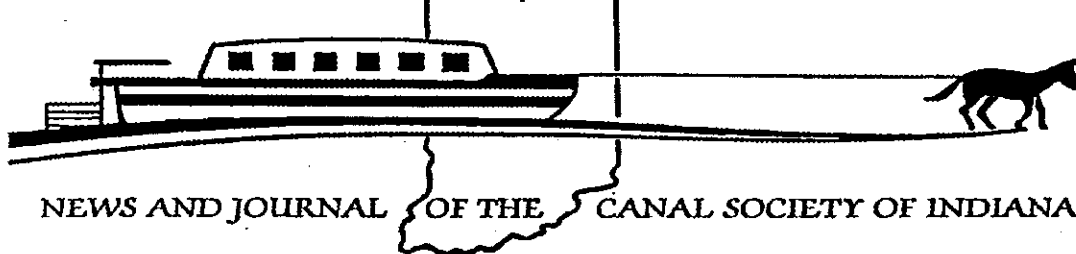


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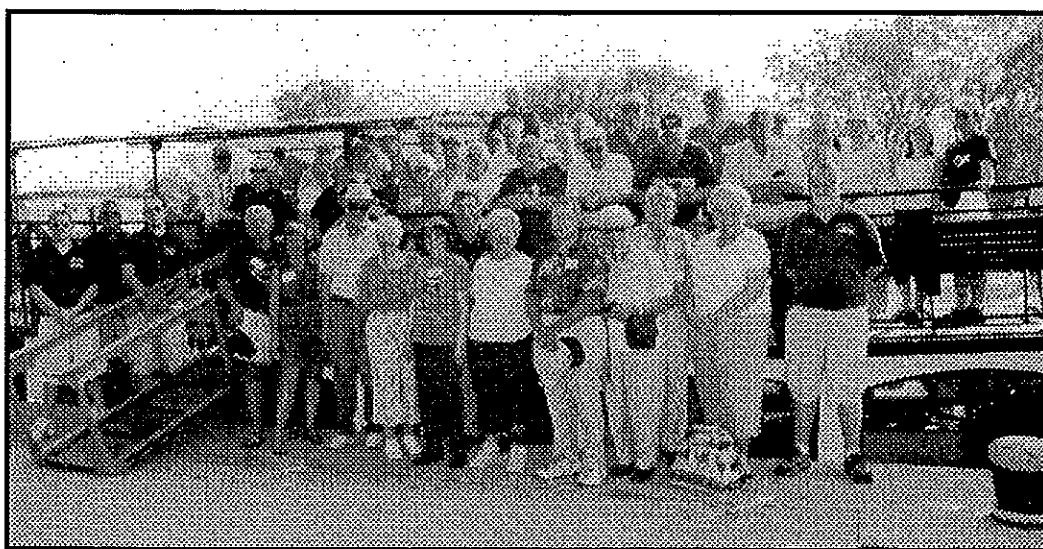


VOL. 6 NO. 11

P.O. BOX 40087 FORT WAYNE, IN 46804

NOVEMBER 2007

exp **ERIE** nce



**CELEBRATING
OUR**

**25TH
ANNIVERSARY**

Forty canawlers and the crew of the Emta II posed for this farewell photo in Waterford, NY. while Lynette Kross took the picture. Canawlers from Indiana were Maurice & Dorothy Bonecutter, Sue Burger, Tom & Linda Castaldi, Allan & Linda Corwin, Larry & Margaret Eggleston, Don & Betty Haack, Lynette Kross, Wayne & Judy Miller, Bob & Carolyn Schmidt, Shack & Wilma Shackleton, Frank & Mary Timmers, Charles & Anne Whiting; from Ohio were Dwight & Pat Jordan, Richard & Martha Kudner, Linn Loomis, Bob & Dot MacIntyre, Mike Morthorst, Tom Morthorst, Dan Schuster, Bruce & Kay Sheldon, Larry Turner, from Illinois were Gerald & Jean Hulslander, from Florida Gerald Knight; from Virginia was Edward Hale; and from Washington, D. C. were Dennis McDaniel and Helen Tangiers.

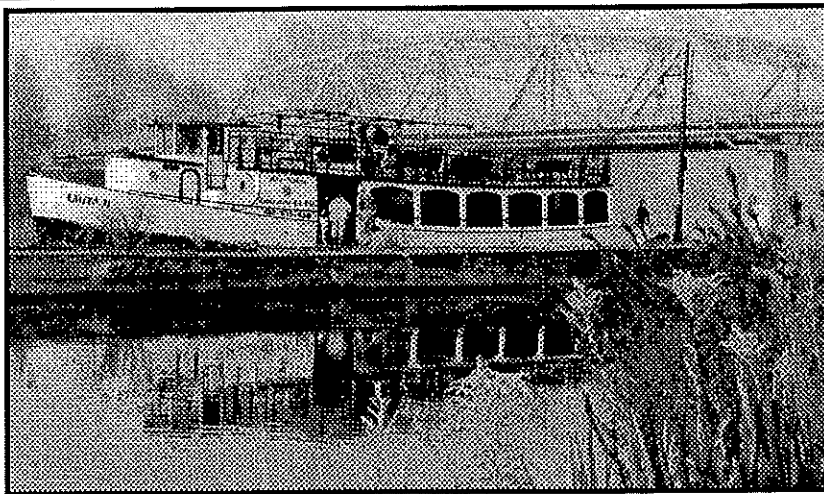
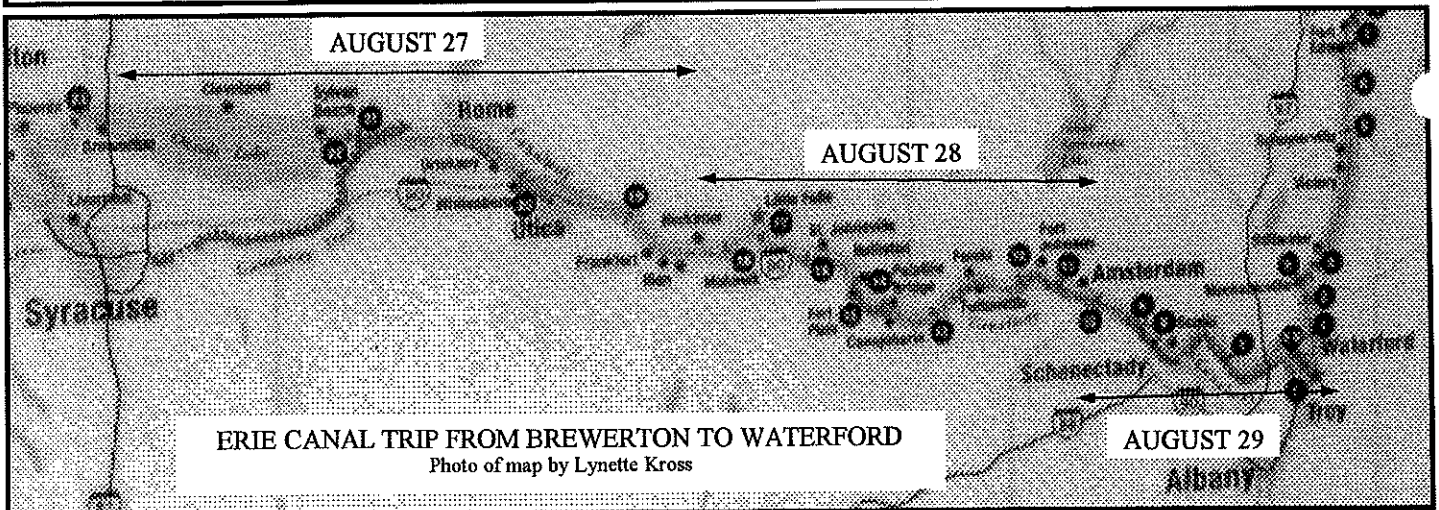
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FROM SYRACUSE TO WATERFORD

By Carolyn Schmidt

As the early morning mist rose from the Oneida River on Monday, August 27, 2007, forty-one canawlers from Indiana, Ohio, Illinois, Florida, Virginia and Washington, D.C. met at 8:30 a.m. on the Brewerton, New York dock to board the Emta II for a three day Erie canal expERIEnce. Captain Dan Wiles and his crew from Mid-Lakes Navigation Company were our hosts as we traveled the third and largest version of the Erie Canal from just north of Syracuse almost to Albany ending at Waterford, New York. Along the way we would see remnants of its two predecessors.



The Erita II took on canawlers at Brewerton LK
 Photographs taken for this article will be marked by the photographers' initials. LK Lynette Kross, BS Bob Schmidt, CW Chuck Whiting.

After the crew tagged our luggage and placed it in a van to take it to the motel in Herkimer (our destination for day one), we moved our cars to a parking lot and were then welcomed aboard the Erita II. The smell of hot coffee and a continental breakfast awaited us. As we began the first of our many tasty meals, appetizers and snacks aboard the boat (one never goes hungry), Captain Dan told us what to expect on the trip and how things operated. We then followed him up to the top deck and watched as the crew untied the ropes and he started the engine.

We left the Oneida River and, for the next few hours, proceeded to cross Lake Oneida, which was busy with boaters celebrating the upcoming Labor Day weekend.

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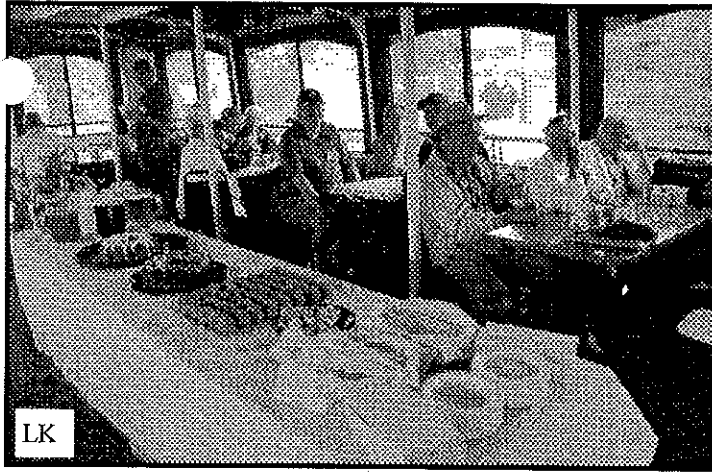
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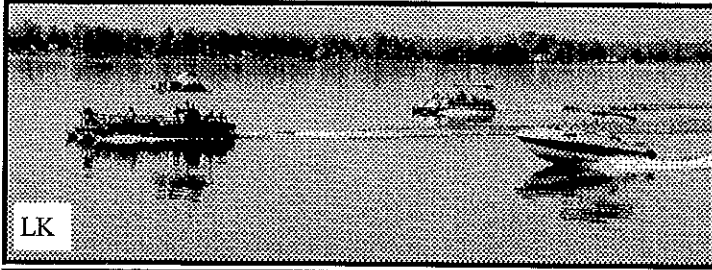


LK

the larger towns at canal level seemed serene.

This version of the canal from Syracuse to Waterford mainly used Lake Oneida and the canalized Mohawk River. The section from Rome to Troy, New York was fed by two large reservoirs, one at the headwaters of the Mohawk River and the other on a branch of the Mohawk.

Our first locking experience began at Lock 22 where we locked up as we headed toward the summit level between Rome's Lock 21 and Careys' Corners Lock 20. Once past the summit level we locked down all the way to Lock 2 at the end of our journey in Waterford.



LK

The size of these locks was 328 feet long by 45 feet wide and could accommodate a fleet of barges carrying up to 2,500 tons. There was a clearance of 5.5 feet under the bridges at the downstream end of the locks, which were built of concrete and had gates operated by electricity. The massive mitre gates (some weighing 200,000+ pounds) all pointed upstream so that water pressure from the higher level kept them tightly closed. When the water in the lock was level with that in the canal the locktender pushed a button and within 30 seconds huge motors opened/closed the gates that swung on steel pivots. The boat could lock through in 10 to 30 minutes depending on the lift of the lock, which could vary from 6 to 40.5 feet.



CW

The locks were filled or emptied by culverts in the side walls of the locks. The water entered the lock chamber from the culverts via ports located just above the lock floor. A series of switches in a small controller box on one of the lock walls operated the vertical lift valves, which regulated the water in the culverts to feed the lock. They also controlled the operation of the power capstans, the buffer beams, etc.

We left Lake Oneida at the village of Sylvan Beach by the town of Vienna, NY. Boats lined the slips alongside homes and the park had a Ferris wheel and merry-go-round set up for the weekend. This was about the busiest place we would pass before locking into the canal and reaching Waterford two days later. In general activity on the canal was very quiet and relaxed. Even

Lock No. 17 near Little Falls, New York, had a different type of lock gate. This is probably because it is one of the highest lift locks in the world raising/lowering boats 40.5 feet and replacing four locks of the Enlarged Erie Canal. At the downstream end it had a guillotine style gate that had a counterweight of concrete. As the counterweight came down the gate went up so that our boat could pass beneath the gate. Canawlers outside the boat's cabin were showered with water from the dripping gate. At the other end of the lock was a mitre gate on a breast wall. The lock itself was lined with the steel plates.



LK

These locks were much different than the first Erie Canal (Clinton's Ditch), which was 40 feet wide, four feet deep and had 90' x 15' locks, which also operated by the gravity flow of water. They could accom-

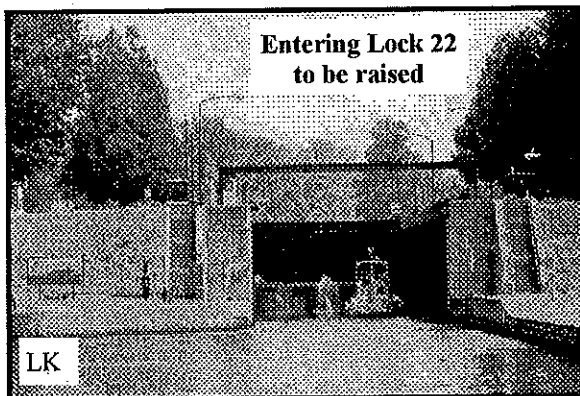
modate a boat carrying 30 tons. Even the second (Enlarged) Erie Canal, which was 70 feet wide, 7 feet deep, had locks that were only 110' by 18' and could lock through boats with a 240 ton capacity.

