort Wayne, Allen County, Indiana lists the Kiser residence as including:

Name	Age	Sex	Occupation	Real Estate Value	Personal Estate Value	Place of Birth
Peter Kiser	50	M	Dry Goods Market	10000	3000	Ohio
Rebecca *	40	F				do
Charles *	18	M	Clerk			Indiana
Peter *	14	M				do
Ellis *	12	M				do
Bryson *	10	M				do
Wayne *	7	M				do
Francis *	5	M				do
Catherine Murray	20	F	Housemaid			Ireland
Hiram S. Wells	24	M	Clerk			Mass.

probably endeavor to avoid the payment of so small a sum. The coroner brought back the horse and wagon and the contents of the latter, to the city. Further facts will doubtless appear at the inquest."



"On April 7, 1875 the Fort Wayne Weekly Sentinel reported: FOUND DROWNED - In the Canal Bed, between Here and New Haven - A Wagon on Top of the Dead Man - The Supposed Cause of the Accident

"Early this morning Coroner Webb was informed that a man had been found drowned in the canal, between here and New Haven. He went over to the place designated, and there discovered the person to be one Dracher, who lives some four or five miles the other side of New Haven. A horse and wagon stood near by, the latter having been found in the canal, and, under it, the body of Dracher. At this point on the tow path a large quantity of dirt had been thrown up, and in driving along at night, it is supposed the obstruction overturned the wagon and threw the driver into the canal, from whence he was unable to get out - the vehicle being on top of him.

"The body was brought to the city and place in the morgue. Coroner Webb empaneled (sic) a jury, and Dr. Dills was summoned to make an investigation. He being called away, the inquest and examination was postponed until this evening.

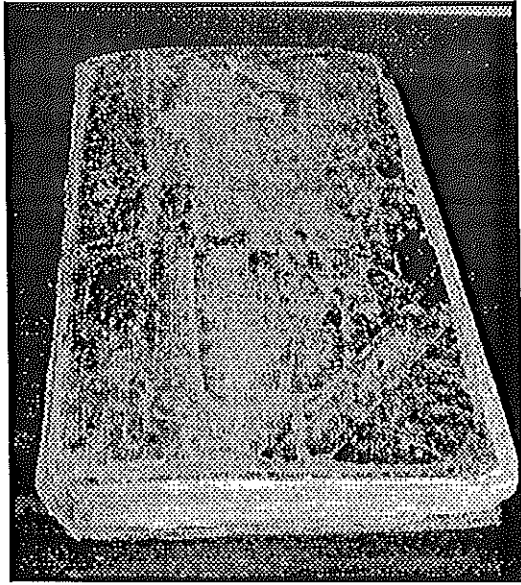
"On the person of the dead man was a new coat, his dress generally being very good. Some \$6 and over was also found in his pocket. In the wagon was a new stove which deceased was seen purchasing at a hardware store on Columbia street yesterday. He also bought his coat at Peter Kiser's establishment the same day, and toward evening set out for home. Why he should drive on the tow path is not clear, unless to avoid toll, though the toll gate keeper states that Dracher was not a stingy sort of a man, and would not

Top: Peter Kiser pasted one, two, five and one hundred dollar canal notes on the left hand side and a one thousand dollar 5% stock certificate on the right hand side of the old toll book.

Center: This one thousand dollar Internal Improvement Loan for 5% stock is one of several within the toll book.

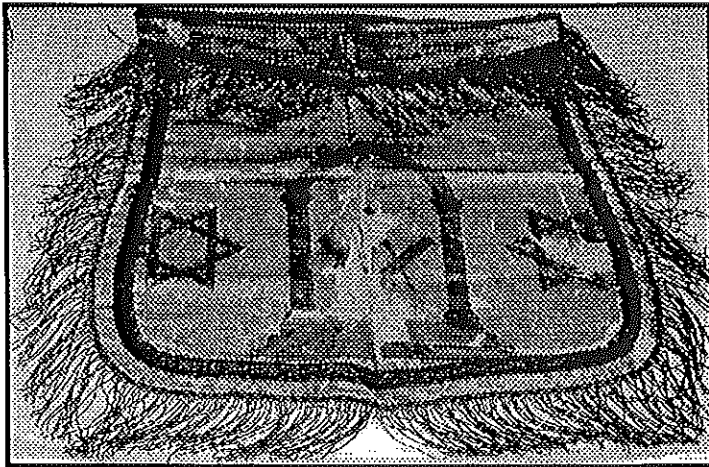
Bottom: Toward the back of the book the old toll records can still be seen. These give the date, the captain, where the boat originated, show the cargo, give the weight and the toll.

Photos by Bob Schmidt



In 1885, ten years after the above incident, Peter Kiser gave up his business on Calhoun Street. It was successful for forty-one years.

As the canal era came to an end Peter was still proud of his association with the great waterway. Whenever there was a parade, he could be seen walking with pride, carrying an old Fort Wayne canal toll book under his arm. He had filled the book with memorabilia such as bonds with coupons attached, bill of ladings, flyers etc., which he had collected from the canal era. This book can still be seen today in the History Center in Fort Wayne. Also saved was Peter's well preserved Masonic apron and the cannon that was fired during the 1843 opening ceremony of the Wabash and Erie Canal.



Peter died on October 4, 1890. Rebecca followed him in death around two years later. Both are buried in Fort Wayne's Lindenwood Cemetery - Sec J Lot 95. A large stone marks the Kiser family plot with smaller head stones for Father (Peter), Mother (Rebecca) and Peter (their son).

In a biographical sketch in the *History of Allen County Indiana* the Hon. Peter Kiser is described by F.P. Randall as follows:

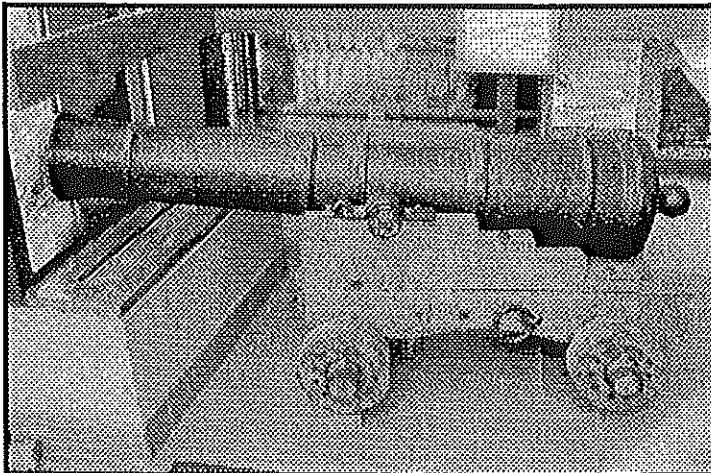
"By a close attention to business, he has secured a competency for himself and family. A man of strict honesty and integrity; in business affairs his word was as good as his bond; at heart one of the kindest of men; his charity and benevolence will be long remembered by many of the poor and needy of the county, who have received food and clothing from his liberal hands, and when asked from us to go up higher few men will be more kindly remembered than Peter Kiser."

Top: This old canal toll book was carried in parades by Peter Kiser.

Center: Peter Kiser's Masonic apron was donated by his son Charles Kiser to the History Center. It is 14 inches by 15 inches in size and has a gold wire fringe around its border. The Masonic emblem is embroidered in gold and red thread. There is also gold printing on the apron that has turned brown. The apron is disintegrating.

Photos by Bob Schmidt

Peter Kiser represents an ordinary citizen, who loved his community and strove for success despite his lack of formal education. He will be remembered for his many endeavors to make Fort Wayne a better place. Peter truly represents the commercial spirit of the canal. Rest in peace, Peter Kiser.



This artillery piece, (often called a six-pounder because the cannon ball weighed six-pounds) was cast at the Carron Foundry in Scotland. It was on one of the British ships off Put-in-Bay Island in September 1813, when Perry was victorious during the Battle of Lake Erie. After the War the cannon was brought to Fort Wayne. In 1843, it was fired during the opening ceremony of the Wabash and Erie Canal. Later, the cannon served as a hitching post at the Randall home. In 1910 the cannon was given to the City of Fort Wayne to be used as a memorial. In 1960, the cannon was given to the Allen County-Fort Wayne Historical Society. Photo by Bob Schmidt

Sources:

Elliot, Randy. *The History Center*. Ft. Wayne, IN.

Fort Wayne Weekly Sentinel. April 7, 1875.

Griswold, Bert J. *The Pictorial History of Fort Wayne, Indiana*. Chicago, IL: Robert O Law Company, 1917.

Helm, T. B. *History of Allen County Indiana*. Kingman Brothers. 1880.

Pioneers Resting in Historic Lindenwood. Ft. Wayne, IN: Lindenwood Historical Foundation, 1989 originally published in the Fort Wayne Newspapers.

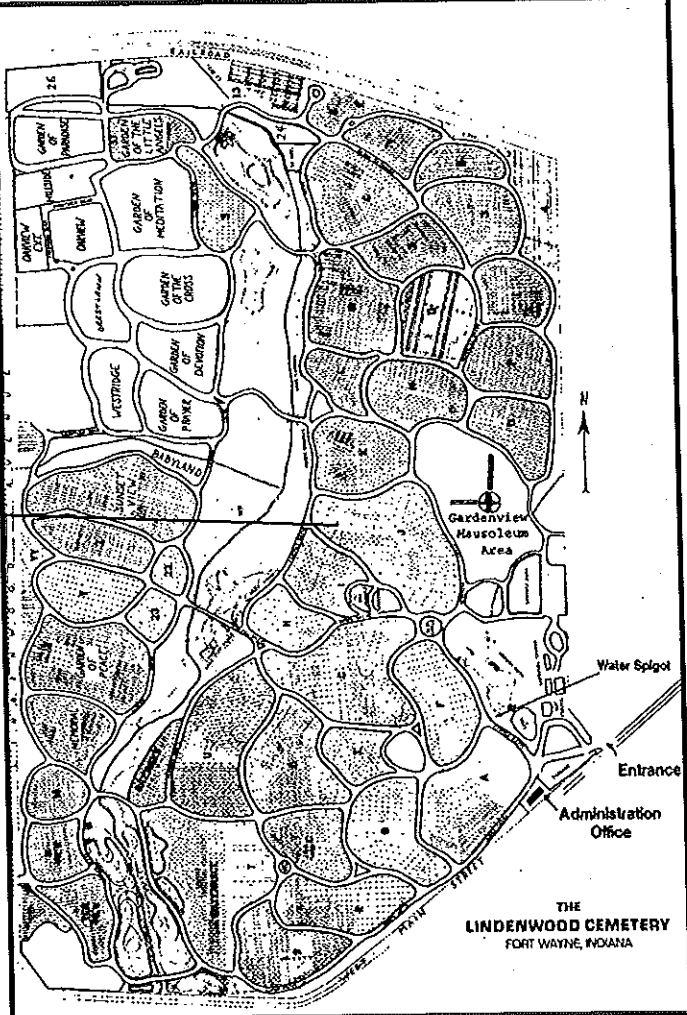
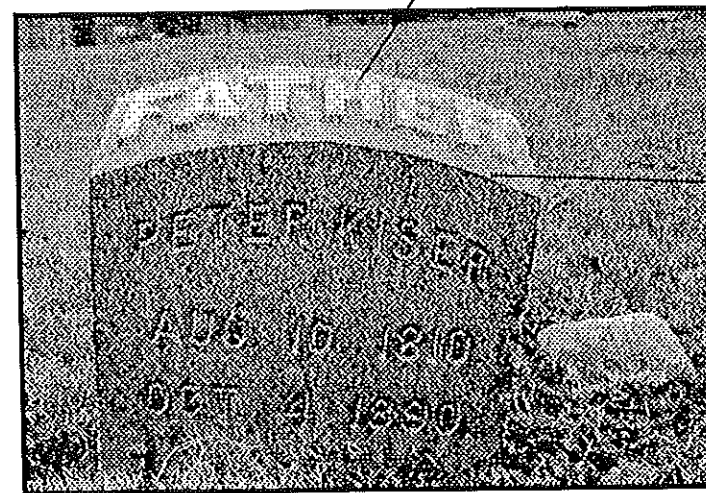
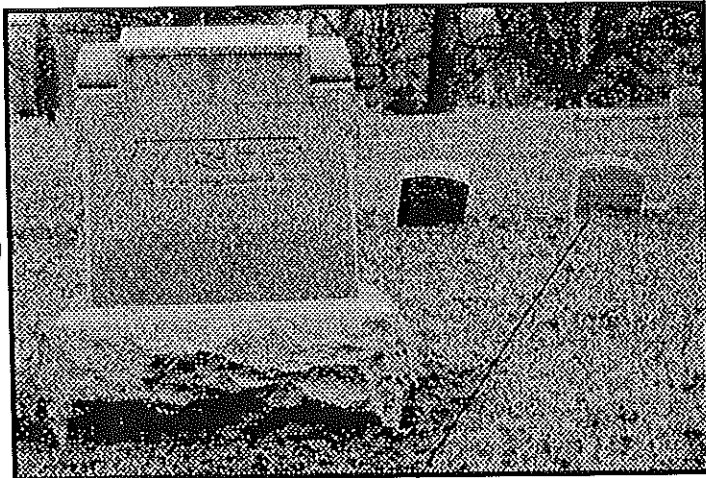
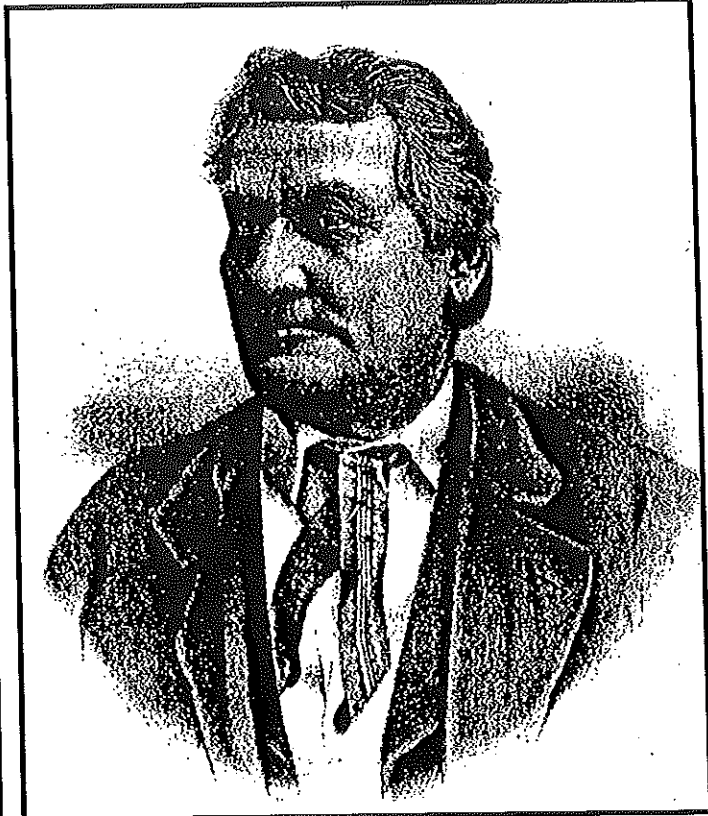
Poinsatte, Charles R. *Fort Wayne During the Canal Era 1828-1855*. Indianapolis, IN: Indiana Historical Bureau, 1969.

