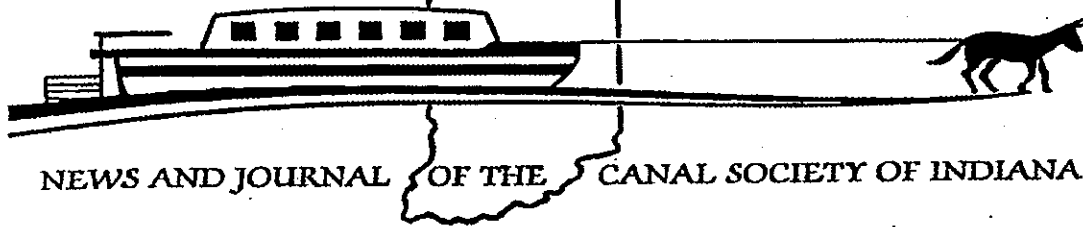


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P.O. BOX 40087 FORT WAYNE, IN 46804

OCTOBER 2007

EXPLORE & RESTORE



The 102-year-old 1905 Stearns Truss bridge from Medaryville has been restored and is being erected over the Wabash & Erie Canal at Delphi for use as a pedestrian trail bridge.

CELEBRATING
OUR
25TH
ANNIVERSARY

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ERECTION OF STEARNS TRUSS

BRIDGE BEGINS IN DELPHI

By Dan McCain

Something the volunteers have dreamed of -- pieces of the Stearns Truss coming back together. Even the site where the pieces came in mid-July is nearly completed. If you are in Delphi take a look behind the Pizza Hut / Dairy Queen restaurants and see what is underway. The crew is proud of this beginning development.



everyone will celebrate.

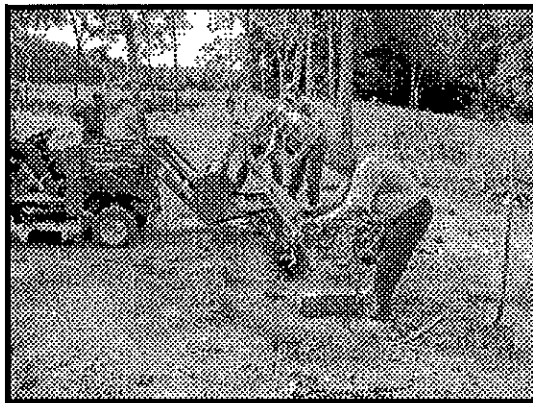
In July the volunteers began hauling the major pieces of the 1905 Stearns Truss from the "workshop" to the erection site. The eager crew couldn't wait to begin setting the five floor beams in reverse order to the disassembly in Pulaski County 15 months ago. Then the conditions of the metal were obviously rusty as they sat in an abandoned site offside Indiana 14 southeast of Medaryville.

Now they are being set in an attractive site where the canal has been recreated and the landscape freshly seeded as a potential park. It will attract lots of attention as people traveling Indiana Highway 25 from Lafayette to Delphi can look to the west before entering town and see this structural relic as it arises.

A dozen 17 foot long White Oak logs arrived at the site. Pike Lumber Company represented by Shane Johnson, Manager from the Carbon, Indiana plant came along with driver Paul Wright to deliver the logs to the Canal Association. This is a gift from the company -- the second time they have done this for us. The last time was 8 years ago when we were rehabilitating the iron Bowstring Arch bridge. Paul was there in 1999 to deliver logs as well.

The structure has been straightened, re-riveted, cleaned, repaired and painted in the past 15 months. Now it is time to see what all fits together again and show off the Blue color selected for this historic bridge.

Jack Cohee unloaded the logs and placed them near the western end of the bridge for cutting into planks later this summer. At least 2,500 board feet of full 2-inch-thick oak will be needed to cover the floor of the Stearns Truss when it is completed. For now the mission is to complete the erection of the 102 year old iron structure and place it on the iron caisson foundations. It will then span the historic canal and



The Canal Association is proud of its volunteer crew and the progress being made on this project.

CANAL SOCIETY OF INDIANA

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

Phone & Fax: 260-432-0279

E-mail: indcanal@aol.com

Web: www.indcanal.org

Officers

Robert Schmidt—President
Ft. Wayne, IN
Indcanal@aol.com
Speaker—Indiana Canals

Charles Huppert—Vice-Pres.
Indianapolis, IN
cbh@iquest.net
Speaker—Central Canal

Cynthia Powers — Secretary
Ft. Wayne, IN
(260) 638-4291

James Ellis—Treasurer
Ft. Wayne, IN
ruthe1938@msn.com

Directors

Sandy Billing
Terre Haute, IN
(812) 466-2187

William Davis
Rosedale, IN
berkydusa@sbcglobal.net

Don Haack
Ft. Wayne, IN
donbehaack@locl.net

Karl Kettelhut
Indianapolis, IN
(317) 575-0963

Jeffrey Koehler
Center Point, IN
koehler@netusa1.net
Speaker Wabash- Erie Canal

Lynette Kross
Plymouth, IN
lynettelskross@yahoo.com

Bette Lockhart
Marion, IN
(765) 662-1127

Mike Morthorst
Cincinnati, OH
gongoozler@fuse.net

Gerald Mattheis
Cambridge City, IN
obkhouse@peoplepc.com

Dan McCain
Delphi, IN
mccain@carlnet.org
Speaker, tours -appointment
www.wabashanderiecanal.org

Carolyn Schmidt-Editor
Ft. Wayne, IN
indcanal@aol.com
Speaker Indiana Canals

Sue Simerman
Ossian, IN
simerman46777@msn.com

Charles Whiting, Jr.
Lawrenceburg, IN
cwhiting01@comcast.net

Mick Wilz
Brookville, IN
mick@sur-seal.com
Speaker - tour Whitewater
Canal (765) 647-6457

TUNNELS BUILT UNDER NAVIGATION CANALS IN THE UNITED STATES & CANADA

by Richard F. Brown, Jr., AICP

In the April 2007, issue of The Hoosier Packet, a previous article identified and discussed the 12 tunnels constructed through hills and mountains as part of navigation canal systems in the United States. This follow-up article explores a variation on the tunnel theme, by listing the 13 tunnels that have been constructed under navigation canals in the United States and Canada.

Tunnels roads, highways, and railroads are occasionally built beneath canals to facilitate transportation and commerce. For railroads in particular, building a tunnel instead of a drawbridge, swing-bridge, or vertical lift bridge can prevent delays caused by canal traffic. Land use and topographic constraints could also limit the available land from any large bridge with enough clearance over the canal.

For roads and highways in urban locations, dense land use and land acquisition costs may limit the options for a high level bridge over the canal. In addition a tunnel keeps a means of emergency access open, when a bridge or bridges may be closed for waterborne traffic to pass by. The following chart lists the 13 tunnels built beneath navigation canals in the United States and Canada:

TUNNEL* (Other Names)	LOCATION	CANAL	LENGTH (feet)	YEAR BUILT/(CLOSED)
Thorold	Thorold, Ontario	Welland (4 th)	2,756	1967
Townline (a)	Welland, Ontario	Welland (4 th)	1,080	1972
East Main Street	Welland, Ontario	Welland (4 th)	1,000 +/-	1972
Wellington	Montreal, Quebec	Lachine	919	1932/(1994)
Henry Kinney (New River/US 1)	Fort Lauderdale, Florida	New River (b)	864	1960
Melocheville (Beauharnois)	Melocheville, Quebec	Beauharnois	747	1957
Atwater	Montreal, Quebec	Lachine	728/591	1929
Great Western Railway	Welland, Ontario	Welland (3 rd)	713	1887/(1915)
Saint Remi	Montreal, Quebec	Lachine	486	1954
Belle Chasse (LA 23)	Belle Chasse, Louisiana	Intracoastal	unknown	unknown
Harvey (US 90 Service Drive)	Harvey, Louisiana	Harvey	unknown	1950's
Houma (LA 3040)	Houma, Louisiana	Intracoastal	unknown	unknown
Medina	Medina, New York	Erie	unknown	1908

Listed in order by length (if known).

Tunnel lengths separated by a "/" indicate the length for each tube if there are multiple tubes.

* Three tunnels in the Hampton Roads region of Virginia pass under portions of the Atlantic Intracoastal Waterway which coincide with the harbor or bay. These tunnels were not included in the chart because they are primarily cross-bay and cross-harbor tunnels more than cross-canal tunnels.

(a) Combined road and railway tunnel.

(b) Passes under the river portion of the New-River waterway, which includes the New River Canal.

A review of the first chart shows eight of the tunnels are located in Canada and five are situated in the United States. The following chart lists canals with multiple tunnels beneath them and indicates that the Welland Canal on the Niagara Peninsula of Ontario and the Lachine Canal in Montreal, Quebec each lead the way with three tunnels passing below them.

CANAL	NUMBER OF TUNNELS
Welland (4 th)	3
Lachine	3
Intracoastal (Gulf)	2

Most of the tunnels remain open to traffic, though two have been closed; the Great Western Railway Tunnel under the third Welland Canal and the Wellington Avenue Tunnel in Montreal.

Beyond the tunnels listed above, one nonexistent tunnel has become an urban legend in New England. In the hope of getting relief from the summer traffic congestion to and from Cape Cod, some residents have been calling for a highway tunnel under the Cape Cod Canal (www.newenglandtravelplanner.com). A brief review of data sources indicates there are no substantive plans for such a crossing beyond the wishes of those wanting such a project. However, one enterprising person did apparently create mock passes for the fictional tunnel (www.newenglandtravelplanner.com).

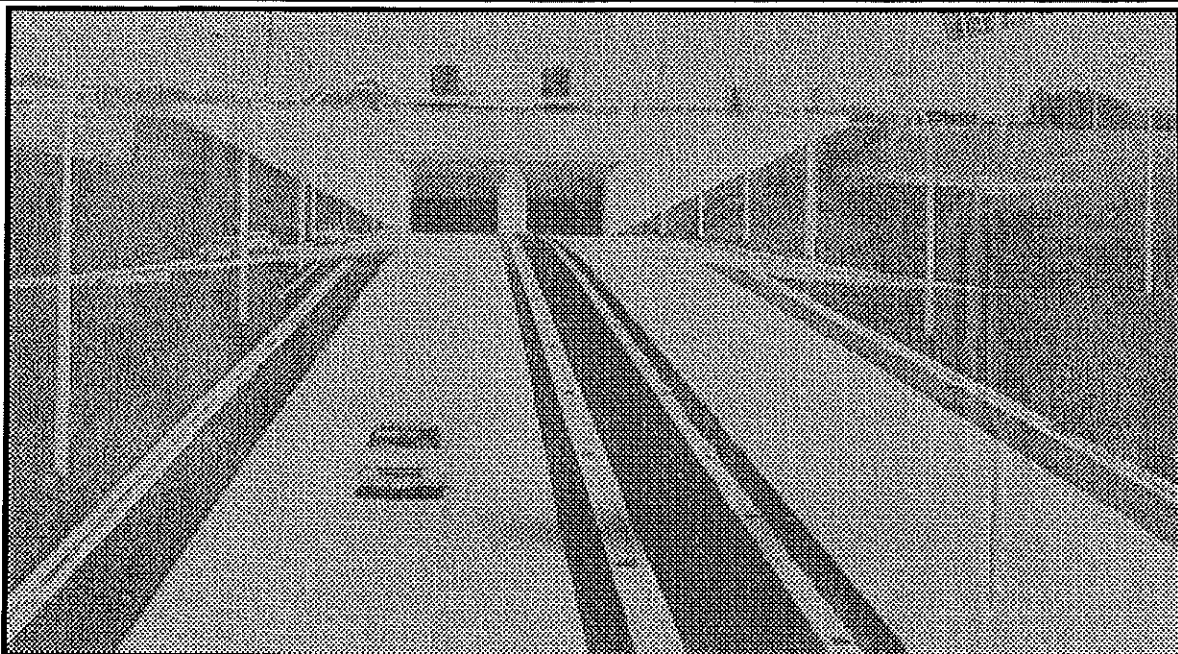
Passing through a tunnel located beneath a navigation canal gives one a unique perspective to the extent of work that goes into the construction and operation of a canal. While a bridge over the canal or cruise upon it may provide a visual understanding of the canal's length and width, a tunnel provides the third dimensional perspective of its depth.