It was easily seen that the locktenders on the Erie "Barge" Canal were competitive in the appearance of their locks. All the machinery that operated the gates was newly painted. Lawns around the locks were mowed. Flowers were planted by some locks and one even had a small vegetable garden. However, the locks themselves were in various stages of disrepair. Some had the original concrete and were in good condition. Others had steel plates placed over the concrete to line the lock making their condition good as well. In some locks the concrete was spalling, but Lock 6 was probably the worst lock we saw. The walls had huge places where the concrete had fallen out. Since it is at the top of the Waterford flight of 5 locks that raise/lower boats 169 feet (twice the lift of the Panama Canal from sea-level to summit), it must be repaired fairly soon to keep the canal operational its entire length.

LOCKS USED ON TOUR

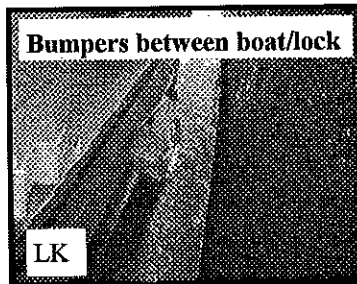
Lock #	Location	Lift in feet
22	Rome	25.3
21	Rome	25
20	Careys Corners	16
19	Frankfort	21
18	Jacksonburg	20
17	Little Falls	40.5
16	Mindenville	20.5
15	Fort Plain	8
14	Canajoharie	8
13	Randall	8
12	Tribes Hill	11
11	Amsterdam	12
10	Cranesville	15
9	Rotterdam	15
8	Glenville	14
7	Niskayuna	27
6	Waterford	33
5	Waterford	33.3
4	Waterford	34.6
3	Waterford	34.6
2	Waterford	33.6

LOCKING THROUGH



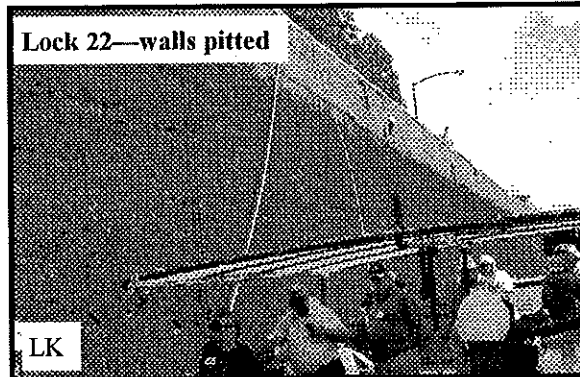
Entering Lock 22 to be raised

LK



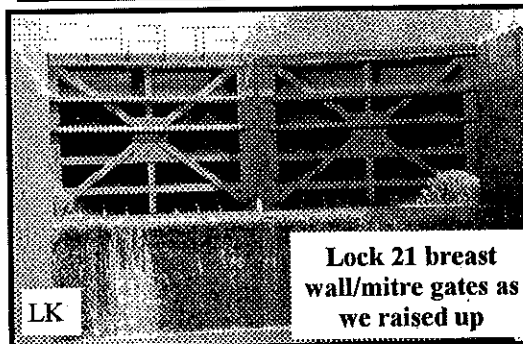
Bumpers between boat/lock

LK



Lock 22—walls pitted

LK



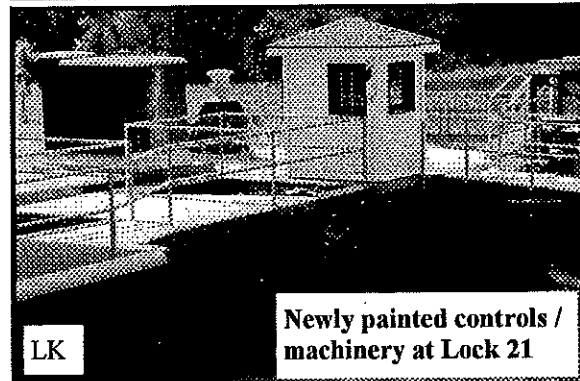
Lock 21 breast wall/mitre gates as we raised up

LK



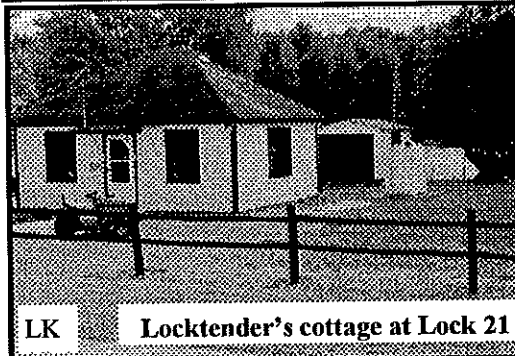
Locktender Lock 20

BS



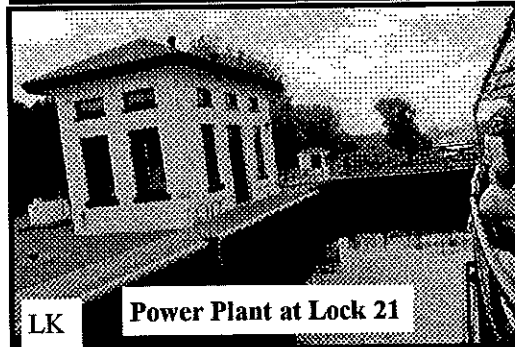
Newly painted controls / machinery at Lock 21

LK



Locktender's cottage at Lock 21

LK



Power Plant at Lock 21

LK



Lock 6 mechanics

LK

Signage at Lock 10 related this:

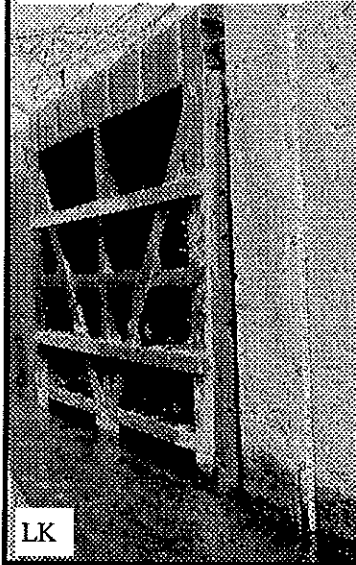
For centuries the Mohawk Valley was the major transportation corridor between the East and the Midwest. However, use of the river itself, as part of that corridor, was another matter. Periods of low water during summer and winter, and high (sometimes too high) water during fall and spring, rendered continuous navigation impossible.

The builders of the original Erie Canal in the early 1800s recognized that controlling the Mohawk River was well beyond their capabilities. Consequently, they did not use the river at all, but chose, instead, to construct the canal parallel to the Mohawk. This limited the size of the canal; the original Erie Canal (Clinton's Ditch) was only 40 feet across and 4 feet deep. It was enlarged only once, in the 1840s, when the dimensions were extended to 70 feet in width and 7 feet in depth.

The designers of the Barge Canal system were well aware of the potential for damage from ice and floods in the Mohawk Valley. In the Schoharie Creek fixed dams which were built for the old Erie were damaged or destroyed almost every year by springtime flooding. To prevent this from happening to the Barge Canal, the engineers decided to build movable dams in some areas.

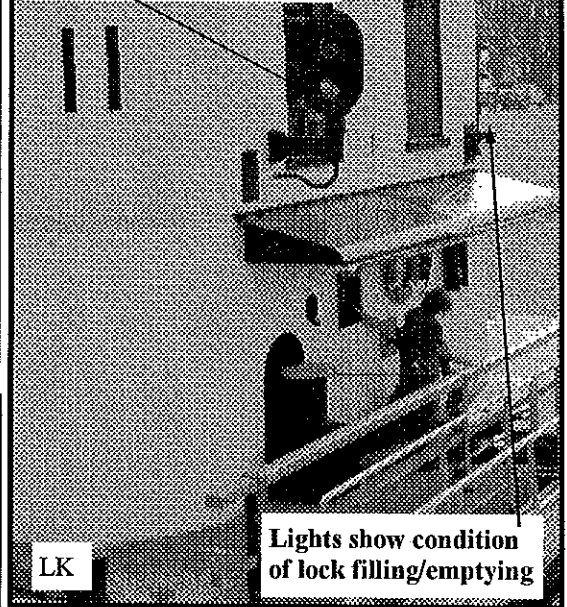
We will take a look at these dams and cover the rest of our experience in the next issue of *The Hoosier Packet*.

Depth measure Lock 6



LK

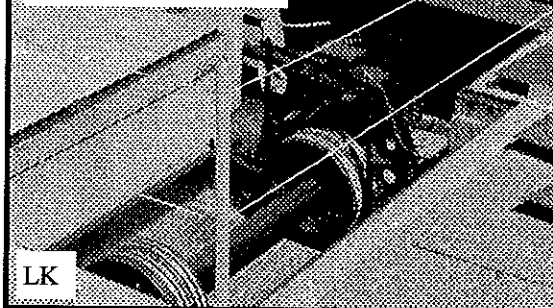
Red & Green lights signal boats at Lock 10



LK

Lights show condition of lock filling/emptying

Machinery in Lock 8



LK

LOCK #10
 Craneville, NY
 UPSTREAM ELEVATION - 155 feet
 DOWNSTREAM ELEVATION - 140 feet
 LIFT - 15 feet

NEXT LOCK
 WESTBOUND LOCK - E11 4.05 miles
 EASTBOUND LOCK - E9 6.16 miles

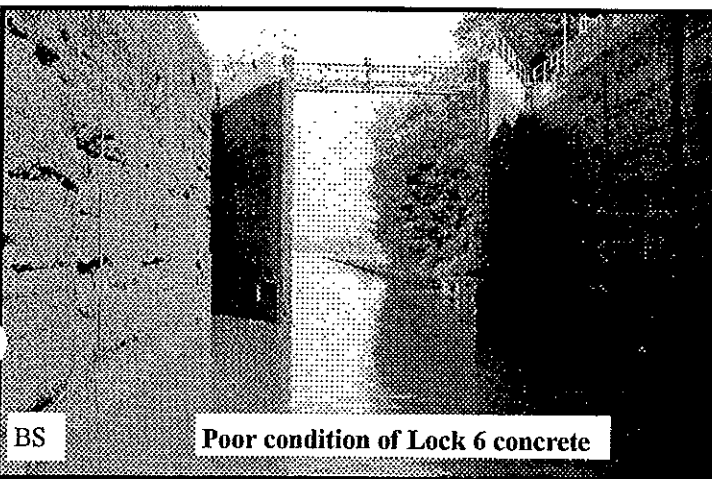
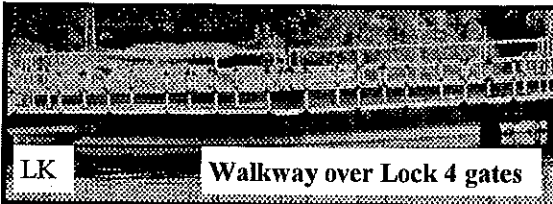
Erie Canal
 Montgomery, Co.

LK

Signage at Lock 10

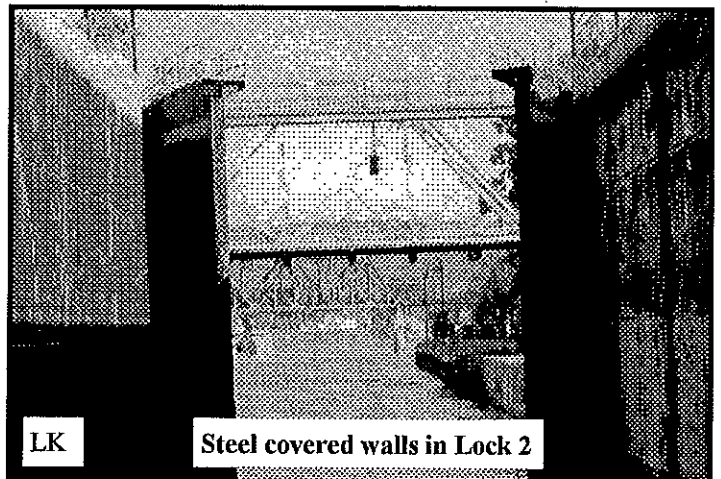
LK

Walkway over Lock 4 gates



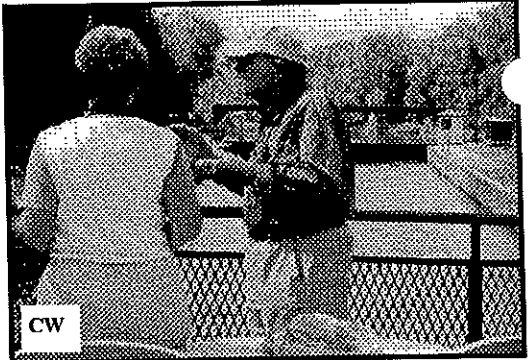
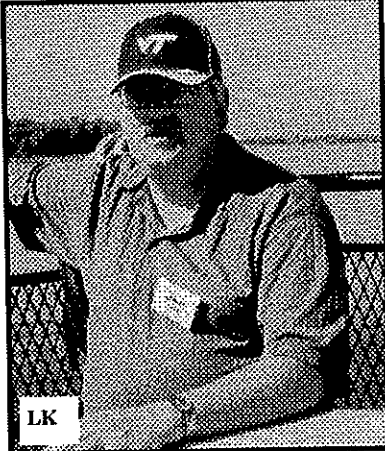
BS

Poor condition of Lock 6 concrete

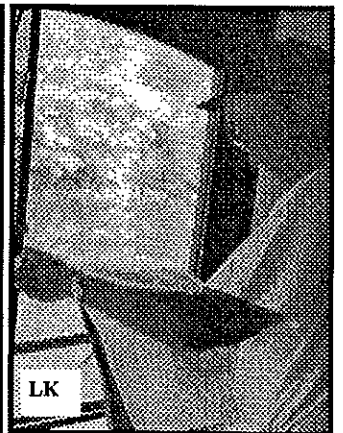
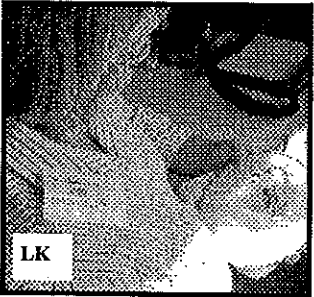
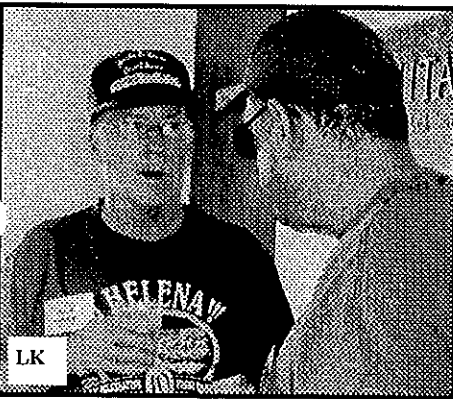
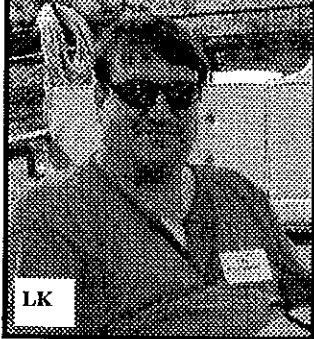


LK

Steel covered walls in Lock 2



LIFE ON BOARD THE EMITA II



TOTAL RELAXATION

Culvert 151 Cross Cut Of Wabash & Erie Canal

Photos by Jeff Koehler on
September 13, 2007

When CSI learned that the 641 Bypass was planned around Terre Haute, Indiana, we contacted the Indiana Department of Transportation and told them the remains of Culvert 151 and the prism of the Cross Cut portion of the Wabash & Erie Canal might be in its pathway. They asked for further information and were told that the timbers were buried beneath the ditch and since they would be saturated with water would be in a good condition. We requested that they avoid it.