Reminiscences of A. C. Comparet. Fort Wayne, IN: Allen County - Fort Wayne Historical Society, 1962.

Reminiscences of Old Fort Wayne. Fort Wayne, IN: Allen County Fort Wayne Public Library, 1906.

The Bicentennial Trail Committee. *On The Heritage Trail*. Ft. Wayne, IN: ARCH, Inc., 1994.

With special thanks to Randy Elliot, who spent his time accessing the Kiser items in storage at The History Center in Fort Wayne, and to The History Center for allowing them be published.



Top: The Kiser plot marker is in Section J of Lindenwood Cemetery in Fort Wayne, Indiana. Peter Kiser's head stone is on Lot 95. His wife's headstone is to the left of his. His son Peter's headstone is further to the left of her stone.
Photos of the Kiser and Father markers by Bob Schmidt

St. Andrew Bypass Canal, Lock, and Dam: Lockport, Manitoba

By Richard F. Brown, Jr., AICP

During the summer of 2005, our family traveled on a fascinating journey across the Great Plains and Canadian Prairie. The adventure was planned because our oldest son, Jonathan, was a member of the University of Michigan Solar Car team (nicknamed Team Momentum) and they were competing in the 2005 North American Solar Challenge. Our family decided to follow the entire 2,500 mile long event through Texas, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, Manitoba, Saskatchewan, and Alberta.

The contest began in Austin, Texas, and proceeded north across the middle of the continent to Winnipeg, Canada, where the 20 collegiate teams competing in the event took a mandatory break. While in Winnipeg, we took advantage of the time to visit local landmarks such as the Royal Canadian Mint, The Forks National Heritage Site, the Manitoba Museum, Lower Fort Garry National Historic Site, and the St. Andrew Bypass Canal, Lock, and Dam in nearby Lockport, Manitoba.

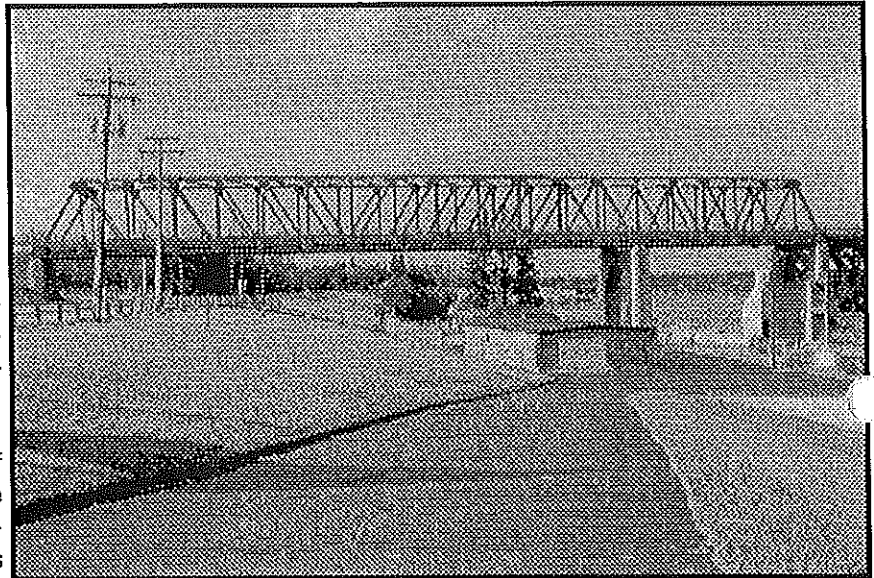
I had never previously thought of Winnipeg as being a center of waterborne transportation. As it turns out, the city developed as an important river crossroads where the Red River of the North is joined by the Assiniboine River in the heart of downtown at The Forks National Historic Site (Parks Canada). Winnipeg first developed as a meeting place reached by canoe, then as a shipping point for the fur trade, and later as a river port for steamboat travel and agricultural products (Parks Canada). Today, the City of Winnipeg is an important railroad crossroads.

Construction of the canal, lock, and dam complex began in 1907 and was completed in 1910 to facilitate steamboat transportation between the City of Winnipeg and Lake Winnipeg, as well as Edmonton, Alberta located on the North Saskatchewan River (www.pch.gc.ca). Navigation on the Red River of the North had been impeded by the Lister Rapids (a.k.a. the St. Andrew Rapids), which are located upstream from the lock and dam (www.tc.ca).

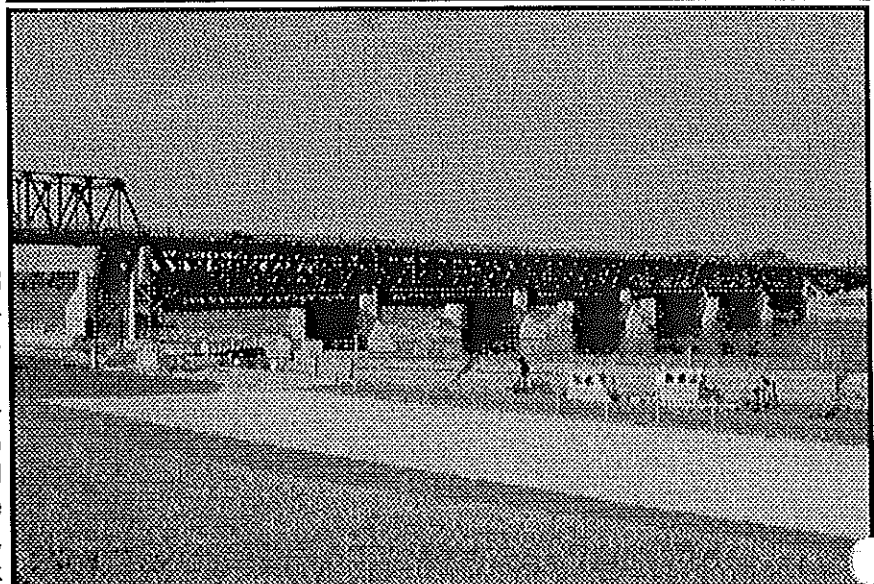
The unique design of this impressive

complex consists of the only curtain bridge-dam built in North America and the largest ever constructed (www.pch.gc.ca). A steel truss bridge is located above the lock and dam. The dam consists of adjustable wood lath curtains which can be rolled to varying levels in order to set safe navigation water levels and control spring freshets on the river (www.pch.gc.ca and www.tc.ca). The dam is nearly 718 feet in length, excluding the lock and the entire structure was designated as a National Historic Site in 1995 (www.tc.ca).

The following are three photographs taken in the summer of 2005 showing the bridge, lock, and short bypass canal along the Red River of the North at Lockport, Manitoba, just northeast of Winnipeg.

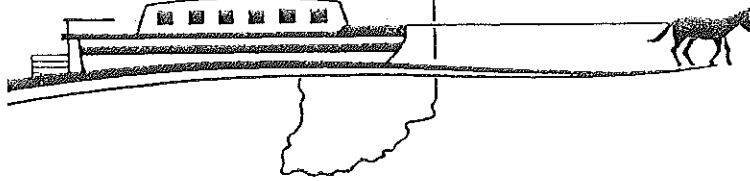


Looking north towards the bridge and canal lock
Photo by Richard Brown



Looking northeast towards the canal, lock and bridge
Photo by Richard Brown

CANAL SOCIETY of Indiana



P.O. Box 40087
Ft. Wayne, IN 46804

Aug 4, 2006

Canaling Friends:

In 2007 the Canal Society of Indiana will celebrate its 25th Anniversary as a statewide historical organization. We were originally formed on May 22, 1982 at the History Center in Fort Wayne. To celebrate this special year, CSI is planning a grand spring event at the Delphi Canal Park on May 4-6, 2007, and our fall tour will be an Erie Canal boat trip from Syracuse – Albany **Mon. Aug 27 – Wed. Aug 29, 2007**.

Some of you were on the Erie Canal trip in Oct 2003, when we traveled from Syracuse to Buffalo. This 2007 trip is the other half of the 363 mile waterway.

The tour is on the Emita II

- She's a refitted Casco Bay ferry, 65 feet long and 22 feet wide.
- She carries an intimate complement of 42 passengers, captain and crew of seven.
- houses dining/lounge area, bar, small library, open front deck and efficient galley.
- Her upper deck offers open space, a shade canopy, comfortable seats, tables for cards and a fantastic view.
- What's included?
- Each day includes cruising on the canal, several lockings and lively commentary.
- Each trip features a tour of a working lock and a historical site (conditions permitting).
- Meals, simply prepared, bountiful and delicious are served on board.
- Overnight accommodations are at comfortable hotels nearby.
- One-way Itineraries include the return by motor coach.



See website: www.midlakesnav.com

The cost for the 3 day trip is based on lodging as follows:

1 - person room	\$ 620.00	each person
2 - person room	\$ 570.00	" "
3 or 4 - person room	\$ 530.00	" "

This includes: 2 nights lodging in local hotels, meals for 3 days, all gratuities, luggage handling, local transportation and busing back to the dock (free parking for your car) near the loading dock at:

Syracuse Eastbound: Brewerton at Oneida Lake, 20 minutes on I-81 north of Syracuse.

You are on your own for lodging near Syracuse, NY on Sun. Aug 26 and Wed. Aug 29 plus any other travel coming or going. It is 485 miles from Ft. Wayne to Syracuse.

The tour is limited to 42 passengers. We plan to fill the entire boat with CSI and guests from the Canal Society of Ohio. To be sure you are "on the boat" we need to know your plans in advance. A partial cash payment of \$200 per person will be required in early January 2007 with the balance in early July just before the trip. You will receive billing notices and more tour details, maps, suggested hotels and attractions to visit.

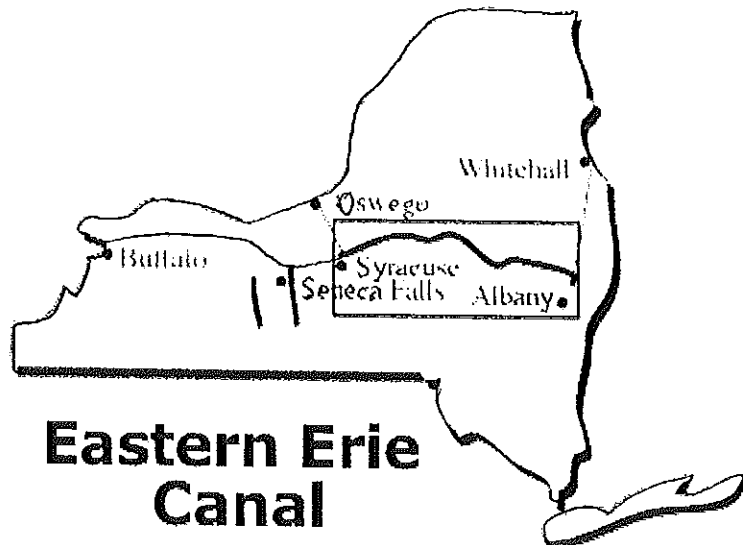
This is a great opportunity to travel on the historic Erie Canal with friends who love the canal and its history. We need to know now, how many of you plan to participate in this Anniversary event. Your response will be given priority in order received so please reply as soon as possible to reserve your seats.

