

VOL. 6 NO. 1

P.O. BOX 40087 FORT WAYNE, IN 46804

JANUARY 2007

OUR TWENTY-FIFTH YEAR



CSI Board of Directors and Spouses (left to right)

Front row: Bob Schmidt (President), Sue Simerman, Phyllis Mattheis, Jerry Mattheis, Berky Davis, Carolyn Schmidt (Editor)
Second row: Cynthia Powers (Secretary), Sandy Billing, Lynette Kross, Don Haack, Bill Davis, Karl Kettelhut
Third row: Leon Billing, Dan McCain, Mike Morthorst, Chuck Whiting, Jim Ellis (Treasurer), Jeff Koehler

Features

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27. News From Delphi: Apple Dumplings, Volunteers At Work

25: A YEAR OF CELEBRATION

The Canal Society of Indiana (CSI) was organized on May 22, 1982 as a not-for-profit corporation to bring together those who share a common interest in Indiana's historic canals. Its aim is to provide interpretation of the era, to preserve canal bed and structural remains, and to support restoration of historic canal related sites. As we enter our 25th year with celebrations, we look back at our accomplishments and look forward to participating in new projects such as canal trails, touring canal sites in Indiana and elsewhere, compiling more canal information into publications, and just plain having fun.

2006 CSI ACCOMPLISHMENTS

CSI SPRING TOUR

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

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

Thursday Night: Registration at Red Roof Inn Hospitality Room

Friday Noon: Box lunch on the Sandpiper

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

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

Hosts & Docents: Scott Bieszczad, Bob & Carolyn Schmidt

Tour refreshments: Jim & Ruth Ellis

Logo: Carolyn Schmidt

Tour Book: Scott Bieszczad, Bob/Carolyn Schmidt

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

Friday Program: "The Toledo War" - Fred Folger

Tour:

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

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

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

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

83 Attended'

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

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

CANAL SOCIETY OF INDIANA

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CSI Fall Tour

October 20-22, Holiday Inn Express, Harrison, Ohio

Theme: "Canal Passages" Portions of Whitewater and Cincinnati & Whitewater Canals

Friday Night: Zaraco's on the canal, West Harrison

Saturday Noon: Kroger box lunch at Lawrenceburg River Walk

Saturday Night: Mr. Jim's Steakhouse, West Harrison

Hosts & Docents: Bob & Carolyn Schmidt, Chuck Whiting, Mick Wilz, Mike Morthorst

Tour refreshments: Steve & Sue Simerman, Jim & Ruth Ellis, Chuck & Anne Whiting

Logo: Carolyn Schmidt

Tour Book: Carolyn Schmidt

Goodie Bags, Name Tags, Recognition Gifts, Door Prizes: Carolyn Schmidt, Chuck Whiting

Friday Program: "Longest Raid of the Civil War" - Lester V. Horwitz

Saturday Program: "Whitewater Canal Exploration and New Trails" Don Burden, Mick Wilz

Tour:

Saturday: Bus tour of Whitewater and Cincinnati & Whitewater Canals from Harrison, Oh to Cleves, OH then to Lawrenceburg, IN and back Bus from Crown Car & Coach, Covington, KY

Sunday: Car caravan to Metamora seeing canal sites along the way, hay ride on new trail

37 Attended

States Represented: 32 IN, 5 OH

Attendees:

Sally Banoroft, Carl & Barbara Bauer, Sue Burger, Allan & Linda Corwin, Bill & Betty Easton, Jim & Ruth Ellis, Jim & Barb Guest, Don & Betty Haack, Karl & Susanne Kettelhut, Sharon Lutz, Jerry & Phyllis Mattheis, Charlotte May, Wayne & Judy Miller, Paul Moffett, Mike Morthorst, Tom Morthorst, Fred Patterson, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Steve & Sue Simerman, Michael Thrall, Diane Weber, Chuck & Anne Whiting, Mick Wilz

ARCHIVES

Books, videos, newspaper clippings, canal notebooks and a great number of photos from tours donated, *Illustrated Historical Atlas of the State of Indiana - 1876* published by Baskin, Forster, & Co. purchased

ASSISTANCE

CSI was contacted numerous times by people researching their ancestors

CSI provided information and help to several college, high school and grade school students for papers or for projects they were conducting

Members were interviewed for numerous newspaper articles about canals

Members provided programs - see Speakers Bureau

CSI members attended:

Wabash Museum opening - 6

Maumee Valley Heritage Corridor annual meeting - 11

World Canals Conference, Bethlehem, Pa - 11

Ground breaking for Ft. Wayne Towpath Trail - 7

CSI members attended canal stakeholders meetings (Indianapolis) and greenway meetings (statewide)

BOARD MEETING

CSI board met at St. John's U.C.C. in Center Point, IN hosted by Jeff Koehler

15 members

3 guests

BOARD OF DIRECTORS

Sandy Billing - Terre Haute

Bill Davis - Rosedale

Jim Ellis - Ft. Wayne, Treasurer

Don Haack - Ft. Wayne

Chuck Huppert - Indianapolis, V-Pres.

Karl Kettelhut - Indianapolis

Jeff Koehler - Center Point

Lynette Kross - Plymouth

Bette Lockhart - Marion

Dan McCain - Delphi

Jerry Mattheis - Cambridge City

Mike Morthorst - Cincinnati, OH

Cynthia Powers - Roanoke, Secretary

Bob Schmidt - Ft. Wayne, President

Carolyn Schmidt - Ft. Wayne, Editor

Sue Simerman - Ossian/Poe

Chuck Whiting - Lawrenceburg

Mick Wilz - Brookville

COUNTY HISTORIANS OF CSI

Allen Co. - Thomas Castaldi

Clay Co. - Jeffrey Koehler

Miami Co. - Kreig Adkins

Wells Co. - Craig Leonard

Vigo Co. - Mike McCormick

CSI ACTIONS

CSI brochure updated and reprinted, insert with places to visit canal exhibits being created
 CSI donated \$3,500 to Vinton House for storm windows, \$2,000 for Evansville and \$1,000 for Toledo murals to Delphi Canal Interpretive Center, reserved \$1,000 for culvert stabilization
 CSI website updated, map added

IN MEMORIAM

11-05-2005	Phama M. Hudson	age 85	New Castle, IN
5-24-2006	Erwin F. Schmidt	age 95	Evansville, IN
7-01-2006	Wendell Leon Woods	age 65	Evansville, IN
11-01-2006	Eloise Schmidt	age 94	Evansville, IN

NEW MEMBERSHIPS (9 family, 18 individual, 3 group)

Verlin & Marilyn Bulmahn - Decatur, IN	William Ray - Russellville, AR
Tommy & Holly DeLong - Ft. Wayne, IN	Anna May Reitenour - Kokomo, IN
Jimpie Doyel - Camden, IN	Michael & Cecily Schneider - Lafayette, IN
Max Enyeart - Huntington, IN	Ellsworth Smith - Leo, IN
Susan Felier - Lafayette, IN	Gorden Stevens - Delphi, IN
Eldon & Marsha Fredericks - W Lafayette, IN	L. Spencer Thronburg - Winchester, IN
Donald & Cynthia French - Ft. Wayne, IN	Frank Timmers - Carmel, IN
Gail Ginther - Metamora, IN	Mayor Raye Turner - Russellville, AR
Bret & Sarah Hanaway - Delphi, IN	A. Malcolm Sturm - Dana, IN
Michael Howard - Warsaw, IN	Natahan & Rosalie Wilson - Delphi, IN
Don & Ann Hutzler - Tiffin, OH	Tom Wood - Ruidoso, NM
Frank & Carol Koehl - Ft. Wayne, IN	Canadian Canal Society
Marlene Konsek - Neenah, WI	Regions Bank
Jane Mareachen - W Lafayette, IN	Wabash County Historical Museum
Carolyn S. Partlow - Henryville, IN	
Harold Powell - Delphi, IN	

PUBLICATIONS

The Hoosier Packet Vol. 4 No. 1-12

Canawiers At Rest Columns

Lott S. Bayless	b. Late in 1801	d. Aug. 4, 1887	Canal contractor St. Joe Feeder & W&E
Chauncy Carter	b. Mar. 23, 1796	d. Dec. 4, 1864	Superintendent on W & E Canal division
William Fleming	b. Jun. 17, 1828	d. Jan. 13, 1890	Purchased W&E Canal after it closed
Peter Kiser	b. Aug. 10, 1810	d. Oct. 4, 1890	Promoted canal, brought ox for 1843 Grand Celebration Ft. Wayne
Lysander Spooner	b. Jan. 19, 1808	d. May 14, 1887	Land speculator, fought over location of W&E Dam Grand Rapids OH
James B. Steedman	b. July 29, 1817	d. Oct. 8, 1883	Contractor W&E Dam Grand Rapids OH
Solomon Sturgis	b. Apr. 21, 1796	d. Oct. 14, 1864	Canal contractor W&E Petersburg
B-Gen. John Tipton	b. Aug. 14, 1786	d. Apr. 5, 1839	Indian treaty for canal land, Led militia to stop Lagro Canal War
Benjamin B. Tower	b. Sept. 20, 1819	d. Sept. 26, 1872	Canal contractor W&E Gronauer Lock
Peter C. VanSlyke	b. Nov. 27, 1829	d. Apr. 23, 1891	Ran two W&E canal boats at Bloomfield for Richland Furnace
Gov. David Wallace	b. Apr. 24, 1799	d. Sept. 4, 1859	Internal improvement financial problems
Gov. James Whitcomb	b. Dec 1, 1795	d. Oct. 4, 1852	State transferred W&E to private owners

Guide books for tours - "Gateway To The East" (105 pages) and "Canal Passages" (128 pages)

SPEAKERS BUREAU

Date	#People	Event	Presenters
1-2005	125	Genealogical Soc. Topeka, Kansas	Patricia Stamm
2-9-2006	41	Ft. Wayne Settlers	Bob & Carolyn Schmidt
4-23-2006	49	Leo Home School	Bob & Carolyn Schmidt
5-2006	30	Seneca, IL 5 th grade	Gerald Hulslander
5-18-2006	55	Bartholomew School, Columbus, IN	Thomas Castaldi
6-4-2006	45	The History Center Ft. Wayne	Bob & Carolyn Schmidt
7-14-2006	?	Propylaeum history group	Chuck Huppert
8-18-2006	60	The Towne House Retirement Center	Bob & Carolyn Schmidt
9-19-2006	30	Hagerstown Rotary	Jerry & Phyllis Mattheis
10-6-2006	80	Muncie Sunrise Rotary Club	Jerry Mattheis
10-7-2006	20	Southeast District Indiana Fed. Clubs Milton	Phyllis Mattheis
11-30-2006	43	Sugar Creek Consolidated Elem. 4th grade	Sandy Billing
Year-round	3000+	Visitors to Canal Interpretive Center	Dan McCain
Year-round	500+	Talks at historical, social, award functions	Dan McCain
Year-round	15000+	Radio program of Ft. Wayne canal & history	Tom Castaldi

SPECIAL TOURS LED BY CSI MEMBERS OR OTHERS

Date	#People	Event	Presenters
3-18-2006	15	Community Ed. Coalition of Connersville	Jerry & Phyllis Mattheis
3-29-2006	100	Cambridge City Third Grade tour	Jerry & Phyllis Mattheis
4-5-2006	260	Vermilyea House tour for school children	Jim Ellis, Todd & Kathy Freeland
4-8-2006	46	Ft. Wayne History Center to Delphi, IN	Tom Castaldi
All year	2000	Utica, IL museum school children I&M Canal	Gerald Hulslander
Summer	2	Personal tour for Ron Morris/Don Burden	Jerry & Phyllis Mattheis
Summer	2	Personal tour Fred Whitford/Andrew Martin	Jerry & Phyllis Mattheis
7-6-2006	76	Miami & Erie Canal Reservoirs for CSI	Mike Morthorst
7-8-2006	54	Delphi volunteers to Grand Rapids, OH	Dan McCain
9-10/11-2006	45	Walking tour Cambridge City canal sites	David Lundquist (history teacher)

ACTIVITIES FOR EACH CANAL BY AREA

(Miami) Wabash & Erie Canal

Grand Rapids, OH – Scenic byway developed along canal

New Haven, IN – Canal Days Festival held

Ft. Wayne, IN – Moots Lock behind Deister Machine visited, Mini-tour of canawlers in Lindenwood Cemetery, Haack documented where major roads crossed Indiana's canals, Old photos of feeder canal found in Griswold collection, Eagle Marsh project along canal funded, director hired, and sign erected, Aboite New Trails Director Lori Keyes hired to join Aboite Trails to Towpath Trail, Towpath Task Force appointed, Culvert #32 foundation timbers found, Asa Fairfield home for sale, Vermilyea House for sale, \$212,500 collected to construct Towpath Trail, Canal life sketched by Nate Tagmeyer, Ground broken for Towpath Trail, Article on Beckett's Run Creek culvert and St. Joe Feeder Canal to be linked by greenway and where city plans to erect two 3 million gallon sewage storage tanks, Plans set in motion for linking canal trails in counties along W & E Canal

Roanoke, IN - Lock 4 restaurant sponsored Locktoberfest

Lagro, IN – Old photos found in Griswold collection, Letter to Jesse Lynch Williams on e-Bay,

Wabash, IN – New Wabash Museum opened with a canal exhibit

Peru, IN – Old newspaper found, Canal-era grain elevator on canal dismantled

Logansport, IN – Canal route scouted through the town, Wabash Valley Visions & Voice digital memory project to include canal history

Carrollton, IN – Restoration of Carrollton bridge/canal crossing nears completion

Delphi, IN - Built trailer to transport algae harvester, Carriages rides in park, Interpretive Center visited by Association of Museums, Pontoon boat rides given, 1873 Bowstring Arch Bridge repainted, 2 new murals hung, Stearns Truss Bridge moved and restoration begun, Ball State students developed 1 person presentations, Underhill Trail developed with railroad underpass, Multi-county byways meeting held to link trails, Poem written, Project WEED held, Narrated walks given, Annual meeting held, Loom rehabilitated, Trail Volunteer Recognition held, Corey award received from AASLH, Underhill Trail dedicated, Transportation Fair held, Canal Days Fes-

tival held, Canal Association received \$10,000 grant from Efroymson Fund for Winamac bridge restoration
Lafayette, IN -Lafayette papers carried articles about Delphi's Canal Park, bridge restoration & canal trails
Riley, IN -Lock 47 archeological dig and study completed for park, Lock 48 remains removed, Lock 49 located
Rockville, IN - Articles on canal workers found
Terre Haute, IN -Lost Creek Culvert threatened by golf course, logging -possibility of signage on canal
Greene County, IN - Natural gas pipeline through canal, Old deed found with W&E seal, Bloomfield Library given
Canawlers At Rest articles about canal men in their county
Evansville, IN -Sign erected where canal threatened by SR 62 in Warrick County, Work with consultants I-69 route
that threatens canal, Greenway being developed along Pigeon Creek at W & E terminus