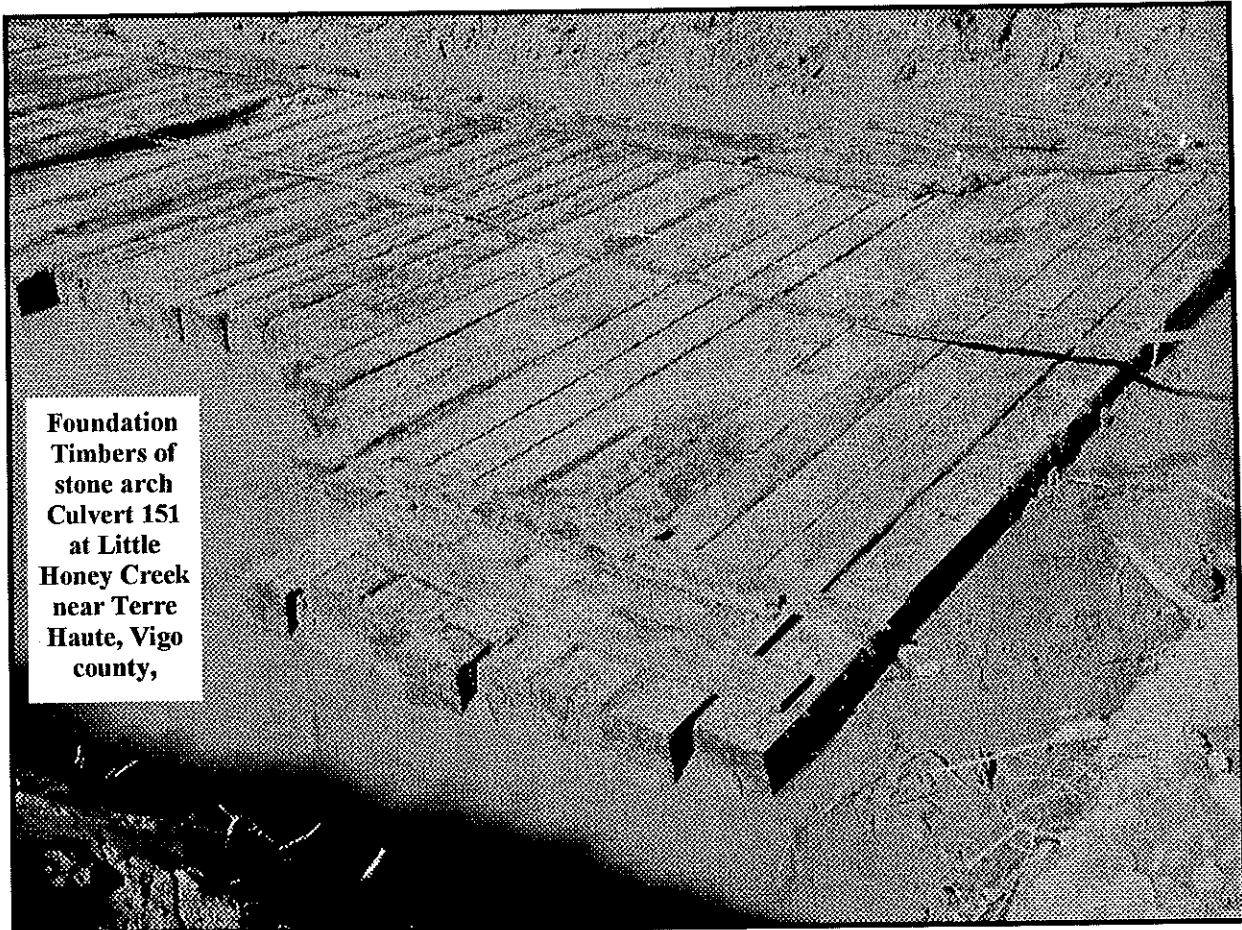
On April 9, 2007 CSI was contacted by Curtis Tomak from INDOT and told they had hit the culvert we had told them about. (See article in *The Hoosier Packet* of June 2007, Vol. 6 No. 6) They asked what we wanted to do with it. We asked that it be kept in place for future generations to see. We hoped that signage could be erected to note the culvert and the canal.

In August Troy Jones, CSI member from Clinton, Indiana, notified headquarters that work was being done in the area and bridge pilings were being put up around it.

As you can see the pilings were put in on either side of the foundation timbers. Why the timbers have to be removed we do not know. If they were left covered with wet soil, they would continue to last for the next century or more.

Clay County Historian, Jeff Koehler, CSI director from Center Point, Indiana and Berky Davis, CSI member from Rosedale, Indiana notified CSI headquarters about an article that appeared in the Terre Haute *Tribune -Star* on September 12. It's headline read: "641 Construction Pauses For Preservation Of Historic Timbers From Wabash & Erie Canal." It went on to say: "There are 56 timbers under the Little Honey Creek on McDaniel Road, about a quarter of a mile north of Gross Drive. About 70 feet of intact timbers were found, with another 40 feet containing no timbers. Then another 10 or so timbers were discovered." It went on to explain that culverts were built to carry the canal and towpath across creeks.

Culvert 151 was built around 1837-39 and is over 150 years old. The foundation timbers distributed the weight of the stone and balanced the culvert to keep it level. The timbers are cut from white oak trees that were over 300 years old at the time they were felled. They range in length from 20-40 feet, most measuring 14 inches square with at least two 28 inches by 14 inches around. Square headed nails are visible in the timbers. They



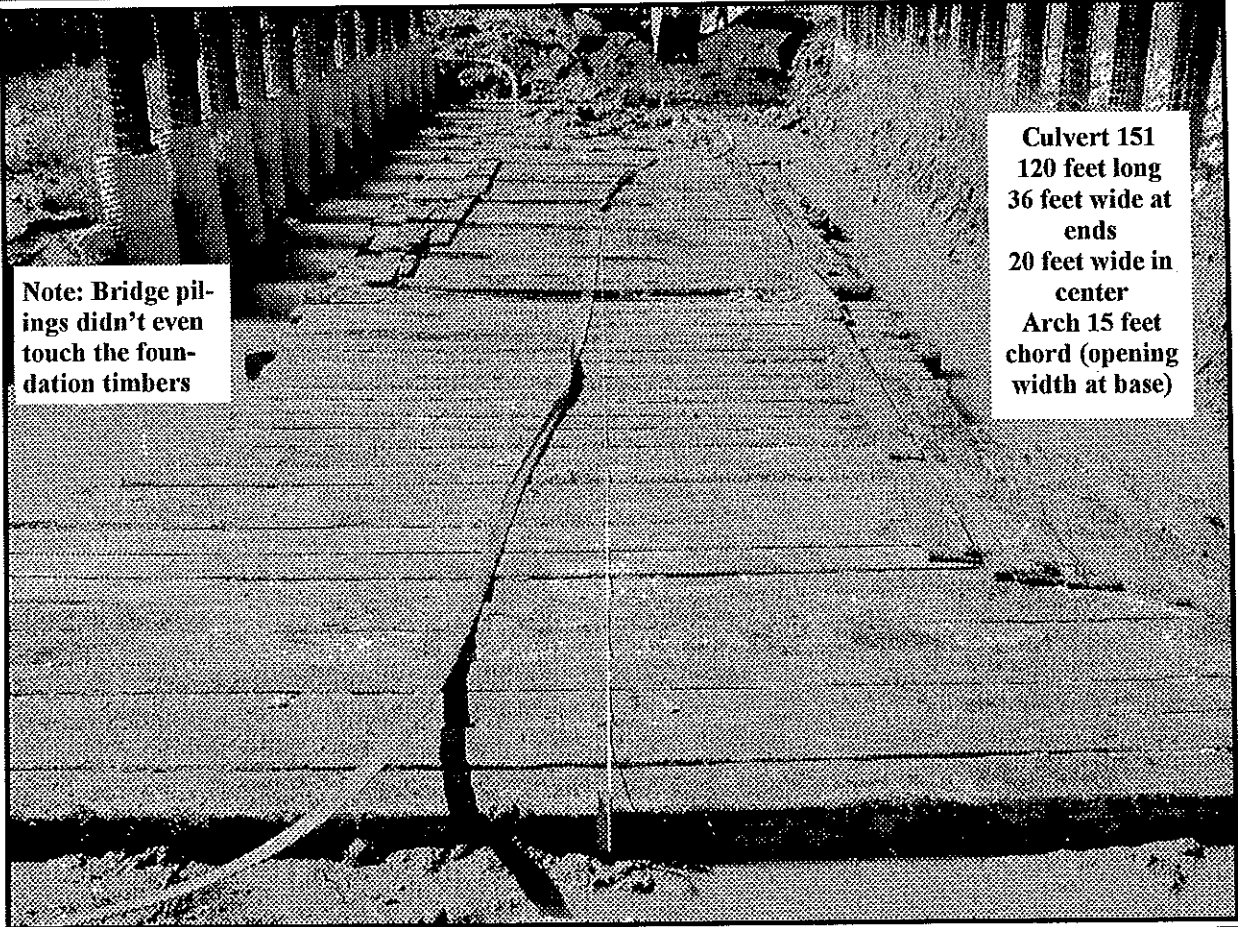
Foundation
Timbers of
stone arch
Culvert 151
at Little
Honey Creek
near Terre
Haute, Vigo
county,

were found just two feet below the creek bed covered with silt.

The article said the timbers are being historically documented and numbered. They were planning to ship them to the Whitewater Canal Trail Inc. to be displayed and used as a learning tool.

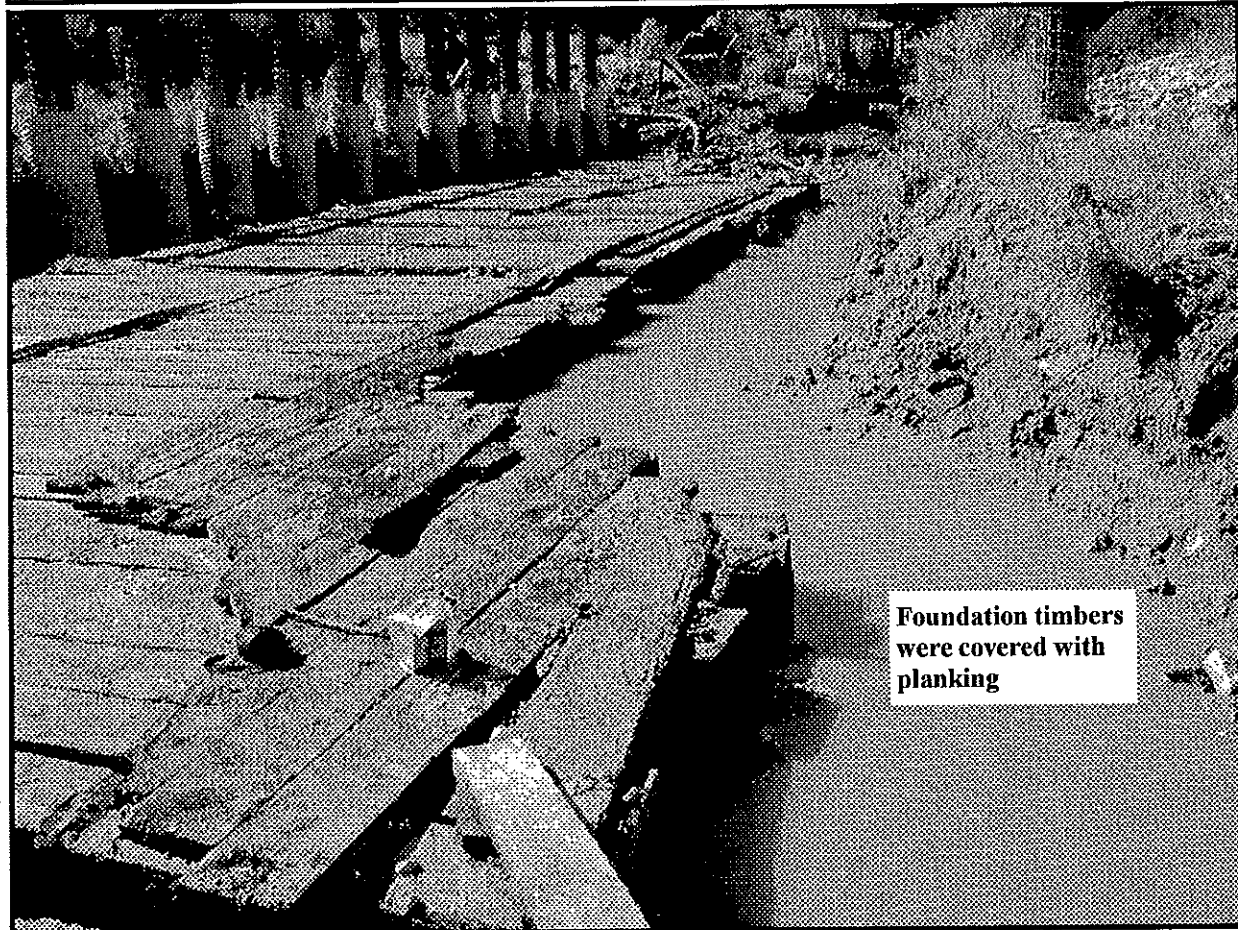
Vigo County Historian and past CSI director, Mike McCormick, read the article, called a meeting with officials, and asked that the timbers remain in the county. He and others felt that they should be kept with the Wabash & Erie Canal rather than go to the Whitewater Canal.