SOURCES:

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<http://www11.ville.montreal.qc.ca/sherlock2/servlet/template/sherlock%2CAfficherDocumemnt.html>
<http://64.233.167.104/search?q=cache:dghKYiLWJV4J:www.gflrpc.org/Publications/OrleansAllHazard/MitigationPlan/Draft%2520-%2520Orl.%2520Chapter%25204.pdf+medina+culvert+tunnel&hl=en&ct=clnk&cd=34&gl=us>

THOROLD TUNNEL

H. G. Acres, Ltd. designed, engineered and supervised construction of the 2,400-foot, twin-tube Thorold Tunnel under the Welland Canal for Ontario Department of Highways. At each end of the underpass, above the flared portals, a service tower houses automatic systems for ventilatin, lighting and draining the tunnel. Transition from natural to artificial light by motorists entering the underpass is assisted by this portal design. Some 1,200 fixtures were required to light the two tubes.

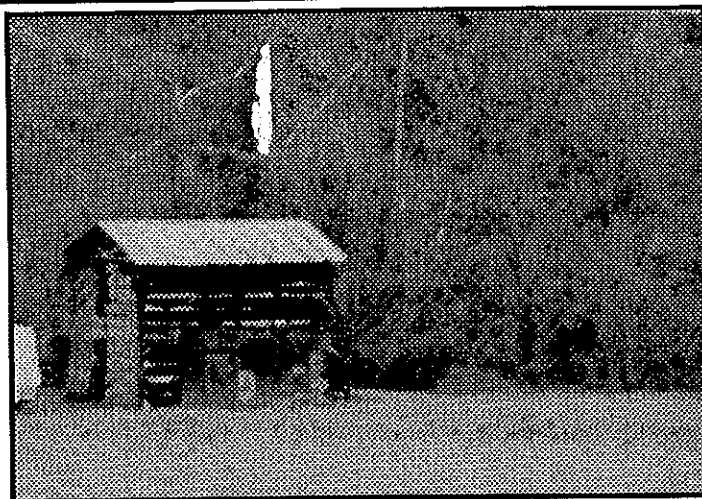


CANAWLERS AT REST

MAHLON C. GORDON

b. February 10, 1826
d. February 1904

By Carolyn I. Schmidt



The log cabin built by William Jr. and Elizabeth Gordon where Mahlon C. Gordon was reared still stands at Metamora, IN. The roof was replaced after the original one caught on fire.

Photo by Bob Schmidt

William (born in Scotland) and Mary (Duedworth) Gordon (born 9-4-1731 near Liverpool, England, d. 9-12-1822), the grandparents of our subject Mahlon C. Gordon, lived on the Potomac River in Gordonville, Virginia about thirty miles above what was to become Washington, D.C. Although Mary was in mid-life when she married William, she lived to the age of ninety-one. William and Mary had six children, 5 girls and a boy:

Alice, died in Indiana
Nancy, died in Kentucky
Polly, died in Kentucky
Elizabeth

William Jr., the father of our subject and a twin
(b. 8-11-1779, d. 9-9, 1860)

Sarah, William's twin
(b. 8-11-1779, m. Mr. Bird of Kentucky, d. ?)

Two months before the birth of the twins, William Sr. was killed in the Revolutionary War leaving the widow Mary to sell the farm in Virginia. A few years after the war, when William Jr. was about sixteen-seventeen years of age, Mary moved her family to Lexington, Kentucky in 1796.

William Jr. met Elizabeth Kelly (b. 5-10-1786, d. 8-28-1862) and they were married in Lexington in 1803. He was 24 years old and was a tall man in stature and heavily built. Elizabeth had come to Kentucky the previous year with her parents Mr. & Mrs. Thomas Kelly and sisters Mary, Nancy and Margaret. She was only 17 years of age when she married William Jr. Immediately after their marriage, in 1811, William Jr. and Elizabeth Kelly Gordon moved to the Miami bottoms near Cleves, Ohio, staying for one summer in the home of Mr. Ewing and after harvesting one crop purchased a seven acre tract in Metamora township, Franklin county, Indiana, on

which William built a log cabin. The cabin still stands on Duck Creek Road about three-fourths of a mile north of where the old village of Metamora is located. In 1812 he moved his wife and family to the cabin. He later purchased several hundred acres in Metamora township along Duck Creek.

William Jr. and Elizabeth had thirteen children, seven boys and six girls:

Orville, a farmer in Metamora township
Julian, who died in infancy
Selina, who married Harvey Blackledge, a farmer and merchant in Metamora
Eliza, who married Morin Pumphrey, of Connersville, Indiana
Eveline, who married Moses Bowman, of Shelbyville, Indiana
Milton, a merchant of Metamora
William, who died when a young man in Shelbyville
Leonidas, who died when a young man in Shelbyville
Isabella, who married Anderson Moore, a farmer living near Everton, Indiana
Angelina, who married Samuel Masters, of Laurel township
Mahlon C., our subject
Melvin, a farmer in Metamora township
Chilon (Taylor), a farmer in Metamora township

It was in William and Elizabeth's log cabin home where the first meeting of Methodists living in Franklin county was held. Also the first schoolhouse built in Metamora township stood on their farm.

Mahlon C. Gordon was reared on the old Gordon homestead. At the age of twelve he became aware of the Whitewater Canal when his father, William Gordon, Jr. contracted with the State of Indiana to build sections

77 and 78 of it on November 14, 1838. William also worked on sections 74, 78, 79, 82 and 83 and his son, Milton B. worked on sections 66, 69, 70, 74, 78 and 79.

By the time the canal was completed young Mahlon was old enough and ran a canal boat on the Whitewater Canal. In 1845-46 Mahlon, along with his brother Milton Gordon, built the first flour mill in Metamora. A huge fire of 1856 destroyed this mill and another built by William Rubottom and Hyatt in 1847-1848. The Gordon brothers rebuilt their mill in 1857. It was still standing in 1915 although not in use. In 1850-51 the brothers built an extensive water-powered flour mill and a woolen mill at Millville below Metamora by Lock #24. This lock was named Gordon's Lock for the two brothers who owned the mills. It had an 8 foot lift and was one of 56 locks constructed to accommodate a 491 foot drop in elevation along the Whitewater Canal.

Water from the Whitewater Canal was used to turn the mill wheels. Mahlon C. operated both of these mills successfully for several years. Then another fire destroyed both of them. The woolen mill was not rebuilt; however, Clifford & Davis erected another flouring mill at the site. It was sold to Andrew Miller. The Gordon flouring mill was dismantled. The remaining building was used for the manufacture of woodenware.

Mahlon C. married Rebecca Ann McWhorter on December 6, 1849. She was born on December 25, 1826 in Metamora and died April 26, 1914. She was the daughter of John McWhorter, the first tavern keeper in Metamora. They had six children all born in Metamora township, Franklin county, Indiana:

Alice M., born in 1852, who married Thomas Cauthar,

Frank (John), born about 1855-56

Adrian B., born June 12, 1858, a farmer of Brookville township

Queen, born about 1861

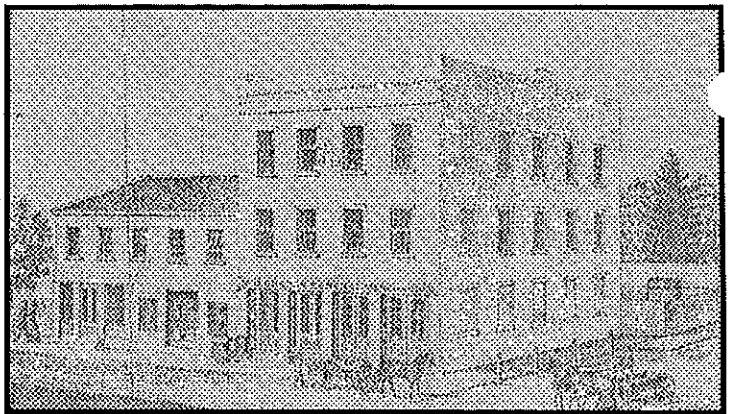
Judson C., who was born January 19, 1864

Bertha E., who was born about 1868-69 and married Doctor Millard F. Cupp of Metamora on December 25, 1890 in Franklin county, Indiana

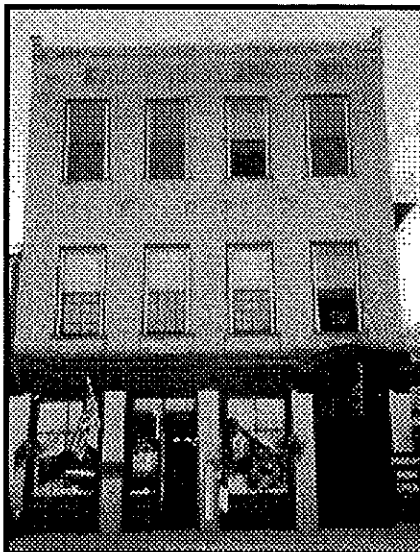
The brothers Mahlon and Milton B. Gordon worked together as a team. They built the Odd Fellows building on the corner of Banes and Main streets in 1853. A plaque on this building reads:

Odd Fellows Hall

Erected in 1853. Built of brick, it is the only three story building in Metamora. Ground floor was a general merchandising establishment operated by 3 generations of the Gordon family: Milton, Noble and Donald. Metamora post office once located in Gordon store. Second floor



This drawing of the Odd Fellows Hall built by Mahlon and Milton Gordon was found in the 1882 Atlas of Franklin county, IN.



ODD FELLOWS BUILDING

Photo by Bob Schmidt

originally a town hall, later occupied by Knights of Pythias Lodge. Odd Fellows Lodge located on third floor and was instituted by General P. Hackleman, Franklin County native and Union General, killed in action in 1862. Local Masonic Lodge formed in this building on May 23, 1857.

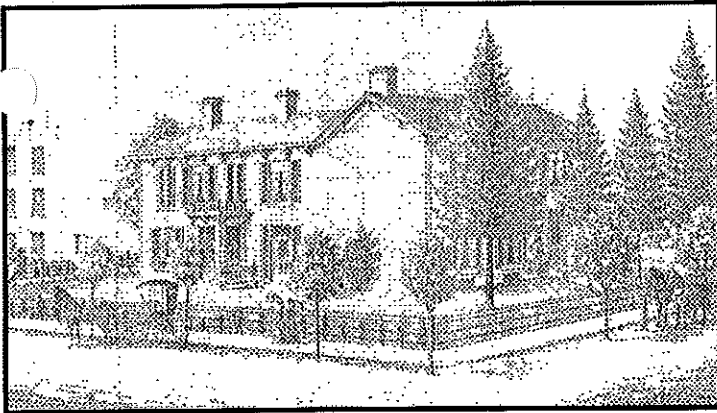
Mahlon and Milton entered the dry-goods business in 1857 and ran the general store for many

years. It was located on Main street near Banes street in Metamora. It is sometimes called Gordon Hall. A plaque placed on the building in 1976 reads:

Canal Front Dry Goods Store

Two story frame of Federal Style built by Jonathan Banes in 1848. First known as the firm of Jenks, Banes and Calvin Jones. Harry and Alvin Blacklidge 1852-57. Mahlon and Milton Gordon 1857-62. Wm. N. Gordon started banking business in west half 1910. Later relocated across the canal, east half was Caroline Gordon's Candle Shop. Back addition was an old icehouse, upstairs was community hall for dancing, roller skating and yearly traveling medicine show.

