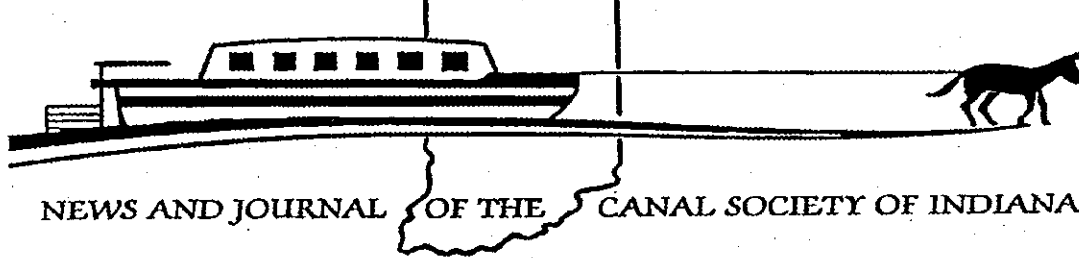


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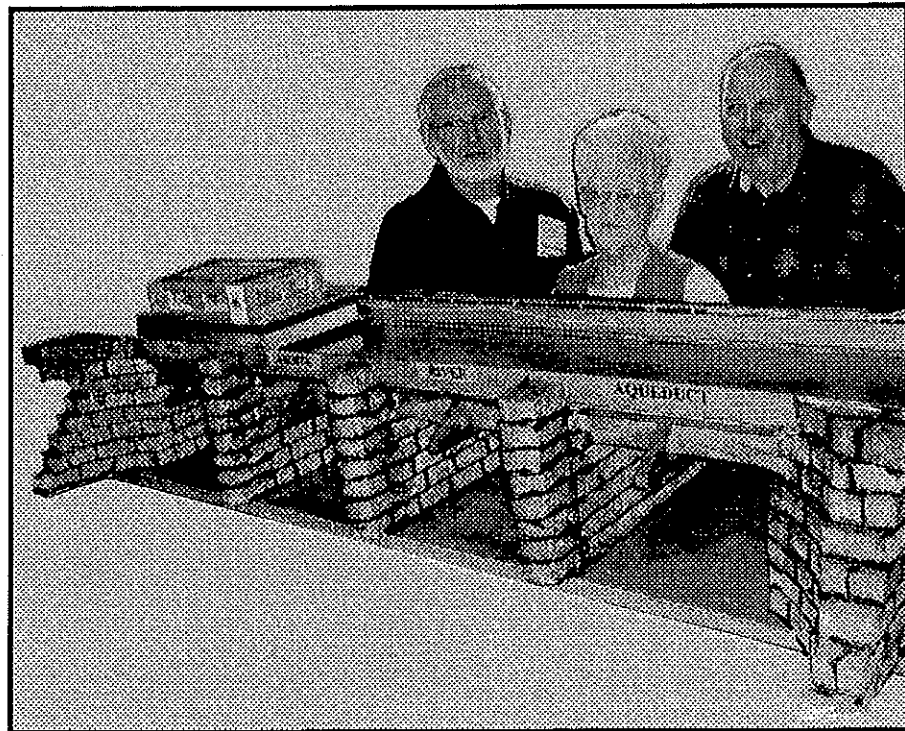


VOL. 6 NO. 4

P.O. BOX 40087 FORT WAYNE, IN 46804

APRIL 2007

## NEWSWORTHY



Ed Hurley, on the right, stands behind the model of Aboite River (today Creek) Aqueduct with Jim Ellis, CSI treasurer, and Pauline Hurley, his wife. See page 16 Photo by Bob Schmidt