Central Canal

Indianapolis, IN - Matt John working on Indiana canal video, 1886 and 1898 Sanborn Fire Insurance Maps of
Indianapolis with canal being put on internet, Painting of Vermilyea House shown in artist exhibit,
My Indiana: 101 Places to See published, *The Irish* published, Multi-media placed under bridges along canal walk,
Canal stakeholders meetings held, art placed at street level to attract visitors to canal, elevators to canal level and
restrooms to be built, Williams Dam rebuilt

Whitewater Canal

Cambridge City, IN - Old packet line advertisement found, Vinton House storm windows installed, Whitewater
Canal Corridor Scenic Byway project county meetings held, Western Wayne Heritage preserving Vinton House,
Canal Days Festival held, Ron Morris received a \$4,000 grant from Wayne County Foundation for Western Wayne
Heritage to enlarge photos of Whitewater Canal sites in Wayne County to display in the Vinton House, Canal boat
keel displayed in Vinton House front window for a month during Canal Days, David Lundquist & Doug Arthur took
GPS readings of canal structures for a 7 minute video about the Whitewater Canal, Map of Whitewater Canal thru
Wayne County overlaid on present day map and made into 8½ x 11 prints
Connersville, IN -Roots building with mill race being adapted for modern use
Laurel, IN - Don Burden researched feeder dam, Transportation enhancement grant applied for to correct prob-
lems facing canal, Contract for cleaning up silt piles and cleaning canal from feeder dam to John Steele propert-
let, Consultant report on correction of major problems
Metamora, IN - Don Burden studied canal & locks, 2.6 mile trail opened on towpath, 30 people met to discuss
canal silting problem, Mick Wilz documented transfers of canal ownership, National Trails Day celebrated, Corn
maze opened weekends in October to raise funds for trails
Brookville, IN - Don Burden completed Whitewater Canal Corridor guide Harrison to Brookville, Evaluation of But-
ler Run Culvert, Whitewater Canal Trail received \$4,500 to develop wildlife habitat, Whitewater Canal Trail
received \$150,000 grant to develop trail Metamora to Twin Locks, Brookville's famous men noted
West Harrison, IN -Papers on dam with specifications found by Chuck Whiting, Culvert located at mill site
Lawrenceburg, IN -Old canal advertisements found, Tumble information and tumble found
Four county walk held along Whitewater Canal to raise interest in Scenic Byway - 100 miles in 8 days
Richmond -Picture taken of 10 ft. mural with canal boat on Wayne County Museum wall

Cincinnati & Whitewater Canal

Harrison, OH -Two maps found showing change in canal route by dam
Cleves, OH - Work toward tunnel park continues
Cincinnati, OH -Old Canal Scrip found

Articles and Activities on Canals Elsewhere

Columbus, OH - Article on Scioto River and Ohio & Erie Canal
Easton, PA -National Canal Museum \$2.1 million restoration project
Independence, OH - Information on Ohio & Erie Dillow Robinson
Middletown, OH - Canal mural painted on TV Middletown building
New Bremen, OH -Lock 1 M&E Canal restoration
Okemos, MI -Brown documented United States towns having canal or lock names, wrote poem
Russellville, AR - Plan proposed for new canal
Utica, IL - Papers and letters found on Illinois & Michigan Canal
Serious flooding and damage on the Erie Canal, Cayuga & Seneca Canal, Delaware Canal, etc.

Other Canals Visited by Members

Blackstone Valley Canal - Mike Morthorst
Chesapeake & Ohio Canal - Paw Paw Tunnel -Linn Loomis
Columbia Canal - Don & Betty Haack, Bob & Carolyn Schmidt
Delaware Canal - David Barber, Bob & Linda Barth, Don Haack, Dan McCain, Bob & Carolyn Schmidt, Bob Sears, Dan Schuster, Larry Turner, Terry Woods
Delaware & Hudson Canal - Don & Betty Haack, Mike Morthorst, Bob & Carolyn Schmidt
Delaware & Raritan Feeder Canal - David Barber, Bob & Linda Barth, Don Haack, Dan McCain, Bob & Carolyn Schmidt, Bob Sears, Dan Schuster, Larry Turner, Terry Woods
Erie Extension Canal - Steve & Sue Simerman
Falkirk Wheel -Jack & Peggy Seigel
Lehigh Canal - David Barber, Bob & Linda Barth, Don Haack, Dan McCain, Mike Morthorst, Bob & Carolyn Schmidt, Bob Sears, Dan Schuster, Larry Turner, Terry Woods
Morris Canal - David Barber, Bob & Linda Barth, Don Haack, Dan McCain, Bob & Carolyn Schmidt, Bob Sears, Dan Schuster, Larry Turner, Terry Woods
Miami & Erie Canal and reservoirs- Dick and Martha Kudner, Nancy Gulick, Mike Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Larry Turner
Ohio & Erie Canal - David Barber, Scott Bieszczad, Nancy Gulick, David Hawk, Mike Morthorst, Tom Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Bruce & Kay Sheldon, Steve & Sue Simerman, Neil Sowards, Larry Turner, Terry & Rosie Woods
Pennsylvania Mainline Canal - Allegheny Portage RR & Staple Bend Tunnel - Mike Morthorst
Roanoke Canal - Linn Loomis
St. Andrew Bypass Canal -Richard Brown
Welland Canal - Mike Morthorst

LET US HERE FROM YOU ABOUT THE CANALS YOU HAVE VISITED!



This 10-foot-long mural is of Metamora, Indiana, during the heyday of the Whitewater Canal. It shows a canal packet boat with passengers, busy dockside activity, a Civil War soldier, an old brick oven, a bridge over the canal that could be raised to allow passage of boats, etc. The mural was begun by Stephen Sherrow, who died in 2005. It now hangs unfinished in the Wayne County Museum in Richmond, Indiana, with only sketched-in figures on part of it. Photo by Phyllis Mattheis

CANAWLERS AT REST

WILLIAM DIGBY

b. 1802

d. May 23, 1864

By Robert F. Schmidt
Portrait by George Winter



Those who came to the Wabash Valley in the early 1800s faced many risks but, as the War of 1812 ended and the Indians were defeated at the Battle of the Thames in 1813, life became more tolerable. Adventurers moved in to take advantage of land sales as the federal government negotiated land from the Indians. William Digby was one of these persons. He was born in Newport, Kentucky in 1802, just across the Ohio River from Cincinnati. He moved to Ohio and as a young man began plying the rivers and streams of western Indiana. His travels as a trader along the Wabash gave him familiarity with the navigation of its waters.

William, a gambler and speculator, remaining single throughout his life, was able to spend his time exploring the rivers with an eye to making economic gain. Indiana had become a state in December, 1816, and new territory was continually being added for development by treaty negotiations with the Miami and Potawatomi. The Treaty of St. Mary's Ohio in 1818, negotiated by Judge Benjamin Parke and General Lewis Cass, opened up much of the remaining Indian lands south of the Wabash River to settlement. This was the so called "New Purchase" and eventually resulted in 37 new counties being formed. In 1820 the Delaware Indians, moving west, vacated the central portion of the state, allowing more settlers to move in.

In the fall of 1824 Indiana's capital was moved from Corydon to the banks of Fall Creek. This town was named Indianapolis. A land office was opened at Crawfordsville that same year. It was at this office with the first land sale on December 24, 1824, that William Digby, age 22, filed a claim for the site that was to become Lafayette. He purchased 84 acres for which he paid \$231.63. The land lay on the east side of the Wa-

bash just a few miles south of the ferry operated by John Davis and the old French trading post of Peter Longlois. Lafayette's Ninth Street today leads north out of town toward Davis Ferry Rd and Davis Ferry Park, just south of Battle Ground.

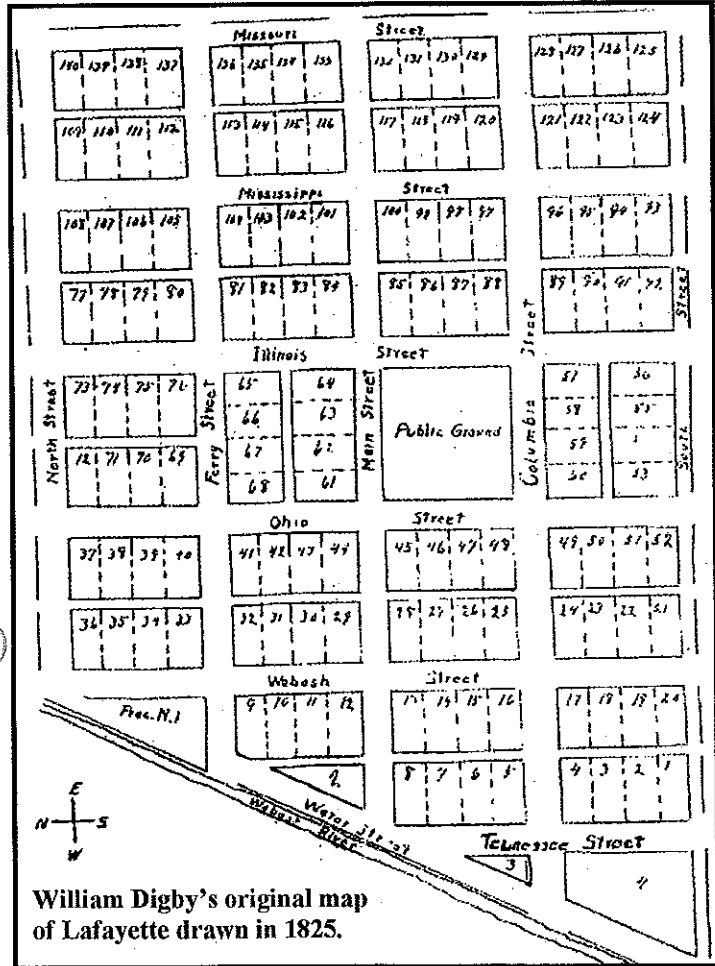
Why did Digby chose this site.? It was primarily because he thought that this would be the head c steamboat navigation on the Wabash. Steamboats had made it as far as Terre Haute by 1823. Based on navigational improvements the state was then making on the river Digby felt that the steamboats could come further up stream. Digby was strictly investing for gain. He employed a Crawfordsville inn keeper, Robert Johnson, to accompany him in the spring of 1825 and together they laid out the initial city of Lafayette. It consisted of 140 lots along the Wabash from today's South St to North St and east to 6th St, which he called Missouri St. His public square was located where the courthouse is today.

Three days after establishing the town he sold most of his holdings to Samuel Sargeant. Digby retained 20 acres, a ferry landing and a small plot in the town. The selling price was \$240. Sargeant in turn wanted to enhance the likelihood that the town would become a county seat so he sold 5/8ths of the odd numbered lots to leading businessmen in Crawfordsville - Isaac C. Elston, John Wilson and Jonathan W. Powers - for \$130. These too were speculator/investors. Elston went on in 1832 to layout Michigan City, IN.

Why did Digby choose the name Lafayette f his new town? We must remember that his objective was to make a profit so he wanted to promote the site.

What better way to draw public attention, than to name your town for a famous Revolutionary War figure. The Marquis de Lafayette was touring the country at the time. There was already plenty of excitement in the state from the anticipated visit of this French hero. In fact his steamboat, *Mechanic* hit a submerged ledge in the Ohio River and he was shipwrecked at Cannelton, IN

tion. In 1827 Isaac Shelby plotted a town 11 miles southwest of Lafayette on the high ground above the west side of the Wabash, which he named for Marquis de Lafayette's home, LaGrange. At one time LaGrange was a bustling river town of 40 property owners that held promise of rivaling all of the other area cities including Lafayette. However, when the Wabash & Erie Canal arrived at Lafayette, LaGrange found itself on the wrong side of the river leaving the town diminished and eventually vanished. It was located on CR 950 in Shelby Township where there is a historical marker today. Even Granville, another rival town, which was located on the canal south of Lafayette near Wea Creek, once challenged Lafayette but today only a marker stands at the site.



William Digby's original map of Lafayette drawn in 1825.

Again Digby's speculative vein can be seen in his next scheme. On March 2, 1827, the US Congress passed a bill that provided a land grant bill to Indiana if it agreed to build a canal connecting the waters of the Maumee and the Wabash rivers. The land grant was for alternate sections (1 square mile each) of land on either side of the canal route from the Tippecanoe River in Indiana to the AuGlaize River at Defiance Ohio. Indiana accepted the grant on January 5, 1828, negotiated with Ohio to build a canal and began breaking ground on February 22, 1832. In 1832 when Indiana began the Wabash & Erie Canal, Digby quickly moved to layout a town on the east side of the Wabash just opposite where the Tippecanoe River enters the Wabash. Assuming that this was going to be the head of steamboat and canal intersection, he plotted out the town of Americus, choosing a patriotic name to enhance the prestige of the town. This time it didn't work.

Canal Commissioners determined that Lafayette would be a better terminus and more accessible by steamboat. The cost for the 14 mile 5 chain extension was estimated to be about \$204,000 and offered a better port. In 1834-35 the General Assembly agreed and authorized the extension. The town of Americus never realized much potential but it does remain today with a restaurant and a few homes along the Wabash.

on May 9, 1825, a few weeks before Digby laid out Lafayette on May 25th. Indiana Governor James B. Ray welcomed Lafayette at Louisville in grand style but the war hero never came to his namesake city in northwestern Indiana.

Sargent succeeded in gaining support. In Jan 1826 Tippecanoe County was established with Lafayette as the county seat. On April 24, 1826, President John Quincy Adams appointed Samuel Sargent as the town's first postmaster. In the summer of 1826 the first steamboat, the *Bold Eaton*, arrived at Lafayette as Digby had anticipated and shortly thereafter a wharf on the river was built to accommodate river traffic. From 1826-27 Digby ran a trading store on his plot of land at the foot of Main St.