Mahlon eventually dropped out of the store and Milton's son, William Noble Gordon, became Milton's new partner. Milton was still with the store at the time of his death in 1857.



Mahlon C. and Milton B. Gordon built this double sided residence on the corner of Banes and Mount Street in Metamora. It still stands today. Drawing from 1882 Atlas of Franklin Co., IN.

In 1860 Mahlon and Milton built a large two-story, Greek Revival-Italianate, double residence on the corner of Banes and Mount Street in Metamora. The home had a limestone hitching post and sidewalk and an iron fence.

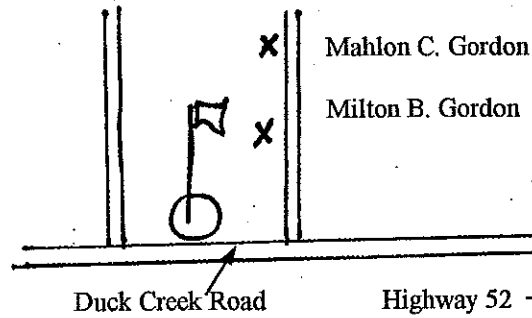
Mahlon was a staunch Republican. He also belonged to the Methodist Church. He took his religion in earnest. He was a member of the Odd Fellows. He purchased a large farm from his father-in-law, Thomas Kelly. Mahlon was the largest landholder in the county.

Mahlon C. Gordon died in February 1904 and was buried in Metamora Cemetery on Duck Creek Road just a short distance from the original family log cabin. To reach the cemetery when traveling east on highway 52 turn left on Duck Creek Road. You will come to the cemetery which has a flag pole near the road and two lanes on either side of it. Go right into the first lane. You will see an elaborate granite stone with Gordon on it that is the grave of Milton B. Gordon (b.1-10-1816, d. 3-4-1892) and his wife Sophia (b. 2-1-1828, d. 6-9-1907). Further down the lane is the small flat grave stone of Mahlon C. Gordon (b. 1826, d. 1904).

Judson C. Gordon, Mahlon's son, was educated in the public schools in Metamora, remained on the homestead and never married. Upon Mahlon's death, Judson inherited and took over the management of the 375 acres of excellent land. In 1915 Judson had a herd of sixty-five registered Aberdeen-Angus cattle, which he sold for breeding purposes, and full-blooded, registered Duroc-Jersey hogs. As a stock feeder he was one of the best in the state at that time. Judson was also a member of the Independent Order of Odd Fellows and a staunch Republican like his father.

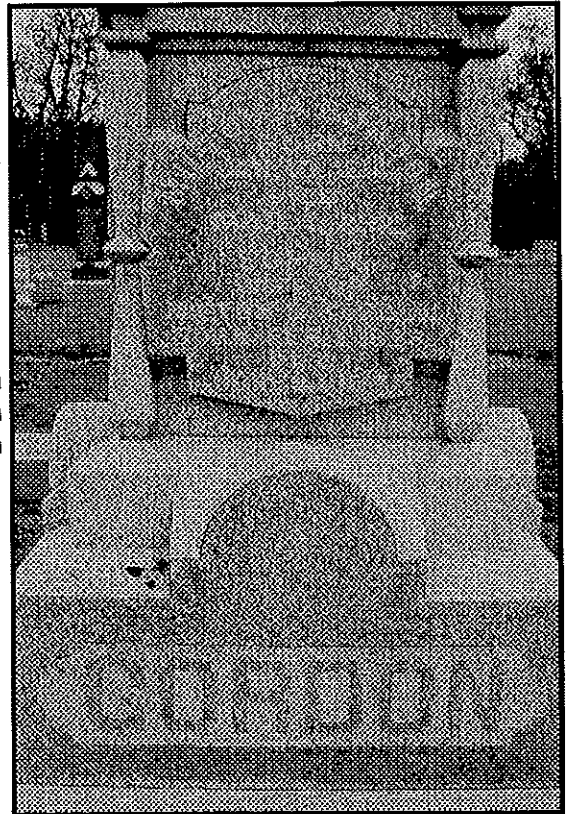
Gordon's Lock No. 24 is a fine hammered dressed cut-stone lock that in the past few years has been restored with new gates. It is along Highway 52.

METAMORA CEMETERY

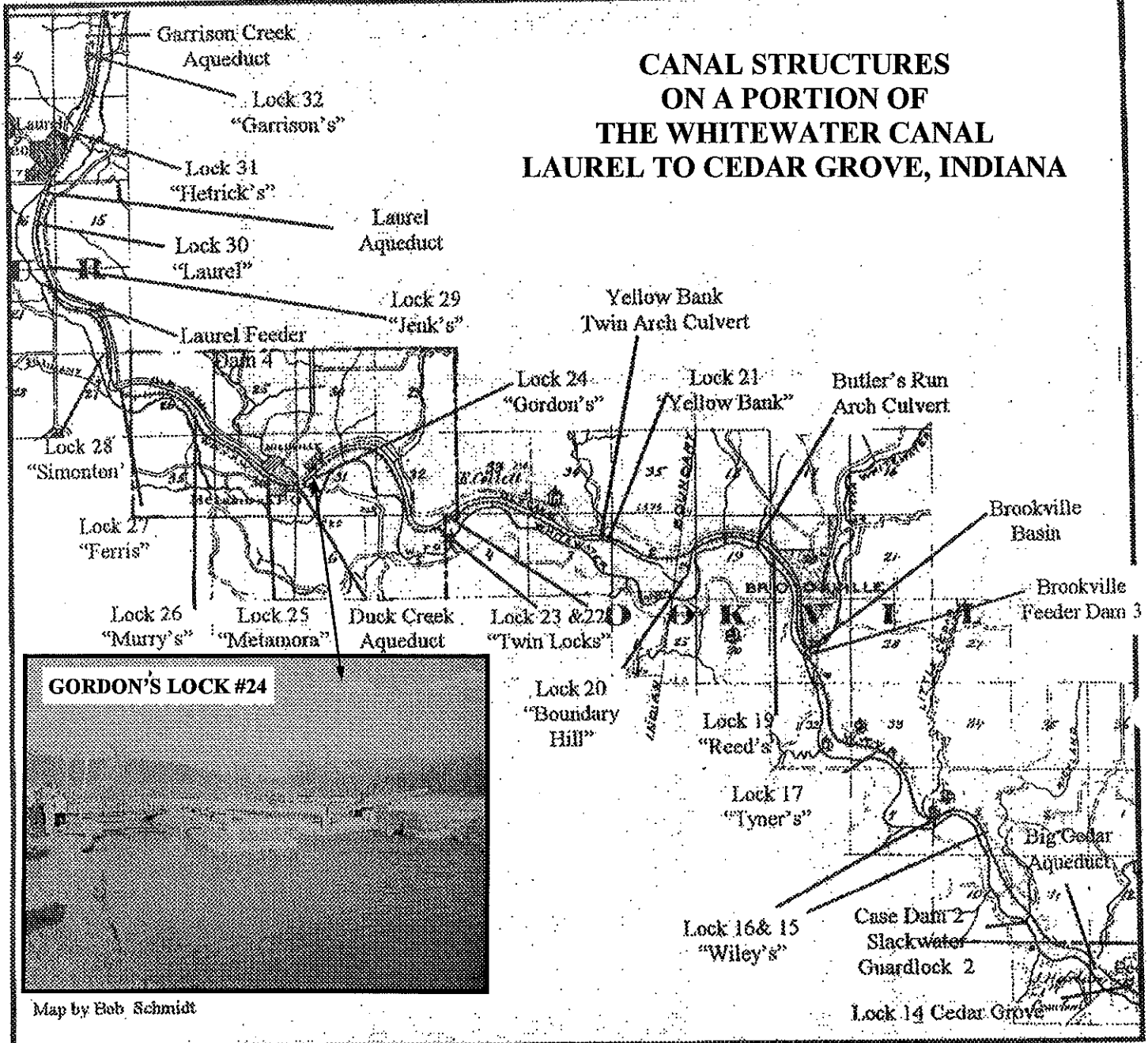


Above: Gravestone of Mahlon C. Gordon, Metamora Cemetery.

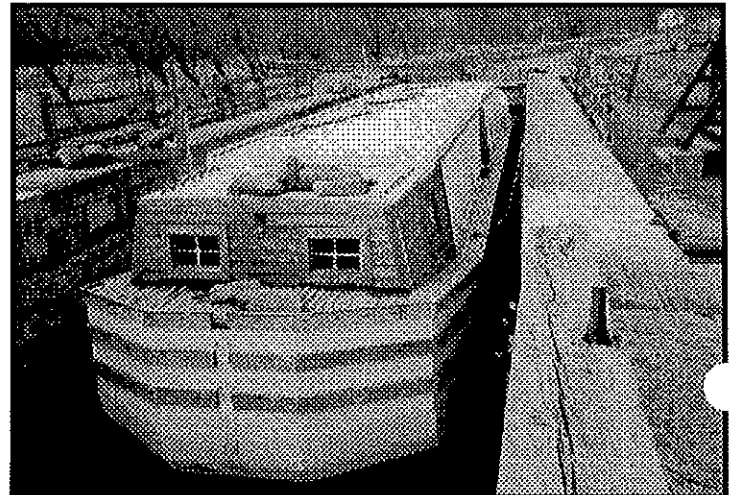
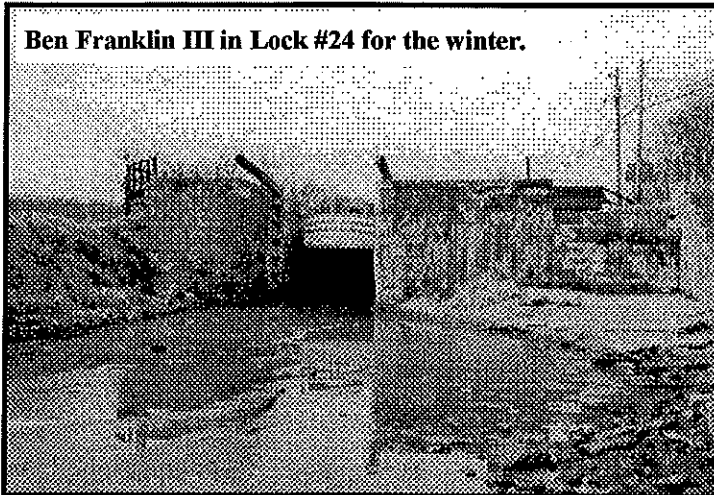
Right: Gravestone of Milton B. and Sophia Gordon in Metamora Cemetery.



CANAL STRUCTURES ON A PORTION OF THE WHITEWATER CANAL LAUREL TO CEDAR GROVE, INDIANA



Ben Franklin III in Lock #24 for the winter.



across from the Hearthstone Restaurant. Alongside the lock is a pull off where travelers may stop to see the lock, which is currently the end of the watered portion of the canal that is deep enough to float a canal boat. During the winter when the canal water is lowered, Gordon's Lock is used to store the Ben Franklin III canal boat that is run by the Indiana Department of Natural Resources.

An Indiana State Format Marker has been placed alongside Gordon's Lock. It reads:

WHITEWATER CANAL

Important waterway of pioneer commerce. Built 1836-47 from Lawrenceburg to Hagerstown, with branch to Cincinnati. Used until 1860. Fifteen-mile section restored by state.

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Thanks to Paul Baudendistel for his help in locating the Gordon cabin and gravestones.

Photos by Bob Schmidt

BAKKEN PROGRAM ABOUT CENTRAL CANAL

Darrell Bakken, CSI member from Indianapolis and author of *Now That Time Has Had Its Say: A History of the Indianapolis Central Canal, 1835-2002*, presented a program in the Cole Porter Room of the Indiana Historical Society in Indianapolis at noon on September 5, 2007, as one of the HIS Speaker's Series. Indiana's Central Canal was constructed by the State of Indiana from 1836-1839 and the water it carries has been in continuous use for 168 years as a source of transportation, water power, public water supply and economic redevelopment. He spoke about the ebbs and flows of the canal over the years and about its use by the Indianapolis Water Company.