Finding the timbers caused a short delay in constructing the bridge while the U. S. Environmental Protection Agency and the Indiana Department of Natural Resources were

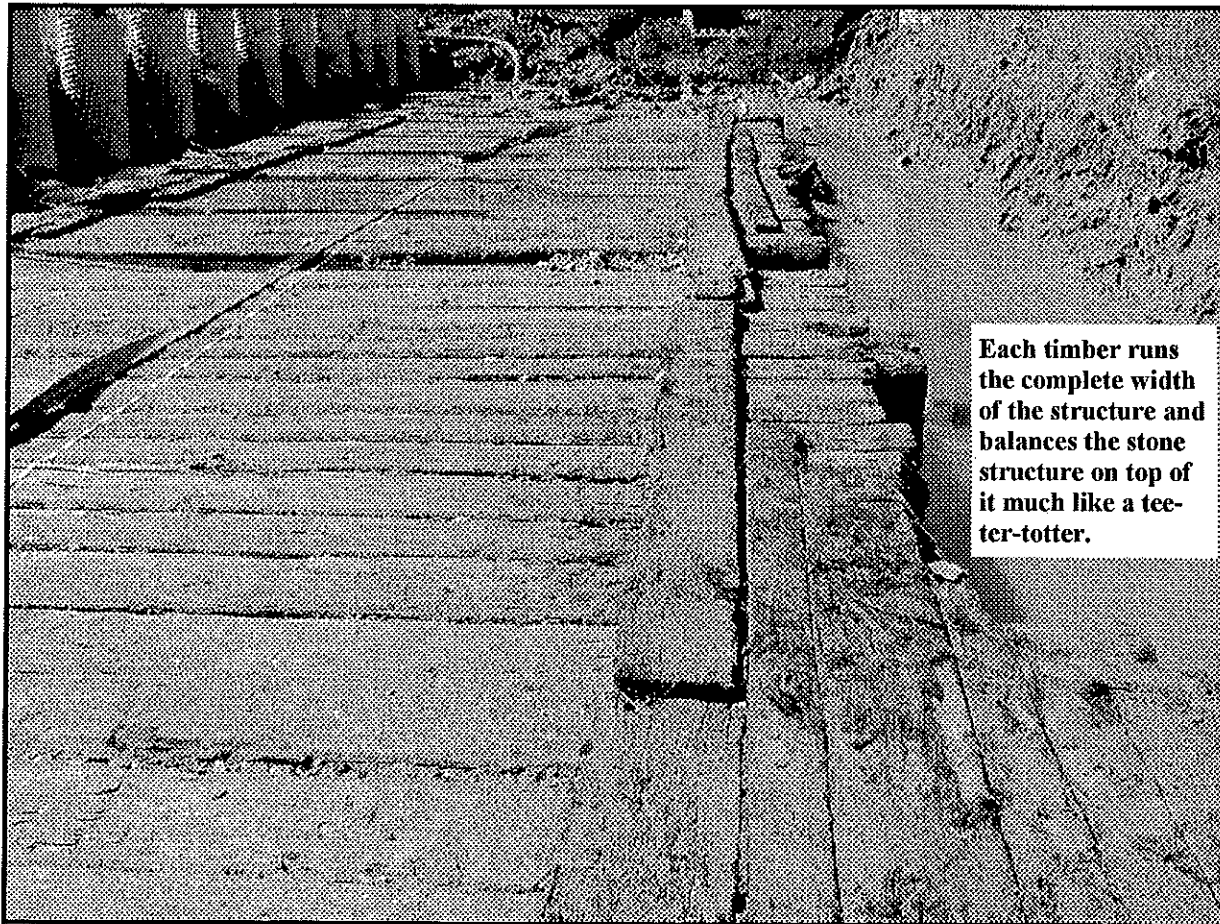


Note: Bridge pilings didn't even touch the foundation timbers

**Culvert 151
120 feet long
36 feet wide at ends
20 feet wide in center
Arch 15 feet chord (opening width at base)**



Foundation timbers were covered with planking



Each timber runs the complete width of the structure and balances the stone structure on top of it much like a tee-totter.

contacted for permits to dam Little Honey Creek. Complete removal of the timbers was expected to be done by September 14.

Culvert 151 is the only arch stone culvert on the Cross Cut portion of the Wabash & Erie Canal. The Canal Engineers Report of 1853 describes it as follows:

"Culvert No. 151, Little Honey Creek, cut stone arch 15 feet chord, timber foundation extending across the channel of creek and full length of culvert."

It has the same dimensions and would have appeared much like the Prairie Creek Arch built for the Wabash & Erie Canal about 4 miles west of Peru, Indiana.

A second article appeared in the *Terre Haute Tribune Star* on September 14, 2007 entitled



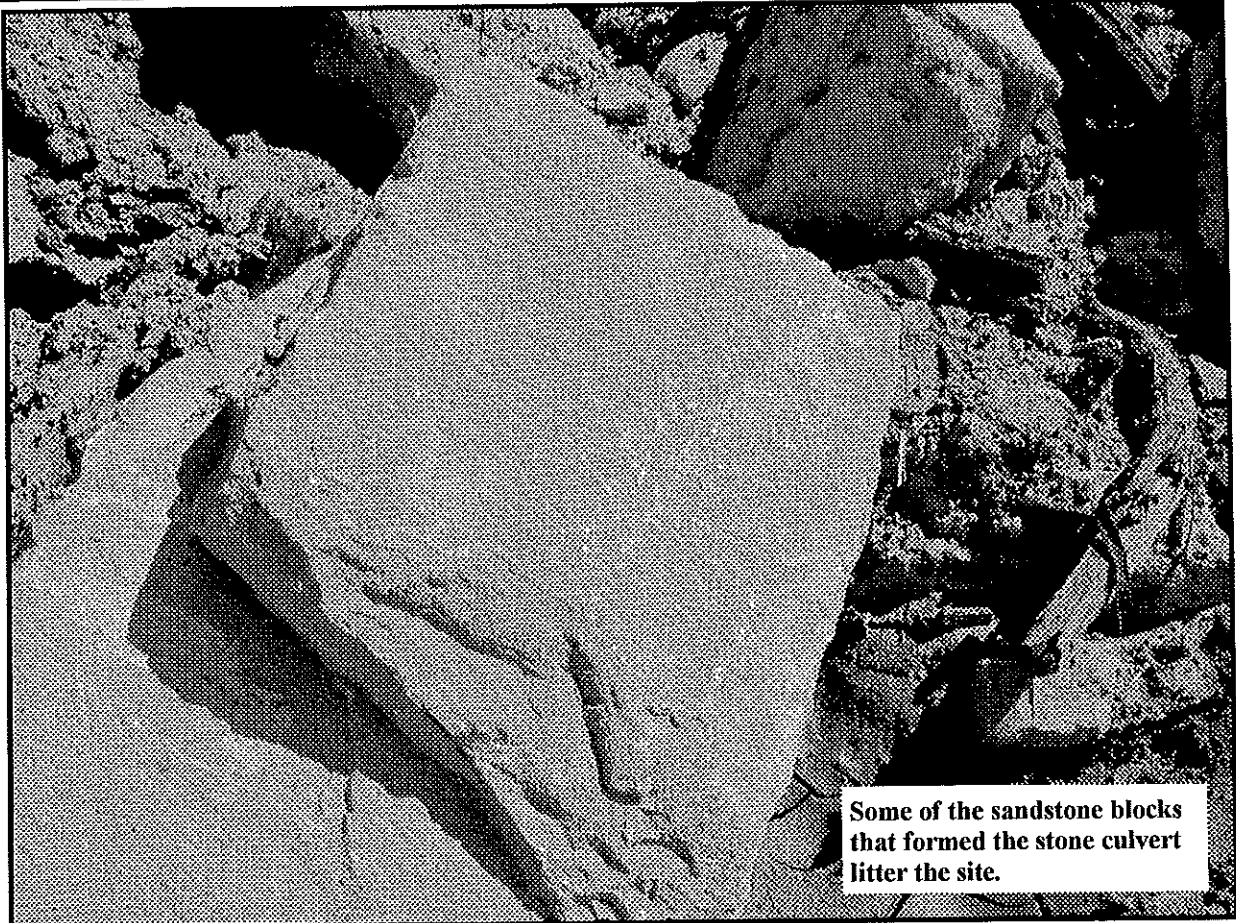
These timbers were cut from huge logs. The largest one is shown here.

28 inches wide

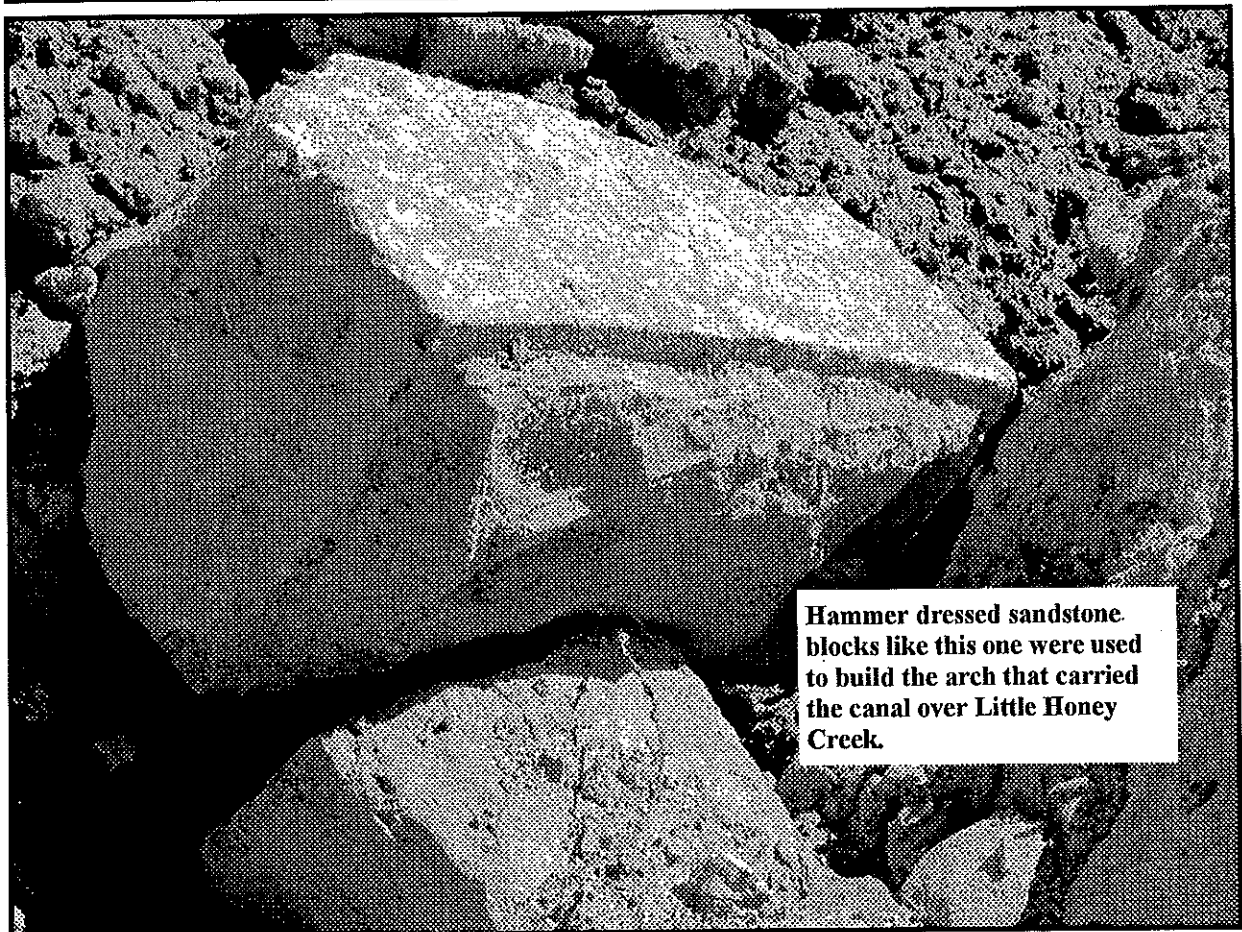
"Wabash & Erie Canal Good To Stay In Vigo County" after Mike McCormick had met with state and local officials. He is quoted as saying "I was distressed to find that we were shipping out what I refer to as 'our artifacts' to another community. That disturbed me because Terre Haute was the headquarters of the Wabash & Erie Canal from 1847-1876..."

As the timbers were being removed they found they weighed about 1 ton apiece. Each was marked with a blue circular tag so that they may be reassembled in the park scheduled for development around Riley Lock # 47 of the Wabash & Erie Canal in 2009. The timbers will be stored in water until that time.