Questions call (260) 432-0279 or E-mail Indcanal@aol.com

BS

Bob Schmidt
President - CSI

- Rome where the construction of the Erie Canal began
- Oneida Lake, fisherman's heaven!
- Albany/Troy to Syracuse. **3 Days**
- Syracuse to Albany/Troy. **3 Day**



TWO UPCOMING WHITEWATER EVENTS

September 8 - 10

CANAL DAYS IN CAMBRIDGE CITY

Sept. 9, 1-5 p.m. – Tour of 4 western Wayne County homes & Dublin Friends Church

Ticket \$8 in advance, \$10 at door

SASE before Sept 1 to PO Box 254, Cambridge City, IN 47327

Quilts on display at Dublin Friends Church, donations for missions accepted

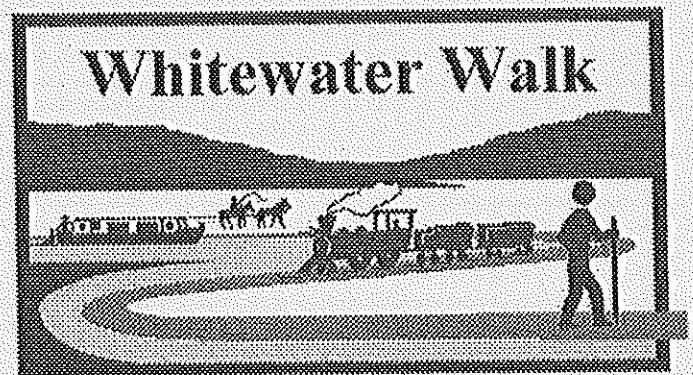
Sept. 9 afternoon – 1847 Vinton House third floor exhibits of Whitewater Canal,
National Road, Quakers, Underground Railroad in Wayne County

Sept. 10, 2 p.m.--Parade

September 24 - October 1

WALK FOR WHITEWATER CANAL CORRIDOR SCENIC BYWAY

An 8 day walk through 4 counties in the Whitewater Valley from Hagerstown to Lawrenceburg is planned in an effort to achieve State designation for the Whitewater Canal Corridor Scenic Byway and the Whitewater Valley Interpretive Park. Two days will be spent in each county. Information gathered throughout the event will later be used in the Interpretive Center to be located on Highway 52, across from the Historic Village of Metamora.



Logo by Paul Baudendistel

Registration Fee: \$20 per person Fee will be waived for pledges totaling \$50.00 or more.

Sept. 24-25 Wayne County starting at Hagerstown

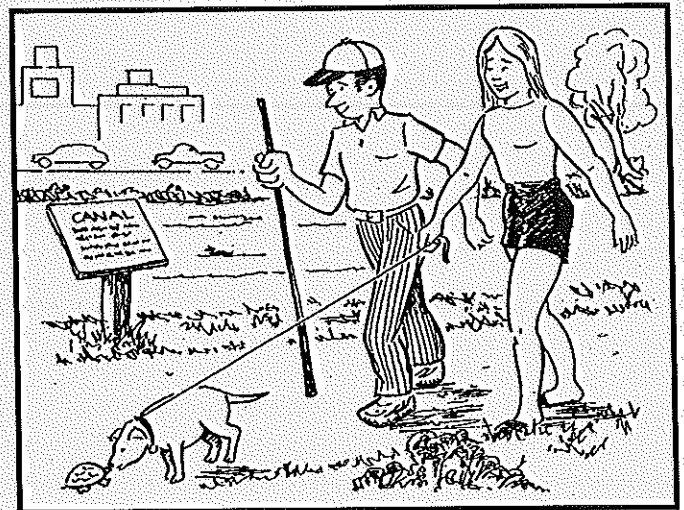
Sept. 26-27 Fayette County

Sept. 28-29 Franklin County

Sept. 30- Oct. 1 Dearborn County to Lawrenceburg

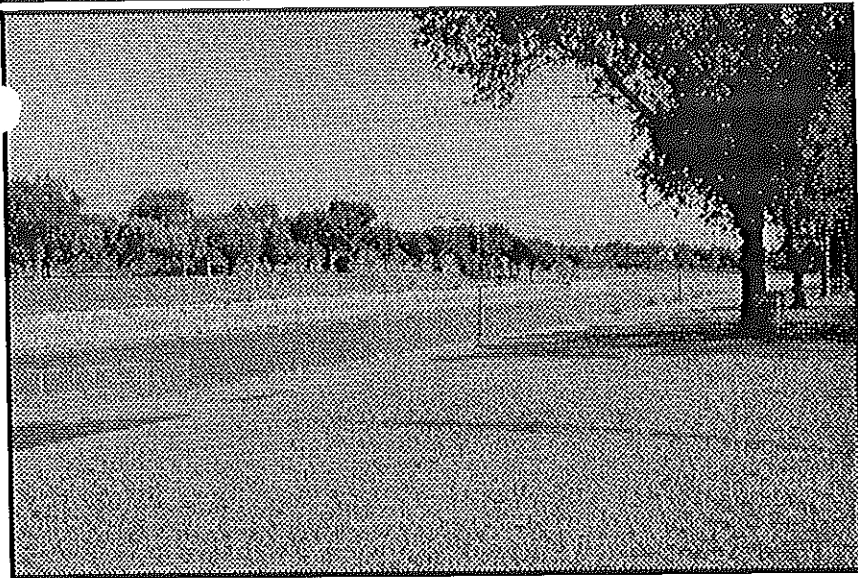
For more information about the walk, maps, specific county dates, or for signing a pledge card to show support call (765) 647-3360

T-shirts will be sold



Drawing by Nate Tagmeyer

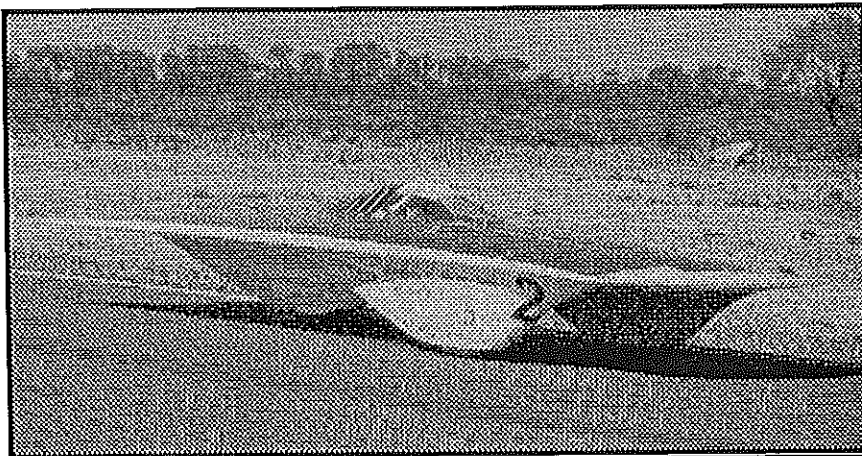




Looking south along the bypass canal
Photo by Richard Brown

Today, as with many canals, the lock at Lockport, Manitoba is primarily used for recreational purposes. Of added interest to canawlers, Lockport is located just a short distance north of the point where the Red River Floodway Canal rejoins the river channel. The floodway canal was constructed in the 1960's to divert floodwaters around Winnipeg (en.wikipedia.org).

Upon completion of our visit to the Winnipeg area, the solar challenge continued westward to Calgary, Alberta. After 2,500 miles, the University of Michigan won the national championship by just 11 minutes over the University of Minnesota. Later that fall, the team took part in the World Solar Challenge, and 1,800 mile event between Darwin and Adelaide, Australia where both collegiate and professional teams competed. Team Momentum finished in third place in the World Solar Challenge.



Will the solar car become the transportation of the future?
Momentum in the Australian Outback
Photo by Jonathan Brown

Sources:

http://en.wikipedia.org/wiki/Red_River_Floodway

<http://www.floodwayeia.com/projdesc.htm>

<http://www.rmofstandrews.com/dyk.asp?ID=10>

Canadian Heritage: http://www.pch.gc.ca/newsroom/index_e.cfm?fuseaction=displayDocument&DocIDCd=5NR117

Parks Canada: http://www.pc.gc.ca/lhn-nhs/mb/forks/index_e.asp

Transport Canada: <http://www.tc.gc.ca/programs/surface/bridges/standrews.htm>

Transport Canada: <http://www.tc.gc.ca/programs/surface/bridges/standrewshistory.htm>

WANTED

Persons to write articles for
"The Hoosier Packet"

Please send articles, etc. to CSI
PO Box 40087 Ft. Wayne, IN 46804

"CANAL PASSAGES"

Tour of the Whitewater and Cincinnati & Whitewater Canals

October 20-22, 2006

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

AZUBA LEWIS

And Her Wabash & Erie Canal Connections

By Charles Davis

While researching for my latest book, *Pioneers and Indians of Parke County*, I ran across the following article in the *Rockville Tribune* of July 1, 1897:

"Mrs. Azuba Lewis, of Lyford [Clinton Locks], one of the oldest residents of Parke county, returned Monday from Lafayette where she had been making a two weeks visit with relatives. Although Mrs. Lewis is 88 years of age, she is as spry as many women of 30, and thinks nothing of walking to Clinton, a distance of two miles and carrying home a good sized basket of provisions. She walks the railroad bridge and steps the ties with the agility and accuracy of a young woman of 20. She has an excellent memory' her mental faculties are well preserved, and is indeed a remarkable woman. She is an entertaining conversationalist, and her reminiscences of Clinton Locks during the buoyancy of canal boating are highly interesting to those in any way interested in the abandoned hamlet in the state's history - Clinton Republican."

I, Charlie Davis, did a story on Clinton Locks a few years back, and stories are few, if any, on this town where Lock #40 was situated. It locks boats up and down from the Nadir level, the lowest level of the canal between the Ft. Wayne summit and the summit of the Cross Cut Canal. Finally I though, here is a good story at last. I figured maybe the *Clintonian* printed a story of Azuba's times on the canal. I went to the Clinton Library and found that the microfilm of that paper doesn't go back beyond 1901!

Since the 1897 story about Azuba didn't give her husband's or children's names, so that was another dead end. Her name did not appear in the Cemetery Index for Parke county, so I though she might be buried in nearby Vermillion county. I returned to the Clinton Library and found her death date and that she had died in Clinton, Indiana. A trip to the Vermillion Health Department, located near the Clinton Hospital, confirmed her death date and gave further information when they dug out her death certificate. However, it only stated that she was a widow and did not give her husband's name. It did give her father's name and that she had died in her daughter's home. The death certificate listed her father as David Miner, born in Ohio, her mother, Tabitha Frizzle, born in Virginia. Azuba's death date was August 12, 1900, age 90 years 7 months and 19 days. The Fritz Funeral Home, which is still in operation in 2006, took care of funeral preparations.

Garold Hinzy, who works at the Fritz Funeral

Home, gave me the information they had on Azuba. To my surprise, their record said that she was buried the 14th, Aug. 1900, in the Mount Pleasant cemetery, Parke county, in Florida township. A cemetery index for the county was searched again but no listing for Azuba was found. I then walked the cemetery, looking at each stone, and no stone for her exists today. I thought this ended one more lost chapter.

A few days later I started a deed search starting with 1823 on progressing in numerical order. Since I did not have the name of her husband, it was virtually impossible, unless he died long before her. Then in Deed Record 63/272 I found that on September 27, 1899, Azuba Lewis, Alice Barron and husband Frank Barron of Vermillion county, Indiana (Clinton) sold to Henry and Winnie Gilfoy for \$250. Part Southeast ¼ of section 14 (Florida township, (Clinton Lock) "Begin 59½ rods north, 70 rods west, 22 rods and 10 links north 20 degrees west 5 rods, go west 10 rods, go south 20 degrees east 5 rods, go east to beginning." This tract would have been in the southeast corner where the town of Lyford is located now, just southeast of the Clinton Lock.

As it turns out Alice Barron is Azuba Lewis' daughter. The 1870 census lists: Azuba Lewis age 54 keeping house, son Samuel Lewis age 21, farmer, David age 17, Alice age 13.

While looking in my unorganized files for other related information, I found an article by Dorothy Clark who had a weekly column in the *Terre Haute Tribune-Star* for several years until her death. Unfortunately I don't have the date of this extraction from the *Star*, but this is what was in the column on Azuba Lewis:

"Today's column continues the stories collected in a little booklet by William L. Morey of 1898. A copy of this was loaned to me by Mrs. Enid Frist Lemstra, Clinton Resident.

"Oldest Citizen. The oldest person in Clinton in 1898, Mrs. Azubia Lewies (sic), was born in Ohio in 1809. At the age of 17 she moved to Delphi, and shortly afterwards to Lafayette, Indiana. In 1830 she married Joseph Lewis and moved to Michigan in 1833 living there four years before moving to Illinois for sixteen years. They came back to Indiana in 1858 down the Wabash and Erie Canal and located at Clinton Locks, which is now known as Lyford.