Darrell has donated all his research papers and historic Central Canal photos to the Canal Interpretive Center archives in Delphi, Indiana. He has spent hours there indexing the items. The Indiana Historical Society sells his book in its History Market.

A remnant of the Central Canal begins just north of the Westfield Boulevard bridge over the White River and rejoins the river a little south of West Washington Street. On its course the canal flows under around 30 bridges — several pedestrian bridges have been added recently. Near 22nd Street, Fall Creek aqueduct carries the canal across the creek. The aqueduct has been replaced several times and carries 200 million gallons of water a day. The average width of the canal is 60 feet, average depth is 6 feet and it is about 8.8 miles long. The downtown portion has been lowered below street level, lined with concrete, has beautiful water features and has become a destination for Indianapolis.

**WABASH & ERIE CANAL
 BOATMEN AT
 LOGANSPORT, INDIANA
 IN 1850 CENSUS**

Lowery Beard	25	Ohio
Mary Beard	20	Ireland
Wade Blackburn	20	Indiana
Henry Bliss	21	Indiana
Townsend J. Bobo	25	Ohio
William Cohale	35	Ireland
Matthew Connell	25	Ireland
Miles P. Crandall	23	Ohio
John Davis	35	Ohio
William Davis	40	New York
Milton Denham	23	Ohio
Peter Doyle (capt.)	29	Pennsylvania
John Eighcough	35	Germany
James Fitzgerald	27	Ireland
Jeremiah Hammond	24	Indiana
Elmore Hardy	18	Ohio
Asa Johnson	26	Ohio
John M Keep (capt.)	29	Ohio
John Kerney	18	Ireland
Albert Mange	30	Germany
John Penny	21	Ohio
Samuel Price	30	Ohio
Patrick Riley	18	Indiana
Charles Roach	60	Ireland
William Runyon	21	Ohio
John Seauthaise	14	Indiana
William R. See	17	New York
Conrad Selkirk	24	Germany
Michael Tait	24	Ireland
Jesse Wray	21	Indiana

MORTAR USE ON WABASH & ERIE CANAL STONE STRUCTURES

By Thomas E. Castaldi

Was mortar used on nineteenth Century Wabash & Erie Canal's stone structures? Back in the 1800s they did use mortar in stone structures such as we know existed on the Wabash & Erie. The difference is that it was not Portland cement, but rather a lime mortar, which was a mix of lime, sand and water. It was very soft and over time deteriorated, turned into a sand and washed out.

It seems that nineteenth century engineers had a different idea of what mortar did. We think of it as an adhesive, however, back then they were looking for a soft pliant substance to act as a cushion — sort of like puddle that clay served to eliminate leaks in the base of a water channel. Their mortar was very slick and masons still dislike it because it slides off a trowel.

In refurbishing old brick or stone structures architect Craig Leonard suggests that oftentimes people use the wrong mortar. Portland is more rigid and stronger than soft fired brick found in old buildings. If repointing a wall of soft brick, when the brick gets wet and expands the Portland holds fast. Being a stronger substance than the brick it pulls away because the brick is too soft...this could be the case in some limestone I presume.

From personal experience in studying dismantled stone canal structures such as the Wabash & Erie's Clear Creek Floodgate in Huntington County, Indiana, there was no evidence of mortar anywhere to be found.

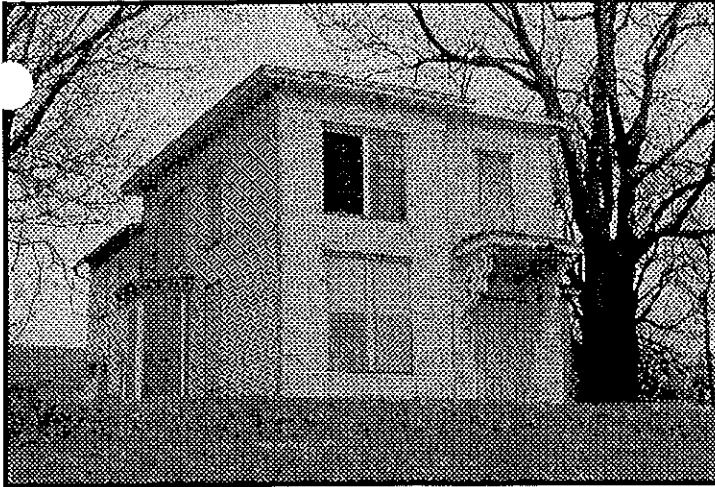
A July 3, 1829, letter by Robert Leckie discussing stone or brick structure work done by a mason states "When heavy stone are set without being hoisted, they are taken near the place with rollers and pinched hard, generally to the great injury of the stone. A bed is then put on at random, and the two pieces of plank put on, and the stone let down on top of the plank, crowbars are then used and the pieces of plank pulled out and the stone let down on its bed in the mortar, from this statement it must be very obvious, that stone laid in this manner, must be imperfectly laid indeed, as there is no previous trial to ascertain what sort of a bed will suit the stone [if] it is put on by chance and pulling out the strips of plank, would spoil it even if it had been right at first, and the corners and face of the stone are generally much injured by the crowbars in letting it down, and the beds of the stone are generally cut slack to the square of the face of the stone 'Batters.'"

Hydraulic lime: "The importance of procuring hydraulic lime of a good quality near the lines of our improvements, for the construction of the locks induced an examination of the various rock strata of the state during the past year. These investigations were confined to Mr. Arthur Johnson, who had been for a number of years engaged in the manufacture of this article in the state of Maryland. The water lime strata, which had before been discovered by excavating the canal in the counties of Wabash and Huntington, was found, by a careful test, to furnish a cement as good as that manufactured at the falls of the Ohio. Hydraulic lime was also discovered on White river, near Andersontown, and in the river hill near Madison. So far as this cement can be furnished at the site of the locks, without unreasonable cost, I would recommend its use." J. L. Williams, Chief Engineer of Indiana, *Documentary Journal*.

"Of the several kinds of material which have been used for the construction of locks on canals and rivers, cut stone laid in hydraulic cement, when the stone is of an unquestioned character as to durability, is decidedly preferred; and considering the expense and hindrances growing out of future repairs, will be found more economical if the stone can be delivered without unreasonable cost." J. L. Williams, Report of the Chief Engineer of Indiana, *Documentary Journal*.

Editor's note: The only known cement, or "water lime" in the United States when the canal structures were being built had been accidentally discovered by Erie Canal contractors, who found a natural cement rock — limestone. When it was pulverized into powder, combined with sand and put into water it became a hardened ball of hydraulic cement.

As early as 1816 Canvass White was sought after by the Governor of New York for his experience as an engineer. The Governor sent him to England to examine its hydraulic works in 1817, but White had to fund his own journey. After he observed 400 miles of canals, aqueducts and underwater cement he returned home to become assistant engineer on the middle section of the Erie Canal where the limestone was found. In 1818. White worked with the contractors' mixture in the town of Chittenango, New York, a small town just east of Syracuse, perfecting the hydraulic cement by calcining the local stone, reducing it to a powder, mixing it with water and sand to form a mortar. When the mixture was placed under water it became increasingly hard with age. He called it "water proof cement" in his application for a U.S. patent in February 1820. Its first use was in 1819. By the time the canal was finished over 400,000 bushels of his cement were used. Although he is considered by many to be the most gifted canal engineer his patents were ignored and upon his death in 1834 his wife was even forced to sell their furniture.



This structure, once home of canal boat captain Asa Fairfield, will be removed from the endangered list once stabilization and restoration are begun by its new owner. Photo by Bob Schmidt

ENDANGERED FAIRFIELD-NESTEL HOUSE HAS NEW OWNER

Fort Wayne, July 19, 2007:

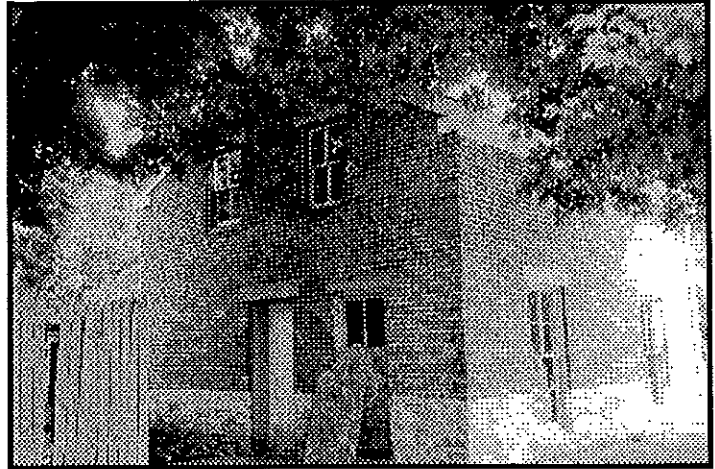
The Fairfield-Nestel House, 815 West Creighton Street, just south of downtown Fort Wayne, has been purchased by a former Fort Wayne resident, who plans to restore the home. ARCH, Inc. worked with both the current owner, Checker LLC, of Batavia, Illinois, and the purchaser Chant Nelson, of San Francisco, California, to arrange for the final sale of the home, and to complete the legal work.

The Fairfield-Nestel House is a protected Fort Wayne Local Historic District due to its association with Asa Fairfield, the first person in Indiana to captain a boat on the Wabash and Erie Canal in 1834, who was also a local mill owner and businessman. He and son Cyrus Fairfield built this home during a period from 1858 -1870. A later owner was the Nestel family, which included internationally known actors during the late 19th century. The home is eligible for the National Register.

During 2006 Fort Wayne Neighborhood Code Enforcement ordered the demolition of the home, due to its deteriorated condition. The Fort Wayne Historic Preservation Commission postponed demolition for several months, so that ARCH could work with the owners to sell the property. The new owner will work with Neighborhood Code Enforcement to make the repairs. "ARCH acknowledges the efforts of Tom Bandor, and Neighborhood Code Enforcement in working with ARCH to find a new owner," said Michael Galbraith, Historic Preservation Specialist for ARCH.

ARCH issues an annual listing of Allen County's

most endangered structures annually. This listing includes prominent architectural treasures, local landmarks, and beloved spots in Allen County that are threatened by changing use, vacancy, deterioration, obsolescence, or nearby new development. ARCH will remove the Fairfield-Nestel House from the list when stabilization and restoration are underway.



William Rockhill, Wabash & Erie Canal contractor for the canal from Ft. Wayne to Huntington, IN, built this home for his daughter, Mary. ARCH restored this building. Photo-Bob Schmidt

ARCH RESCUES HISTORIC WEST CENTRAL HOMES: SEEKING RESTORATION OWNER

Fort Wayne, August 7, 2007:

ARCH, Inc. — Fort Wayne's organization for historic preservation — announces that it has purchased two homes in the West Central neighborhood, in downtown Fort Wayne. The property at the corner of Van Buren and Washington Boulevard is the entry point into the residential section of the West Central Historic District, and contains two homes. Since 1998 ARCH has worked to restore and interpret the Mary Rockhill-Tyler House at 918 Van Buren Street on this lot. This significant early Fort Wayne home was built c. 1835-1840 by William Rockhill, a prominent early pioneer, and became the home of his daughter, Mary. The home is one of the earliest residences in the city still standing, and is a rare example of hall-and-parlor style in northern Indiana. ARCH has restored the Mary Rockhill-Tyler House and has an education program at the site.

ARCH leased the home originally and planned to purchase it. While details of the purchase were being negotiated, the owner filed bankruptcy, and the entire property was tied up in court for several years until just recently. ARCH was finally successful in purchasing the entire property in May 2007, with a loan from Historic Landmarks Foundation of Indiana.