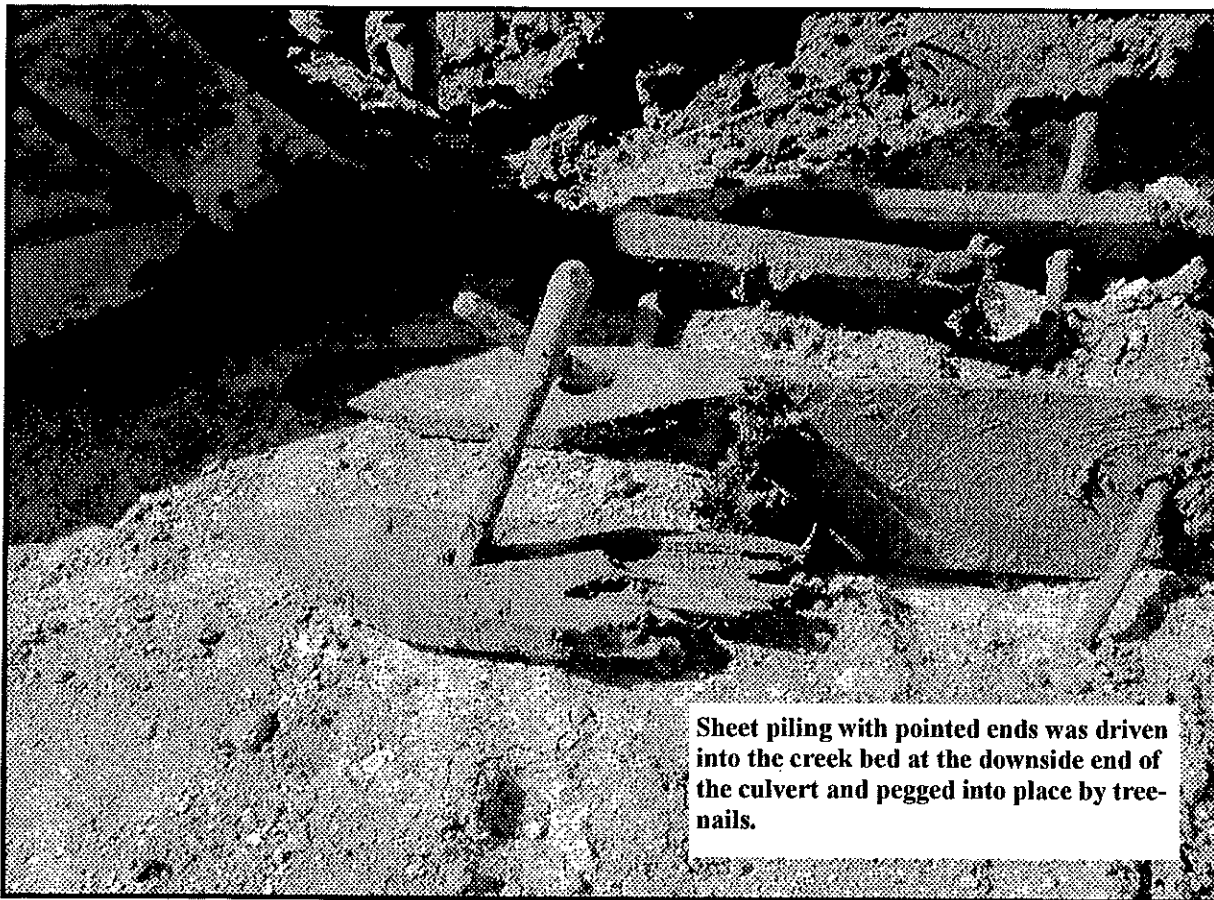
In 2002 Vigo County received a \$400,000 state grant that had a \$80,000 match from the



Some of the sandstone blocks that formed the stone culvert litter the site.



Hammer dressed sandstone blocks like this one were used to build the arch that carried the canal over Little Honey Creek.

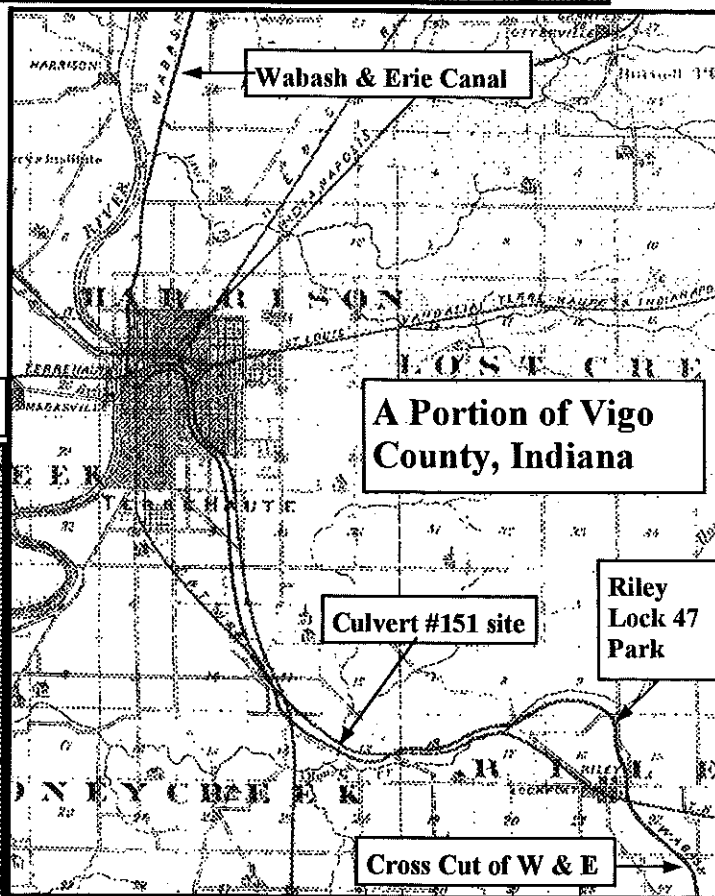
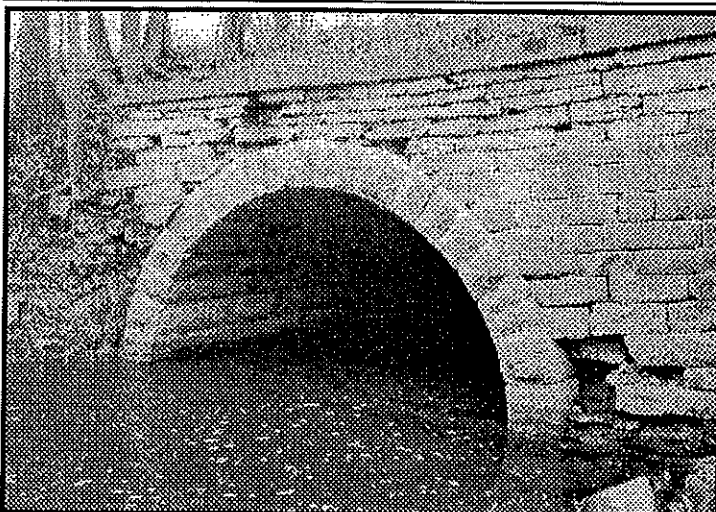


Sheet piling with pointed ends was driven into the creek bed at the downside end of the culvert and pegged into place by tree-nails.

county to develop Riley Lock #47 Park. The archeological study of the site was just completed this July. A contract to design the park was under review with a landscape architectural firm and will probably be signed. Then a bid for the project would be gotten in 2008.

The state had planned to spend \$3,000 to truck the timbers to Metamora. These funds will be used by Vigo county to relocate them to a watered area in a park until they can be placed in Riley Lock #47 Park. A crane to lift the timbers can be rented for \$1,500 per day.

Prairie Creek Culvert near Peru Photo - Bob Schmidt, 1992



A Portion of Vigo County, Indiana

1876 Historical Atlas of the State of Indiana

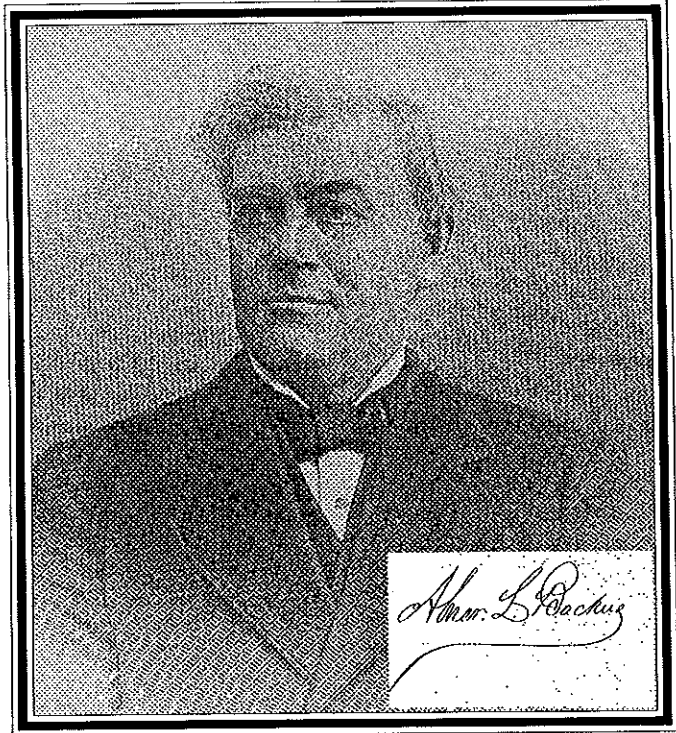
CANAWLERS AT REST

ABNER LORD BACKUS

b. June 27, 1818
d. June 14, 1895

By Carolyn I. Schmidt

Picture from: *Memories of Lucas County
and the City of Toledo*



Abner Lord Backus was of a line that could trace its ancestors back to Norwich, England:

GREAT GREAT GREAT GREAT GREAT GRANDFATHER

In 1637, William (or Stephen as some authorities say) Backus moved to Saybrook, Connecticut from Norwich, England late in his life. He was married twice. He and his first wife Sarah Charles had three daughters, who later married John Reynolds, Benjamin Crane and John Bailey, and two sons, William Jr. and Stephen. He then married Mrs. Anne Bingham and acquired a stepson, Thomas Bingham.

In 1659 William and his family moved to Norwich, Connecticut following the leadership of the Reverend James Fitch and John Mason. He was the oldest man and the other settlers consented to naming the new town from where he had come in England. He died shortly thereafter being the first Englishman to die in the colony and the second person to die in the settlement.

GREAT GREAT GREAT GREAT GRANDFATHER

William's sons were almost mature at his death. With their help the family prospered. Stephen married Sarah Spencer in December of 1666 and they had 8 children. William Jr. (the direct line of our subject) married Elizabeth Pratt of Saybrook. They lived in Norwich and had six children, William, John, Joseph, Nathaniel and two others whose names we do not know. We will continue the Backus line following Joseph.

GREAT GREAT GREAT GRANDFATHER

Joseph Backus was a Justice of the Peace and a

representative of Norwich in the Connecticut Legislature for several years. He and his wife, whose name we do not know, had eight children. Of these Simon and Joseph, Jr. graduated from Yale College with Simon becoming a celebrated clergyman and Joseph Jr. being noted as "lawyer Backus of Norwich." However, we will follow the line of Samuel Backus, another of Joseph Sr.'s sons.

GREAT GREAT GRANDFATHER

Samuel Backus was born January 6, 1693 and died November 24, 1740. He was Joseph Sr.'s second son. He was a prosperous farmer but had little to do with public affairs. He married Elizabeth Tracey on January 18, 1716. They had 11 children:

Samuel	(1-1-1717, 10-2-1796)
Ann	(1-10-1718, 12-29-1756)
Elizabeth	(2-9-1721, 7-1-1745)
Isaac	(1-9-1724, 11-20-1806)
Elijah	(3-14-1726, 9-4-1798)
Simon	(1-17-1729, 2-16-1764)
Eunice	(5-17-1731, 8-10-1753)
Andrew	(11-16-1733, 11-20-1796)
Asa	(5-3-1736, 7-23-1788)
Lucy	(4-19-1738, ?)
John	(10-16-1840, 4-27-1814)

The family moved from the original home lot located near by the Landing to Yantic where Samuel erected a grist mill, the town's second one. He also received special grants from the town to build an iron works.

GREAT GRANDFATHER

Now following the line of Elijah Backus, the fifth child of Samuel and Elizabeth. Elijah married Lucy Gris-

wold, a daughter of John Griswold, Esq. of Lyme, on January 9, 1753. They had nine children.

Elijah	(7-17-1754, 3-8-1755)
girl	(1-1-1756, 2-21-1756)
Lucy	(1-31-1757, 10-1-1817)
Elijah	(5-2-1759, ?)
James	(7-10-1761, 1-17-1762)
girl	(3-18-1763, 4-20-1763)
James	(7-14-1764, 9-29-1816)
Mathew	(9-24-1766, ?)
Clarina	(8-7-1769, 7-21-1831)

Even though Elijah possessed a large estate, was a skilled mechanic and had influence in his community, his life was undoubtedly filled with sorrow losing at least 4 children under the age of 1. Note how the names of the children were reused when one died. He and his son James carried on the grist mill and the iron works, which played an important part in the Revolutionary War. Elijah died on September 4th, 1798.

GRANDFATHER

We will now follow the line of Elijah's and Lucy's 4th son, Elijah. This Elijah moved to the Northwest Territory and became a Receiver of Public Moneys. He married Lucretia Hubbard, who died on February 17, 1787. They had two children:

Thomas	(8-8-1785, 10-25-1825)
Lucretia	(1-7-187, ?)

He then married Hannah Richard.

On December 1, 1801 Wyllis Silliman as Publisher and Elijah as Editor started the third paper published in Ohio, the *Ohio Gazette and Virginia Herald*. Elijah owned the first printing press west of the mountains. He was a good lawyer and was elected to the Senate.

FATHER

Thomas Backus, Elijah and Lucretia's only son, married Temperance Lord, at Marietta, Ohio in November 1810. They had five children as follows, the last being our subject Abner Lord Backus:

Elijah	(3-3-1812, 1-7-1855)
Lucretia	(6-14-1813, ?)
William W.	(10-12-1814, 10-12-1842)
Alexander	(9-15-1816, 12-13-1861)
Abner Lord	(6-27-1818, 6-14-1895)

ABNER LORD BACKUS

Our subject was a civil engineer, who constructed and managed Ohio's 80 miles of canals for almost 40 years between 1837-1878. He began as a rodman with the state engineering department. He moved to Maumee, Ohio in 1838 to work on the Wabash & Erie Canal (a portion of which was later taken over by the Miami & Erie Canal.) He became a constructing engineer, then a superintending engineer, canal toll collector

appointed in Maumee City in April 1844, a member of the Ohio Board of Public Works in 1857, and eventually worked his way to President of the State Board of Public Works, being elected to this high position by Ohio citizens. This was quite a feat as every other Democratic candidate on the ticket was defeated.

For over 25 years he was engaged as a grain commission merchant, owner and manager of a grain elevator in Toledo and his sons followed him in business.

Abner married Elizabeth Reed. They had 9 children:

William Woodridge	(4-1-1846, ?)
Elsie McDowell	(8-26-1847, ?)
Samuel Reed	(3-10-1849, 4-6-1901)
Alexander	(10-18-1850, ?)
Adelaide	(5-25-1852, ?)
Elizabeth Reed	(12-26-1853, 9-25-1854)
Twin girls	(7-9-1855, 8-13-1855)
Julia	(5-7-1857, ?)