William Digby, a bachelor, was not only a riverman and land speculator he also made a profession of playing cards. "Old Digby," as he was called, loved to play a game called "old sledge." This was a very popular 19th Century game for two or three players. It was also called "All Fours" or "Seven Up." There is a famous account of him and Judge John Pettit playing all night. In this midnight marathon Digby lost his home in the game. Pettit put the house on wheels and rolled it through town to a lot he owned. Later Judge Pettit made this house his law office. Digby's gambling got him into the county court as early as 1827 and many times thereafter. He was often in the courtroom de-

The town of Lafayette was not without competi-

fending himself against charges related to his weakness for gambling or selling of liquor without a license. In 1906 a history researcher, Alva O. Reser, described Digby as " a great man to playcards... an all-round fellow liked by all classes of people... always ready to fight or do anything in support of what he believed to be right."

In the early 1850's, Digby went west to the California gold fields, probably to gamble rather than dig for gold. Apparently his luck was not too good as he returned shortly to Lafayette. In 1858 he was employed as a watchman for the Wabash Railroad at the bridge across the Wabash River at Attica, Indiana. The 1860 US Census shows him listed as a Bridge Tender.

Digby lived an interesting life of gambling, speculation and carefree living. He died on May 23, 1864 at age 62, when he was living at the home of W. H. Watson in Lafayette.

His obituary in the *Lafayette Courier* is as follows:

He was an improvident man, and lost his advantage (referring to the profit he made by selling land at Americus) by luckless ventures...He had enjoyed only a limited education, but his practical common sense, and

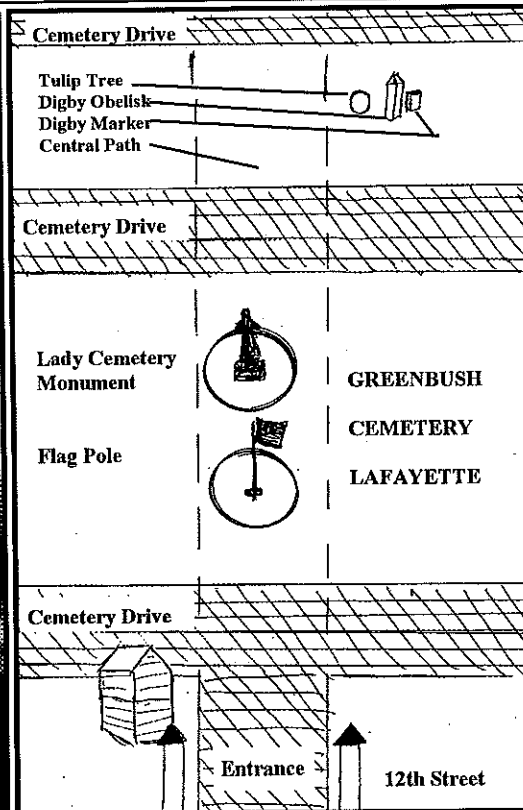
close observation, marked him as a man of more than ordinary intelligence. He was generous to a fault, credulous, confiding and was oftener sinned against than sinning. Whatever of human frailty there might have been that marred his early manhood, it should all be forgotten in the blameless character of his riper years."

Digby's sister, Mary West, as well as his mother also lived in Lafayette. His mother, Catherine Bailey Cook Digby, died in 1849. All three are buried in Greenbush Cemetery. A tulip tree and a marker were placed beside Digby's tombstone in 1925 at the 100th anniversary of the founding of Lafayette.

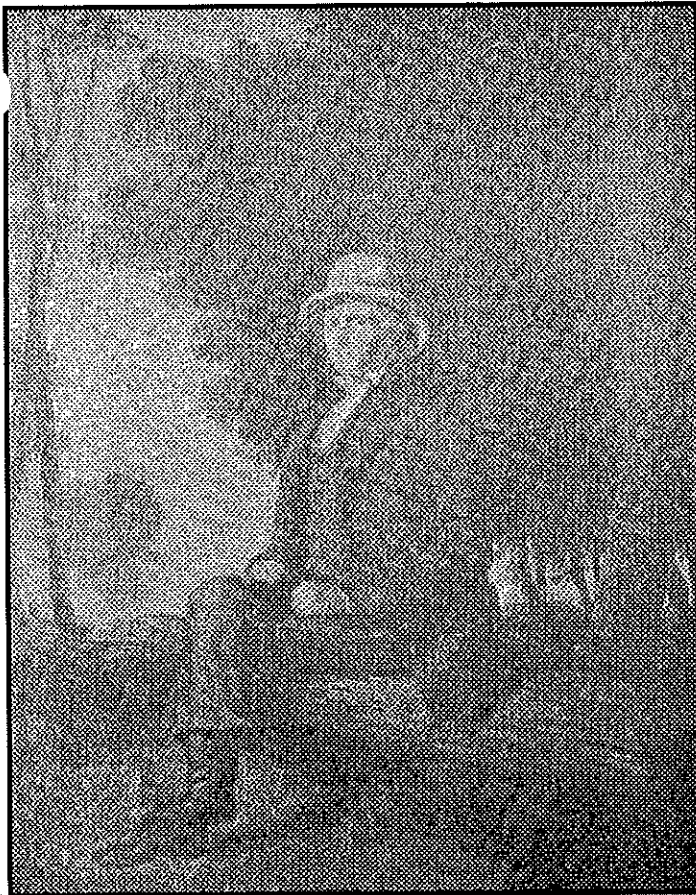
Mark Jenners, an early resident of Lafayette describes Digby as follows:

"I knew William Digby very well. He was a big man in every way. He was six feet tall and weighed 200 pounds. He never married. He lived in Lafayette with the family of W. H. Watson [located at 10th and Heath Streets]. He was a great man to play cards. Seven-up was his favorite game. He used to go on flat boats to New Orleans. He was captain of these boats and would play cards all the way down on the flat boats and then he would come back on steamers and play cards all the way back. He was an all 'round old fellow and was liked by all classes of people He was inclined to be light complexioned and had light hair. I don't believe he was much of a hunter but he liked to fish. He was a regular frontier all-around man. He was always ready to fight or do anything in support of what he believed to be right."

William Digby's date of birth and death are inscribed on the right-hand-side of this obelisk in Lafayette's Greenbush Cemetery located to the right of the central path by a tulip tree and a marker to its left was placed on his grave in 1925 at the time the tree was planted. Photo by Bob Schmidt

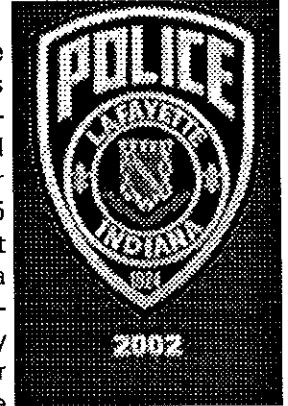


Although Digby was never really a canawler as such, he played an important role in establishing Lafayette, which became an important port on the Wabash & Erie Canal. There are two portraits of William Digby, by George Winter, who also lived in Lafayette until his death in 1876. A picture of Digby sitting on a log was painted in 1852 and hangs in the Lafayette County Public Library. A bust portrait shown on the first page of this article was painted later and hangs in the Tippecanoe County His-



Portrait of William Digby painted in 1852 by George Winter from a postcard printed for the 1925 celebration. Postcard from the collection of Carolyn Schmidt

cumseh. They were created by Susan B. Graham Wilde as part of the 150th celebration of the founding of Lafayette.



The current badge of the Lafayette Police Officers reflects William Digby's influence on Lafayette. Police Officers started wearing shoulder patches after 1943 and since then have had 5 different designs. The current patch designed in 2002 contains a center shield & banner from a portion of the family crest used by the Marquis de Lafayette for whom the city was named. The gold Fleur-de-lis represent the early French exploration and settlement in the Wabash Valley. The date of 1824 is the year the city was conceived in the mind of William Digby, its founding father.

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[www.lafayettepolice.us/history/historic patches](http://www.lafayettepolice.us/history/historic%20patches)

www.lafayettewestlafayettedowntown.com/history.html

torical Museum.

Digby also is remembered on an octagonal artesian monument that stands about twenty-five feet high and was erected in 1887. On the east side of the monument is a bas relief portrait of William Digby and is inscribed below, "In memory of William Digby, founder of the city of LaFayette, May 27, 1825, born 1802, died 1864.

For the 1825 Centennial Celebration of September 27-30, postcards were printed with Winter's painting of Digby sitting on a log. Beneath the picture the text reads: William Digby, Founder of Lafayette, Ind. From painting by George Winter, 1852. "The original Town of Lafayette was laid out May 25, 1825, by William Digby. Two days later he filed a copy of the original plat in the United States Land Office at Crawfordsville. He named the town after General de Lafayette, a French General, who aided this country in obtaining its independence."

He is also portrayed on one of the four busts on the second floor of the Tippecanoe County Court House along with William Henry Harrison, John Purdue and Te-

Canal Commissioners Report on Extending the Wabash & Erie Canal From Americus to Lafayette, Indiana

From *Indiana Senate Journal 1834-35*. Vol. 19.

To the Hon. JAMES GREGORY,
Speaker of the House of Representatives

Sir. - In obedience to the resolution of the House of Representatives of December the 30th, 1834, the undersigned have the honor to state, that in order to make examinations of such subjects as were connected with, and dependant on the termination of the Wabash and Erie canal, near the mouth of the Tippecanoe, it became necessary to extend the Wabash surveys below the Tippecanoe and Wild-Cat rivers; and being in the vicinity, these surveys were taken to Lafayette.

The description of the route of this survey, on the south side of the Wabash, we here subjoin.

At Americus, a short distance below the boundary of the canal grant, a low slate bluff is encountered, which extends about 23 chains. Instead of running the line at the base of the bluff as of those above, a deep cut is here preferred as it will not increase the cost, and the perfect safety of the canal is secured. No other obstacle is found on the route between this point and the Birmingham bluff, except Sugar creek, which will be crossed by a culvert of 24 feet span, and Buck creek by a culvert of 14 feet span, both of which must be built of timber.

About 5½ miles below Americus, the Birmingham bluff commences and extends 87 chains, forming by far the greatest obstacle to the construction of the canal, found between the boundary of the canal grant and Lafayette. The canal here as at Falling Spring bluff, will be made by forming an embankment in the river which will require protection. As there is no stone convenient to this place, brush protection has been estimated.

After passing Birmingham bluff, the next obstacle presented, is the crossing of Wild-Cat, which must be effected by means of a dam: as from the unfavorable nature of the ground above this point, the level cannot be kept sufficiently high to pass this stream on an aqueduct, without involving a very great expense. But the objections to this mode of crossing, it is believed, will

be balanced by the valuable water power, that will by this means be obtained at Lafayette, which will be sufficient to drive 30 pairs of 4½ feet mill stones; and from the rapid growth of the town, and the great improvements that are making in the extensive and fertile country around it all this power will in a few years be brought into use, and the moneys arising from the rents and sales of the water, will pay a considerable portion of the interest of the money necessarily expended in the construction of the canal from Tippecanoe to Lafayette.

From the crossing of Wild-Cat, a favorable route for the canal, may be obtained to Lafayette, where it would terminate in a basin, at a point highly favorable for the transfer of freight from the canal to the river boats.

The cost of the canal is estimated as follows:

From the termination of the survey on the south side as described in the Engineer's report of Dec. 27th, 1834, to Lafayette, 14 miles 5 chains, lockage 6 feet, cost \$176,964 48

Add for stone protection at Birmingham bluff, which will be required within three years after the completion of the work, when the stones can be brought in canal boats, 26,964 00
Total cost \$203,928 48

There has been no particular survey on the north side of the river, but from a cursory examination made, it is very evident, that the construction of a canal on the north side would involve a much heavier cost than on the south side. The crossing of Tippecanoe would be much more expensive than the crossing of Wild-Cat; and besides this there are three expensive washed banks or bluffs; the first of which is the Erie bluff, above the Tippecanoe; the second at the Prophet's town, and the third below Davis' ferry; the combined length of which is two miles and forty-four chains. At all other points not here noticed, the cost will be about the same as on the other side of the river.

Estimating from the data here given, it was sufficiently ascertained that the difference in favor of the south side, for the distance above described, will vary but little from \$80,000, which precluded the necessity of the labor and expense of an accurate survey.