The property also includes the Charles W. Kuhne House at 802-804 West Washington. This house came with a three-page list of immediate violations from Neighborhood Code Enforcement, and was one of the buildings that prompted ARCH to add the 800-1000 blocks of West Washington to the 2007 Most Endangered Structures list. Although currently affirmed for demolition, ARCH worked with Neighborhood Code Enforcement to develop a work plan and has begun the stabilization process.

ARCH will complete the required stabilization of the Kuhne House at 802-804 West Washington, and then sell it to someone interested in restoring the structure. ARCH will also procure permanent control of the Rockhill-Tyler house, protecting this important community structure.

NO CANAL FOR FORT WAYNE NORTH RIVER DEVELOPMENT

The city of Fort Wayne, Indiana spent \$25,000 in January 2007 to secure the rights to purchase 29 acres of OmniSource property located west of Clinton Street. If plans are made and the option exercised by December 31, the property may be purchased for \$4.3 million.

A conceptual design for the proposed "north river" development is in the works. The current conceptual plans have mixed-use at the southern end of the property. This includes retail stores on the ground floor with apartments above them. Near the St. Marys River a six-story apartment building with open space and a river landing that would provide views of the river and Ft. Wayne's skyline would be built.

Townhouses would be built on the west side of the property. The east side would have a natatorium.

When planning for the north side, residents spoke up at several public meeting saying they wanted to see water on the site —a 10-15 foot wide, fresh watered canal was suggested. The architect said a canal would be expensive to build, would limit pedestrian access to the site and that he couldn't imagine creating "an 800-foot thing and keep (the water) flowing." He suggested instead a linear fountain, roughly one-foot wide with water flowing from the north to the south end of the development. The architect has plans for the north side to have a regional attraction such as a water park surrounded by retail space, townhouses, and a parking garage —but NO CANAL!

Tom Castaldi, CSI Advisory Council, Ft. Wayne, IN

OLD W & E ARTICLE

Dixie Kline Richardson, historian from Indianapolis, sent the following article from the *Putnam Banner*, published at Greencastle, Indiana, October 12, 1853:

WABASH & ERIE CANAL

The *Evansville Journal* in speaking of the opening of this canal, and the connection of that town with the lakes, says: The Wabash and Erie canal was commenced in 1832, and completed to Lafayette in 1841; to Coal Creek in 1847; to Terre Haute in 1849; to Point Commerce in 1841, and to Evansville in 1853, the first boat through arriving at this city September 22, 1853--over twenty-one years after the commencement of the canal!

The length of this canal in Indiana is 375 miles; and in Ohio, from the State line to Toledo, on Maumee Bay, 84 miles; thus the whole canal being 459* miles long. Its course is through the richest portions of Ohio and Indiana and it intersects a number of other public improvements, which become more or less tributary to its usefulness.

- CSI uses the total length at 468 miles from Evansville to Manhattan, Ohio. It depends on what year is being referenced. Portions of the canal were no longer being used when this article was written.

Speakers Bureau

July 31, 2007 — Indianapolis, IN

Charles (Chuck) Huppert spoke before the Perry Township. Southport Historical Society on Tuesday, July 31. There were about 30 people present including CSI member Jerry Sargent. Although Chuck was to speak about the Central Canal in Perry Township and a little about Indiana's canals in general for about 45 minutes, the group was so entranced about the canal in their area along with the photos and maps Chuck had on display that they encouraged him to go on for 1¼ hours. It is always exciting to speak before a group with such an interest.

CANALS POPULATED INDIANA

"At the beginning of its statehood, Indiana had roughly 65,000 inhabitants along the Ohio and lower Wabash Rivers. By mid-century, almost 1 million people lived in Indiana, spread across the state. In 1850, Indiana and three other states were essentially tied for fifth among the 31 states in population, trailing only New

York, Pennsylvania, Ohio and Virginia. The Indiana canals undeniably played an essential part in this explosive growth. The canal promoters, of course, always claimed that canals were the preferred choice for internal improvements and that railroads could not have triggered the same growth as quickly as did the canals."

Blake, Anthony. *The Wabash and Erie Canal: A Study of Technology Change in Nineteenth-Century Indiana*. Master of Arts in the Liberal Studies Program in the Graduate School of Duke University, 2004.

CANALS IN BRITAIN

Although canals and cuts have been used in Britain since Roman times, it wasn't until the Industrial Revolution (sometime between 1760 and 1840) that the construction of a vast network of inland waterways were built enabling the cheap, efficient transportation of bulky goods through the country. These canals linked the factories, mills, markets and deepwater ports with the mines, collieries and quarries that supported them.

A few of these canals were designed to accommodate significant river traffic such as sailing vessels, but the majority of them were built very narrow only allowing narrow boats of about 6 feet 10 inches in width and up to 72 feet in length to pass through the locks. Originally these narrow boats were drawn along the canals by gangs of men. This proved to be so expensive that towpaths were constructed on the canal banks for horses, which had the drawing power of six men, to walk along while pulling the boats. By the 1870s steam driven boats had been introduced.

Most of the boats were owned by merchants. The men who actually ran the boats lived on board in quarters located at the back of the boat to allow for maximum cargo space. The headroom in these little six-foot wide and 9-10-foot deep rooms was often less than six-feet.

Times were often hard for these boatmen. It became necessary for many to bring their wives aboard as unpaid crew. As a result, these cramped quarters became even more cramped when whole families lived in them.

The families aboard canal boats were itinerant and had little contact with other parts of society. Regular schooling for the children was essentially impossible. Therefore many of them became illiterate over the years. People who lived on the land often disliked or even feared them. Eventually they developed a culture and traditions of their own. The wives living aboard are often given credit in influencing this culture.

In an attempt to attract business, the name and address of the owner's company was painted on the

side of the cabin in bold bright lettering. Almost every other available surface on the boat was highly decorated using brightly colored geometric shapes, flowers or castle scenes. The boatmen referred to this as "Van-dyking". To this tradition was added placing their necessary possessions such as tin pans, buckets and bowls, which had also been highly decorated, on the roof of the boat and polishing all the boat's brass fittings until they shone.

It became so important to have a highly decorated boat that without it skilled crews could not be obtained. This tradition created full time jobs in the boat yards for highly skilled narrow boat painters.

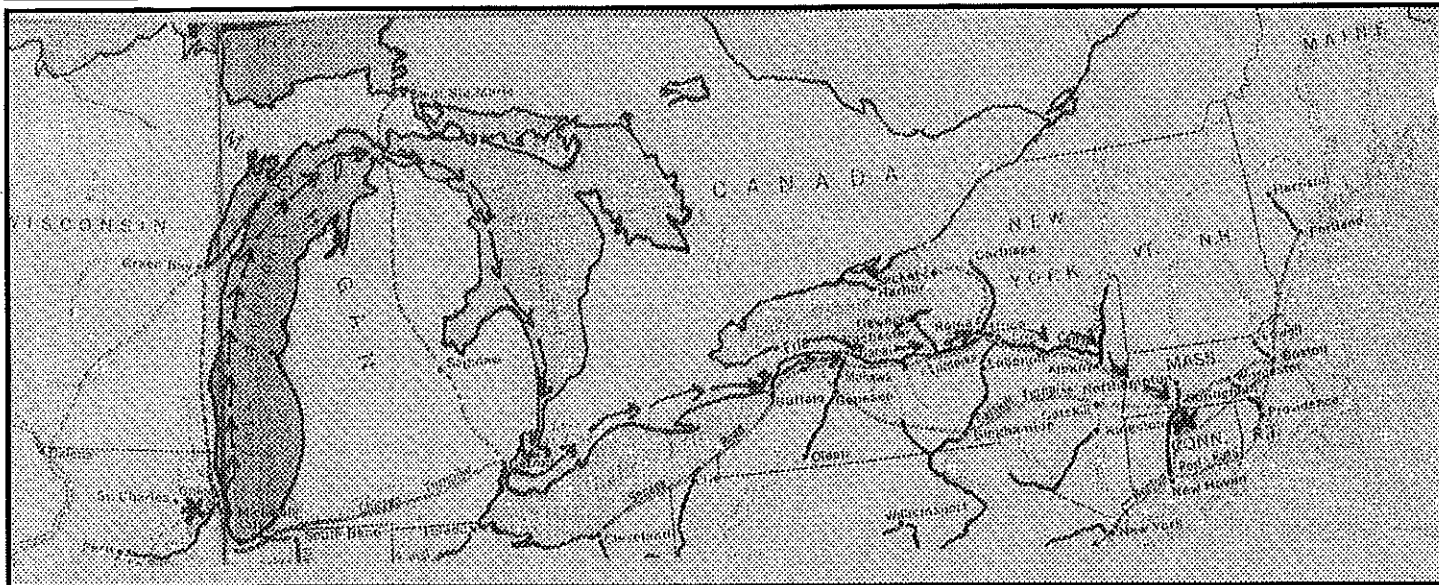
Once the railways came along, the industrial use of the canals declined. Many fell into disrepair until recently. Luckily some people saw the potential to use these canals for leisure. Each year more and more miles of these historic trades routes are being cleared and reopened. Van-dyked boats can once again be seen chugging along through the countryside.

CANAL PAINTING HUNG

In 1992, after spending countless hours at the Gronauer Lock site east of New Haven, Indiana, Bob & Carolyn Schmidt and Jerry & Mary Ann Getty were presented framed copies of a canal boat painted by James McBride that hung in the New Haven branch of the Anthony Wayne Bank. When the bank closed, the original painting was given to the city and put into storage.

Dan Hodges, director of Compass CPA Group, purchased and remodeled a Tudor-style building, which formerly housed the New Haven branch of the Allen County Public Library. The building is shared with other small business and the New Haven Chamber of Commerce. Its theme is New Haven's transportation history: the railroads, Maumee River and the Wabash & Erie Canal. The old 4' high by 10' long acrylic painting on plywood was a perfect fit for the building's board room.





AMOS EBERSOLE'S TRIP BY LAKES, RIVERS AND THE ERIE CANAL

Gerald Hulslander, CSI member from Marseilles, Illinois, found these excerpts from a diary in the museum library at Utica, Illinois. Amos Ebersole lived in LaSalle County and kept quite an informative narrative. His report on his Erie Canal journey in 1846 was probably very similar to journeys by others on Indiana's canals. The CSI 2007 fall trip aboard the Emitta II on the Erie Canal covers much of the canal described here.

Ebersole's journey reported here began at Chicago. He stopped at three ports along Lake Michigan, went through the Straits of Mackinaw, stopped at Presque Isle on Lake Huron, went through the St. Clair River into Lake St. Clair, then to Detroit, Michigan, then into Lake Erie and on to Buffalo before reaching the Erie Canal. He was traveling to meet his wife Calista and son James, who had gone to Connecticut three months prior to his journey.

Sept. 9 Stopped at Little Port, at Racine and Milwaukee. There we left land and as the shades of the evening hid the land, so the distance could be seen no more. Calmly I laid me down to sleep, safe in the arms of Jesus.

The wind came up and blew all night. Many sick, casting up accounts. Not I. Morning found us all alive. Waves high, splash over the boat. I had to hold fast to the posts to keep from falling.

About an hour ago, we discovered land, a short distance on the left. We expect to see Mackinimack. [The Straits of Mackinaw and Mackinac Island] I do wonder whether C and my folks think of me?

Waves got so high we run to shore at Presque

Isle at 11 A.M. Now 12 and we are here yet. We will stay until the wind goes down.

Strange things are here to be seen. One family live(s) here on the island.

Sept. 10 Thurs. 3 P.M. We started out from the island about 3 P.M. Sea higher than it has been at any time before. I go right to bed, without supper and lie there until about 1 hour ago. I expected we would all be drowned but through the goodness of God, we are saved. For about an hour, the waters are not so rough.