"In 1861 her husband died and left her with 11 children to support. Her efforts to make a living for her family would put the modern day woman to shame. Azubia (sic) Lewis walked two miles from her home and worked in the fields, making a hand in the wheat harvest and binding after the reaper. With her children's

help, one fall, she gathered a neighbor's corn crop, husking 1,100 bushels. Another season she tended a corn crop, plowing it three times and harvesting when ripe. She had always been a very strong woman and enjoyed telling that she had stood in a half-bushel measure and shouldered two bushels of wheat. Hale and hearty all her life without any severe sickness, she was accustomed to walk the trestle or bridge even after reaching 80 years of age. Once she was thrown off the trestle east of the bridge by a train, but escaped serious injury."

county. Consequently he returned to Parke and settled on a farm two miles west of Roseville (now Coxville) and erected a small cabin.

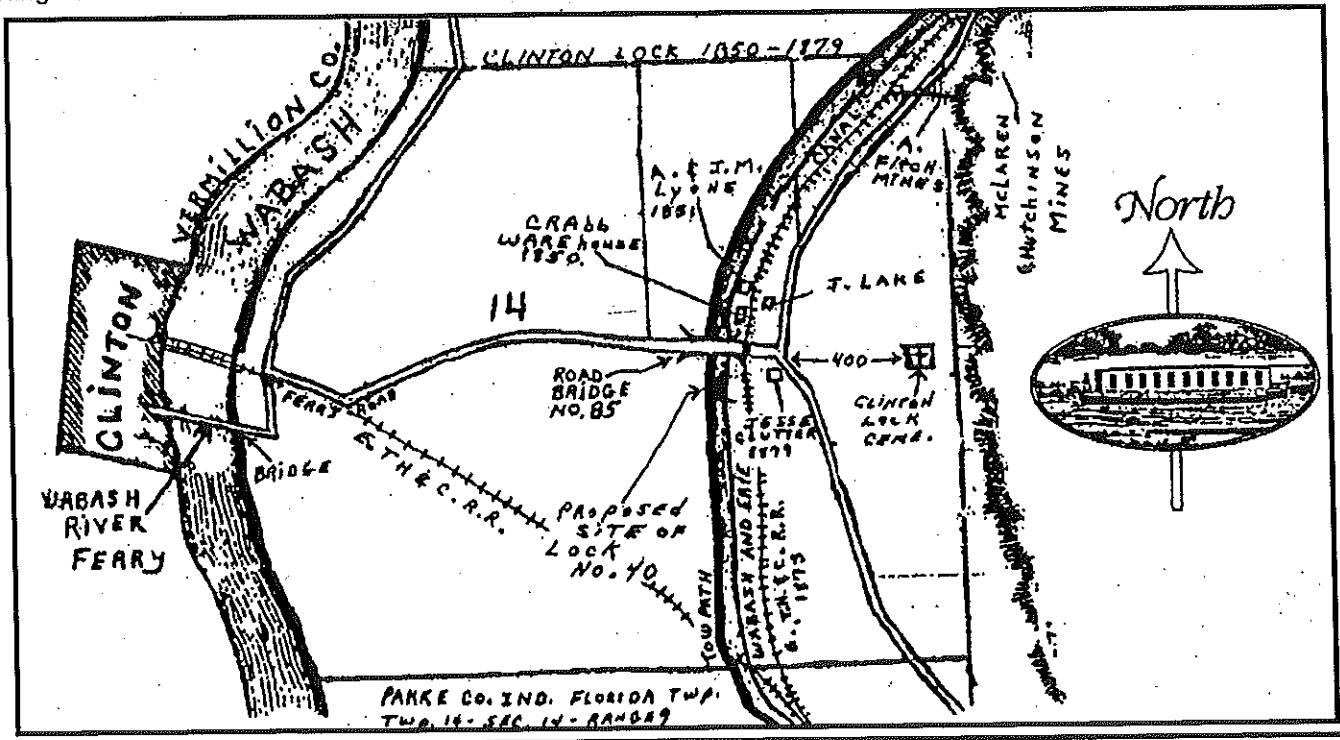
"In 1824 he was married to Margaret Shoemaker in Highland county, Ohio. Twelve children were born to them. Eight of these grew to maturity, of whom six still living. Only four of these were present, Mrs. Matilda Lewis-Newton, widow of the late B. W. Newton, a wealthy farmer of Coxville; Cyrus W. Lewis, who owns several hundred acres of land near Christman, Illinois; Mrs. Margaret Lewis-Walker, wife of J. N. Walker, a prosperous and influential farmer near Atherton (J. N. Walker is descended from Judge Joseph Walker of Walkers Bluff); and Mrs. Phebe Lewis-Cox, wife of William Cos, a successful and well-to-do farmer near Coxville. The two children who were not present are Mrs. William Barnes of Neodisha, Kan. And David Lewis of Lovington, Ill. Following the names of the others present." It list several dozen names here, but I will only give on that is pertinent to this story —Henry Gilfoy. This is the one to whom Azuba and her daughter sold land. In my opinion this is another link relating Azuba to this Lewis family.

Although I cannot prove it, I am sure Azuba's husband was related to all the Lewis' of the area, especially around the Coxville/Roseville neighborhood. Most of these Lewis' are buried in the Mount Pleasant cemetery where Azuba was buried. It is also a fact that all Lewis heads of families in this area were born in Ohio. Therefore, for more background on this family, I am including information about a Lewis Reunion held on August 24, 1902.

"Lewis Reunion. Sunday, August 24, the descendants of Isaac and Margaret Lewis gathered at the home of Mr. And Mrs. William Cox at Coxville.

"Isaac Lewis was one of the sturdy pioneers of southern Parke county. He came here from Highland county, Ohio, in 1831. A mere accident, however, caused Mr. Lewis to make Parke county his home. He remained here but a short time when he moved to Perysville. He spent the winter with relatives intending to settle in that neighborhood, but owing to the fact that a load of hay was blown off the wagon while he was hauling it he vowed he would never live in a prairie

All the Lewis' who are buried in Mr. Pleasant cemetery have real nice headstones from simple to elaborate ones with the exception of Azuba and Joseph. I can't figure out why Azuba or her children didn't mark Joseph Lewis' grave or why Azuba's children didn't mark her grave. Maybe the stones have been destroyed. Anyway Azuba and Joseph Lewis are now remembers in this article with their connection to the Wabash & Erie Canal, so they have not been forgotten.



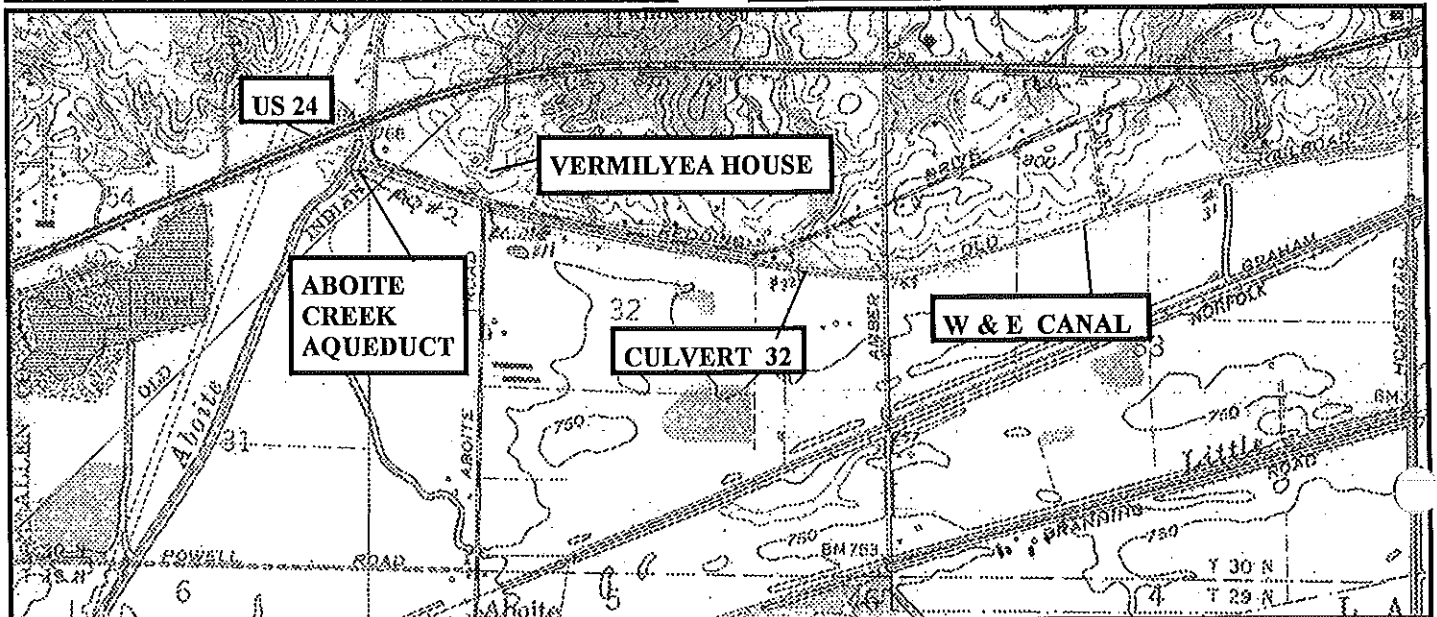
CULVERT #32 FOUNDATION TIMBERS

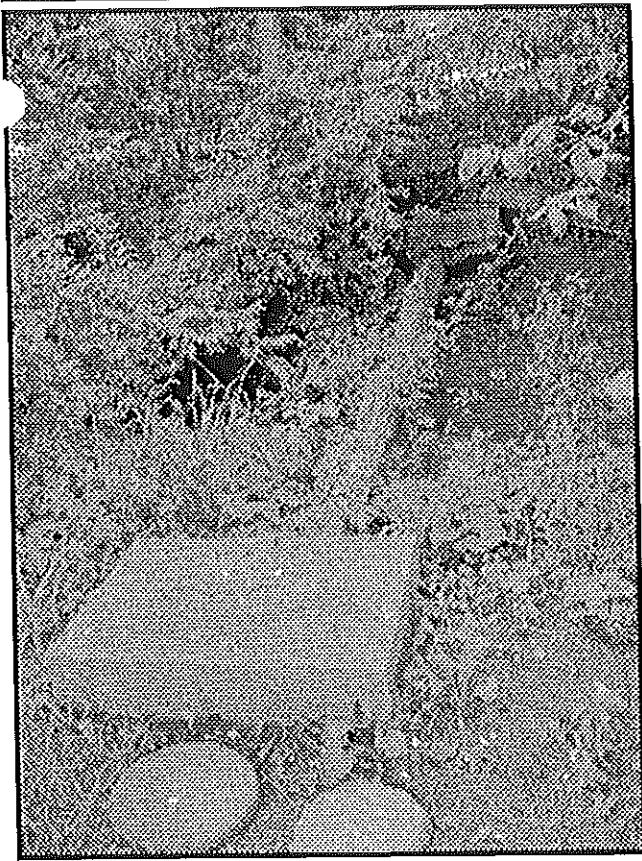
Culvert No. 32, of wood, 10 feet by 18 inches- submerged

CSI headquarters was contacted recently by Steve Ross asking us to explain the remains of a structure on his property of Redding Drive. He E-mailed these three photos of timbers in a small creek bed and of some concrete slabs.

Box culverts were built to pass a small streams w(ter beneath the Wabash & Erie Canal. A foundation of timbers was laid across the stream bed, on either end of these timbers a stack of timbers was placed to form abutments going in the opposite direction, then a platform of timbers was laid over the abutments in the direction of the foundation timbers, and the canal prism of soil was built across the top. The canal flowed in the direction of the bottom timbers

The timbers in the bottom of this small creek are the foundation timbers of a wooden box culvert described in the 1847 Chief Engineers Report as:

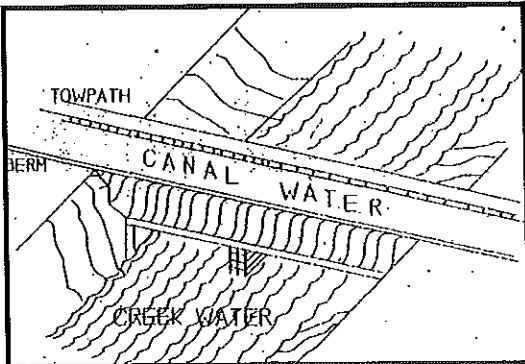




or across the stream. The top portions and abutments/ sides of the culvert have been removed. It appears that a timber was placed across the stream to back up water and keep the foundation timbers wet. As long as they are kept wet they will not rot away.