Which is respectfully submitted,

D. BURR,
SAM'L. LEWIS,
J. B. JOHNSON.

No. 8 of 19 Counties

WABASH & ERIE CANAL BY INDIANA COUNTY

TIPPECANOE COUNTY

ESTABLISHED: Jan 20, 1826
 NAMED FOR: River & Battle on Tippecanoe - Nov. 7, 1811
 SIZE: 449.8 Sq. miles

CANAL TOWNS:
 Americus - 1832
 Kingston 1845
 - 1866 to Chauncey
 - 1888 to West Lafayette
 Granville - 1834
 - 1850 to Wheaton

COUNTY SEAT - LAFAYETTE

ESTABLISHED: May 25, 1825
 FOUNDER: William Digby
 NAMED FOR: Marquis de La Fayette
 (French General - American Revol.)
 "The Star City"
 W&E reached here Fall 1840

May 1840 1st boat "Albert S. White" leaves for Toledo, OH
 Albert S. White - US Senator from Indiana 1839-1845 (Whig)
 1869 John Purdue, Lafayette merchant donates \$200,000 to establish a university
 - Purdue University in West Lafayette

POPULATION TRENDS:
 1840 4226
 1850 8181
 1860 12647
 1870 15396
 Est. 2005 60459

SUMMARY OF STRUCTURES IN TIPPECANOE COUNTY

LIFT	QTY	NUMBERS	LENGTH OF CANAL IN COUNTY
			28 = MILES
Stone Locks	0		
Timber Locks	1	No. 34	
County Totals	1		
Guard Locks	4	1 - Kites 2 - Wildcat 1 - Wea Creeks	
Aqueduct - Open	1	No. 7, Wea Creek	
Aqueduct - Covered	0		
Stone Arches	0		
Timber Arches	1	No. 117, Sugar Creek	
Box Culverts	14	No. 111-116, 118-125	
Feeders to main Canal	2	Wildcat & Wea Creeks	Bridge, Buck & Lost Creeks & Durkey's Run
Slackwater Crossings	1	Wildcat Creek	
Dams	2	Wildcat & Wea Creeks	
Road Bridges	6	No. 50-55	

CANAL TOWNSHIPS

Washington
 Fairfield
 Union
 Wayne
 Granville (1850-Wheaton)

TOWNS

Americus & Jewetts City
 Lafayette
 Granville (1850-Wheaton)

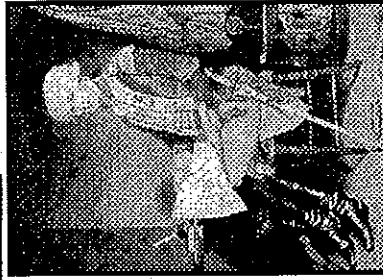
WATERWAYS

Bridge, Sugar & Buck Creeks
 Wildcat Creek & Durkey's Run
 Wea Creek
 Lost Creek

2-CANAL LEVELS

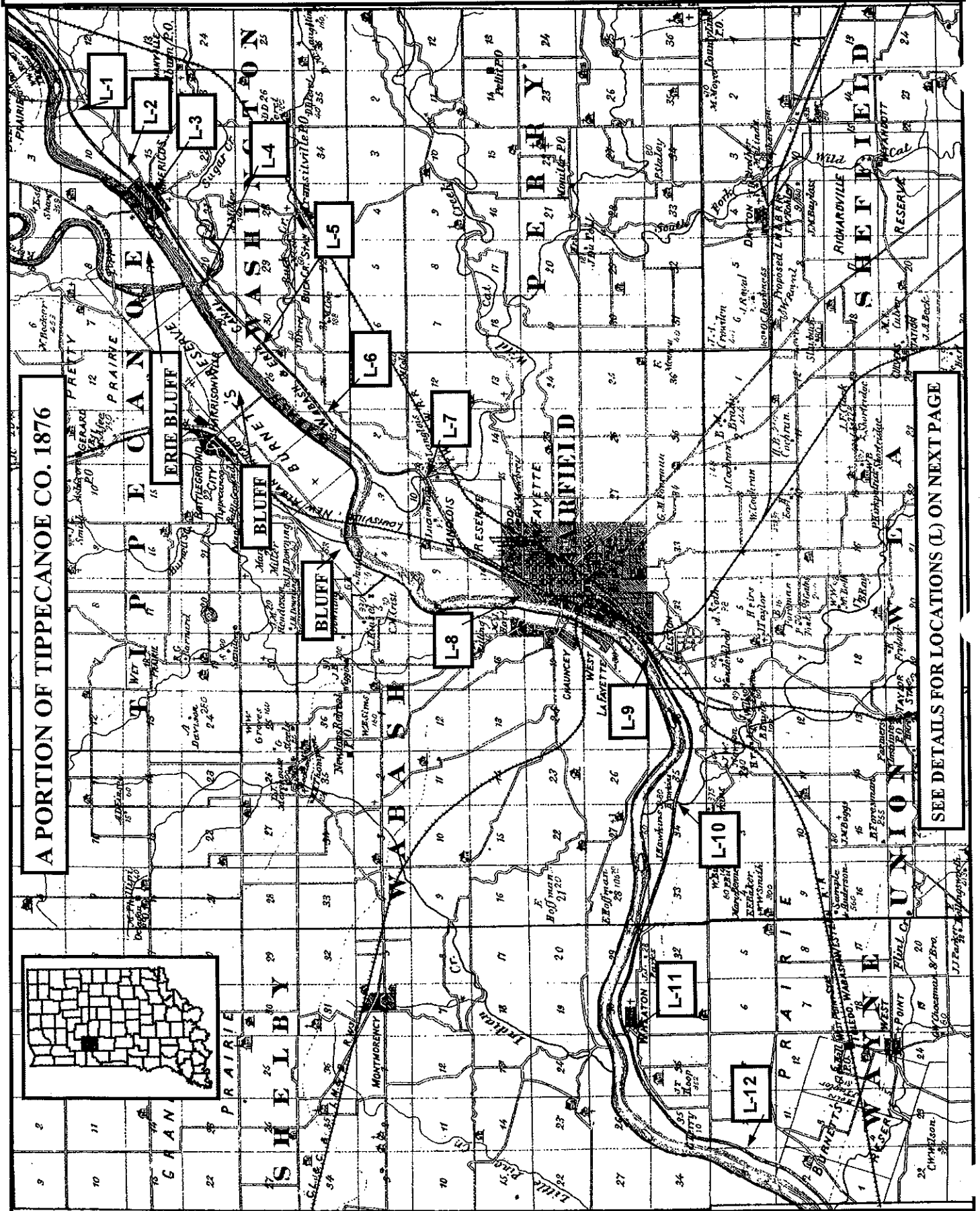
Lock 33 South of Delphi
 Lock 34 at Wea Creek

TO Lock 34 at Wea Creek 21 MILES
 TO Lock 35 at Attica 19 MILES



Marquis de La Fayette
 9-6-1757—5-20-1834
 Albert Smith White
 10-24-1803—9-4-1864





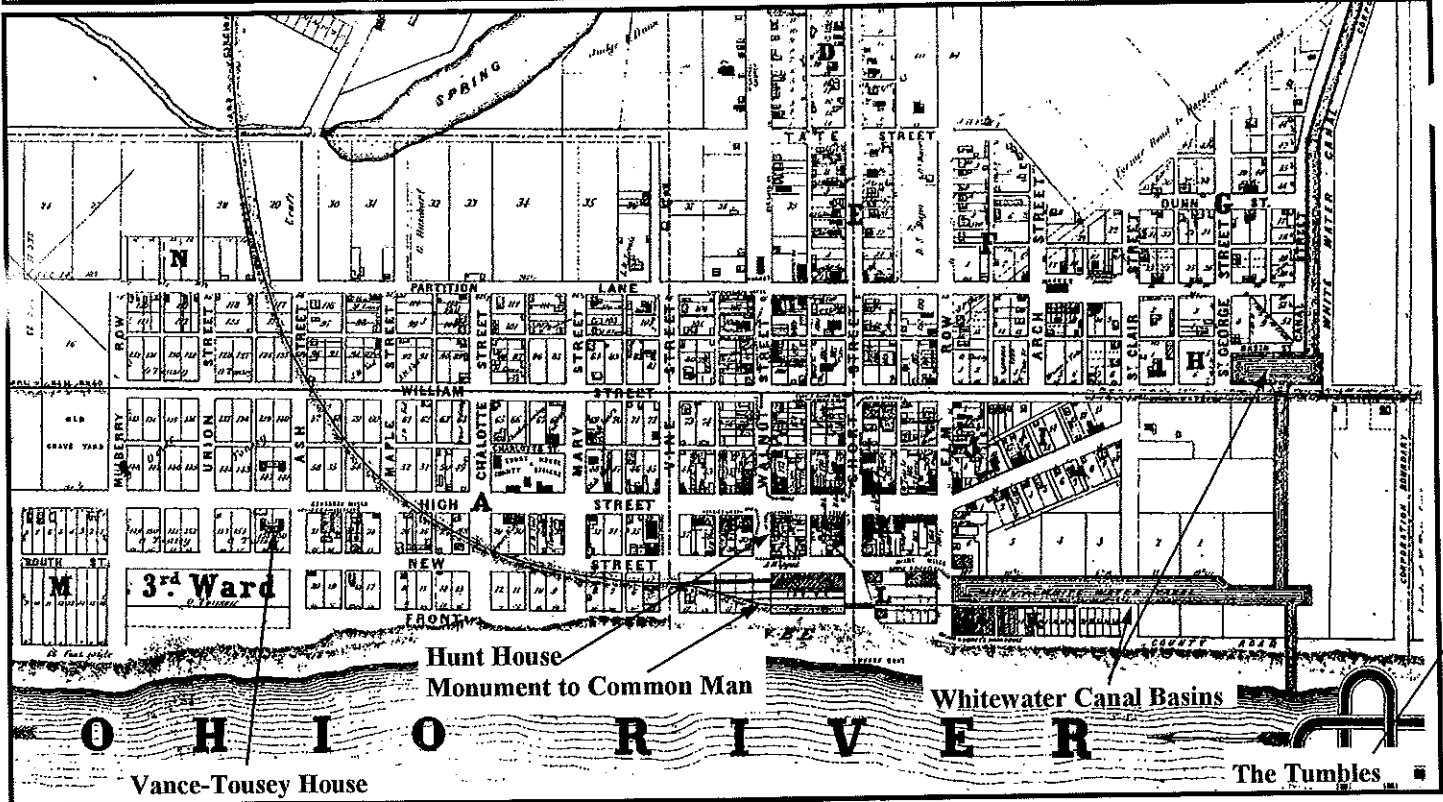
Aug 16 2006

DETAILS OF WABASH & ERIE CANAL IN TIPPECANOE COUNTY

Official distances in bold
MILEAGE
FROM IN
ST LINE COUNTY
 123.0 0
 Carroll County
 L-1 Bridge Creek

<u>GENERAL DESCRIPTIONS</u>		<u>ROAD LOCATIONS</u>		<u>1847 REPORT & MISC DETAILS</u>		<u>TYPE</u>		<u>SPANS / DIMENSIONS</u>	
<u>SR 25 & CR 900 W</u>		<u>SR 25 & CR 900 W</u>							
X	L-2	Sec. 15 R - on Farm Lane		Culvert No. 111 over Shaker Run		Timber-box	2	12 Ft x 3 Ft	
	L-3	Bridge at Wabash River	Grant Road	Guard Lock - Kite's control Wabash backflow		Timber			
	L-4	Sugar Creek	Turn on Stair Rd.	Culvert No. 112		Timber-box	1	9 Ft x 18"	
	L-5	Buck Creek		Culvert No. 113		Timber-box	1	6 Ft x 28"	
	L-5			Culvert No. 114		Timber-box	1	9 Ft x 18"	
	L-6		Left at 225 E	Canal Inn - John Cunningham home/cemt		2 Story	razed - mid 1990's		
	L-6		Right at SR 25	Culvert No. 115		Timber-box	1	9 Ft x 18"	
	L-7	Wildcat Creek		Road Bridge No. 50 - Americus		Timber-box	1	6 Ft x 18"	
	L-7			Culvert No. 116		Arch-fimber	1	24 Ft chord	
	L-8			Culvert No. 117		Timber-box	4	12 Ft x 3 Ft	
	L-8			Mill race Culvert		Timber-box			
	L-8			Culvert No. 118		Timber-box			
	L-8			Jewetts City - Trading Post on Canal		Timber-box			
	L-8			Birmingham Bluffs		87 Chains	5732 Ft about 1 mile		
	L-8			Culvert No. 119		Timber-box	2	10 Ft x 18"	
	L-8			Flood Gates near Wildcat Creek		Timber	13 Ft High	221 Ft	
	L-8			Dam - Wildcat Creek slackwater / feeder					
	L-8			Guard Locks E & W of creek					
	L-8			Towpath change at first (East) Guard Lock N to S					
	L-8			Covered Road & Towpath Bridge		Long's patent	160 Ft		
	L-8			Culvert No. 120		Timber-box	1	10 Ft x 18"	
	L-8			Road Bridge No. 51		Towpath from S to N			
	L-8			Lafayette Downtown					
	L-8			Road Bridge No. 52					
	L-8			Road Bridge No. 53					
	L-8			Culvert No. 121		Timber-box	2	8 Ft x 18"	
	L-8			Culvert No. 122		Timber-box	1	6 Ft x 12"	
	L-8			Guard Lock		Timber			
	L-8			Culvert No. 123		Timber-box	3	11 Ft x 3 Ft	
	L-8			Aqueduct No. 7		Open-Trunk	3 x 32 Ft	96 Ft	
	L-8			Lock No. 34		Timber-Frame	10 ft Lift		
	L-8			Wea Feeder Canal		26 Chains	1760 Ft	15 Ft Wide	
	L-8			Wea Dam			4.5 Ft High	200 Ft	
	L-8			Culvert No. 124		Timber-box		11 Ft x 2.25'	
	L-8			Road Bridge No. 54 - Granville					
	L-8			Road Bridge No. 55					
	L-8			Culvert No. 125		Timber-box	2	10 Ft x 2 Ft	

Note: Canal crosses Flint Creek in Fountain Co.
 Turn into farm drive just after crossing Flint Creek



"CANAL PASSAGES" TOUR

(continued from last issue)
By Carolyn Schmidt

On Saturday October 21, 2007, after seeing the location of the Whitewater Canal basin by the Lawrenceburg River Walk amphitheater, the "Monument to the Common Man," and the Vance-Tousey house, we boarded the bus and went to "The Tumbles." It is located on a gravel road near the Argosy Casino. Those who wished to walk the short distance down the road found the tumbles full of water much like it would have been during canal times.