We are now 71 miles from Detroit and in sight of land. How should I get along if I had a wife and child to take care of?

Three o'clock. We are now in St. Claire river. Passed many small towns on the Canadian side. We see saw mills, tan yards, orchards, Indians and little ponies. Little, low, flat houses and churches. Saw a few cattle and sheep. Banks look pretty on both sides. Hello? Here come 2 steamers. The river here is about a mile wide.

Sept. 11. Fri. 10 A.M. About dark, we left the St. Claire river. Then we had again the wide waters. [Lake St. Clair] At 10 we arrived at Detroit. At 11 we started away. We are still in sight of land. Cannot be many miles from Cleveland, Ohio. Oh yes, I see the city. The sea is not very rough.

Cleveland, Ohio. We have left Cleveland far behind us and are sailing as fast as we can for Erie, Penn. We stopped there 10 minutes. Beautiful town. I am told there are 14 churches there.

I purchased 5 large apples for 12½¢ for breakfast. Peaches for 25¢. The harbor is grand. Most of the town in on high land. I had no change. I borrowed 3¢ from a stranger. I am sorry for I cannot pay him and he leaves the boat without his 3¢. I bought a dozer. apples. I shall feel bad until he is paid. The boat does not rock much now.

Four P.M. Sea smooth, fine going, pleasant land

This Christian man and I quarrel some. We differ much. Filetus S. Wixom is his name of the gentleman with whom I have formed an acquaintance. He is the only man professing godliness and he is very illiterate.

I fear I shall not like Connecticut, but I know it is better than Wisconsin.

Tues. 9 A.M. Now passing out of Palmyra. Bought some apples, 1 peck. Distributed them among the passengers. Cold and windy. Rained last night. Got blocked up 5 times. Had to go out and work hard 2 hours and walk 3 miles. Breakfast time.

Men and boys have been whipping horses, etc. Oh what hills I see though hills are cultivated. I should think a goat could hardly climb them.

Wonderful scenery. See some corn, the small flint kind. Yankee corn. Evening, we are just going out of Lyons, Wayne Co. Saw 5 churches, 5 schools, about 500 scholars, supported by appropriations from the state. Fine buildings. Beautiful shade trees, much maple. Pretty county, hilly but it looks healthy, not barren. Fruit is plentiful.

I have felt unusually cheerful this P.M. What will be my next trouble? I do not feel so well, on account of eating fresh beef, etc., but Bless God, Oh my soul that I feel as well as I do. Supper nearly ready.

I am now in Port Byron. Fine little village. Three churches. Beautiful weeping willows and quince trees, full of fruit. Dear me! We are not half way to Albany, yet I am so tired. Were I only with Calista! I feel much like having the ague. It is Wednesday, the 16th of September.

Sept. 17 Thurs. 9 A.M. Last night we passed through Syracuse. Now we are going along slowly. Just passed Kiskville [Kirkville]. I feel some better than yesterday. Mostly swampy land along here, the principal wood, white cedar. Some fine sycamores.

This day 3 months, Calista left me in Chicago. Oh but they have been 3 long months. I hope the next 3 will be better.

Every packet boat is loaded down with passengers and many line boats are also loaded. We met one line boat Mexico, loaded with Dutch. Oh what a nest full of them. The boat seemed alive on deck and in the hold.

Sept. 18 Fri. M. Here we are in Utica. Fine buildings with many beautiful shade trees. The streets are paved with stone. On the west is a fine asylum. It sometimes has 700 inmates. The buildings are stone, 553 feet long. I am now on the main bridge. A prettier street than the one before — where can it be found? Here is everything a man wants. What noise and bustle! Like a beehive! Everyone seems to have some object in view and they hurry here and there. I should be happy to spend a few days here. About 20 boats line up at the wharf, many loaded down with passengers. I have taken a walk

through the principle streets in company with this J. Holm. The city is beautifully laid out, with trees and shrubs planted. It is extremely pleasant to the eye and interest of any man. I can see few children but I suppose they have them.

So many people! I would, methinks be happy to take a long walk through this city with my beloved. I wish I could retain in my memory more distinctly, the appearance of these eastern villages, towns and cities. Wixam left, 4 miles back. He was called the Deacon. He called on me 4 times for money. I thought if I had a quarter to spare, I would feel better to buy Calista or James something nice. He had no family, no one to see to but himself, so I gave him nothing. How he was displeased. I felt sorry for him.

Sat. 7 o'clock on the bridge across the Mohawk River. This is called Little Falls here. Some fine factories, all stone. This is a splendid bridge, with iron rails. On the left is a hill or bluff, 200 feet high for 2 miles — nearly perpendicular yet covered with cedar of apparently 12 years growth.

The town is on both sides of the river. Some fine churches and residences. The aqueduct is all stone, across the Mohawk. I am writing on a pig sty. The pigs are rubbing and shaking it so I can hardly write.

At the lower end of the town is what they call "The Nose." It is about 20 feet high and in the evening particularly, it looks like a man's face, some 30 feet in circumference. Here is a cabbage patch, among the rocks.

There are plenty of small cabins here on the rock, 12 feet from the tow path. This place is 22 miles from Utica. This side of town was a corn field, perhaps an acre, 150 feet from the bluff. We are still going along slowly. The Mohawk is a pretty stream. Green banks with willows, elm, grapes, alder, bittersweet, etc.

The captain of our boat is a gentleman. His name is Oliver Gibson, Whiteson, Oneida Co. N. Y. [He gives the name and address of other crew members but the person who typed his journal couldn't read them.]

Sept. 19. This afternoon I have written a song "Remember the Poor" for W. Sigler. It's a fine warm day. We are now in Fort Plain, quite a small town.

Sept. 20 Sun. We are now 4 miles from Schnectady. There is an old gentleman on board which I shall remember when I get west again — if I ever do. Thomas Joslin of Cambridge, Washington Co., N. Y.

We are nearing Schnectady [Schenectady], closed by the Mohawk river. Joslin is a man after my own heart. He is against tobacco, whiskey and slavery. The only man of that character I have become acquainted with since I started. He has with him 2 daughters. They look old enough to be his wife. One is 26, a widow with 1 child. She leaned on his shoulder and so

affectionately said, "Pa". It started my tears. I gave Will, the steersman, one of my red apples from Illinois. He was very grateful. Joslin and Will take great interest in my affairs and love to have me talk to them.

Now in Schnectady [Schenectady], N. Y This is a pretty town! What luxury. What stores! What fruit! What fine houses, churches, bridges. We do not stop near the railway bridge but near it is a fine mountain ash, full of red berries. I remember Calista used to tell me about them, and about this place. On the right are two beautiful college buildings, one for females and one for males. Materials are stone. Very large and white with arched doors and 4 stories high. The railway bridge must measure 80 feet under each arch. Here are fields of broom corn, one 120 acres in size!

Father Joslin takes great interest in my notes

and gives me all the information he can.

Sept. 29. I am now at Deacon D. Whittlesey's upstairs. Calista is on the bed, quite unwell. James is playing with my pencil. I feel tolerably well.

I will say a word here about the other end of my journey. Got to Albany on Monday morning, 6 A.M. [Sept. 21] Mr. Joslin and his 2 daughters left on Saturday night. Captain O. Gilson would not give us our breakfast. Had little more than 2 pence worth all day.

Albany is a large and fine city. Beautiful State House and City Hall. Had a good deal of trouble to find out the best way for me to go. I finally stopped at the railway office and paid my fare for Springfield [Massachusetts, just north of his Connecticut destination].

ROPE BURNS

By Neil Sowards

When exploring the ruins of the various canals there are many things to look for that make it more interesting and human. One of these is rope burns.

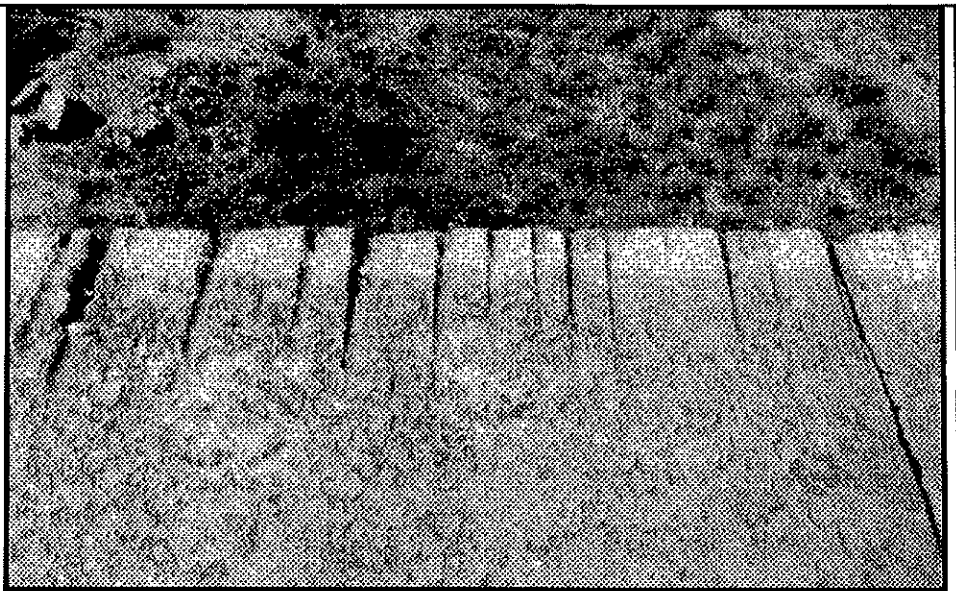
The canal boats were towed by mules or horses pulling a long tow rope. The rope picked up dirt, particularly when it got wet, which it often did on the downward bound boat. When it met an upward bound boat, it was required to steer to the berm bank and let its tow rope sink so the up bound boat could pass over it. The rope got wet in this process.

When the boat got to the next lock, the driver slowed up, the tow line went slack and some of it fell in the dirt of the tow path where it was coated with dirt that had some fine grains of sand in it. When the tow line passed over the edge of the lock, the line rubbed on the stone. The tiny grains of sand then acted as an abrasive and cut a scratch in the capstone of the down side of the lock. This happened over and over again and gradually a groove was worn in the stone. Since the angle varied, many different grooves were ground. Sometimes the tow rope went to the outside of the end capstone and then the grooves were worn on the vertical outer edge. There are no grooves on the stones under the capstone because they were covered with dirt in the active days of the canal.

When you see these grooves, you can inset a tow rope into them in your imagination and then see the canal boat on one end and the mules with their driver on

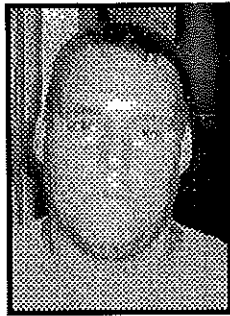
the other. All is gone except the grooves they made so many years ago.

Photos by Neil Sowards



JONES EXPLORES W&E STRUCTURES NEAR TERRE HAUTE

By Troy Lee Jones



I was planning one of my canal trips on the Wabash-Erie Canal to see what old canal remains I could find. I decided to give the Canal Society of Indiana a phone call and see if they had any information on the remains in Fountain, Parke, Vigo and Clay counties. A couple days later on August 1, I received the Engineer reports and other stuff the Canal Society sent me. Then I set off.