Upon his death in 1895, his obituary and the tribute paid to him by the Toledo Grain Commission did an outstanding job of describing his life as follows:

Toledo Blade, Saturday June 15, 1895

**CITY MOURNS
ONE OF HER MOST HONORED BUILDERS
PASSED AWAY
ABNER LORD BACKUS DIED YESTERDAY
AFTERNOON
HE CAME TO TOLEDO IN THE EARLY
YEARS**

And Was an Active Promoter of Her Prosperity.

Death came Saturday afternoon to Abner L. Backus after a lingering illness of some five months. Mr. Backus had suffered from a complication of disorders that had seriously affected his heart, and that the physicians were unable to cope with. The end came at 2 o'clock yesterday at his late residence No. 1509 Summit street.

By his death Toledo loses a pioneer who was identified with the city's interests for many years; a man prominent in business affairs, and a leader in building up some of Toledo's most valuable interests.

Abner Lord Backus was born in Columbus, Ohio, June 27, 1818. He came of a family that settled early in

Ohio, and was prominent in the affairs of the state, in the early days. His paternal grandfather removed to Marietta in 1800, and his maternal grandfather, Abner Lord, came to Ohio with the very first of the pioneers, settling in Marietta in 1788. Abner L. Backus's father was one of the early practicing attorneys of Franklin county and died when his son was but seven years of age. The young man received his education at Marietta, and in 1837 began life as a rodman in the civil engineer's department of the state, which was then at work on Ohio's canal system. From that humble start he advanced rapidly, until he had filled the positions of constructing and superintending engineer, member, and finally president of the Ohio Board of Public Works. When he withdrew from the public service in 1878 he had served with the exception of six years, for forty continuous years.

He Began a Democrat

In early life he was a staunch Democrat, and in 1857 was elected to the board when every other Democratic candidate on the ticket was defeated. He withdrew from active politics during war times, and afterward party ties were never strong with him.

In 1843 he was detailed to close up the construction accounts of the Western Reserve and Maumee road (Perrysburg and Bellevue), and for some years afterward had charge of the work.

This led him to consider the possibilities of the Maumee valley, and he took part in several enterprises along the river.

In 1868 he associated himself with Samuel M. Young in the well known firm of Young & Backus. A large elevator was built in Toledo, and the firm continued successfully in business until 1880, when it was succeeded by A. L. Backus & Sons.

Mr. Backus took a prominent part in securing what was then the Columbus & Toledo road, and which was brought to Toledo in 1872. He was for eight years a director of the road until it was consolidated with the West Virginia road. In 1879 he assisted in organizing the Union Elevator company, and was for many years its president.

Since 1872 he has been a director of the Toledo Gas Light and Coke company. Mr. Backus has been a director of the Produce Exchange since its organization [1876], and has served both as president and vice president of that body.

In 1844 Mr. Backus married Miss Elizabeth Reed, who died in 1878, leaving three sons, William W., Samuel R. and Alexander, and three daughters, Mrs. S. L. Fraser, Mrs. Edwin Jackson, of Duluth, and Julia M. Backus.

In 1884 Mr. Backus married Mrs. Lucretia Maples Hough, who with the children mentioned above, survive him.

The funeral will be held from the family residence at the corner of Summit and Bush streets, at 4 o'clock tomorrow afternoon.

RESOLUTIONS OF RESPECT.

Produce Exchange Took Action on the Death of Mr. Backus.

The following tribute of respect was paid by the members of the Toledo Produce exchange to-day:

"We are summoned once more in the Providence of God, to a mournful duty. Another of our brothers and fellow-members has fallen asleep. Thrice have we commemorated these mournful events in the short space of four months — Mr. Coon, on February 12th; Mr. Chapin, on February 26th, and now Mr. Abner L. Backus has passed away from earth.

"Mr. Backus was born at Columbus, in this state, in June, 1818, and had arrived at the ripe age of 77 years. His family were descended from the Marietta settlers of the state.

"He came to Maumee City in 1838 as civil engineer, and occupied a prominent and responsible position in the construction of the Wabash, and the Miami & Erie canals. Upon the completion of the Wabash canal Mr. Backus was the first collector of tolls at Toledo. Soon after this, in 1844 he commenced the mercantile business at Maumee. During his residence at Maumee he was nominated and elected a member of the state board of public works in a canvass that re-

sulted generally in favor of the Whigs. Mr. Backus came to Toledo in 1863, and in partnership with Samuel M. Young, esq. of this city, built the Miami elevator, and embarked with the gentleman in the grain commission and storage business. Later the firm of A. L. Backus & Sons was formed and the Union elevator was built by them, and is now one of the leading storage facilities of our city. Our friend has also been conspicuously connected, as a citizen, with the interests of Toledo. With Mr. Young and the late Horace S. Walbridge he was prominent in the conception and organization of the Columbus and Toledo railway, now one of the large contributors to our commerce.

"With an easy, tolerant and yet trenchant pen, our city is indebted to him as a liberal and instructive contributor to the constructive press upon commercial and engineering topics.

"From his advent to Toledo he has been a leading spirit and wise councilor in our exchange before and since our present organization, of which he has been president.

"Mr. Backus was endowed with intellectual developments beyond the average. With clear perceptions, sound judgment and unswerving integrity, he had a courage equal to his strong and earnest convictions in organizing and completing enterprise commended itself to his judgment. He was a true and loyal friend to those with whom he came in close contact and no man was more loving and beloved and respected by his family. His health has been broken for a year, and in his last four months he as fought his way down the dark passage inch by inch with great suffering, but finally passed through the gate that must open to all of us.

"As we recall the manly and kindly traits of our brother and fellow member, let us be thankful for his example with his abiding trust that, having finished his course on earth, he has entered into rest eternal. Therefore be it "Resolved, That this memorial be entered on our records, and a copy of it be sent to the family."

"That our hall be draped, as usual, for thirty days, and that we do now adjourn."

The above obituary and tribute omitted other information that was found on Abner's life. The following

fill in the details:

Abner served in the Fifth Division of the Ohio Militia as an Engineer. He was under the command of Major General James B. Steedman, about whom another "Canawlers At Rest" column has been published.

Abner supported Steven A. Douglas for President when he was an alternate delegate to the Democratic National Convention held in Baltimore. At the turn of events he became dissatisfied with the party and never took an active part in partisan management again.

On July 23, 1862 when the Military Committee for the district of Toledo met, those present representing Lucas county were, F. R. Warren, W. A. Scott, John T. Maher, W. H. Howe, J. M. Brigham, A. L. Backus, Geo. W. Reynolds and R. C. Lemon.

In 1863 Backus purchased 20 feet of river front west of Adams street on which to build the Miami elevator along with Stephen Young. In July 1880 after 23 years with Young, the firm became known as A. L. Backus & Sons.

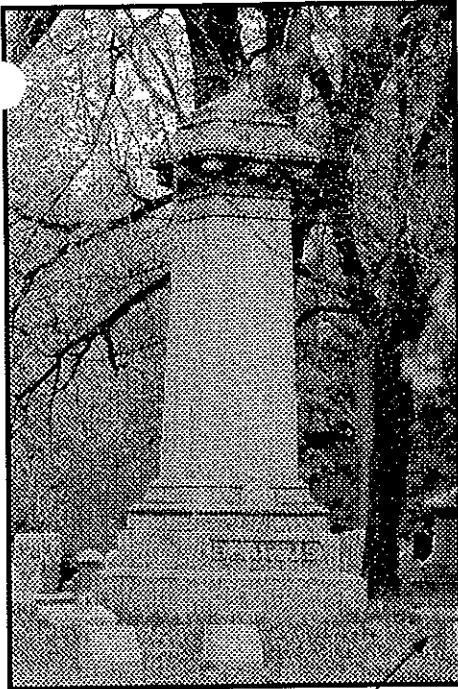
In January 1866 A. L. Backus of Young & Backus, Grain Commission was listed on the Toledo Board of Trade #3.

In the 1867 Board of City Improvement election, A. L. Backus and John T. Maher were defeated by Warren Colburn, Andrew Shurtz and Henry Breed.

The Ohio Legislature passed an act during its 1880-1881 session for a Metropolitan Police Board for the city of Toledo. Governor Foster appointed Abner as one of the commissioners of it. Others were Guido Marx, John Cummings and George Milmine. After the original appointments, board members were to be elected on a general ticket for four years each. As a member Abner helped secure a greatly improved police organization for the city. However, this plan was soon followed by a system consisting of one Commissioner elected from each Ward of the City, who, with the Mayor, constituted the Police Board.

Abner Backus of A. L. Backus & Sons, Grain Commission was a member of the Toledo Produce Exchange on January 1, 1878. He became its first vice president in 1880. He became its president on January 1, 1887.

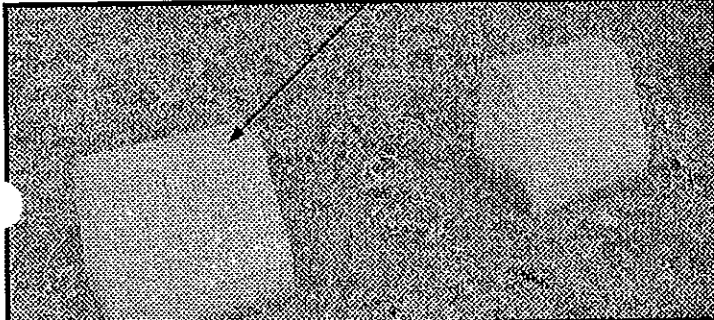
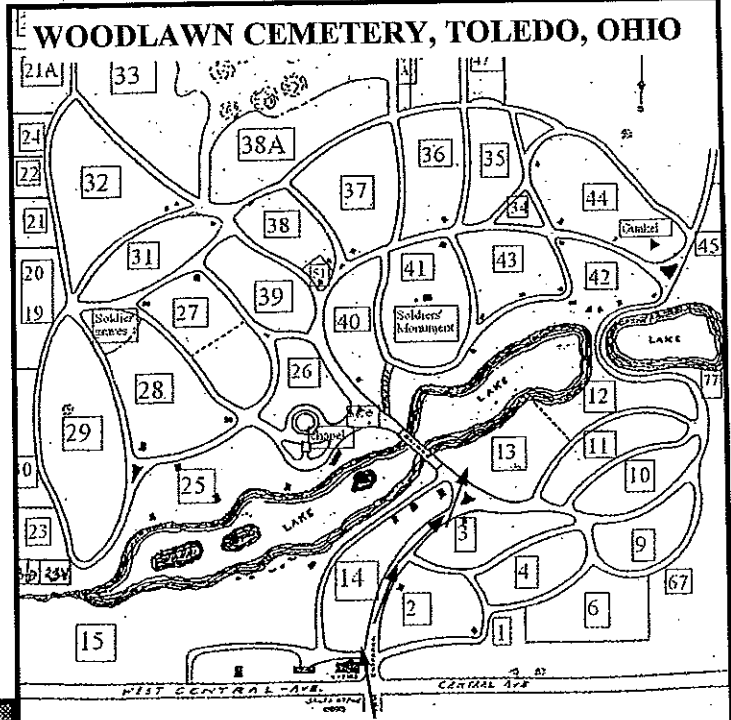
The Toledo, Ohio Directories of 1889-1891 list Abner L. Backus as vice-president of Vulcan Iron Work Co. of Toledo, Ohio along with Alexander Backus as president and John W. Smith as secretary.



**BACKUS
FAMILY
STONE**

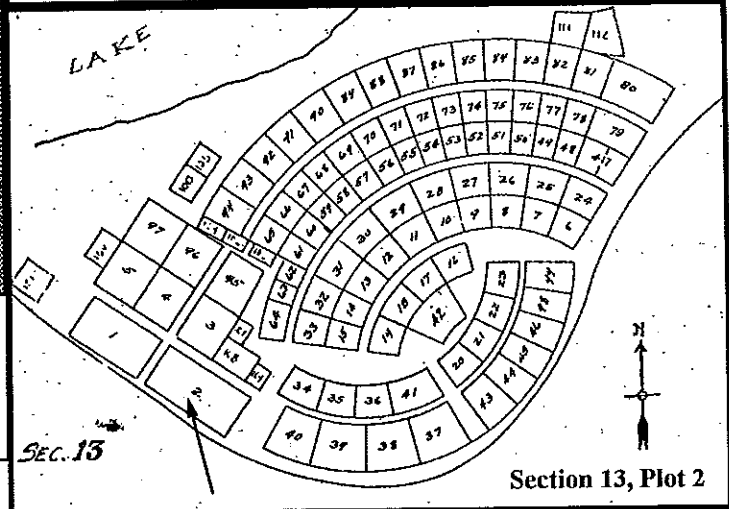
**ABNER
LORD
BACKUS
&
ELIZABETH
REED
BACKUS
STONES**

Photos by
Scott Bieszczad



ABNER LORD BACKUS
COLUMBUS O JUNE 27, 1818
TOLEDO O JUNE 14, 1895

ELIZABETH REED
WIFE OF ABNER L. BACKUS
AT SHARON CONN JULY 4,
1824
TOLEDO O OCT 25, 1878

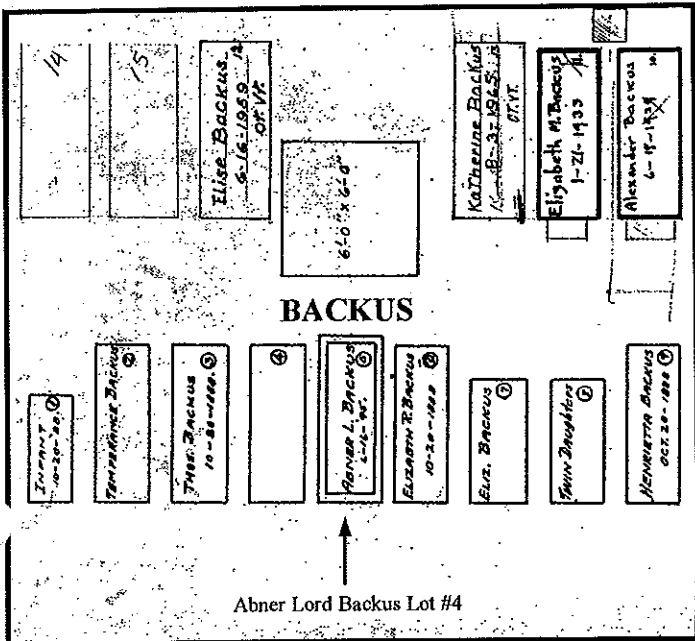


SEC. 13

Section 13, Plot 2

Abner Lord Backus was laid to rest in the Backus plot 2 in section 13 of Woodlawn Cemetery in Toledo, Ohio. To reach the grave turn off West Central Avenue into Woodlawn Cemetery, and follow the lane passing two side lanes on the right and take a left at the small triangle of land but to not cross the bridge on the left. Section 13 and Plot 2 is in front of you. In the center of the plot is a large marker for the Backus family. Abner is buried in Lot 5 directly in front of the marker. His wife Elizabeth is buried on his right and the lot on his left is empty with Thomas Backus buried to its left.