**CELEBRATING  
OUR  
25TH  
ANNIVERSARY**

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### NEWSWORTHY

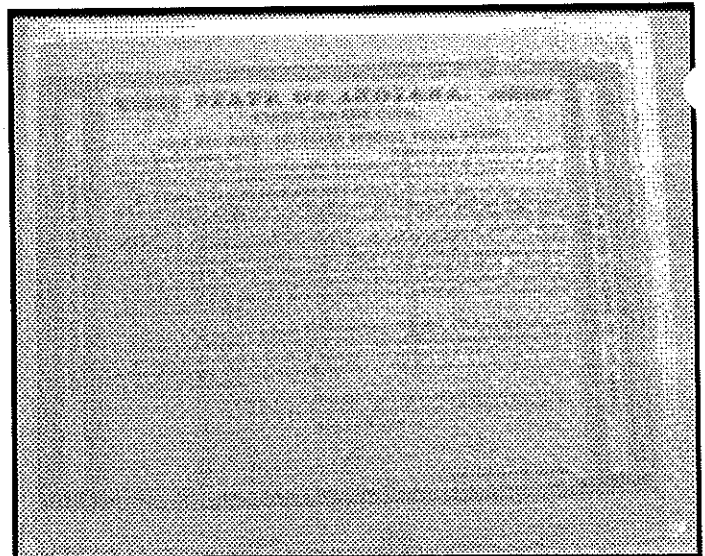
By Carolyn Schmidt

Canal building in Indiana was newsworthy. Newspaper articles at first aroused the interest of the public giving them high expectations. Everyone looked forward to building and using the planned canals. Then Hoosiers were informed on the progress and problems of building them. Once the canals became operational, there were all sorts of advertisements for boat building, boat lines, and warehouses. Each time a section of canal opened the celebration was announced and later described in detailed articles. Everything from picnic excursions to canal weddings, ice skating on the canal

to drownings, towpath races to skinny-dipping, were often related in the newspapers. When problems arose with financing, deterioration, and disease the canals received bad press. News columns across the state covered problems with bond holders, malfeasance, lack of proper canal management, construction delays on southern sections, lack of structural repairs, insufficient water, banks washed out by flooding, and public concern of disease in water standing in reservoirs or in abandoned sections of canals. Finally news columns carried court cases or reported the demise of the canals and the sale of canal prisms. The public harbored ill feelings against canals.

For over a hundred years as the state turned its back on the canals, as farmers filled in the canal prisms and as expanding towns covered the old routes, canals were ignored, forgotten and relegated to the pages of Hoosier history. Then, like the Phoenix,\* canals became resurrected in a new form. After structures were discovered and new byways, towpath trails and corridors were proposed, canals were again newsworthy.

\*The Phoenix was a beautiful mythological bird, which lived in the Arabian desert for five to six hundred years, then consumed itself in fire, rising anew from the ashes to start another life: a symbol of immortality. Igor Stravinsky's "Fire Bird"



W & E 1853 Stock Certificate on e-Bay

Neil Sowards, CSI member from Ft. Wayne, Indiana, located a rare stock certificate on sale on e-Bay. The certificate was from Vancouver, Canada, and was auctioned on February 4, 2007. It was pictured as above and described as:

Rare Stock Certificate  
Indiana Wabash and Erie Canal 1853.  
Condition: VGC, Dimensions: 9.25 x 11.25

**CSI DONOR RECOGNITION FOR 2007**

The following members have contributed over the basic \$25 membership level since the list was published last month. We thank them for their support of our projects.

**CONTRIBUTOR \$50+**

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Ellsworth and Sharon Smith  
Anne Tangeman  
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# CANAWLERS AT REST

## MINOR MEEKER

b. July 5, 1795  
d. May 10, 1865

By Carolyn I. Schmidt

ied.

According to the Indiana State Library Genealogy Database, Rachel Thomas, the daughter of Elder Thomas, married Elder Minor Meeker on January 9, 1820. Rachel was born in Tompkins County, New York, on April 21, 1799. The couple lived on the farm of Elder Thomas. They had two children. Marcella was born on October 23, 1823. Chester C. was born on July 27, 1828.

Meeker bought an 80 acre farm on Big Williams Creek in Harrison Township near a saw mill. He built a log cabin on his newly acquired land and moved into it before it was finished. He then began clearing the land and farmed it. He also had a tan-yard on it around 1835. He tanned leather during the summer and during the slower months of winter made shoes and boots from the leather. He later owned the saw mill. He also was a distiller.

Orange County, New York, was the birthplace of Minor Meeker. He was born on July 5, 1795. When he was only two years old he was orphaned. At the age of 10 he went to Seneca County, New York. He was drafted into the United States service at age 18 to fight with a regiment from New York in the War of 1812. Shouldering his gun in the fall of 1813 he marched to Niagara under the command of Colonel Swift, who had been an officer in the Revolutionary War. He was honorably discharged after only 3 months of service.

Following the war Meeker went to Steuben County, New York, and learned the tanning business from Allen Boardman. After he completed his apprenticeship, he took a job as a boat pilot for the lumber industry traveling 150 miles between Elmira, N. Y., and Harrisburg, Pennsylvania. Back then boats only went downstream so he had to walk on the return trip. One time he covered the 150 miles in three days.