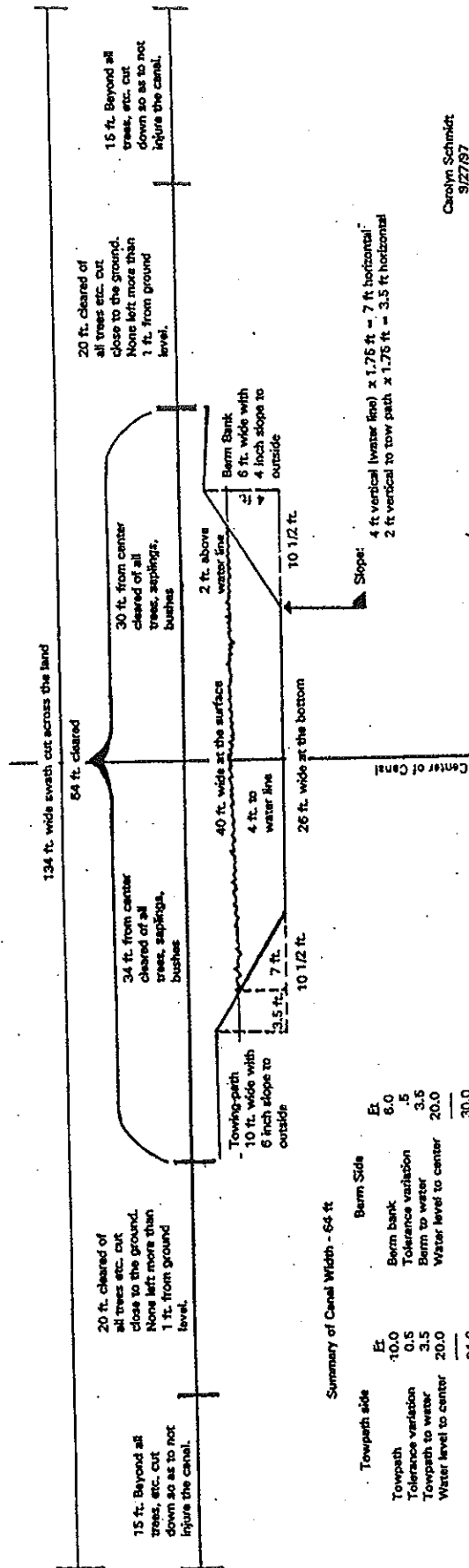
To have room for the towpath, canal and berm bank made of soil, the foundation timbers were placed side by side for a distance of at least 64 feet down the stream. The 10 feet mentioned in the engineer's report is the length of the culvert opening across the stream. The 18 inches is the height of the opening between the foundation timbers and the platform of timbers on which the canal was built.

The concrete slabs are remains of the inter-urban, which was built on the old towpath. Concrete came into use after the canal was built. There are also some concrete landscaping stepping stones at the site placed there in more recent years.



A Diagram of Section 171 (Wabash-Erie Canal)

CANAL CROSS SECTION



Summary of Canal Width - 64 ft

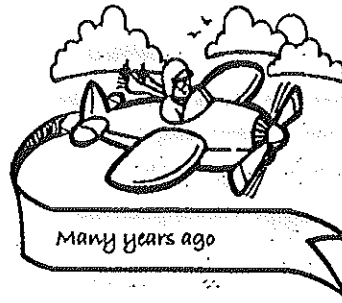
	Towpath side	Berm Side
Et	10.0	6.0
Towpath	0.5	.5
Tolerance variation	3.5	3.5
Towpath to water	20.0	20.0
Water level to center		30.0
Total	34.0	30.0

Carolyn Schmidt
9/27/97

FLYING OVER THE MAUMEE VALLEY

By Robert O. Vonderau

Bob Vonderau, CSI member from New Haven, Indiana, spent many enjoyable hours flying over the Maumee River Valley in Indiana and Ohio. Heart problems led to his giving it up the past few years. He is one of only seven people in the world to have both implants and is on a research program. He shares an earlier adventure with you in the following article. The "Gateway To The East" tour took place in a portion of the valley from Grand Rapids to Toledo just this past spring.



Antwerp, Ohio, and off the right is the very tall stack of the Paulding Cement work (this is to put the cement dust high enough so it will not settle in the immediate area). Now we can see the level farm fields where the great Black Swamp once was. Off to the north we

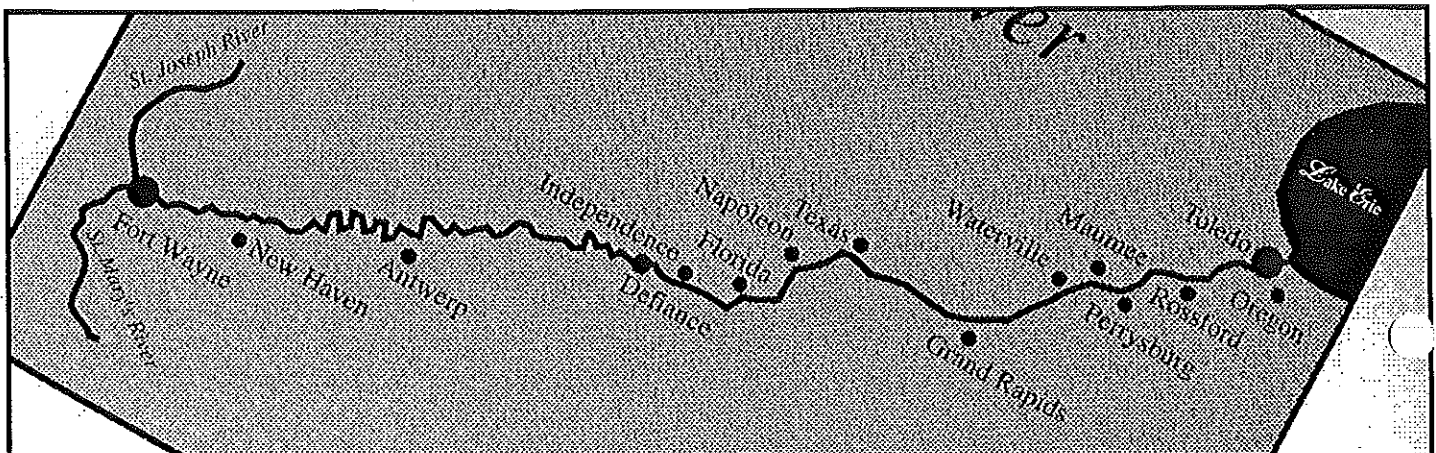
see Hicksville and Sherwood, Ohio, and there is the great Delaware Bend in the river, named after the Indian tribe who lived in the area. Off to the right is the lake impounded by the dam on the Auglaize River. Defiance is just below us, the Tiffin River comes in from the north, the Auglaize from the south and what a mighty river the Maumee is now! There is the point where Fort Defiance stood and just down the river the Independence Dam, built in about 1830 to provide water for the Wabash and Erie Canal. East of Defiance on the south side of the river is the huge G.M. foundry and just beyond that a small mountain of used black molding sand. There is a boat launch near Independence Dam. Boats launched from this site provide a great ride into uptown Defiance. We have Napoleon off to the left, then Grand Rapids. There are two dams in the river here, which provide water for several mills. Off to the right we see Bowling Green. Now come some very historic towns - Waterville, Perrysburg, Fort Meigs, The Fallen Timber Park and Toledo harbor with all the grain bins, bridges, ships and tank farms.

The passengers are an old friend and his ten-year old son (who had never flown). The plane is a Piper Cherokee, four places with an 180 HP Lycoming engine. Preflight check includes fuel tanks (full forty gallons), tires OK, propeller clean, control surfaces move freely, windshield clean, engine oil OK. We are under a high pressure area, the air should be stable and smooth, just a few cirrus clouds at 20,000 feet. Now we are taxiing to the take-off point, set the altimeter to 834 feet (elevation of Smith Field, Fort Wayne, Indiana, above sea level), set the Gyro compass properly, radios to proper frequency, activate the transponder so that radar will identify us; all controls neutral, full power and in less than ten seconds we are flying.

We can see Interstate 679, the St. Joe River, Concordia Seminary and the tall buildings of Fort Wayne are off to our right. There is Parkview Hospital and the Veteran's Hospital. We stay just north of the Maumee River, which gives us a good view of the huge N. & S. railway yards, Central States Grain facility, the entire stretch of Interstate 469, and also U.S. 30 into Ohio.

We fly just onshore of Lake Erie, lots to see below - Port Clinton, Sandusky Bay where there are lots of boats and activities. There is Cedar Point and we are now out over the Lake Erie islands, there is the Perry Monument (hero of the great battle with the British in 1813). We continue north just over Pelee Island, which puts us in Canada, turn west, stay north of Toledo, check with Toledo Express radar. We continue over the great farmlands below us, there is Archbold and the Sauder Museum, over Hicksville we call Fort Wayne approach control, tell them we are landing at Smith.

We are now at 2,500 feet, compass heading of 60 degrees, speed about 140 m.p.h. Just below us is the huge stone quarry, Woodlan High School and the tire factory. We might a tight turn so we can see right down into the quarry pit. There is the great loop in the river known as the Oxbow Bend. The river runs a very meandering course in this area. Another loop around



**AN ACCOUNT OF A TRIP TO HUNTINGTON
ON THE WABASH & ERIE CANAL IN 1851**

By Emory Howenstine Slusser

- b. 12 Jun 1848 in Pike Co., Stark Co. Ohio
- d. 25 May 1939 in Whitley Co.

From an article by F. S. Bash in the Huntington Herald-Press dated 11 August 1930 an is quoted below:

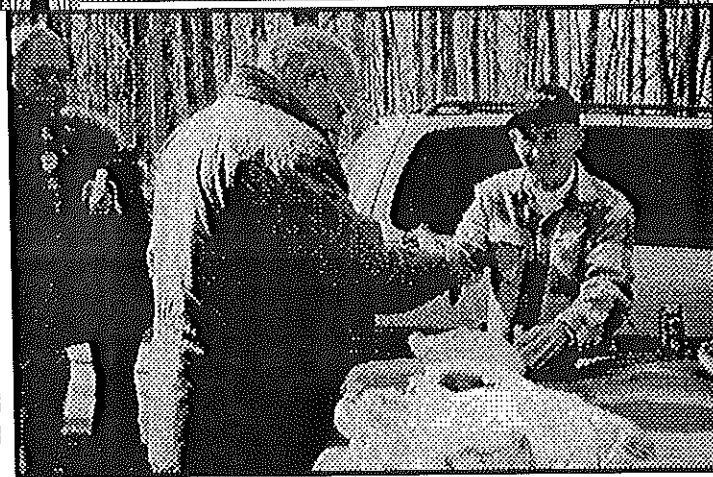
Emory Slusser is one of the very few remaining inhabitants, who migrated with his parents to this county, making the entire trip by water. Embarking on a canal boat in Stark Co. Ohio, and proceeding to Cleveland, embarkation was there changed to a large steamer and the voyage continued to Toledo, where a canal boat was depended on for the remainder of the tedious voyage to Huntington. He is likewise one of the few old people who distinctly remember incidents that happened when they were but three years old.

"When we moved out here in 1851, on the barge between Toledo and Huntington there was a colored family on the boat. To us they were a curiosity. Colored people in the South at that time were slaves and where we came from in Ohio the sentiment was bitter against slavery. A little pickaninny girl in that family was just my age and we played together on the boat. My mother told me afterward that the little colored girl was dressed neatly and was so cute that she attracted much attention. My mother also stated that I not only played with her but fairly idolized her to the extent of hugging and kissing her and loving her with all the devotion possible for a three-year-old."

"A few years ago, when I was spending the winter in Florida," explained Mr. Slusser, "I attended a service held by colored people and the minister called on me to say something. I gave a little talk and among other things I mentioned was the incident of seeing the colored family on the canal boat when I was an infant, and at that time the race was still in bondage. I told them that was the reason I voted for Abraham Lincoln to help get them their freedom, but I feared they were still under more or less bondage. Next day I met the pastor on the street and he said his people were helped by my talk."

The above is quoted in a book of family history called Some Hauenstein/Howenstine/Howenstein Families from Germany and Switzerland and Descendants, by Mary Emma and Robert Eugene Burt, Baltimore: Gateway Press Inc. 1992. Sponsored by the Howenstine Family Reunion Group.

IN MEMORIAM



Wendell Woods (at right) passed out bananas he donated for CSI "Great Expectations" tour of the W & E Canal. Photo Bob Schmidt

WENDELL LEON WOODS

Wendell Leon Woods passed away on Saturday, July 1, 2006, shortly after returning home from St. Mary's hospital in Evansville. His family was at his bedside. He suffered with lung cancer.

Wendell was born May 31, 1941, in Evansville. He worked at Whirlpool for 41 years retiring from there on December 31, 2004. He enjoyed his retirement as it gave him more time to help friends and neighbors, exercising and jogging, and pursuing his interest in the Wabash and Erie Canal.

Wendell traveled all over Indiana looking at old canal beds. He loved to go on tours conducted by the Canal Society of Indiana of which he was a member. He posted signs along the canal prism in Warrick County calling attention to the canal. He mapped out the canal route through Warrick County and pointed out how the local coal company had taken out canal prism. He donated a society membership to the Boonville Warrick County Public Library.

Wendell was a member of the Indiana State Museum and North East Park Baptist Church. He also was interested in covered bridges and collected old cars.

Wendell was preceded in death by his mother, Ora (Miller) Woods, and father, Henry Vaughn Woods. He is survived by his wife of 32 years, Wanda Lee (Foster) Woods; daughter, Amanda; grand-daughter,

Noelle Alexandra; brothers Curtis and wife Rosemarie Woods, Gerry and wife Donna Woods of Rockford, IL; four nieces; one nephew; one grandniece; two grand-nephews; mother-in-law Marguerite Foster; and sister-in-law Faith Hart.