Six years after Abner's death, the *Toledo Blade* of Monday April 8, 1901 announced the death of Abner's second wife, whose first name they do not mention, and Samuel Reed Backus, his son by his first wife, as follows:



DEATH CLAIMS TWO MEMBERS OF THE BACKUS FAMILY

**Samuel R. Backus, a Prominent Grain Man,
Succumbs to Bright's Disease.**

Samuel R. Backus died on Saturday evening a 6 o'clock. He had been suffering for a year or more from Bright's disease and, while his condition was considered precarious, the announcement of his death was a surprise to his many friends and acquaintances. He died at the family home, 2306 Jefferson street.

Samuel R. Backus was born in Maumee on March 10, 1849. Seven years later he came to Toledo with his father's family. He was given the advantages of a public school training and then he entered the employ of the Brown Brothers Insurance Agency. Later, as he was given a clerkship with his father in the grain commission firm of Young and Backus, when the senior member of the firm retired, the company was organized as A. L. Backus and Sons and then as the Abner L. Backus Sons Co. Samuel R. Backus was a member of both these firms.

When Abner L. Backus died a few years ago, Samuel Backus reorganized the firm under the name of S. R. Backus & Co.

The deceased is survived by his widow, a daughter, Emma, aged 16, one brother and three sisters, Alex. Backus, Mrs. Edwin Jackson, of Toledo; Mrs. Fraser, of Duluth, and Mrs. Porter, of Cleveland.

His widow was Miss Elizabeth Hoagland, daughter of one of Fort Wayne's best families. Her father was a Maumee pioneer.

Samuel R. Backus was best known for his business integrity. His word was as good as his bond. Business obligations, as well as social, were kept inviolate. He was quiet and unassuming, and yet he was always bright and contented, and his presence radiated sunshine and joviality. He was everybody's friend.

The funeral will be held to-morrow afternoon [Tuesday] at 3 o'clock from the family residence.

The Toledo Produce Exchange to-day adopted the fol-

lowing memorial resolution for Samuel R. Backus:

Once more the great destroyer of our race has invaded the ranks of our membership, and Mr. Samuel Reed Backus, in the prime of his manhood, robust health and usefulness, has fallen a victim to his relentless grasp. Mr. Backus was born in Maumee City, March 10, 1849, and had therefore, entered upon his 53rd year of his life. He was the son of the late Hon. Abner L. Backus, who came to Maumee in 1837, and who, as a civil engineer, was employed in the construction of the Wabash and Erie canal. After a course of education in the Toledo schools and some minor business training, our friend entered the office of Messrs. Young & Backus, and soon thereafter became a partner in the house. His firm were members of the old Toledo Board of Trade, and bore a leading part in the organization of the Produce Exchange in 1876. He has ever since been with us as a highly esteemed member of our association. His firm has been conspicuous, not only for leadership in the daily round of traffic on the floor of our Exchange, but for a business career marked by a high degree of promptness and fidelity to all their obligations.

Those who were privileged to share his confidence, and to know somewhat of his inmost thought, desire to put on record their testimony to the manly virtues of our friend. He was a man of refined tastes, of genial good humor and kindly social nature. The changes in commercial conditions, success or adversity, seemed to make little impression upon his happy disposition. Our friend was essentially a domestic man, who found relaxation by his own fireside and in his family life. It is rare to find a more affectionate husband and father. His sudden departure leaves sorrowing hearts with great number of friends outside as well as inside our Exchange.

Therefore be it

Resolved: That we offer to the family of our deceased friend the assurance of our tender sympathy in their great bereavement; that we drape our hall with the evidences of our mourning; that a copy of this memorial be sent to the family' that we attend the obsequies; and that we do now adjourn.

Beside the above article was the article about the death of Lucretia Maples Hough Backus, Abner's second wife:

Mrs. Abner L. Backus, Beloved for Church and Charity Work, Follows Step-Son

Mrs. Abner L. Backus one of Toledo's oldest citizens, died suddenly yesterday morning [Sunday]. Her step-son, Samuel R. Backus, died on evening. Mrs. Backus had been an invalid for three years. The direct cause of death was heart disease.

She was born at Norwich, Conn, on October 8, 1818. In 1840 she was married to Thomas H. Hough. Mr. And Mrs. Hough came to Toledo in the '50s. Mr Hough died in this city after which the decease's widow lived with her son, James M. Hough.

In 1884, she was married to Abner L. Backus and, on his death, she again took up her residence with her son, at whose home, 627 Elm street, she died.

She was an earnest worker in Trinity church and was one of the pioneers in that church organization. Until she became a confirmed invalid, she took a personal interest in church work, and her deeds of good are fondly remembered by her co-workers and those who benefited by her labors.

The funeral will be held to-morrow morning [Tuesday] at 10 o'clock from the residence of her son, 627 Elm street. Rev. Mr. Leffinwall will conduct the service, and the Trinity choir will participate. All friends are invited to attend the services.

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Special thanks to Scott Bieszczad, CSI member from Perrysburg, Ohio, for his help with research in locating and photographing the Backus family gravesite and in finding the obituaries of Abner, Lucretia and Samuel Backus.

WHITEWATER CANAL TRAIL

The following report on the activities of the Whitewater Canal Trail was received from Paul Baudendistel or Metamora, Indiana:

In Franklin County

Donald Burden has succeeded in getting the Whitewater Canal Trail Group to host a campaign to "Save the Butler Run Culvert" A poster and hand-out sheets were designed and presented at the Franklin Co. 4-H Fair. This is the first ever public notice and fund raising effort to attempt to stabilize the collapsed arch of the Whitewater Canal located at Brookville, Indiana tunnel before restoration of the structure can take place. This was a very important step because it

clearly announces that the Whitewater Canal Trail Group has taken on the responsibility for preservation efforts of this canal structure. Other presentations will be made in the future.

In Fayette County

A manager of the Whitewater Valley Railroad informed me [Paul Baudendistel] of another 8' chord x 4' rise stone arch canal culvert .. under their railroad .. said to be located 1/2 mile south of Alpine. We have not seen this culvert, we are not successful at finding a search location for it on various maps. It is apparently not on a very large stream. It may take a one mile hike to find it. This time of year... the vegetation is so thick that hunting structures is difficult, but the Alpine area is beginning to be of interest as a site of 2 locks, a culvert, and a very scenic view of the river. This section is not in view from SR121.



PLACES NAMED FOR OTHER CANAL TERMS

by Richard F. Brown, Jr., AICP

Previous articles published in *The Hoosier Packet* during 2006 listed places in the United States and Canada that are located along canals and canalized rivers with common canal terms included in their names. These place names included those incorporating the terms "canal;" "lock;" and "port, harbor, or haven." This article summarizes those places whose names are based on canal terms, which have been used less often for naming populated places. Please note, due to the number of places along canalized rivers with the term "landing" in their name, this list was limited solely to places situated along canals.

A review of the chart shows the canal terms "basin" and "bridge" to be the most commonly used canal terms on this list, with eight places each. The term "summit" has seven places listed. Nine different states are represented on the list. New York leads with 11 places on the list, followed by Pennsylvania with nine and Ohio with six communities.

Most surprising to the author is that there is not a single populated place in the United States and Canada with the term "towpath" in its name. Another surprise is none of the names listed below were found in Canada, despite a lengthy search on Natural Resources Canada's database of geographical place names and research on the Canadian Canal Society website. If any are found later, they will be included in a future update.

PLACE	COUNTY	STATE	CANAL
Adams Basin	Monroe	New York	Erie Canal
Aqueduct	Schenectady	New York	Erie Canal
Big Pool	Washington	Maryland	Chesapeake & Ohio Canal
Bridgeport	Montgomery	Ohio	Miami & Erie Canal
Bridgeport	Carbon	Pennsylvania	Lehigh Canal
Bridgeport	Lancaster	Pennsylvania	Conestoga Canal
Bridgeport	Montgomery	Pennsylvania	Schuylkill Canal
Bridgeport	Buckingham	Virginia	James River & Kanawha Canal
Bulkhead	Auglaize	Ohio	Miami & Erie Canal - feeder canal
Bushnell Basin	Monroe	New York	Chenango Canal
Dunham Basin	Washington	New York	Old Champlain Canal
Harbor Bridge	Lawrence	Pennsylvania	Pennsylvania (Shenango Division)
Hegemann's Landing	Shelby	Ohio	Miami & Erie Canal: Lake Loramie feeder
Hummels Wharf	Snyder	Pennsylvania	Pennsylvania (Susquehanna Division)
Junction	Paulding	Ohio	Miami & Erie Canal/Wabash & Erie Canal
Landing	Morris	New Jersey	Morris Canal
Lehmkuhl Landing	Shelby	Ohio	Miami & Erie Canal: Lake Loramie feeder
Lenox Basin	Madison	New York	Old Erie Canal
Reynales Basin	Niagara	New York	Erie Canal
Shamokin Dam	Snyder	Pennsylvania	Pennsylvania (Susquehanna Division)
Shelby Basin	Orleans	New York	Erie Canal
Slackwater	Lancaster	Pennsylvania	Conestoga Canal
Smiths Basin	Washington	New York	Old Champlain Canal
Stacy Basin	Oneida	New York	Old Erie Canal
Summit	Cook	Illinois	Illinois & Michigan Canal
Summit Bridge	New Castle	Delaware	Chesapeake & Delaware Canal
Summit County	same	Ohio	Ohio & Erie Canal
Summit Township	Crawford	Pennsylvania	Pennsylvania (Erie Extension)
Summitville	Madison	Indiana	Central Canal (planned)
Summitville	Sullivan	New York	Delaware & Hudson Canal
Summitville	Cambria	Pennsylvania	Allegheny Portage RR (PA Canal)

SOURCES:

Published:

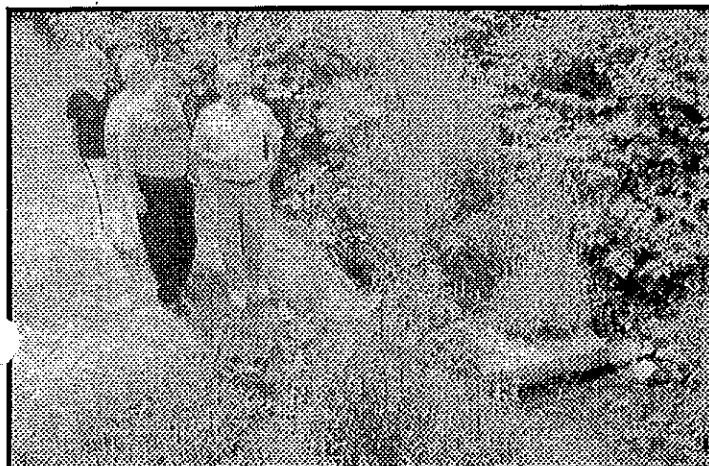
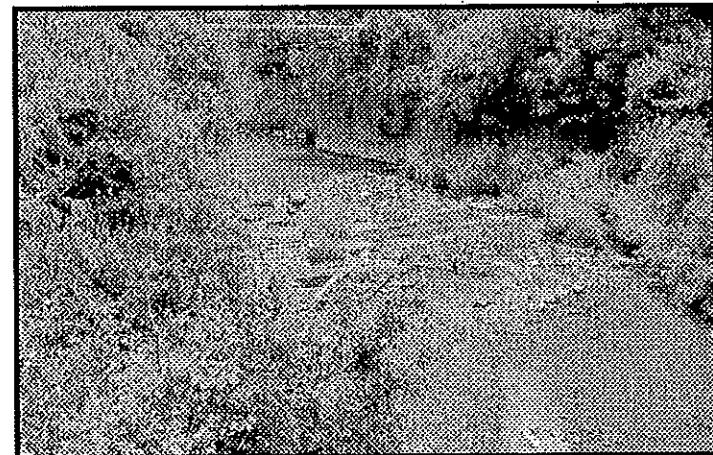
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**TURNER TOURS W & E CANAL
 AROUND FT. WAYNE**

Larry Turner, a director of the Canal Society of Ohio and CSI member from Doylestown, Ohio, was the guest of Don and Betty Haack, CSI members in Ft. Wayne, this past summer for a few days. The Haacks and Bob and Carolyn Schmidt, CSI president and editor respectively) showed Larry the remaining Wabash & Erie Canal prism and towpath in the Ft. Wayne area; St. Mary's and Aboite Creek aqueduct remains; culvert remains in Roanoke; the St. Joseph feeder canal; canal historical markers at the Indiana Purdue Ft. Wayne soccer fields, Rockhill Park, etc.; Eagle Marsh being created along the canal west of Ft. Wayne; and the section of completed new towpath trail in Ft. Wayne. Larry had not seen these features before.



Top: This is the newly completed section of Towpath Trail, part of Ft. Wayne Greenways trail. On the left side of the photo is Glendale north, the telephone lines are in the canal prism, the paved 10-foot-wide trail with center lines is on the old towpath, and Glendale south if on the right side. Bicyclists, joggers, and hikers are already using this section of the trail.

Center: This abutment of the St. Mary's Aqueduct can still be seen along the River Greenway trail.

Bottom: Timbers from the Aboite Creek Aqueduct and portions of its stone abutments still remain southwest of Ft. Wayne.

Photos by Don Haack

Left: Betty Haack, Carolyn Schmidt, Larry Turner and Don Haack at Arch Culvert # 36 remains over Cow Creek in Roanoke.