In 1819 at the age of 24 Minor Meeker along with Minor Thomas and a number of families from other New England States started for the frontier. Minor Meeker and Minor Thomas were ministers in the Regular Baptist Church and were called Elder Meeker and Elder Thomas. They went from Olean on the Allegany River, then down the Ohio River by flatboat until they reached a point about five miles above Cincinnati. They stayed there until July. Meeker was the pilot on the nine day voyage. Then they went overland under the leadership of Minor Thomas to the "New Purchase" located in the western part of Harrison Township in the newly created Fayette County (January 1, 1819) out of Franklin and Wayne Counties. They called their settlement Yankeetown. Meeker settled in Connersville and worked for Mr. Rees in the tanning trade for which he had stud-

Meeker was always interested in public improvements such as the Whitewater Canal. Resolutions and proposals for internal improvements for Indiana were brought before the general assembly of 1825-26. The lawmakers incorporated the Whitewater Canal Company at the request of southeastern residents. There were forty thousand shares of capital stock at twenty-five dollars each. The company could sell the stock and receive land or money from the United States or any other state. It was to be overseen by seven directors. The incorporation would be nullified if no work or progress could be seen within two years.

In 1834 the Indiana General Assembly ordered a survey for the Whitewater Canal from Nettle Creek to Lawrenceburg. The survey shows the canal needs to go around the hills in southeastern Indiana thus extending into Ohio. In 1835 the General Assembly requests permission to construct part of the Whitewater Canal in Ohio. Ohio passes a law in 1836 agreeing to the request. In 1836 construction of the Whitewater Canal finally begins after ground was broken on September 13, 1836.

Between 1838 and 1842 the first bridge over the White Water River was built at Connersville in Fayette County. Minor Meeker, H. B. Woodcock and James Veatch were its builders. It stood until 1887.

By 1839 the Whitewater Canal was completed from Brookville to Lawrenceburg, but a stop order on most internal improvement projects was issued by Indiana. Work did not resume on the canal until 1842. It was completed to Laurel by 1843, to Connersville in June 1845, and to Cambridge City in October 1845. In 1847 the Hagerstown Canal Company completes the

Hagerstown extension of the Whitewater Canal from Cambridge City to Hagerstown. That same year serious damage was done to the canal by floods. The repair bill that year was \$100,000 and another in 1848 from floods was \$80,000. In 1865 the White Water Valley Canal Company property was sold to the president of the Indianapolis and Cincinnati Railroad, and the canal towpath later becomes the rail-bed for the White Water Railroad Company.

Seeking public office, Meeker had established a good record and was so popular in Fayette County that he was never defeated in any election. He was elected by the county to the Indiana House of Representatives in 1841 and served in the twenty-sixth and twenty-seventh sessions. He was elected again in 1845 and served in the thirtieth and thirty-first sessions.

When the State of Indiana chartered the White Water Canal Company, which oversaw the completion of the canal to Cambridge City from Lawrenceburg in 1845, Minor Meeker was one of its directors. The Hagerstown Extension was completed by 1847. The canal provided residents of the Whitewater Valley an easy way to get their produce and goods to the Ohio River.

Meeker was elected to the Indiana Senate in 1852 to represent Harrison and Union Counties and served in the thirty-seventh and thirty-eighth sessions

(1853-1857). In both the Indiana House and Senate he was prominent in actively shaping legislation.