Visitation was at Alexander East Chapel at 2115 Lincoln Avenue in Evansville from 4-8 p.m. on Monday, July 3 and from 9:30 to 10:30 a.m. on July 5. Reverend Chris Harris conducted services at 10:30 a.m. Wednesday, July 5, 2006, at Alexander East Chapel followed by burial in Alexander Park Lawn Cemetery.

In lieu of flowers, memorial contributions were to the Canal Society of Indiana, P. O. Box 40087, Fort Wayne, IN, 46804, North East Park Baptist Church Elevator Fund or Vista Care Hospice.

FOUND ON E-BAY

This document was for sale on E-bay in June. It is a Marion County (Indianapolis) Indiana affidavit confirming that Thomas Wren had completed the grading and graveling Washington Street between out lots One Hundred and Forty One (141) and One Hundred Forty Two (142) and western arm of the canal at 85 cents per lineal foot. The work had been certified by City Engineer, James Wood. The document size was approximately 8" by 13½" and was signed by Mayor John Caven on the front and by C. S. Butterfield, City Clerk, on the back. The landowner being assessed for the work was Simon S. Wiseman. The assessment was for \$42.50.

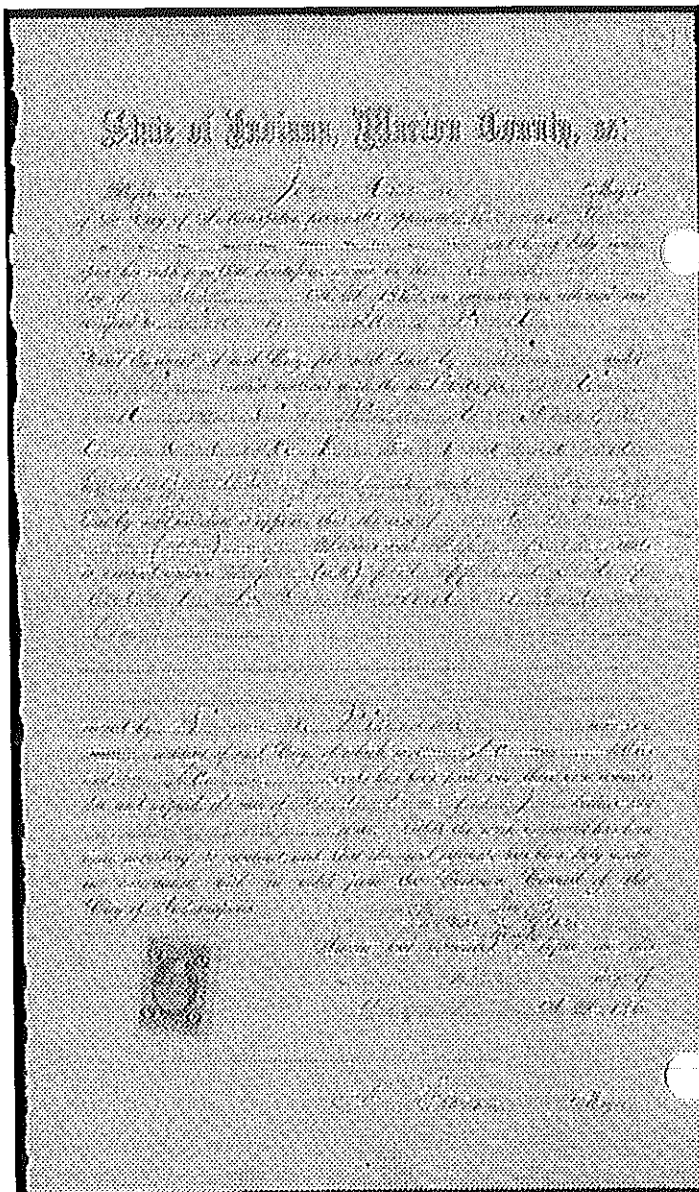
John Caven was mayor from 1863-67 and 1875-81. The stamp is an inland exchange revenue stamp (Scott R20). This item had never been folded.

FINDERS KEEPERS OR SELLERS?

OLD DEED FOUND

Tim and Bonnie Bolt of Holton, Indiana, called CSI headquarters about an old deed that they found in a book that Bonnie's mother had gotten at an auction. They wanted information about its worth. The best they could make out of the handwritten portions of the document are as follows: Land Deed 8723 for the west half of the southern quarter of section 24 in township 68 of range 7 west containing 80 acres in Greene County was purchased by Elliot Hallstead on March 1, 1854. It was signed by Charles Butler, Thomas Dowling and another illegible name and carried the seal of the Board of Trustees for the Wabash & Erie Canal. The land was recorded at 12 o'clock on March 18, 1861 in Record Book R Page 535 by Hughes East in Washington, Davies County, Indiana. The deed is old, brittle and missing about half of the top two inches in the middle of the document diminishing its value.

This was land set aside by the federal government and given to Indiana to sell to fund the building of the Wabash & Erie Canal. They set aside alternate sections of land with the idea that when the canal was completed the remaining land would increase in value.



CENTRAL CANAL

MULTIMEDIA UNVEILED

On June 23, 2006, Indianapolis' Mayor Bart Peterson unveiled the first of 11 proposed multimedia educational exhibits beneath the St. Clair Street bridge on the downtown portion of the Central Canal. Light and sound equipment have been installed to tell the history of transportation in Indiana. Hopefully other themes will be put in place beneath 10 more bridges over the canal.

The four panels for the transportation theme cover rail, road, flight, and water. The latter says:

In 1836, inspired by the construction of the Erie Canal in New York State, the Indiana General Assembly adopted a "Mammoth Internal Improvement" program that called for construction of a \$3.5 million canal system in central Indiana. Canals were meant to transport people and commercial and agricultural goods to the eastern United States.

The centerpiece of this system was the Central Canal that ran through Indianapolis. The Central Canal was designed to connect the Wabash and Erie Canal (running between Toledo, Ohio, and Terre Haute, Indiana) with the Ohio River in Evansville. Construction began in the summer of 1836.

The state spent more than \$800,000 in construction costs before a financial collapse in 1839 halted work. The plan to connect the Wabash and Erie Canal to the Ohio River through the Central Canal was abandoned. However, the canal continued to transport people and goods for a few decades.

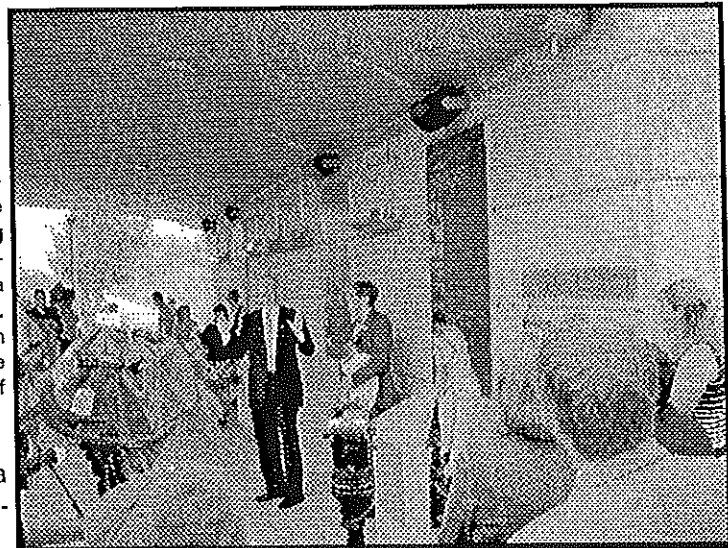
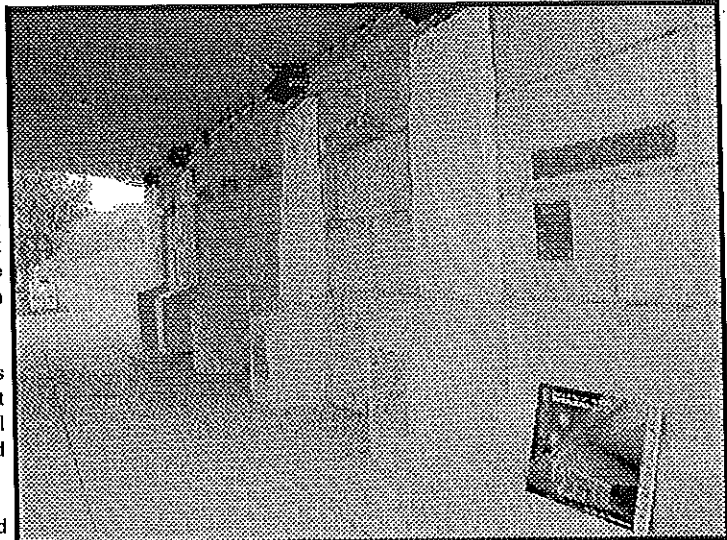
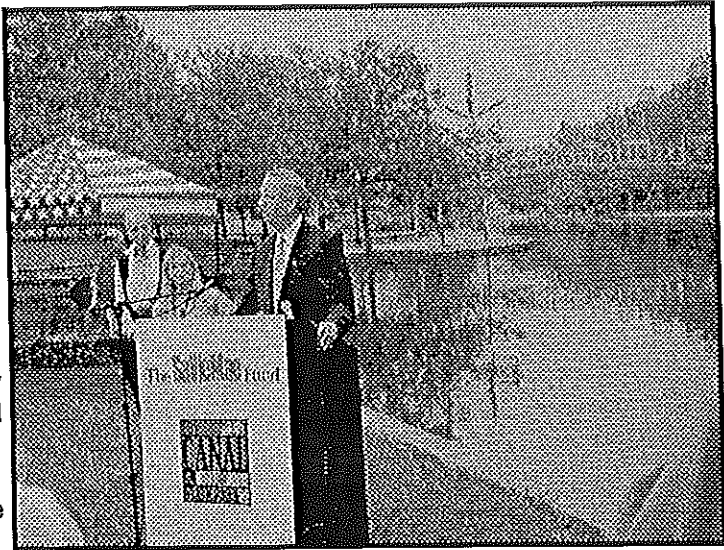
Only 23 miles of the planned 296-mile canal were filled and operated.

In the early 1900s, use of the canal declined and in time, portions were abandoned. The city of Indianapolis incorporated renovation of the lower canal into redevelopment of the downtown business district in the 1970s.

In 2003 the city of Indianapolis took the next step in redevelopment defining six cultural districts, including The Canal and White River State Park cultural district in which you are standing. Boasting more than 750,000 users per year and a multitude of cultural institutions, the 1.5-mile downtown segment of the Central Canal is a unique recreational and educational venue for the city of Indianapolis. North of the downtown core, the 16th Street to Broad Ripple section of the canal is also utilized for recreation and as a water source. The Central Canal truly connects people to the past, present and future of Indianapolis.

To attract visitors to the canal level exhibit, a bright yellow sculpture with a sign of blue and green rippling water was placed on the St. Clair Street bridge.

The Sallie Mae Fund donated \$200,000 to start the project in 2004. This exhibit alone cost about \$120,000.

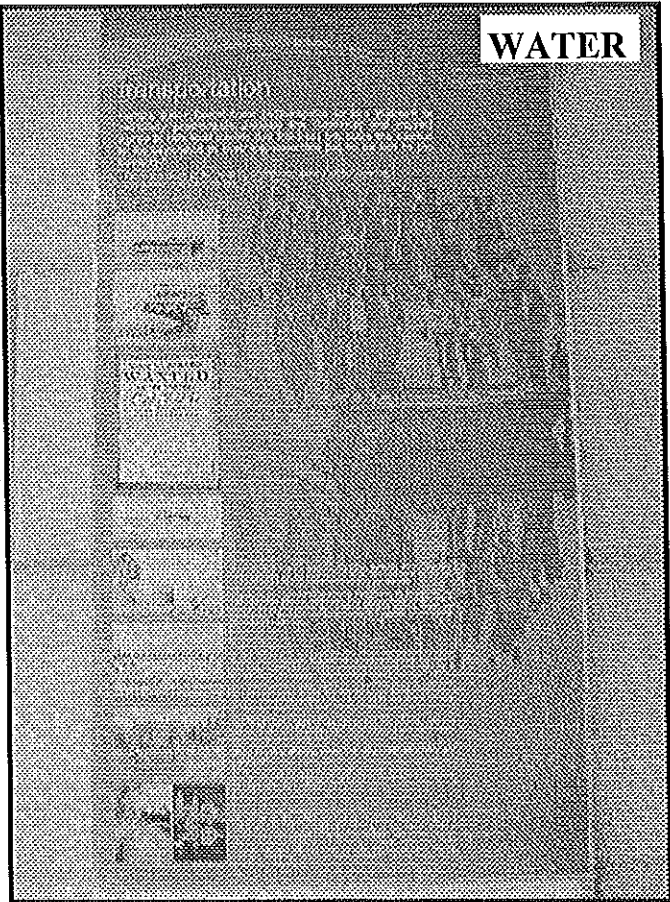


Top: Speeches were made along side the Central Canal in downtown Indianapolis before unveiling the media display under the bridge.