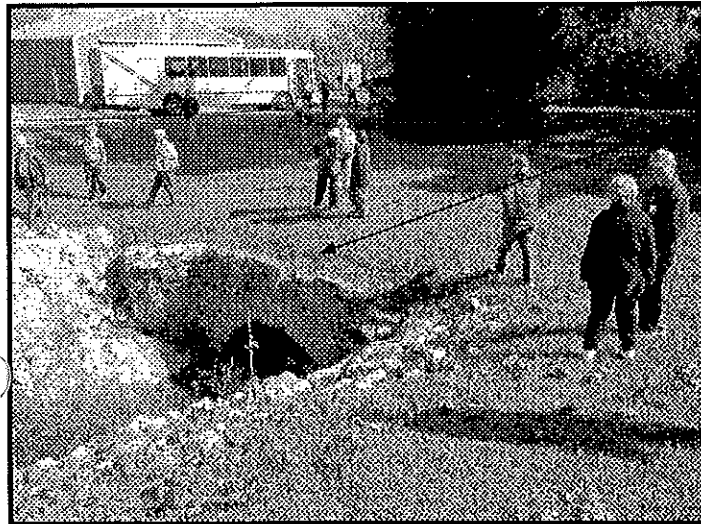
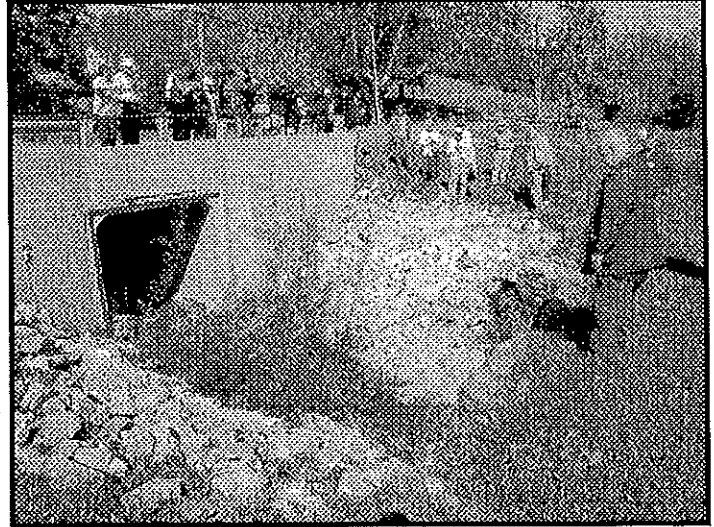
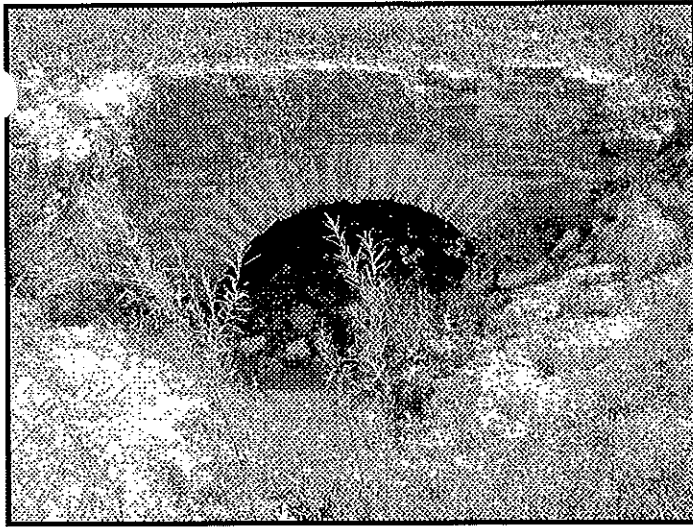
"The Tumbles" was actually the escape route of excess water from the Whitewater Canal near the Lawrenceburg fairgrounds to the Ohio River. Although we do not know for sure what kind of structure (waste weir) allowed the extra water to leave the canal, it kept the canal 4-feet deep and prevented deeper water pressure from building up and washing out canal banks. Today this channel to the river is beautifully serene with overhanging branches, flitting butterflies, and birds.

Nearby is the Oxbow, a prehistoric horseshoe formed when flood waters cut a new course for the Great Miami River. The floodplain in the area is highly productive farmland and home to 270 species of birds, 66 species of fish, and 422 vascular plants. Two ladies on our tour said their parents had sold easements to this wetland nature preserve.

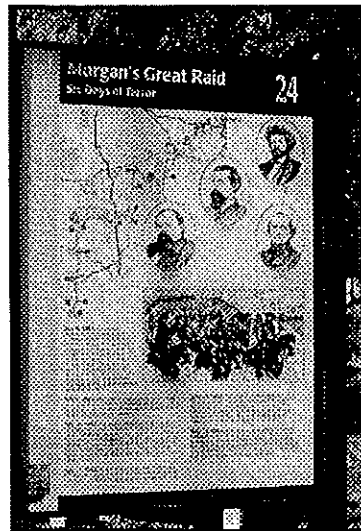
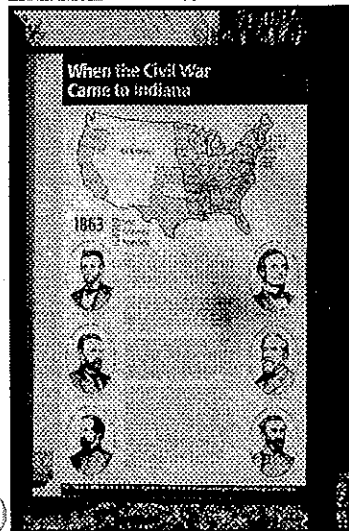
Excess canal water flowed through the tumbles. Photo by Carl Bauer



Northeast of Lawrenceburg we stopped at Possum Run Culvert, a culvert that passed the water of Possum Run Creek beneath the Whitewater Canal bed. Some of the culvert's face toward Oberting Road is missing, but the opposite face is wonderfully intact. A modern day concrete box culvert passes Possum Run Creek beneath Oberting Road. We compared the beautiful canal structure that was handcrafted by true artisans, who precisely cut stone and fitted it into place without the use of cement, to the ugly culvert of today. We also could see how long the culvert extended under the canal bed and banks since it is on private property, that is kept mowed. The old towpath is still used as a driveway.



Possum Run Culvert has some stones missing on the side near the road and ugly stone covered with concrete has been placed between it and the concrete road culvert. Note that this face has had concrete added between the stones for stabilization. The culvert extends beneath the canal prism shown by the black line. The towpath is in the upper right hand corner of the picture with the bus. The opposite end of the culvert is in the lower right picture and has not had concrete added between the stones. Photos by Carl Bauer



Two historical panels concerning the Civil War and Morgan's Raid were seen in a school yard near the dam. Ps - Cynthia Powers

From Possum Run Culvert we followed the route of the Whitewater Canal to Harrison, OH, and the location of the dam across the river where we had begun our tour earlier in the day. At intervals along the route we could see the canal prism in people's yards and along the west side of the Whitewater River. We pointed out a marker about Morgan's Raid before crossing the river. In a few short blocks we stopped in an old school yard where two new historical panels have been erected that explain Morgan's Raid. One was entitled "When the Civil War Came to Indiana" and the other "Morgan's Great Raid: Six Days of Terror."

We finished the tour early so that we allowed time for setting up for the evening program and getting to the evening banquet held at Mr. Jim's Steakhouse in West Harrison, IN. Our delicious meal of potato soup, tossed salad, green beans and choice of beef filet, baby

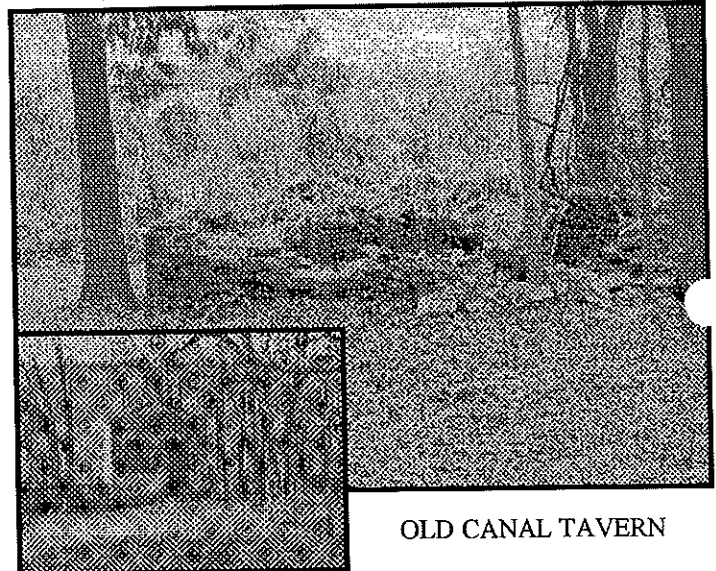
back ribs or cold filet was so tasty that four of our members returned on Sunday to eat there again.

Saturday night we reconvened at the First Presbyterian Church in Harrison. Mick Wilz, CSI director from Brookville, Indiana, gave a summary of the Whitewater Trails project he is leading and all the sources of information that he has found about the canal before introducing Don Burden, a graduate student from Ball State who conducted extensive research on the Whitewater Canal for his masters' thesis. Burden's PowerPoint presentation included the history of the Whitewater Canal and a summary about how through the use of archival records he was able to determine where the 1/2-mile-long canal sections were located and then find the structures for which contracts were let in these sections. He found the location of Wiley's Locks, which CSI previously had not known. Chuck Whiting, one of several CSI directors who helped Don in his research, also found the location of a culvert which we had not known. Everyone was very impressed with the work Don has done and encourage him to write a book.

A drawing was held for packets of back issues of American Canals. Thank you gifts were presented to those who helped with the tour. Mick Wilz gave directions for Sunday's tour of Whitewater Canal structures between West Harrison and Metamora before the meeting was adjourned.

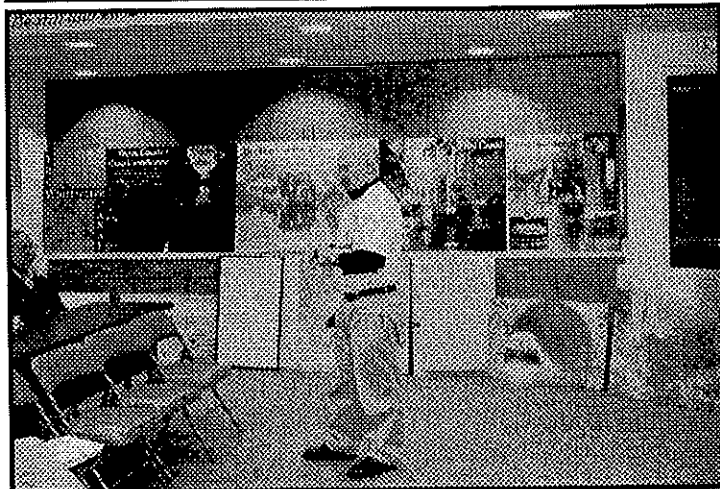
SUNDAY

The weather was even colder Sunday morning as Sally Bancroft, Carol & Barb Bauer, Allen & Corwin, Don & Betty Haack, Jerry & Phyllis Mattheis, Wayne & Judy Miller, Paul, Moffet, Mike Morthorst, Fred Patterson, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Steve & Sue Simerman, Michael Thrall, and Chuck & Anne Whiting joined Mick Wilz for a car caravan to many canal sites never seen before by many of the canalers.



OLD CANAL TAVERN

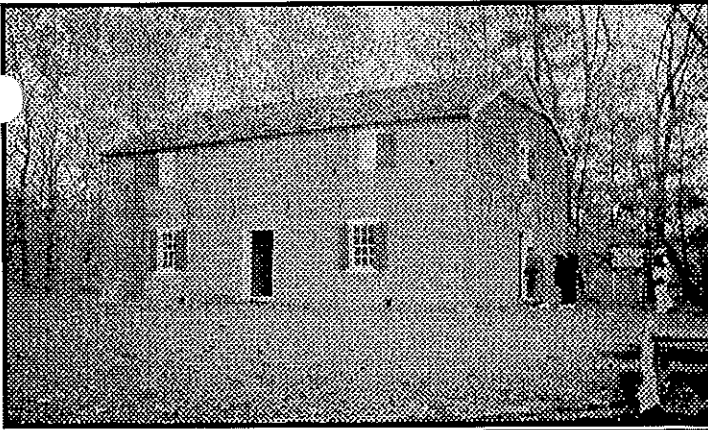
Partial walls of an old canal tavern in the historic photo still stood when planning the tour but have been torn down. Notice railroad tracks on canal towpath in the back. Photo - Carl Bauer



Top: Don Burden (l) spoke on his study of the Whitewater Canal and Mick Wilz talked about the Whitewater Trail project. Bottom: Jerry Mattheis displayed large photos of canal structures that are displayed in the Vinton House. Photos by Bob Schmidt

Our first stop was at the ruins of an old tavern in New Trenton, which stood adjacent to the Whitewater Canal. A few years ago the roof collapsed, but the walls were still standing when we planned the tour. Shortly thereafter the property owner pushed them in because they were dangerous. This is a good example of how easy it is to lose a structure that would have been a great interpretive site along the canal. After the canal ended the railroad built its tracks on the towpath. These could be seen behind the tavern.

On a previous tour we stopped at Little Cedar Grove Baptist Church, but we did not get inside. The time Mick took us in and related the history of the church. The church was built in 1812 and is the oldest church building still on its original location in Indiana. It



Top: Little Cedar Baptist Church is used today. P- Cynthia Powers
 Bottom: Mick Wilz (center) tells about the charcoal fire pit in front of him, the raised pulpit with probationers bench, the balcony, and pews.
 Photo by Carl Bauer

was built following a series of earthquakes in 1811, which sparked organized religion in the territory. Land was purchased from Enoch McCarty. A carpenter and brick mason were hired. Much of the labor was donated by the parishioners. Their oxen kneaded the material for the bricks. Local blacksmiths made the nails. It was a simple brick building with a gable roof and windows with shutters that could be closed to protect those inside. Indians were still dangerous at the time so that during cold weather the church was heated by charcoal burning in a pit before the pulpit. This did not produce smoke like a fireplace and would not give away the presence of the worshiper. The "probationers bench," which was located in front of the pulpit, was often used by arriving worshipers as a place to warm their fingers and toes before sitting on the high-backed seats on the main floor or in the balcony. The pulpit was raised and opposite the front door. Doors were located in the front and on either end for cross ventilation in the summer. Rifle opening were places in the walls at balcony level to defend parishioners in case of Indian attack.

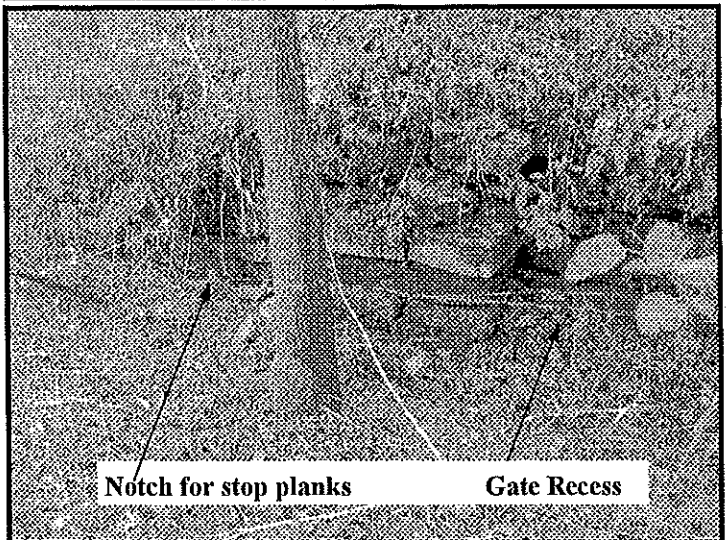
Inside we also saw a tombstone that figured in a Cincinnati murder. A woman was killed and her body cut into pieces as part of a cult sacrifice. Investigators were looking for missing parts. The newspapers published a picture showing the tombstone used in the ritual. Mick saw it in the paper and recognized that it had come from the church. He was married there and even had a picture of himself and his wife standing by the tombstone. He sent the picture in and has never gotten it back. The investigators searched the area around the church for body parts. The tombstone was returned.