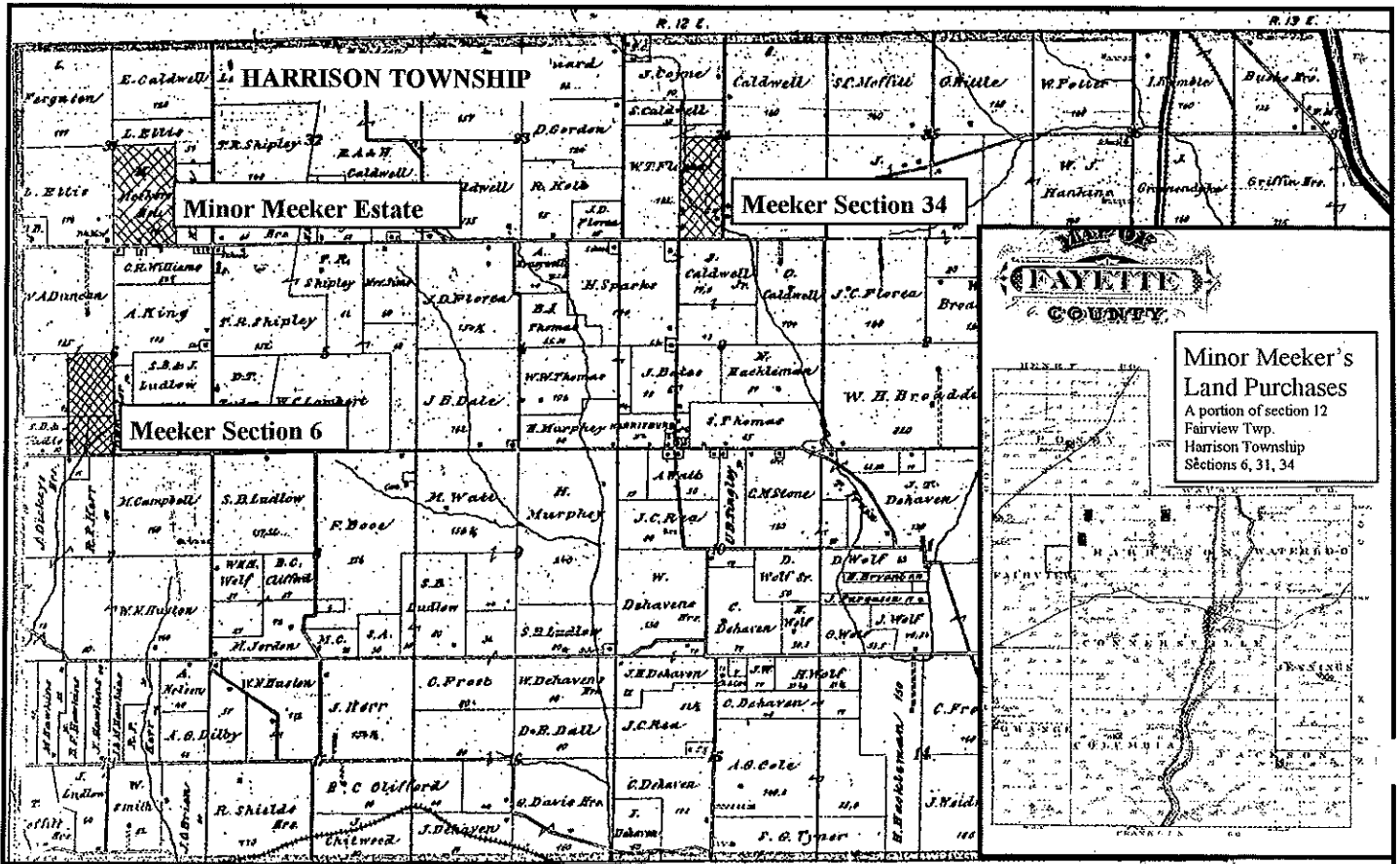
Connersville did a large business in pork once the Whitewater Canal was built as did many other towns in the Whitewater Valley for about 25 years. Slaughtering and packing pork became the principal industry in Connersville. In 1856 a farmer was paid \$6 a hundred. Along with all his other concerns, Meeker was in the pork trade and had extensive connections with several of these large pork firms.

When the Fayette County Bank was opened in 1853, its stock holders included Minor Meeker, Newton Claypool, L. D. Allen, Henry Goodlander, Josiah Mullikin, Henry Simpson and Meredith Helm. The bank was located on the southeast corner of Central Avenue and Fourth Street in Connersville.

The first Fayette County Fair was held in Connersville in 1852. It was quite a success. Later at the third annual fair in 1854 Minor Meeker, along with Alex Heron and many other men, acted as a judge.

Meeker acquired extensive land during his lifetime. He was one of the township's largest landowners at the time of his death.

Some of Minor Meeker's land purchases:



March 20, 1821

Section 6 Harrison Township described as the east half of the southwest quarter of Section 6 along with William Brick, John I. Johnson, Hugh Dickey, David Anderson, and Ira Starr

Between 1820-1832

Section 12 of Fairview Township 4 North Range 11 East Was purchased by Minor Meeker along with James Smith, John Darter, Daniel Campbell, David Scott, Philip Bilby and Samuel Davis.

Between 1821-1822

Section 31 of Harrison Township 15 North Range 12 East along with William and Hugh Dickey, John Dailey and Ebenezer W. Finey and Collen Smith in 1822.

Prior to 1835

Section 34 Harrison Township, 80 acres of land near sawmill

Minor Meeker died May 10, 1865, had lived in Fayette county for 46 years and on his farm since its purchase. Rachel died March 1, 1881.