Photo by Bob Schmidt

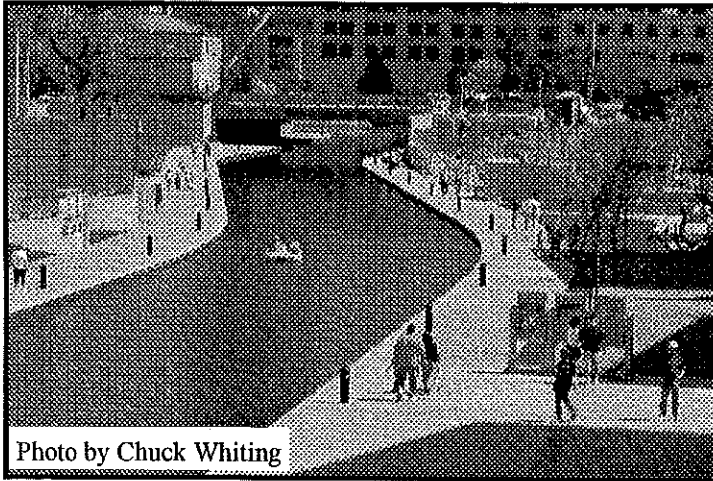


Photo by Chuck Whiting

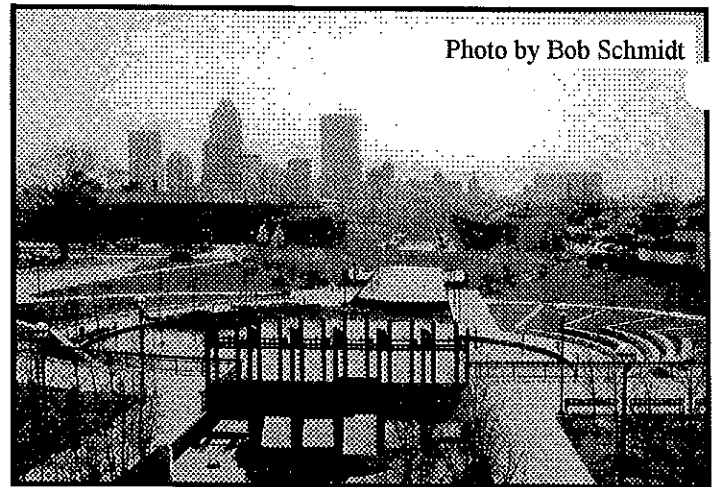


Photo by Bob Schmidt

CENTRAL CANAL PROJECT NEARS COMPLETION

A dream coming true, the old Central Canal in downtown Indianapolis has undergone a revitalization project, which is almost finished. A once derelict area with foul water now boasts a canal lowered below street level, lined with walkways, trees, fountains and bridges where paddleboats and Italian-style gondolas glide along its surface. The once crumbling buildings have been renovated or replaced with shiny new ones. Concerts are held along its banks and parades pass down its waters. The canal has become a destination in downtown Indianapolis. How did it happen?

1970-80s Indianapolis Water Company puts lower section of the Central Canal into a trust with Indianapolis named as beneficiary.

Federal law passed allowing Urban Mass Transit grants to transform historic waterways - Indianapolis receives one.

Indianapolis receives \$2.37 million in Lilly Endowment grants for canal project

State agrees to rebuild West Street bridge to allow pedestrian traffic beneath it.

Railroad spur in path of new state government center along canal donated by Archer Daniels Midland.

Private canal parcels condemned and acquired by city.

Development begun on lowering the canal below street level and lining it with concrete.

Buildings in canal project area prior to the project that still remain:

- 1924 B. H. Gardner Co. Bakery Supply
- 1934 Indiana State Library and Historical Building

Buildings/ memorials

- 1974 Bethel A.M.E. Church renovated
- 1988 Canal Overlook Apartments new
- 1989 Eiteljorg Museum new
- 1990 Canal Square Apartments with IU School of Law Masters Program Center new
- 1991 Historic Landmarks of Indiana renovated/new
- 1991-1992 Indiana Government Center new
- 1992 500 Place new
- 1994-2001 Gardens of Canal Court new
- 1995 USS Indianapolis Memorial new
- 1995-2003 Watermark Townhomes new
- 1996 IMAX new
- 1997 Residence Inn Hotel new
- 1998 American College of Sports Medicine new
- 1999 Congressional Medal of Honor Memorial new
- 1999 Indiana Historical Society new
- 2000 NCAA Hall of Champions new
- 2002 Education and Research Institute of IU Radiology new
- 2002 Indiana State Museum new
- 2003 IU Emerging Technologies Center and Evan Bayh Center for Economic Development new
- 2006 Clarian Pathology Laboratory new
- 2007 IUPUI Health Information/Translational Sciences new
- 2007 Buggs Temple redeveloped
- 2008 IU Fairbanks Hall and Clarian Education and Resource Center new
- 2008-2009 The Cosmopolitan apartments new

Just two parcels of land are still being developed. Even before all is complete, there is no doubt that the "new" Central Canal is a huge improvement for downtown Indianapolis.

Spend a weekend visiting the museums and memorials along the Central Canal. Get your exercise by walking the mile from one end of this project to the other and back. Photograph the water features. Enjoy the concerts and try the delicious food. It's well worth the trip!

NEWS FROM DELPHI

THE STEARNS TRUSS STANDS PROUDLY AGAIN

By Dan McCain

The regular M-W-F crew of dedicated volunteers worked with crane owner Dave Schlick and operator Waldo to raise the new looking bright blue iron sides to our latest canal attraction. Work went well and the operation only took three and a half hours -- pretty slick for a "Schlick Crane" we thought.

Over the past year all the parts, big and small, have been repaired, cleaned and painted with four coats of epoxy paint. Blacksmithing was completed by Ross Brown, paint was supplied by Delphi Hardware and the 7-9 man volunteer crew performed most all the work on

hot and cold days alike.

This assembly was completed over flat land along side the reshaped canal section behind Dairy Queen / Pizza Hut in west Delphi. The next step was to lift the entire structure with two cranes and place it over the waiting metal caissons. Soft unsettled soils from caisson installation earlier this summer prevented the larger crane from reaching as far over the reconstructed section of canal so a third crane had to be called in at the last moment. The volunteer crew with lots of help from three crane operators placed the 78 foot restored iron span over the unique original iron caisson foundations in the heat of the day -- September 4, 2007. All went smoothly with the expertise of the Stahl and Schlick operators and our volunteer team.

The span is not complete until the wooden deck and rehabilitated safety railing is in place. Next will be the placement of steel stringers with wooden "nailing strips" of 4 x 4s bolted to the sides of the beams to support the 2" thick oak deck. The White Oak logs will be cut onsite.

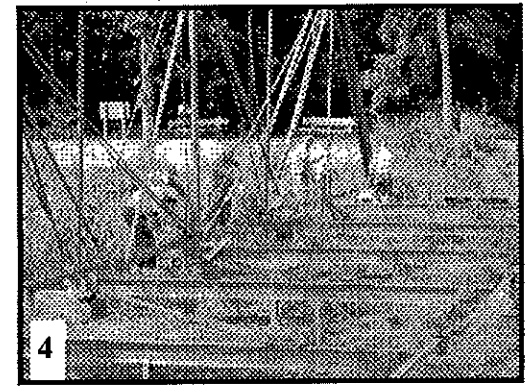
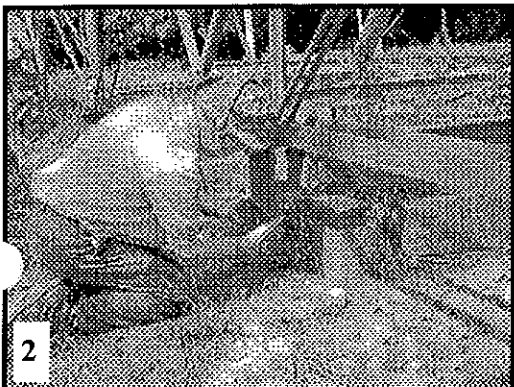
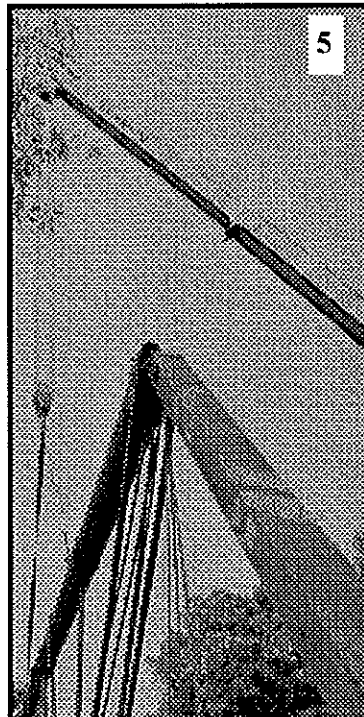
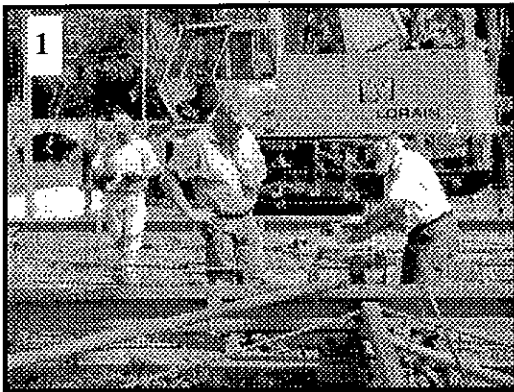
Logs were donate by Pike Lumber Company and another local donor while the access to steel stringers from Central Steel in Chicago was made possible by another volunteer from Fowler working through his employer Tuthill Industries west of Brookston. We were able to acquire the beams at a considerable lower discounted price.

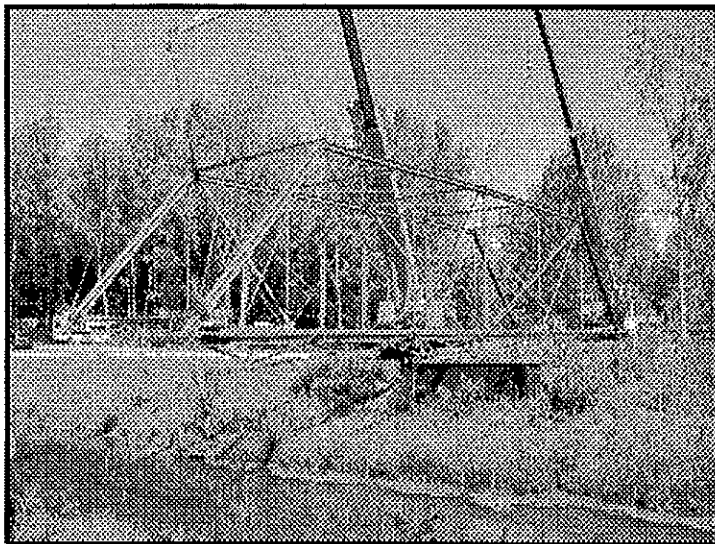
Putting the Stearns Bridge Back Together

1. Two sides of the bridge are ready to lift
2. Fastening with U-bolts
3. Fine adjustment tool
4. First side in place
5. Up up and away

Photos by Dan McCain

Announcement of a "Community Day" for cutting





The bridge is placed over the Wabash & Erie Canal in Delphi.
Photo by Dan McCain

these logs and decking the bridge will come this fall. Two portable sawmills will operate on either side of the canal west of Pizza Hut / Dairy Queen and a free lunch for volunteers will be provided by the Psi Ote Sorority.

This bridge decidedly improves Delphi's trails by providing a safer crossing for the Wabash Heritage Corridor Trail. Now the hikers/bikers will avoid traffic on the busy County Road behind Pizza Hut and access points north and south along the canal's three mile section of historic towpath.

This towpath trail section now contains four historic bridges. Two are stone arch structures built in 1901 and the other two are more recent "gifts" from our volunteer crew. One is the 1873 Bowstring Arch "red bridge", placed in 1999, and now the newest is the 1905 Stearns Truss from Pulaski County. Also there are two hiker's tunnels on this very popular trail. One under the railroad spur and one under the US Highway 421.

CENTER TELLS W & E STORY

The Logansport Pharos-Tribune of August 19, 2007 ran an article entitled "Canal Interpretive Center Tells Story of Wabash and Erie Canal" in which CSI member Mark Smith was interviewed. It said that seeing the Canal Interpretive Center in Delphi transports one back to Delphi of the 1850s. When looking at the left side of the building one sees the Buford House, a local hotel, tavern and stagecoach depot that burned in 1870. To its right is the façade of Northwestern Hall, a grocery and liquor store, which was a gathering place for the Democratic Party. Smith notes that Franklin Roosevelt stopped in town in 1920 and was probably the very last time Roosevelt was walking under his own power before contracting polio just a few months later.

Next to Northwestern Hall is the façade of the Bolles Building, a dry goods and general store, along with Delphi Body Works. Beside the Bolles Building is book and stationery shop, which was run by Henderson Dunkle in the Pigman Building.

Along the side of the building are replicas of the Lathrope Bakery, J.H. Stewart Drug Store, Dixon and Callahan Boot and Shoemakers. There is also a replica of the Practical Horseshoer and Swatt's Livery Stable.

Smith pointed out that the history of Delphi doesn't stop on the exterior of the center, located at Wabash and Erie Canal Park on Washington Street. Inside, the Canal Interpretive Center tells the story of the Wabash and Erie Canal, which was established in 1832 and operated until 1876. Individuals can operate model canal boats and lock gates, dress in 1850s clothing, see how paper mills and lime kilns worked, and rock back and forth in a replica canal boat cabin.

Outside the center is the 1844 home of canal engineer and transportation advocate Reed Case, which was moved to Canal Park in 1986. It once was located on Front Street, the prime place for merchants to build their homes in Delphi. Today the house is filled with donated furniture, clothing and additional items.

Smith talked about the trails system where the 1873 Iron Bridge can be seen, along with the remains of a lime kiln and an Irish construction campsite. He told of the huge influence the canal had on the community.

WELCOME NEW MEMBERS

CSI welcomes the following new members who have joined at the \$25 individual/family membership rate unless otherwise noted:

Florence Chambers - Odon, Indiana
Ward & Virginia Meyers - Brazil, Indiana
Matt Mulligan - Bloomington, Indiana

SPEAKERS BUREAU

August 19 —Greene County, IN

Jeff Koehler, Clay county historian and CSI director from Center Point, IN, gave a presentation to the Greene County Historical Society's August meeting on Aug. 19. It was well attended with around 65 people there. He showed slides of the canal in Vigo, Clay, and Greene counties. He also showed some pictures he had taken recently of lock 59 at the White River and the remains of the White River Dam and Guard lock. He was assisted by Dr. Ed Borter, CSI member from Odon, IN, and Dr. Dan Combs. They both had stories to tell about the Greene county area.