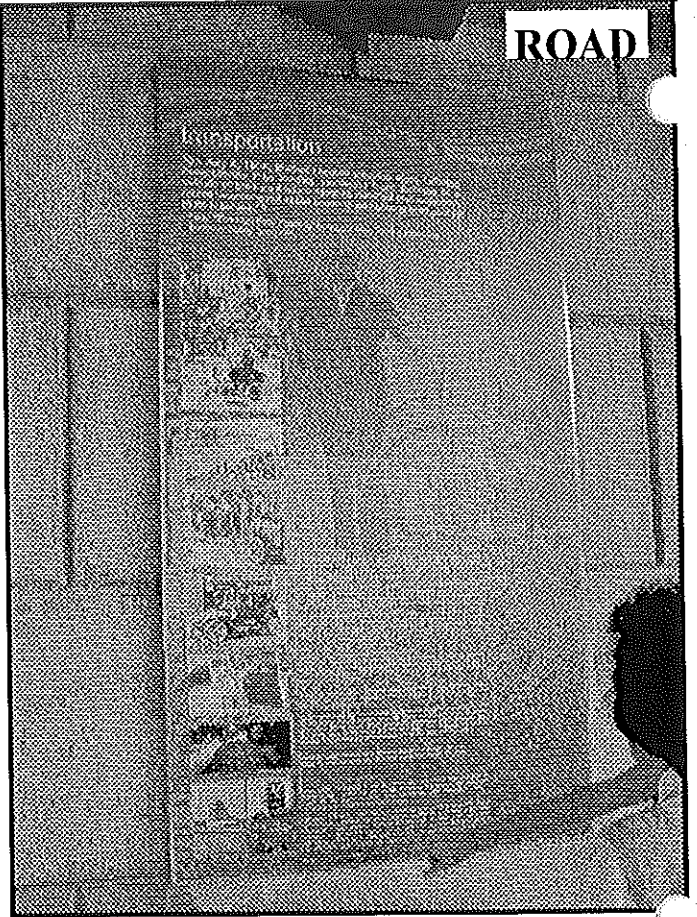
Photos by Charles Huppert

Center: The information panels are draped before unveiling. Bottom: The panels are uncovered for all to read. At intervals recording told about the 4 transportation modes.

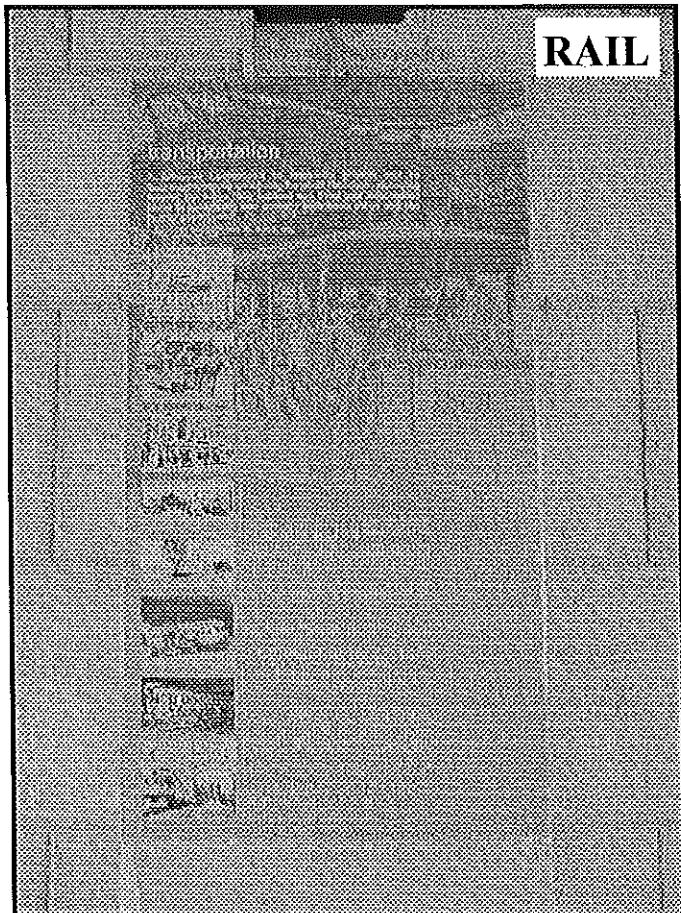
WATER



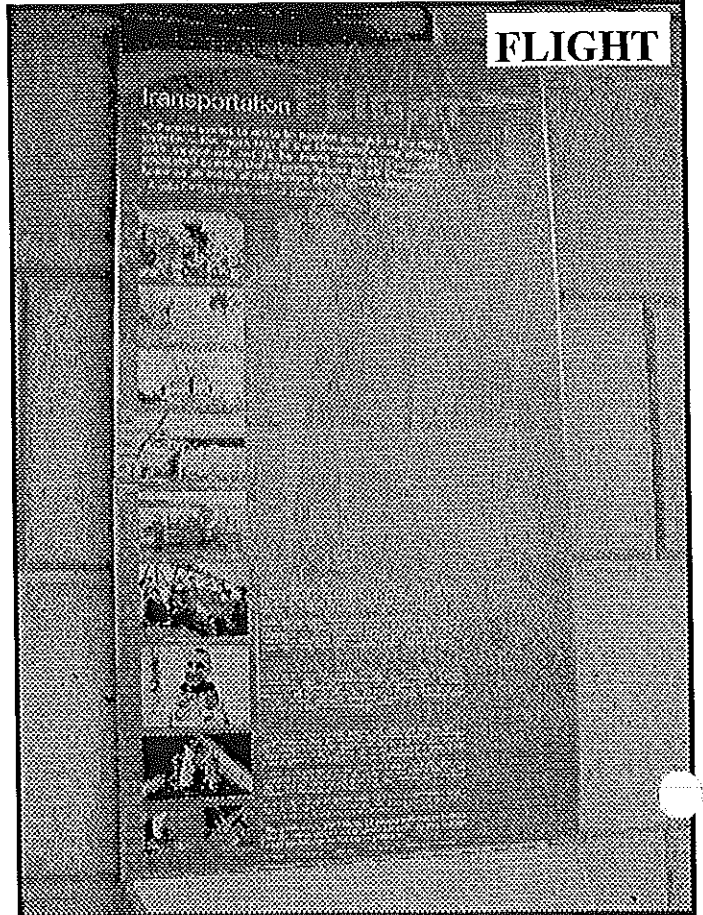
ROAD

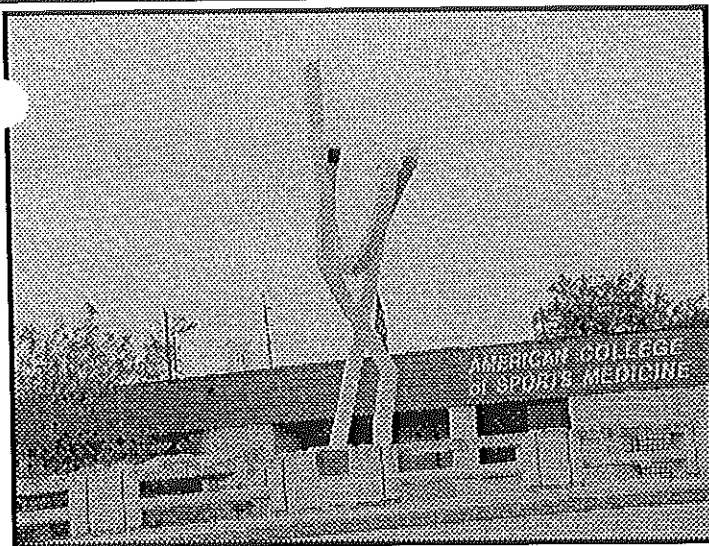


RAIL



FLIGHT





This yellow sculpture and rippling water is designed to attract attention to the transportation exhibit below the St. Clair Street bridge in Indianapolis. Photo by Charles Huppert

WHITEWATER CANAL NEWS

WHITE WATER CANAL PROJECT UNDERWAY

By Phyllis Mattheis

Present highways that parallel the route of the mid-1800s White Water Canal might become a national Scenic Byway, if an effort to create this corridor is successful. An inventory of structures that remain along the path of the canal can benefit this project. Other assets along these highways would also draw tourists to this area. The Whitewater Valley could tap into tourism, which is the third largest industry in Indiana!

The proposed route of the scenic byway could start in Hagerstown and follow old State Road I, which is now Brick Church Road, south to Cambridge City's Delaware Street, then down Green Street, along Main Street and south on Center Street, which becomes Boyd Road. New State Road I would take travelers into Milton and on down to Connersville, site of the Canal House office building and the White Water Valley Railroad, which was later built on the towpath of the canal.

Scenic State Road 121 parallels the old canal through Nulltown, Alpine and Laurel, then U.S. 52 takes visitors into Metamora to visit the lock and mill, the shops, the canal boat and the wooden aqueduct. Two trails are now open for hikes along the canal towpath

between Metamora and Brookville. Continuing on U. S. 52 brings you to Little Cedar Grove Baptist Church, one of the earliest brick structures in the Mississippi Valley, having been built in 1812 and then into Cedar Grove, one of three main canal boat building yards on the White Water Canal

The canal was impeded by the high hills in Indiana below West Harrison, so it flowed for seven miles just inside the state of Ohio before returning to Indiana near Elizabethtown, above the town of Lawrenceburg on the Ohio River. The casino boat and grounds at Lawrenceburg now cover the basin area where boats could deliver passengers, mail, and/or freight and bring the same back north on the 76-mile-long canal, which was in operation for only about 20 years. Damaging floods made repairs to the canal too costly...and the railroad was already steaming its way into Indiana life. Development of the White Water Valley was due largely to the canal bringing settlers, providing jobs, and hauling produce to markets when roads were lacking.

Counties located in the Whitewater Valley held meetings regarding the proposed scenic byway along the 1800s Whitewater Canal corridor. Three persons from the western side of Wayne County —Darrell Smith from Hagerstown area and Don Rihm and Phyllis Mattheis from Cambridge City area —were among the 23 who attended the 10 a.m. Fayette County meeting at the Miller Building in Connersville on Friday, June 16, 2006. The Franklin County meeting was held on June 8. Wayne County's was at 7 p.m. on June 25th at the Huddleston House barn where Phil Anderson of the Indiana Rural Development Council presented an informative and fast-paced program. Dearborn County's was later.

WAYNE COUNTY HAS LARGE TURNOUT FOR CANAL CORRIDOR MEETING

By Phyllis Mattheis

A large turnout of 40 people attended the information session about the possibility of making the Whitewater Canal corridor an Indiana Scenic Byway by using national, state and county roads. The director of the Wayne County Foundation, director of Wayne County Tourism, director of Wayne County highways, a commissioner and some town board members were among those present.

Held at the Huddleston House barn, the meeting included Joe Jarsen telling about the National Road and the Ohio River Road being national scenic byways. Phil Anderson gave a slide presentation about the possibilities of southeast Indiana capitalizing on the project to connect the two east-west national byways with a north-south state byway.

Following the presentation, area people met in three groups to air concerns, ask questions and listen to comments. Landowners along the Hagerstown Canal were in one group, Milton in another, and Cambridge City people in the third.

On Monday, July 31 representatives from the five southeastern counties of Wayne, Fayette, Franklin, Union and Dearborn will meet again at the Depot at Metamora at 7 p.m. for their second session. Everyone is welcome to attend. For more information call 478-5993.

LOCAL HISTORY GROUP MET

By Phyllis Mattheis

Western Wayne Heritage, the local history and preservation group, had their regular fourth Tuesday meeting at the office of Dr. Bertsch, One East Church, in Cambridge City on Tuesday June 27th at 7:15 p.m. The group held three spring pet clinics for their fund raiser, with Dr. Mark Woodward donating his services. Western Wayne Heritage owns the historic Vinton House alongside the old Whitewater Canal basin on Main Street and continues restoring it as funds become available. Some third and fourth floor windows are still in need of much repair.

A Canal Days Homes Tour for September is planned. Since the National Road Association is marking the 200th year of our first federal highway, it is hoped to have homes open that are on the National Road (now US 40).



WELCOME NEW MEMBERS

CSI welcomes aboard the following new members:
 Frank Timmers, Carmel, Indiana
 William Ray, Russellville, Arkansas

ASA FAIRFIELD HOME FOR SALE

By Angie Quinn
 Executive Director, ARCH inc.