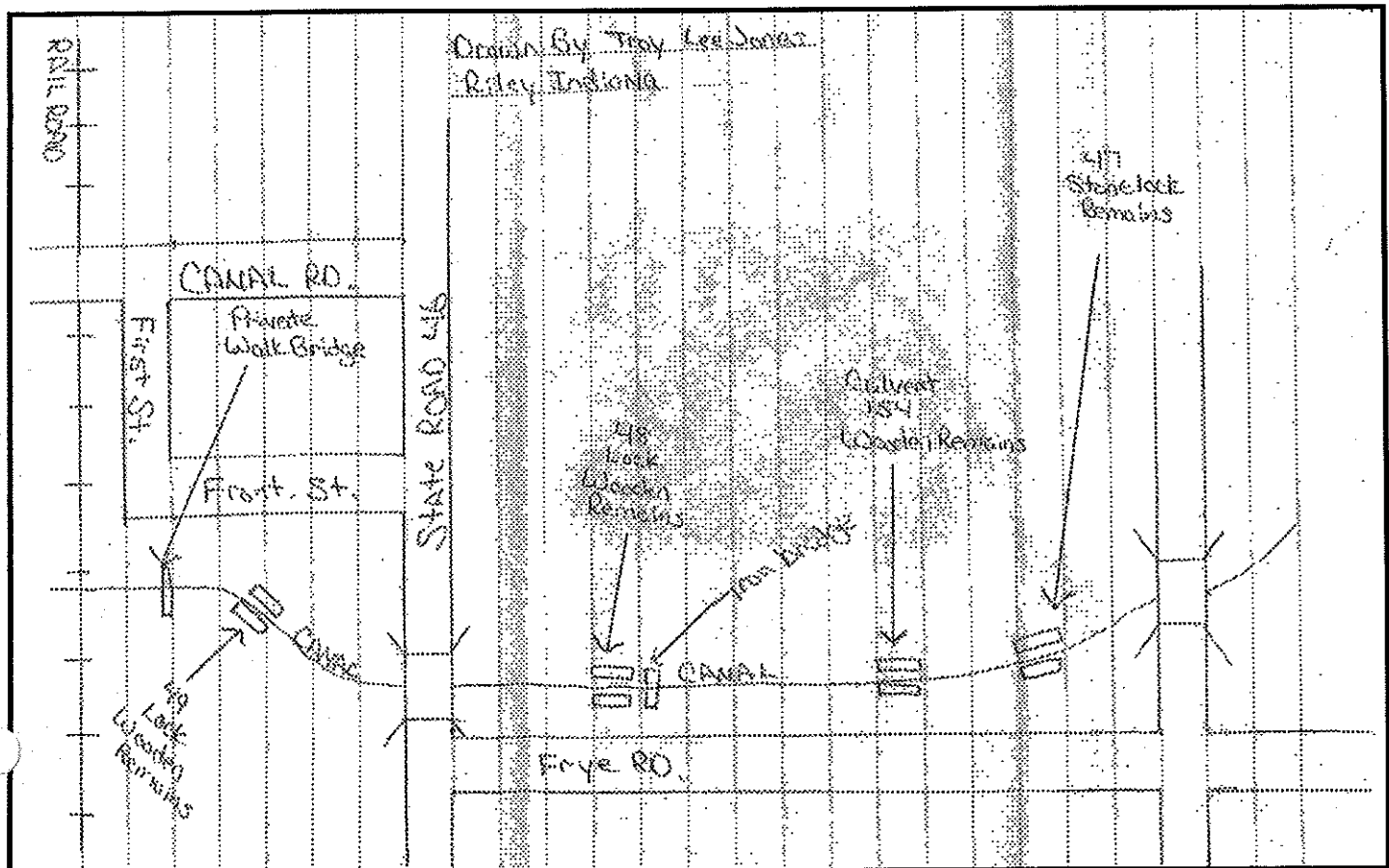
One of my goals was to start at Terre Haute at Springhill and McDaniel Roads and head south down the canal. Just as I started down McDaniel Road the old Wabash-Erie Canal prism was very visible on the east side of the road. It was full of water and frogs. Just as I was taking pictures of the site it came to my mind that this part of the canal is going to be destroyed and covered up for the new 641 Bypass around Terre Haute. As soon as I continued down McDaniel Road and crossed the railroad tracks I could see heavy machinery on the canal bed. At this site was once Little Honey Creek Culvert 151. It has now been destroyed or covered up.

From there I decided to do a little more research before moving on down the canal and also wondered what had happened to Lock #46 of stone. I parked the car and walked on the abandoned railroad tracks toward Riley. I never saw anything of stone Lock #46, so I called a friend and got a ride back to my car.

Then I decided to make a phone call to Jeff Koehler [CSI director from Center Point] to ask him some questions about the Wabash-Erie Canal. I asked him if he knew anything about Canal Lock #49 and he said "Yes, I know right where it is." I asked him if he could give me the location of the lock and he did.

Before I went to Lock #49, I went to the site of Lock #47 to take pictures. When I got there I decided not to as I didn't want to get into itchy weed. I climbed down into the canal prism a little south of stone Lock #47 and continued down the canal. I came to Culvert #154 with wooden remains in the bottom of the canal and took pictures. From there I continued down the canal toward Canal Lock #48. There is an old iron bridge right over the top of Lock #48. I also took pictures of this lock.

I proceeded on toward Lock #49. While talking to Mr. Koehler on the phone he gave me directions to the lock, which I wrote down. Following his directions they took me right to it. This lock is hard to see be-

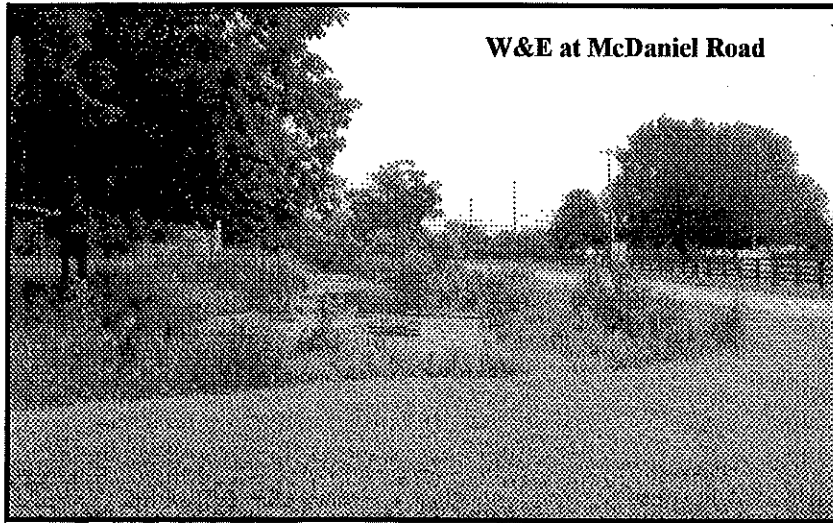


cause it is in a really rocky place and you have to know what you are looking for. I took pictures at this site too.

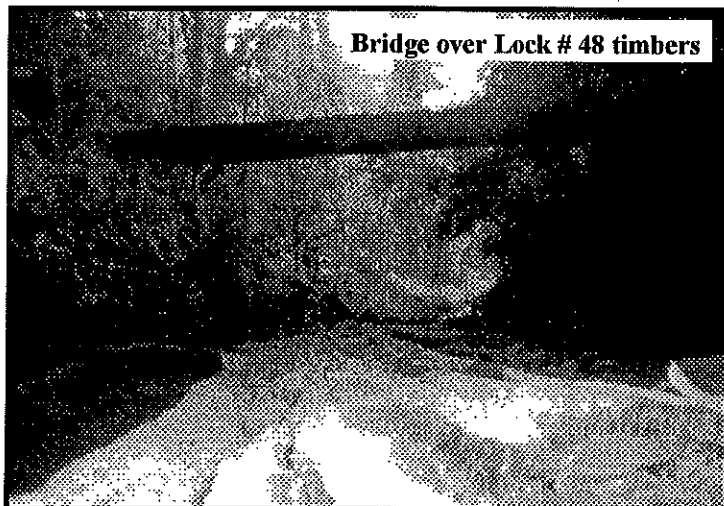
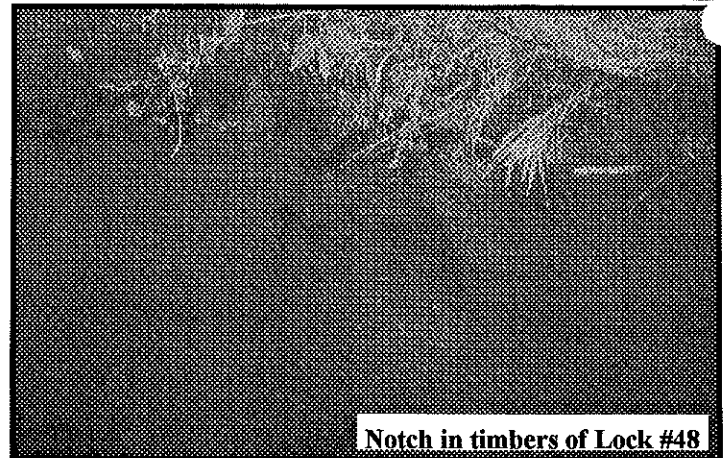
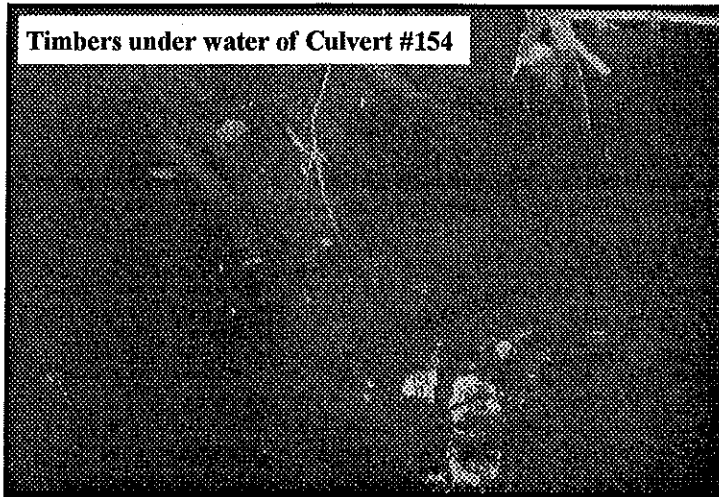
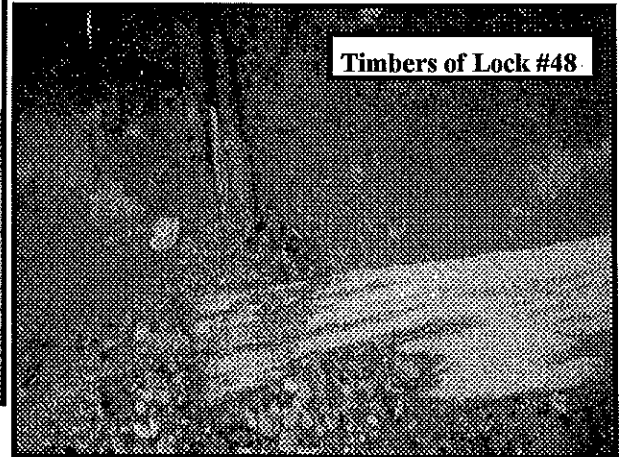
I continued on to Splunge Creek Reservoir looking for the remains of Culvert #157. I called and asked Mr. Koehler the location of this culvert but was unable to get to it because of weeds and corn. I went on to Locks # 50-51. I could not see them because of brush.

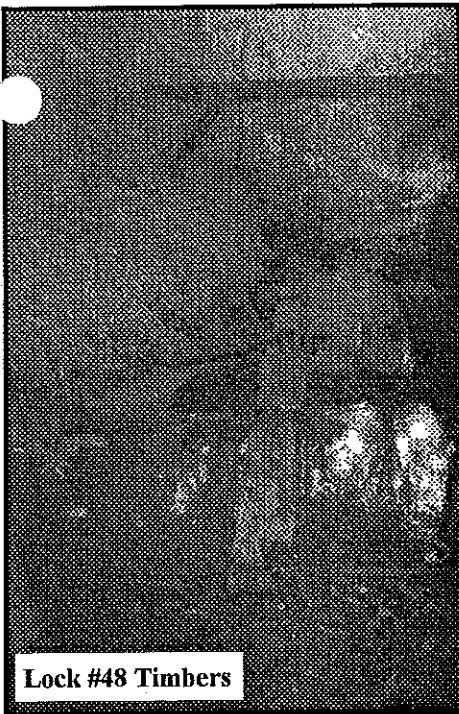
From the time I talked to Jeff Koehler on the phone, I have to say this about the man, he really knows his stuff on the Wabash-Erie Canal and I believe he could talk to you about canals all day long if he had the time. I believe he would, but I know he is a very busy man and has a lot to get done.