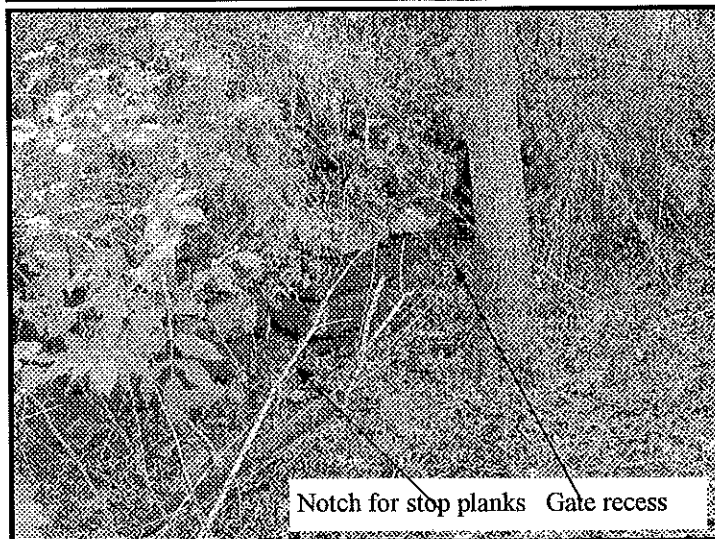
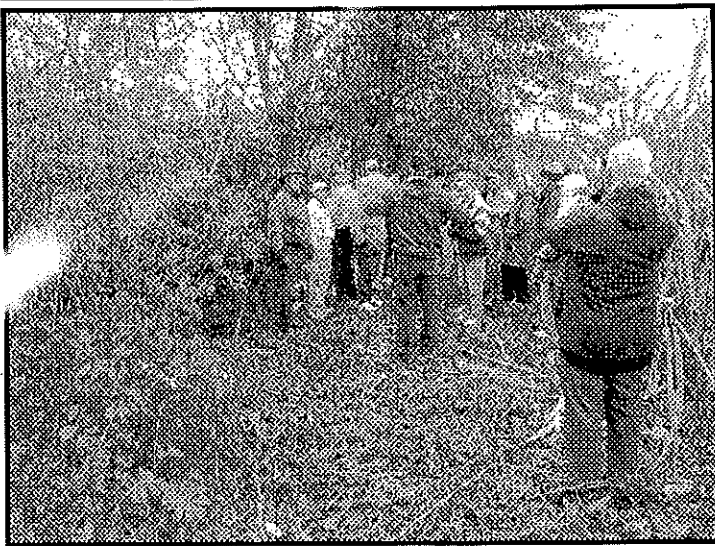
The church was put on the National Register of Historic Places in 1990. It is open to the public anytime of the day. Services are still held there.

Canawlers were excited to see one of the recently located Wiley's locks (15-16) found by Don Burden during his research. Mr. Arien, who farms the land, knew that a stone wall was on one side of his property but didn't recognize that it was a lock wall. CSI had not located them probably because of the strange situation in how the canal was built through this area. Here the canal boats going northwest left the canal and entered a slackwater pool created by Case's Dam in the Whitewater River through the guard lock. The towing animals then followed the river bank and the boat was pulled along the slackwater until it reached Little Cedar Creek. From there they pulled it up Little Cedar Creek for 785 feet before entering Wiley's locks and getting back into the canal. The locks were so named because the farm was owned by Wiley when they were built.

Enough of the downstream end of one lock wall remains so that we could see the lock gate recess and a notch where stop planks could be inserted when the lock chamber needed repair. We determined that we

The towpath side of Wiley's lock 16 still is visible beside the railroad track on the Arien farm. Photo by Carl Bauer





Notch for stop planks Gate recess



The State Fish Hatchery was built in the old canal bed once the canal no longer operated. One of the concrete walls between the ponds was seen in the undergrowth.
Photos by Carl Bauer



Top: Canawlers stand where the chamber of Wiley's Lock #16 was located. The lock wall remnants are on the left with the railroad track at the far left above the wall.

Bottom: Another view of the lock wall with a notch to insert stop planks and recess for a gate.
Photos by Carl Bauer

were standing in what had been the lock chamber, which had been filled in. High to the side of the remaining lock wall is the railroad track which would have been the towpath. This lock probably had an 8 foot lift.

The contract for Section 56, which started at guard lock #2 through Wiley's locks, was let to Joel Wilcox on December 16, 1836. Work certifications reveal that Wilcox & Co. earned an estimated \$1,360 for building this section according to Burden's research. The section engineer, Myron S. Webb, noted that he "settled section 56 on June 20, 1839." This was the final payment for work done. It is likely that the section was completed prior to this time.

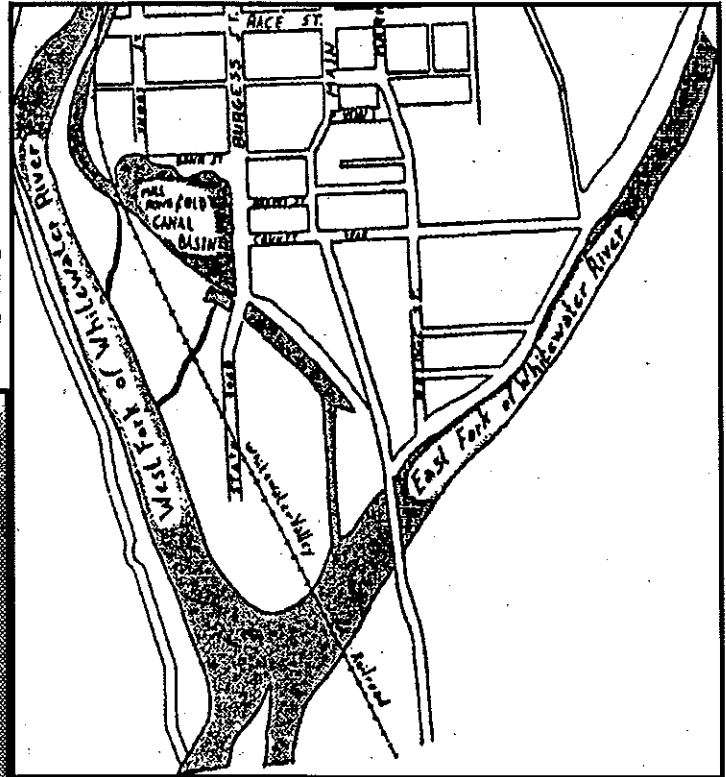
After the canal was no longer used for transpor-

tation, Indiana built a fish hatchery in the old canal prism near a spring. The spring kept fresh water flowing through the ponds. We saw where the ponds had been located and even saw one of the small dams the separated the ponds. Several of the canawlers had seen a similar system on one of Ohio's canals.

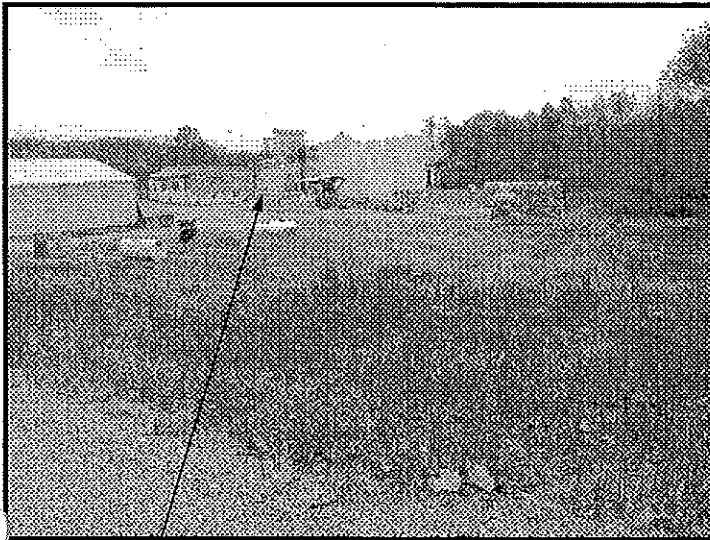
We journeyed on to Brookville, seat of Franklin County and home of Indiana governors James Brown Ray, Noah Noble and David Wallace. Dam #1 for the Whitewater Canal was built about five-hundred feet from where the East Fork meets the West Fork of the Whitewater River. This created a slackwater crossing that was about \$10,000 cheaper than building an aqueduct and slowed down the East Fork of the river. This

was supposed to keep the town from flooding. The slackwater pool also allowed canal boats to reach the east side of town. There are no remains of this structure.

We stopped at the Brookville Canal Basin where Lock 18 raised/lowered boats 7 feet between the basin and the canal. The lock is located where Ag One Co-op stood when we were there. The building was scheduled for demolition the following week. Did they find the lock beneath the surrounding pavement?

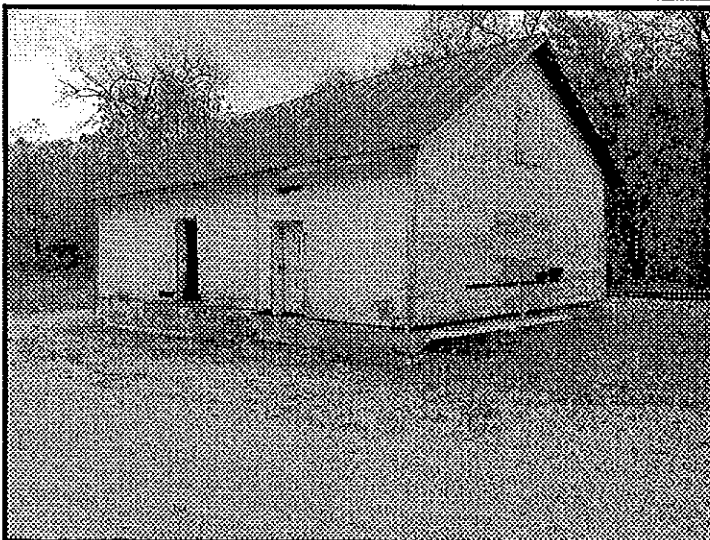


This map shows the junction of the West & East Forks of the Whitewater River where Dam #1 once created a slackwater crossing. The canal basin is in the upper left.



Above: This entire low lying area was once the Brookville canal basin. Lock 18 was located at the Ag One Co-op.

Below: This was the ice house where ice cut on the canal basin was stored. Its walls were filled with straw. Photo by Carl Bauer



At one time a flouring mill sat beside Lock 18. When the Champion Flouring Mills burned in 1915, the grain elevator now owned by Ag One Co-op was built in its place.

During canal times this basin froze over. This

then became a huge ice skating rink and a source of local recreation. The ice was harvested and placed in an ice house by the canal towpath. The walls of the ice house were wide and could be stuffed with straw to help keep the ice from melting. The ice could be loaded on canal boats and taken up and down the canal; however, most of the ice was probably used locally. The basin also had warehouses and docks located around it. Mick plans to use it as a trailhead for the Whitewater Trail being built between Brookville and Metamora.

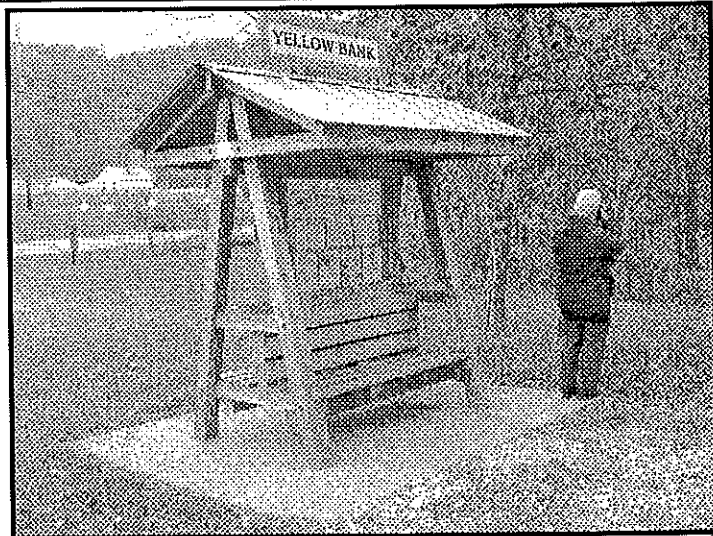
Mick then took us along the railroad track behind the ice house and then over to the West Fork of the Whitewater River. He is working on getting a portion of the river designated a blueway, much like greenways on land, a blueway is a water trail. The river was very beautiful with autumn colored leaves on the trees along its banks. The spot where we stood will someday be a trailhead/boat launch for the blueway. Many canawlers were very interested in an old rusty abandoned railroad locomotive that stood on a side track nearby. It will probably be left where it is when the trail is completed.

We left Brookville and proceeded toward Metamora. Along the way we stopped at Yellow Bank Trailhead and saw the kiosk built by the Whitewater Trails group. Mick showed us the trail and explained that even though it was level being on top of the old towpath it had been covered with rails. He and his group had re-



Above: Hopefully someday this spot on the West Fork of the Whitewater River will be a trailhead/boat launch for a blueway.
Below: Whitewater Trails erected this kiosk for the Yellow Bank trailhead. Nearby is the Yellow Bank lock.