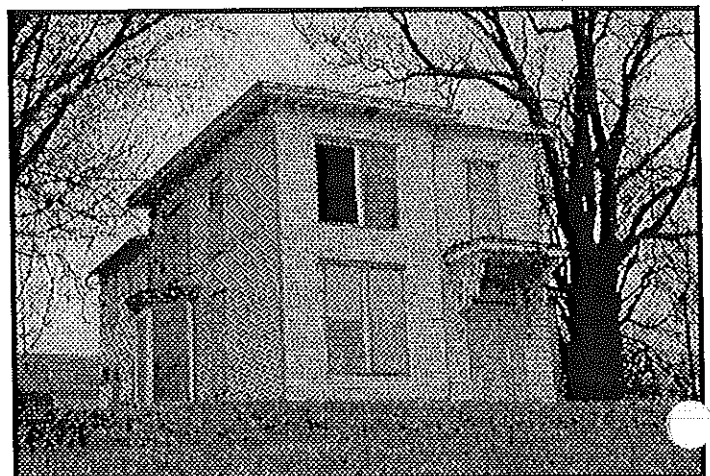
The Fairfield-Nestel House, 815 West Creighton Street, has been placed on ARCH's* Most Endangered Structures in Allen County list due to its condemnation and demolition order by Fort Wayne Neighborhood Code Enforcement. The Fairfield-Nestel House is in a Fort Wayne Local Historic District for its association with Asa Fairfield, the first person in Indiana to captain a boat on the Wabash and Erie Canal in 1834 and a local mill owner and businessman. He built this home c.1858. At this time that designation has won a short reprieve for the structure. However, the postponement of the demolition will be reviewed by the Fort Wayne Historic Preservation Review Board again in the autumn of 2006, and may not be renewed. If this happens, the structure could be demolished soon after.

The property is owned by an Illinois-based investment company with no specific interest in the history of the structure. During a telephone conversation with the owner in April, ARCH was told that the property was available for sale at a nominal cost.

ARCH has assessed the needed exterior repairs and finds that it would be economically feasible to renovate the home. ARCH would like to assist with putting this property into the hands of someone who is willing to complete the needed repairs.

Please contact ARCH for purchase information at:
 260-426-5117 or information@archfw.org.
 The entire ARCH Endangered List can be found at:
www.archfw.org.

*ARCH is an Allen County preservation organization that has saved many historic endangered buildings in the past.



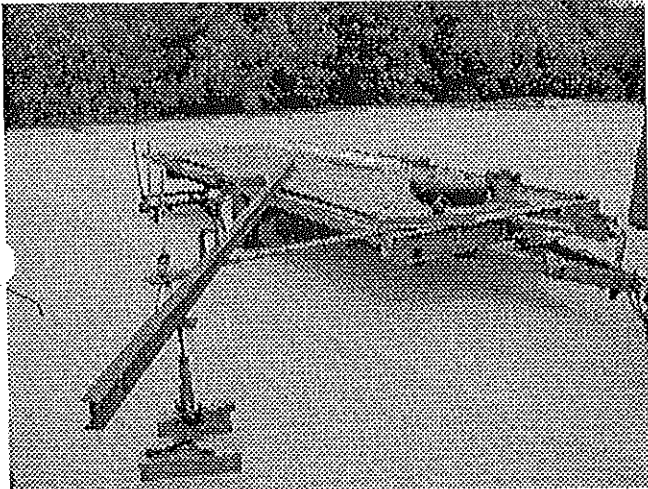
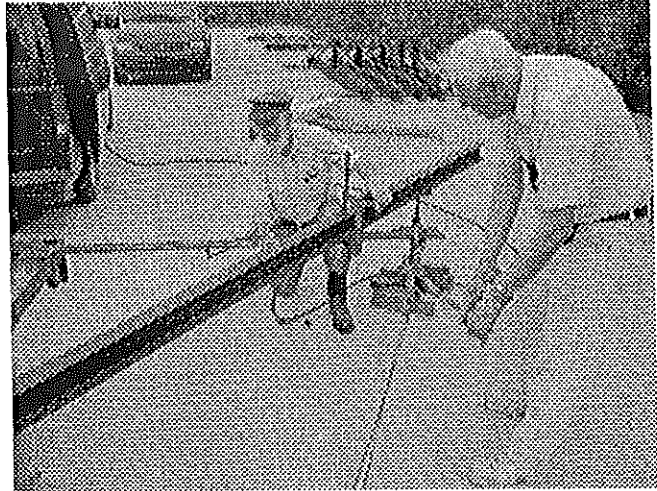
Asa Fairfield's home in Fort Wayne, IN Photo by Bob Schmidt

Fort Wayne Weekly Sentinel October 15, 1842
Notice of the Erie and Michigan Canal.
 THE Books for receiving subscriptions of stock for the prosecution of the Northern of *Erie and Michigan Canal*, between Fort Wayne and the confluence of the Elkhart river with the great St. Joseph river at Elkhart; will be opened on Monday the 29th day of August, (inst.) at the following places to wit: Fort Wayne, Auburn, Columbia, Angola, Lima, Union Mills, Augustis, Lewisburgh, Benton, Goshen and Elkhart town.
 JOHN A. COLERICK,
 JOHN W. VIOLETT
 FRANCIS COMPARET.
Commissioners.

DELPHI VOLUNTEERS STRAIGHTEN METAL OF THE STEARNS TRUSS BRIDGE

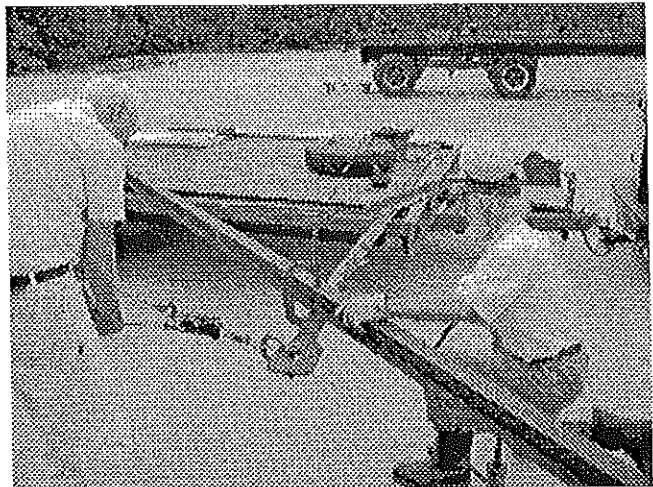
Volunteers meet Monday, Wednesday and Friday mornings to restore the old iron bridge from the Medaryville area of Pulaski County in preparation of placing it over the Wabash & Erie Canal in Delphi, Indiana. They work in the hot sun on a concrete slab adjacent to Canal Park. They are planning to reassemble this 76 foot long bridge "the old fashioned way" on the trail behind Dairy Queen. They also need to raise some more money to prepare the site for the bridge. This involves a lot of clearing and earth work before it can be returned to a "canal scene" with water, slopes and towpath. It will likely be next year before the bridge is put in place.

Here's how the craftsmen straighten the bent bridge members.



Volunteer Roy Patrick's trailer setup fixed to secure a bent bridge member

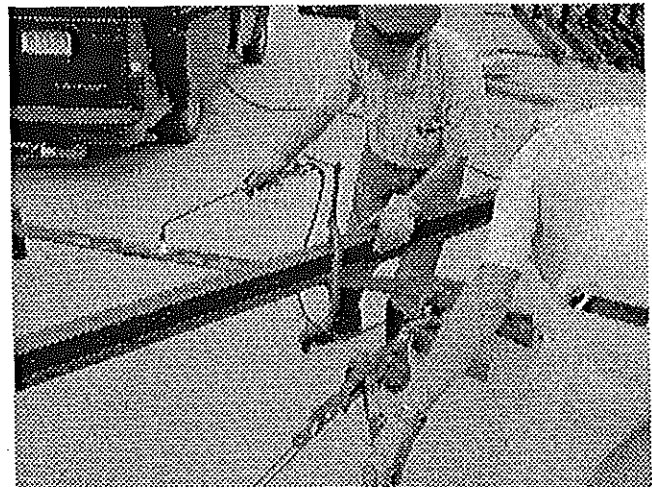
Heating areas that appear to be the most curved



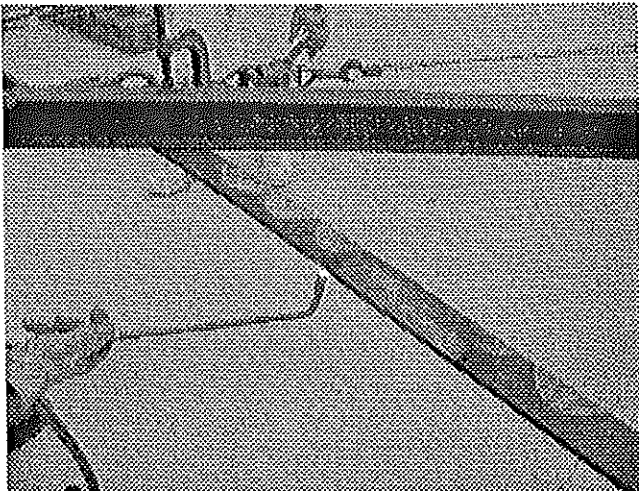
"C" clamp on the I-beam keeps the bar from twisting



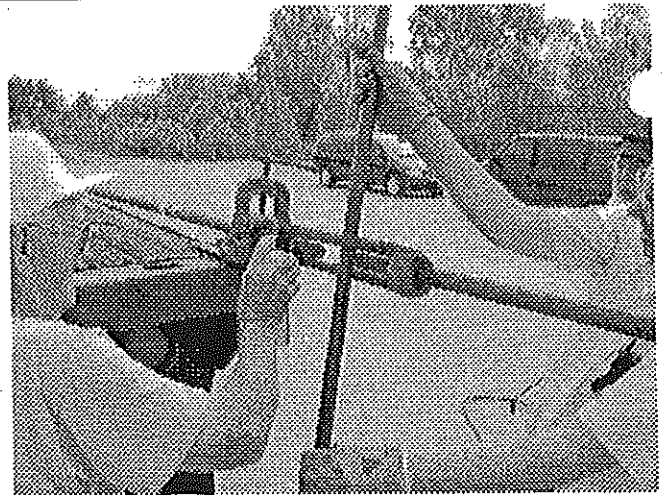
Beginning the heating process while Ron "feels" the pull on the winch



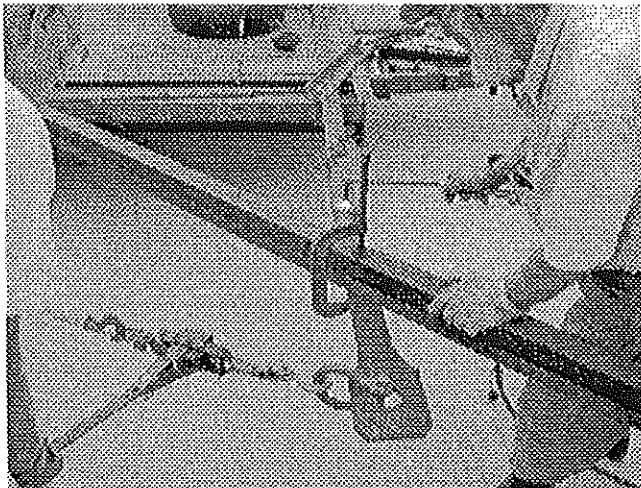
Testing the readiness of the heat with hand lever by feeling the tension



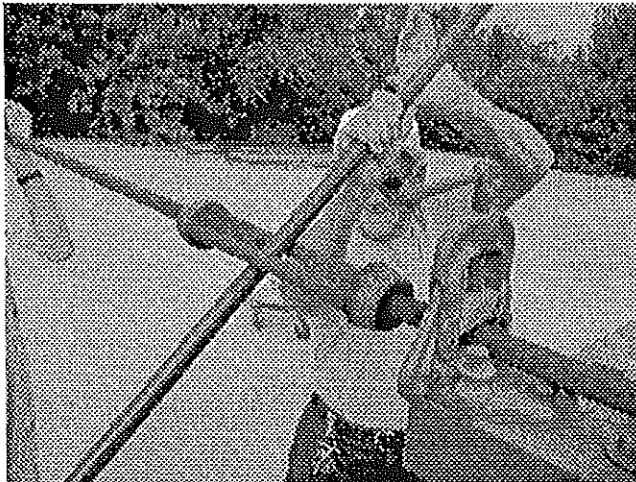
Former heated zones (rusty) that pulled some of the bend out of the chord



It's sort of like cutting threads -- some smaller rods may break



Note bend still in this half done member -- later it is straight



The larger turnbuckles were still free enough to remove the rod

CANAL DAYS FESTIVAL

Delphi's Canal Days Festival was held in Canal Park, 130 North Washington Street on July 1-2, 2006. Old canal songs filled the air and took visitors back in time to the 1850s. The craftsmanship and artistry of our 1800s ancestors was celebrated with more than a dozen craftsmen demonstrating pioneer skills. The Interpretive Center museum was open and well as the Reed Case House allowing participants to learn more about the Wabash & Erie Canal and canal contractor Reed Case. Rides were given in a horse-drawn carriage, a pony cart, or on a canal pontoon boat. Children participated in pioneer games. There were plenty of food and beverages available all day with a Ham and Bean supper on Saturday evening! Special events included a "Grand Independence Day Parade" and "Bake" Walk on Saturday to win cakes, cookies and other sweets and a Pet Parade on Sunday, as well as narrated canal walks, tours featuring the Canal Center's historic facades and a display of Indian artifacts. Handmade gifts could be purchased in the Cabin Crafts gift shop or plants and seeds in the Kuns Cabin. Crafters and artisans demonstrated:

- Basket making
- Blacksmithing
- Calligraphy
- Candle dipping
- China painting
- Flint knapping
- Flower arranging
- Leather crafting
- Paper making
- Pottery making
- Prince William Grain Meal grinding
- Spinning and weaving
- Threadwork and tatting
- Wooden bowl carving