Just a reminder to all canallers: Get permission before going on private property!

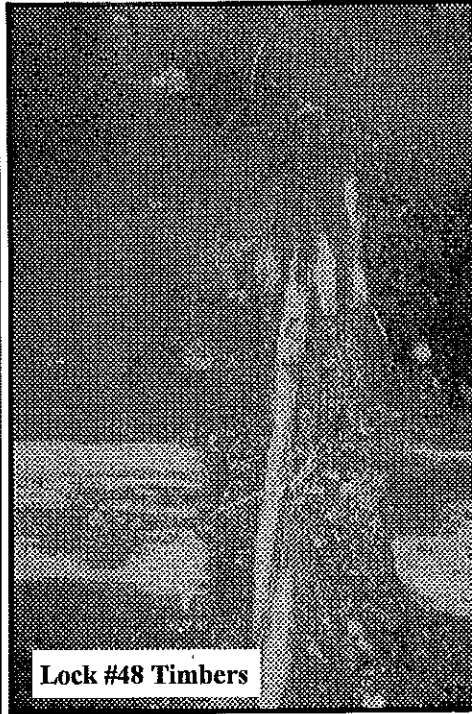


Photos by Troy Jones

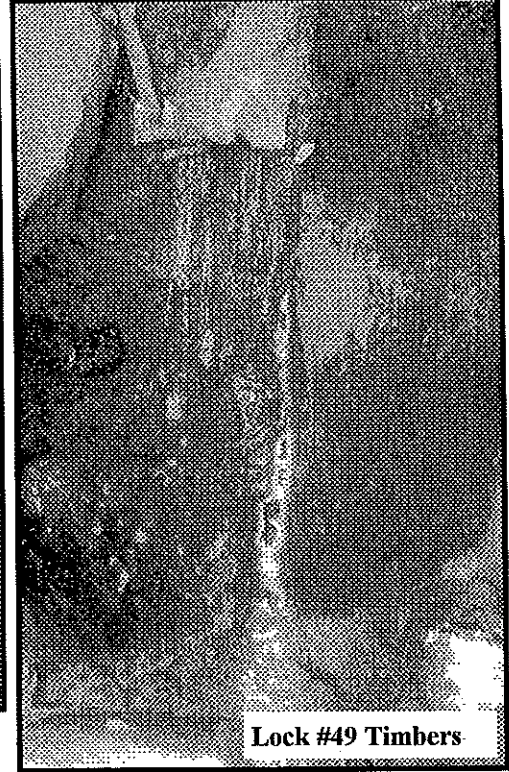




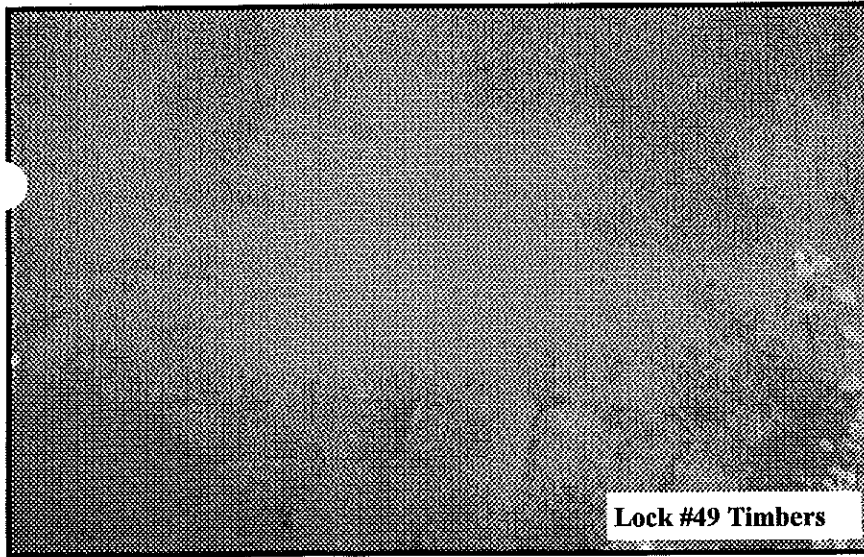
Lock #48 Timbers



Lock #48 Timbers

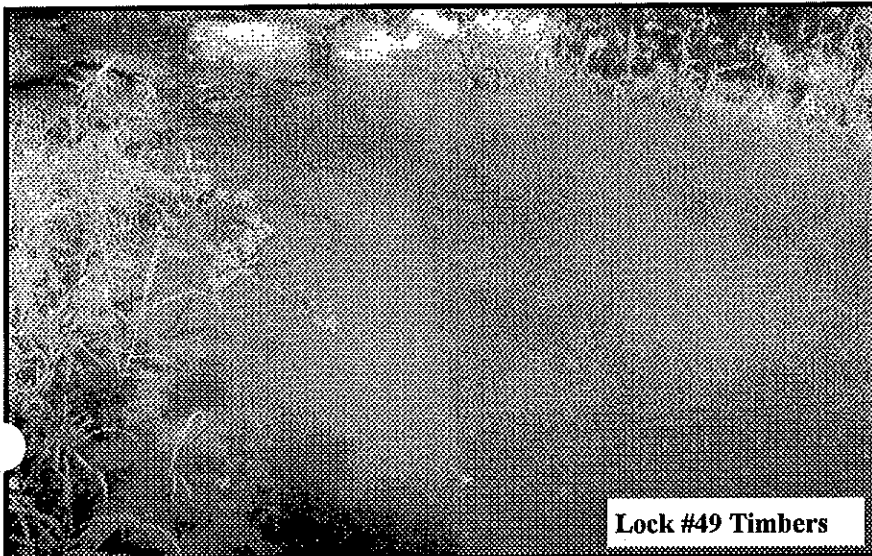


Lock #49 Timbers



Lock #49 Timbers

These foundation timbers from Locks #48 and #49 were visible this August due to the extremely low water levels after weeks of no rain. Photos by Troy Jones



Lock #49 Timbers

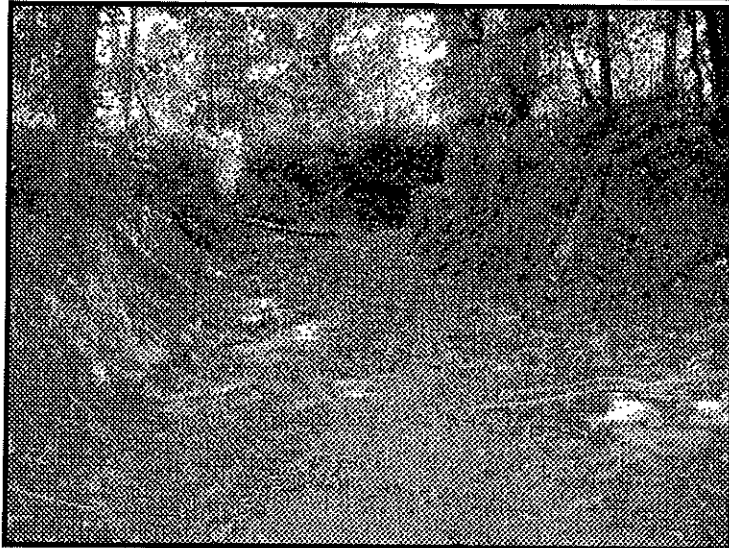
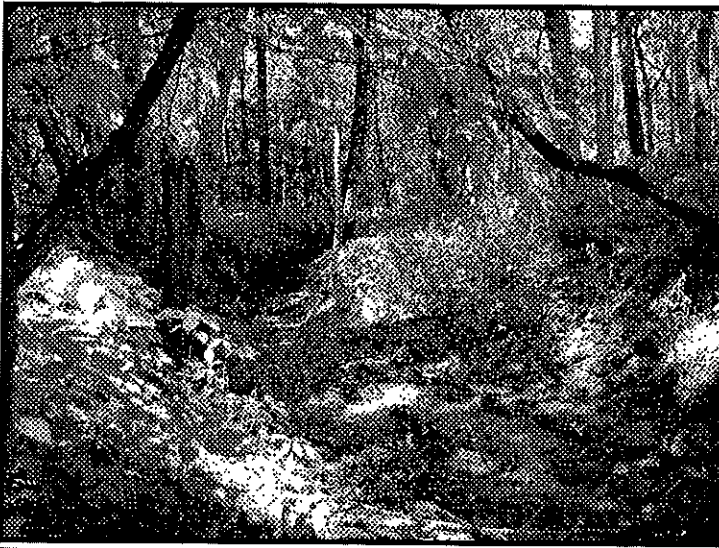


Lock #49 Timbers

SUGAR CREEK FEEDER

On the last weekend of May this year, Sara Steckbeck and her family from Indianapolis visited Mossy Point Nature Preserve at Coke Oven Hollow in Parke County. Her mother's aunt used to own the property, so she was familiar with it. They hiked to Sugar Creek where the old feeder dam was located. She remembered her mother saying, "If you stand in the middle of Sugar Creek at this point and look toward the south bank, you can see the remains of an old bridge." The old bridge had been by the feeder canal.

Sara found a cut running alongside Sugar Creek. It had a wide, flat bottom, not at all like one of the seasonal streams running from the hillsides into the river. She followed it for several hundred feet, and although the bottom remained flat, the course started winding, more like a stream than a canal. It was located at the NW corner of the preserve. See the aerial map of the property at this website: <http://www.cilti.org/mossy%20point.html>



WELCOME NEW MEMBERS

The Canal Society of Indiana welcomes aboard the following new members who have joined at the membership level unless otherwise noted:

Dick & Mary Hatch - Ft. Wayne, IN

WHITEWATER CANAL SCENIC BYWAY

The Whitewater Valley was the pathway into the State of Indiana for settlers moving west in the early 1800s. A committee of representatives from counties in the valley set about getting this route declared a state and hopefully national scenic byway. Last year a 7-day walk was held to call awareness to and raise funds for the proposed Whitewater Canal Scenic Byway.

Over the past year a lot of work has been done on the project. The proposed route and related loop routes have been drawn on maps through the region. A list of committees to work on addressing the various aspects to enhance the visitor's experience in the valley has been developed: Recreational, Historic and Natural Preservation, Roadway Safety and Signage, Economic Development, Regional Web Site Development, Heritage/Historic Research, Funding Opportunities, Education and Youth Engagement. They also hope to find people in each community who have stories and special skills to become involved in the project.

This year the 2nd Annual Walk was called the Whitewater-Miami Walk since 2 additional counties in Ohio and 1 in Indiana along the Miami River have joined the group. The walk celebrated the region's rich history and scenic beauty as well as raising the level of awareness of the benefits of a regional collaboration that promotes preservation and economic development.

The Whitewater-Miami Walk started concurrently in Wayne and Preble counties on September 23, 2007. Union county walkers began on September 25 and joined other walkers in Franklin county on September 27th. All walkers on the Indiana side met up with walkers from the Ohio side on September 29th in Harrison, Ohio. Together walkers followed the path of the Whitewater Canal from Harrison to Elizabethtown, Ohio. At Elizabethtown walkers again split with Ohio walkers following the branch of the Cincinnati & Whitewater Canal through Cleves and on to Northbend and the Ohio River. Indiana walkers followed the west branch of the Whitewater Canal to Lawrenceburg and ended at the Ohio River. Funds they raised in each county will stay in that county to go towards the support of a local historic preservation, economic development or education project.