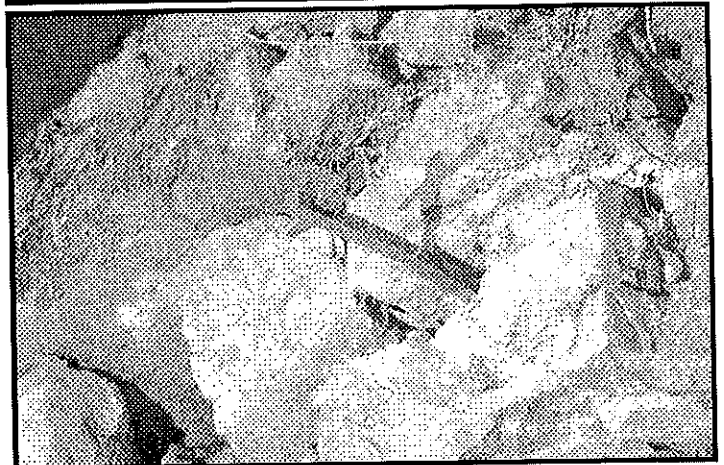
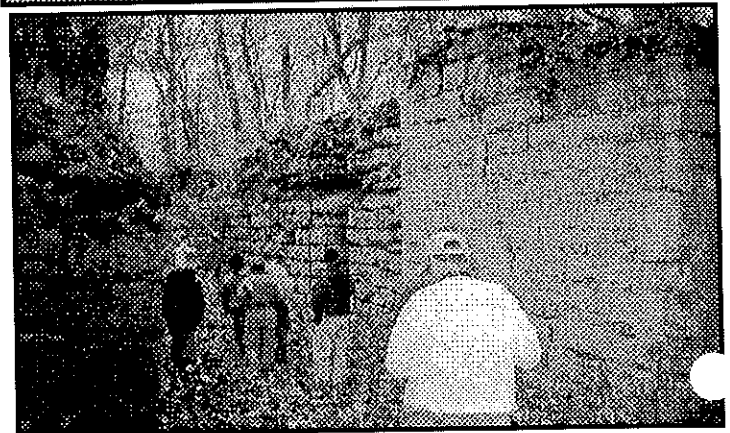
Photos by — Carl Bauer



moved over 40 truckloads of railroad ties. This two mile section of trail was opened with a ribbon cutting on April 30, 2005. The information kiosk was funded by the Franklin County Convention, Recreation & Tourism Board and designed by Gary Rieveschl. It pointed out the old location of an ice pond where water was frozen during the winter, cut, harvested and stored for the following year.

Along the trail between the towpath and the Whitewater River is located the Moster Turf Farm. It was growing special kinds of turf for two college football stadiums as well as residential turf. We could see this large operation as we crossed a field to get to the Yellow Bank Lock # 21, which was a composite lock with an 8 foot lift. This structure was in fantastic condition. The cut stone entrances were so finely chiseled

that they fit snugly together without mortar. We noted the bypass or tumble on the berm side of the lock. A huge crack had formed in the downstream lock wall. Inside the lock we found iron straps and pins that once held the planking that lined the lock.



Top: As we approached Yellow Bank Lock we saw a finely finished entrance and a bypass. Photo — Carl Bauer

Center: Entering the lock we saw a huge crack in one entrance and unfinished stones inside.

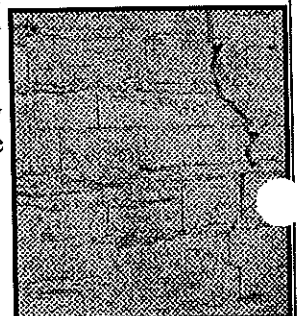
Photo - Cynthia Powers

Bottom: Inside the lock we saw straps and pins that once held the planking that lined the lock.

Photo - Carl Bauer

Right: Note the fine masonry at the entrance to the lock.

Photo - Carl Bauer



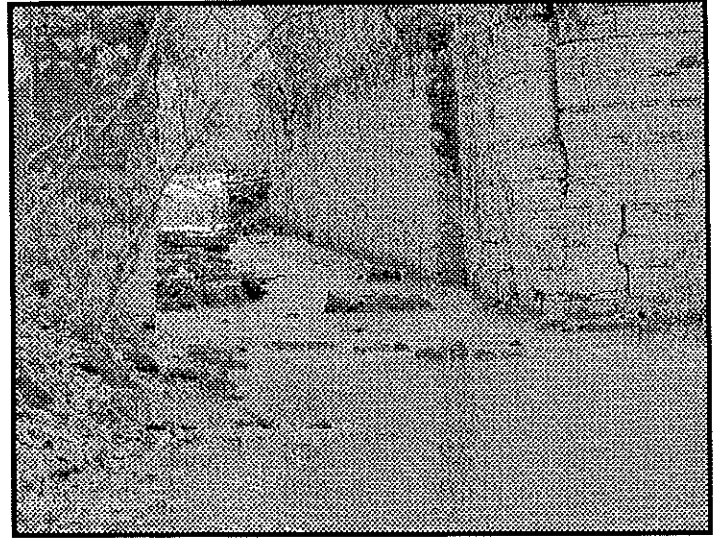
Our last stop was at a cornfield maze that Whitewater Trails was hosting on weekends to fund their trails project. There Mick brought a wagon covered with straw, which was pulled by his SUV to carry us about 2 miles along the towpath to the site of Twin Locks #22-23. Along the way we passed a huge pile of railroad ties that had been removed from the towpath before the towpath could be graded for the trail.

Since we approached the locks from the northwest, we came to Lock #23 first. The Whitewater Canal Trail group had installed a sign that gave the number of the lock and warned against climbing on the rocks. Below the lock we saw a tree that had recently been cut down by a beaver. He had dragged the tree to the edge of the canal.

These two locks still have water running through them, which keeps the floor timbers wet so that they won't rot away causing the lock walls to tumble into the chamber. Lock #23 seemed to be in a better condition than Lock #22 and we could see its breast wall.

Top: We huddled together on the hayride to Twin Locks to keep warm in the cold air.

Bottom: Old railroad ties were removed by the Whitewater Trail group before the new trail bed was graded. Photos by Bob Schmidt



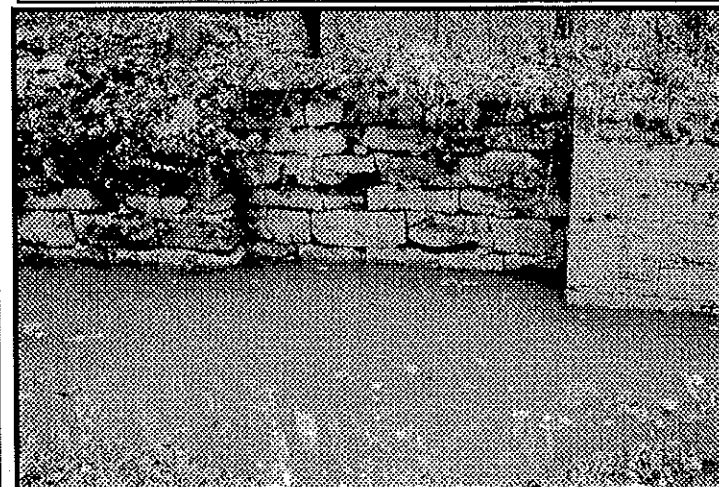
Lock #23

Top: Water flowed over the breast wall of the lock. Cracks were seen on its downstream end. Photo by Carl Bauer

Bottom: A warning sign was located outside the lock wall on the towpath side where the bank has been removed. P - Bob Schmidt

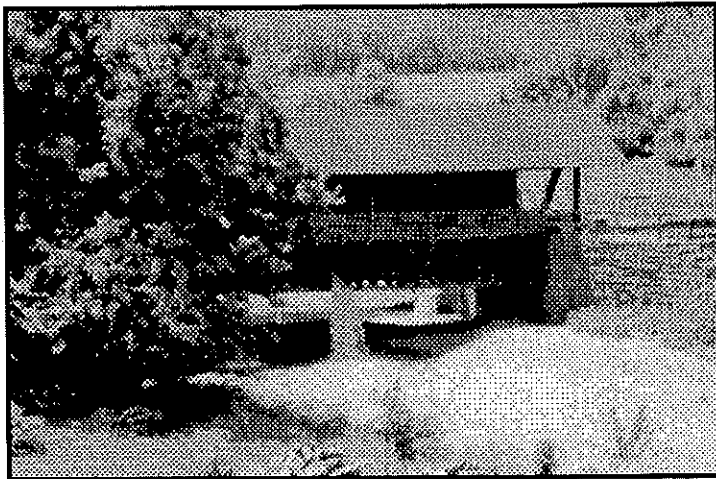
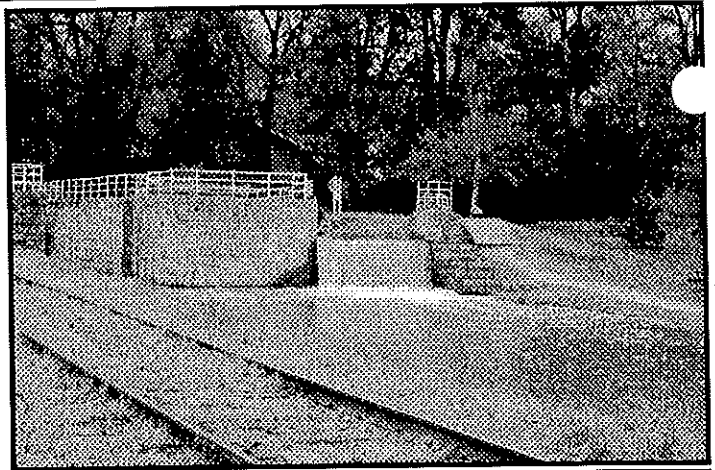
Lock #22

The lock gate recess was in good condition. Photo by Bob Schmidt
Water was much deeper in this lock than in Lock #23. Note the difference in the cut stones at the gate's entrance and those in the lock chamber. Photo by Bob Schmidt



Lock #22 is located on private property. This made it more difficult to see the lock.

We rode the hayride back to the corn maze thus ending the formal portion of our tour. Some canawlers drove to Metamora to eat lunch and see the shops, locks, aqueduct and mill before returning home. Duck Creek aqueduct is the only operating covered bridge style aqueduct in the United States. The gristmill takes canal water, runs it through a turbine, and powers mill stones. Ground corn meal was for sale inside the building. The Ben Franklin II is pulled by draft horses walking in tandem. In old Metamora the original hotel and other old buildings now house shops and restaurants. It was a very cold day, but we saw and learned a lot while enjoying the company of each other.



I & M CANAL CORRIDOR IS REAUTHORIZED

Press conferences were held a Canalport Plaza in Morris, Illinois, at 2:45 p.m. and at the LaSalle County Historical Society in Utica, Illinois, at 4:00 p.m. on October 16, 2006, to announced President Bush's signing of the reauthorization of the Illinois & Michigan Canal National Heritage Corridor. The reauthorization designates the Canal Corridor Association the new management entity for the Corridor. They now have \$20 million in federal and private matching grants on a 50/50 basis over a 15-year period to create jobs along the corridor.

Top left: Duck Creek Aqueduct is open on the side facing the highway. Photo by Bob Schmidt

Bottom left: The Ben Franklin II is pulled by draft horses along the towpath in Metamora, Indiana. Photo by Cynthia Powers

Top right: Water still tumbles from the bypass around Lock #25 by the gristmill in Metamora. Photo by Cynthia Powers

Center right: The gristmill is operated as a tourist attraction by the Indiana Department of Natural Resources. It uses water from the canal to turn its millstones. Photo by Ed Powers

Bottom right: The Whitewater Valley Train was in town taking on passengers to take them to the corn maze. Photo - Cynthia Powers

CENTRAL CANAL PROJECTS

By Chuck Huppert

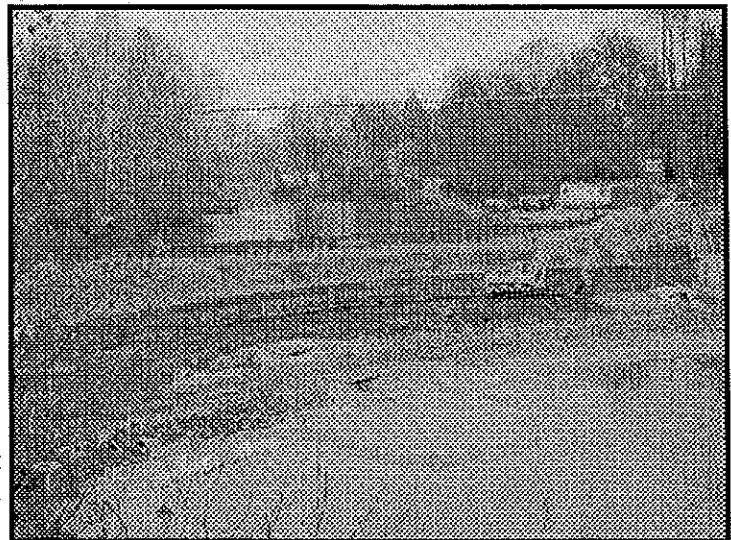
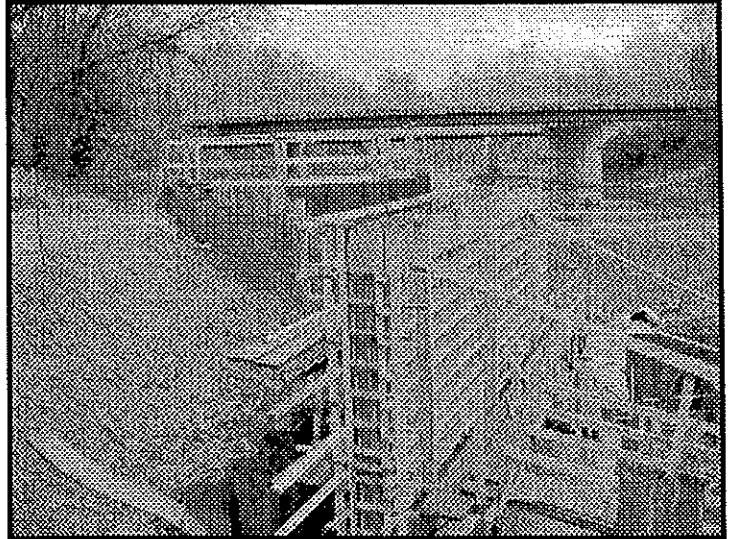
There are two significant things going on regarding the Central Canal in Indianapolis.

Veolia Water, the company which operates the local water utility for the City of Indianapolis (it used to be the Indianapolis Water Company) is rebuilding the dam, which is in the overflow ditch of White River into William Creek. The location is in the 7200 block of Westfield Boulevard, just to the east. The dam was built in 1975 and in recent years has significantly deteriorated. Twenty years ago significant abutment repair work was done. Emergency repairs were made in January 2005, but during last year's floods these were undermined. The problem is that the dam was not originally constructed using good engineering. There was no upstream slope so that river liter would get stuck behind and eventually over the dam, which damaged it and caused it to pull on the abutments. The new design will be of concrete with an upstream slope and significant wing walls on each shore to force the water away and over the dam, which will sit on bedrock.

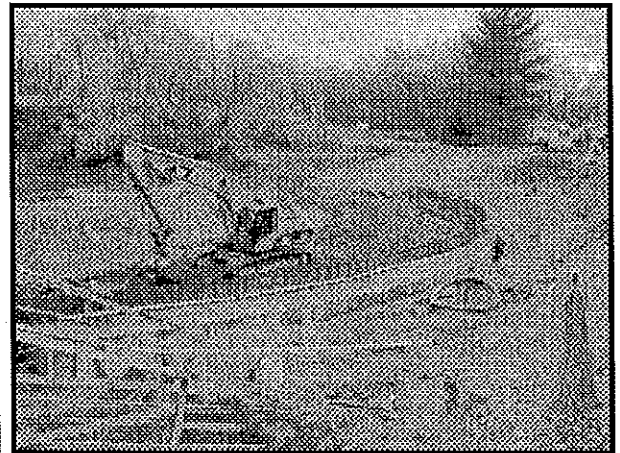
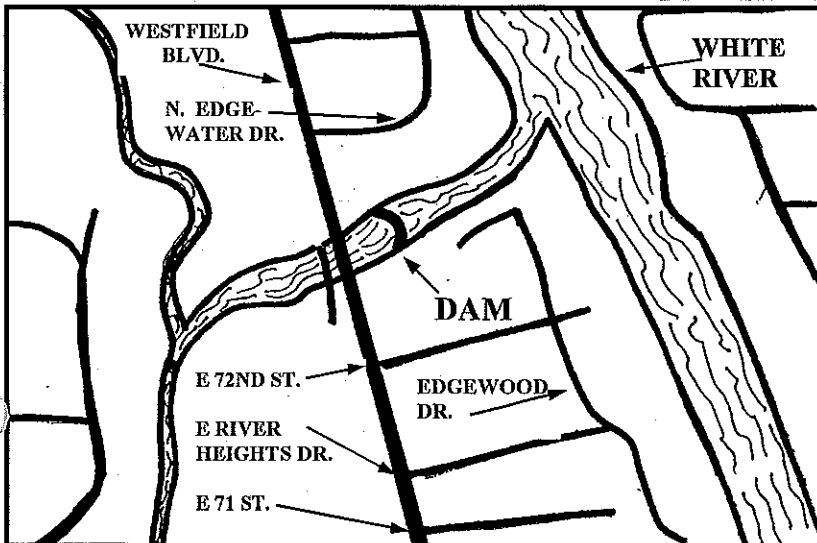
The map shows the old dam. White River is to the east and the overflow flows from east to west and into Williams Creek which joins White River downstream from the Broad Ripple Dam. The Broad Ripple dam forms a slackwater which feeds the Central Canal. The Canal is used by the water utility as a source of drinking water, which is processed at a filtration plant north of 16th Street and east of Fall Creek. Many may remember seeing, during an Indianapolis CSI tour, the large 330 foot aqueduct, which transports canal water over this creek just before it is funneled into the filtration plant.

The new dam will cost 1.4 million dollars and is currently under construction.

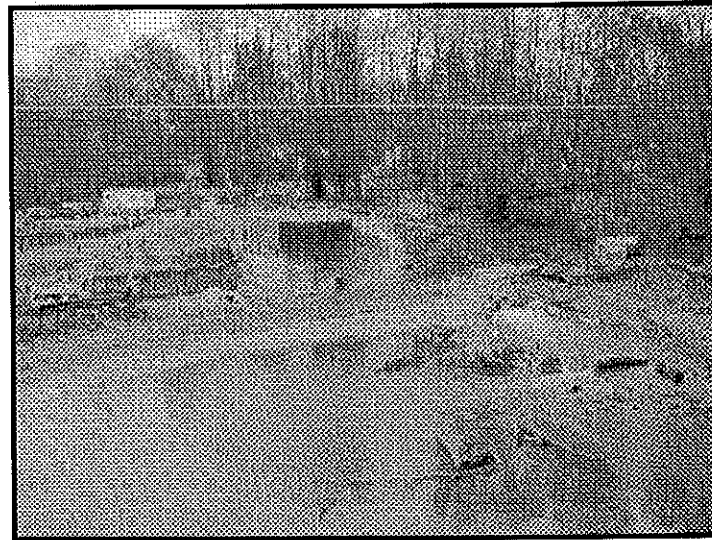
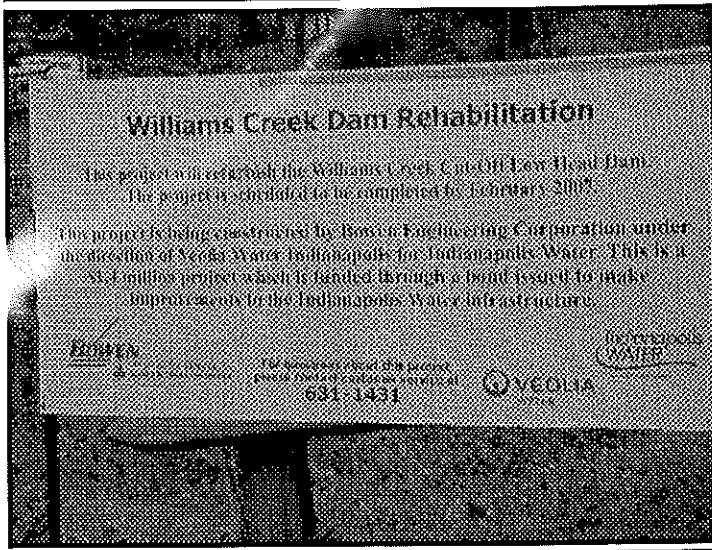
Construction photos taken 31 Oct 2006.



Location of dam construction in Indianapolis



Construction work for new dam looking west, east and northwest
Photos by Chuck Huppert



Sign for construction project and dam looking southeast
Photos by Chuck Huppert

The second project has not begun. It will be a rebuilding of the Ohio Street basin in the Canal and White River State Park Cultural District in downtown. It is the oldest section of the revamped Central Canal, which was constructed beginning in 1985. The stairways from the street level to the canal level are rapidly deteriorating and there is no access for those who are transportationally challenged. The plans are to put in an elevator, new steps and restrooms at canal level. Architectural plans are being developed by Browning Day Mullins Dierdorf. Currently, plans are to begin construction next Spring, but funding the practical question of construction during the summer months of heavy use of the canal walk may change these plans.

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SO THAT YOU WON'T MISS FUTURE ISSUES OF
"The Hoosier Packet"**

LAWRENCEBURG POST OFFICE IS 200

The Lawrenceburg Post Office is 200 years old this year. The Dearborn County Historical Society and the Lawrenceburg Post Office celebrated this important anniversary with a special reception at the Vance - Tousey House at 1 p.m., Sunday, November 19, 2006. (The CSI "Canal Passages" tour recently visited this house.) The actual anniversary date for the post office was November 26.

Postal historian Russell Ryle of Bloomington, Indiana, presented a very special display of historic cancellations and other memorabilia of the Post Office, as well as providing an entertaining and informative talk about the Post Office and the various people who have served as Post Master. The name of the town and the post office were spelled with an "h" at the end (Lawrenceburgh) until the 1890's when post offices across the country were ordered to simplify their spelling. The town of Dillsborough became Dillsboro at the same time. Information courtesy of "Communique Online"

CANAL ERA ELEVATOR LOST AT PERU

By Tom Castaldi

I noticed when passing thru Peru the other day that the canal-era grain elevator has been dismantled and curiously all the old timbers are stacked in neat piles in the parking lot. This is the same structure pictured on page 140 of my book, *Wabash & Erie Canal Notebook III*, with the caption that reads: "During canal days D.L. Scherer operated the elevator and the structure stands today at the southeast corner of Canal Street and Broadway." At a future printing we'll have to say "...and the structure that until 2006 stood at the southeast corner of Canal Street and Broadway." Those of you who have *Notebook III* may want to pencil that notation in your copy.
Tom Castaldi, Allen County Historian, 260/625-5987



I remember when the Clear Creek floodgate on the Wabash & Erie Canal was being removed near Huntington in 1999 for construction of U.S. 24. I arrived early that morning and was the only person there to represent CSI or the Forks of the Wabash. The excavator operator turned to me and asked, "What do you want me to do, Mam? I'll do whatever you say." I didn't know I would be in charge.
Carolyn Schmidt

NEWS FROM DELPHI

APPLE DUMPLINGS —YUM!

Carroll County Wabash & Erie Canal, Inc. volunteers are always busy. They clear trails, plant flowers, clean buildings, restore bridges, build equipment to use on the canal, and hold festivals. They enjoy the fellowship of working together. In October two Mondays were spent in the kitchen of the Canal Interpretive Center making over 1,000 apple dumplings for the annual Old Fashioned Christmas in Canal Park. Some were made with Splenda for diabetics. The dumplings were frozen to be sold in December. They could then be purchased frozen at \$1.50 each to take home with instructions for baking or eaten hot served with ice cream at the festival on December 9-10 at \$3.50.

Apple dumplings are made in an assembly line. The apples are peeled by some volunteers while others make the dough and roll it out. The apples are then wrapped in the pastry and frozen.

Photos by Dan McCain

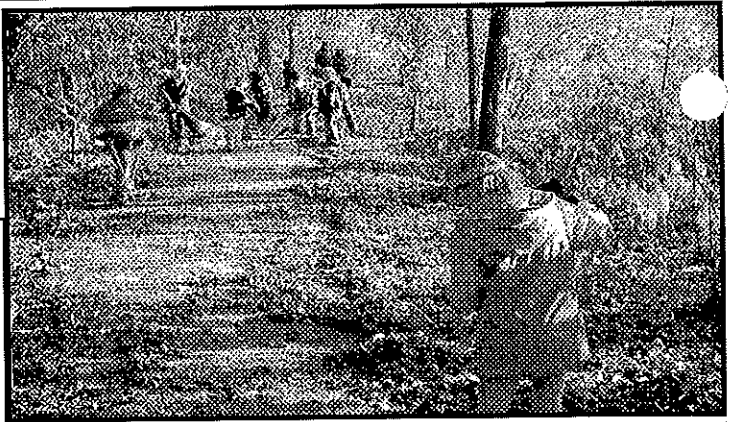


VOLUNTEERS AT WORK

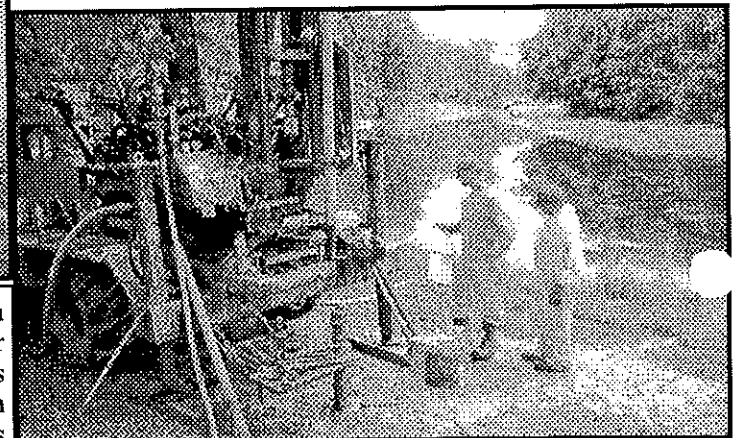
By Dan McCain

Photos by Dan McCain

Outdoors along the Canal Center's parking lot Ethan White and his father Mike put finishing touches on his Boy Scout EAGLE project. Earlier he and about a dozen of his friends dug holes and placed the posts and split rail fence. Also in the heat of the hottest part of the summer these Scouts mortared and placed the low stonewall edging. This project is only one of over two dozen Eagle projects the Canal Association has hosted in the past 15 years.



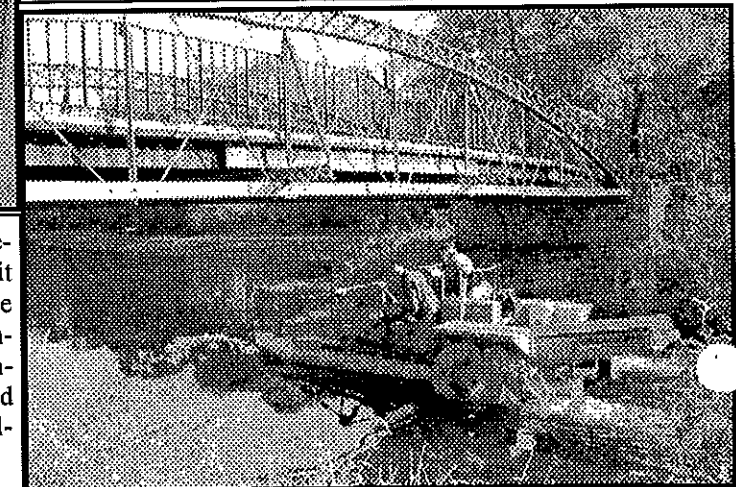
Hillcrest Elementary School let out all classes to work one morning on the trails and in various parks all over town "paying back the community" for what it has done for them. These 5th graders enjoyed the sunny fall day raking leaves, picking up branches and grooming the trails. This trail is the Obear Millrace Trail southwest of Delphi near Trailhead Park.



The little old one room log schoolhouse from the Parrish Farm in White County was readied for moving to Canal Park. Former owner Bill Parrish had used this and several other log buildings to educate school children what it might be like to be a pioneer in the early days. This 15' by 18' structure with its split log benches adorned our Canal Village in Delphi at Christmas.



Planning for the upcoming Canal Boat, Warehouse and Dock is well underway with an anticipated completion expected in mid-2008. Here a soils team investigates the rock beneath the canal turning basin "wide-water" north of Washington Street's Stone Arch Bridge (in the background). The warehouse will provide safe storage at night for the 56 ft. long canal boat by entering at water level--technically called a "slip" in canal days. In winter the boat can also be raised in the building above the ice.



This marvelous machine (at right) worked so well this year removing algae, duckweed and other aquatic weeds. We dubbed it the "Giant Weed Whacker" and volunteers enjoyed keeping the mile of operational canal clean. We bought it cheap in Wisconsin from a Lake Association that had damaged the original pontoons and it needed lots of attention. Now it runs like a "top" and floats just like a new one. What a blessing to have talented volunteers with mechanical know how.