Chester C. Meeker married Susan A. Budd in 1851. She died in 1852. He then married Ann J. Johnson in 1856. Chester and Ann had six children.

Paulette Hays at the Connersville library found in *Old Cemeteries Of Fayette County* that Minor Meeker was buried at what is now Williams/Shortridge Cemetery. At one time there was a Second Regular Baptist Church on CR 450 West, north of CR 300 North, near Williams Creek, but the building was disassembled, moved to Tennessee and a substation built on its site. The cemetery is west of the substation through a field and into the woods and is in the NW corner of the Moffitt farm, on a hill overlooking Williams Creek. Yankeeetown used to be nearby at the crossroads at 400 North and had a school.

Malcom and Thelma Geise, who have lived near the cemetery for 70 years, recorded what they could read on 13 stones that were left on March 19, 1973. They found that the iron fence that once surrounded the graveyard has been stolen over the years and most of the stones are in the ground covered with dirt. The stones give the following information:

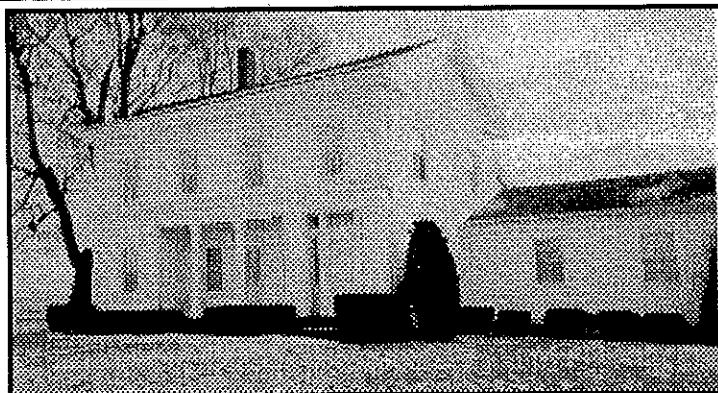
Minor Meeker was 69y, 10m, 5 days.

Minor's daughter Marsella, who died April 18, 1850 was 26y, 5m. 25 days.

Minor's son Chester's first wife Susan, who died November 2, 1852 was 26 y 7 m l day.

Mary Johnston charter member of the church

David and Phebe Thomas charter members of the



Chester Meeker's home on 400 N west of 450 W in Fayette county is now occupied the Geises. Photo by Phyllis Mattheis

church.

The Geises live in a house that was built by Minor's son, Chester, after 1852 when he bought his father's farm. While it was being built he lived in Minor's old home across the road. Chester's home was most unusual with double pillars on each side of the foyer entrance door and other single pillars on the front, two doors, a side porch with pillars, and a ballroom upstairs. Inside the walnut front entrance has a walnut banister and newel post on a self-supported winding stairs. The house looks like it could have been a lodge building as the stairs ascend to the large room upstairs.

Chester sold his house on November 13, 1865 after Minor's death in May. Later when Geise's purchased Chester's house, they tore down Minor's old house as well as a barn on each side of the road. Chester Kerr, one of Minor's great grandchildren, lives two miles south and 1/2 mile east.

Sources:

Special thanks to Jerry and Phyllis Mattheis, CSI members from Cambridge City, Indiana, for contacting Paulette Hays and the Geises to get information on Minor's burial place and where he once lived.

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**WABASH & ERIE CANAL ARTICLES  
TAKEN FROM LIFE IN  
WABASH COUNTY  
ANNOTATED DIARIES 1865-69**

Ron Woodward, Wabash County Historian, submitted these articles that he has compiled about the canal from diaries of the period, newspaper articles and other accounts of the time. The spelling and grammar have not been changed.

1-4-1865

The skating mania has took hold of the young people of Wabash. They are swarming all over the Canal which has a clear, frozen surface good for skating. They, particularly the ladies, are skating day and night.

4-29-1865

The Wabash and Erie Canal is now in good working order. Several boats westward bound were able to pass through. Some half dozen vessels I saw loading with wheat, pork, spokes and stave timber.

7-7-1865

Mary Gamble drown in the canal about ½ mile west of town. Mary was 19 and living with her brother-in-law L. Shively near the Water Cure on Vernon Street. Late last night she put on her brothers clothes and sneaked out of the house. She waded the river and attempted to wade through the canal. Being to deep she drown. Her body was discovered after a steam canal boat had passed over the body. The body was somewhat mutilated by the boat.

7-9-1865

Two horses owned by a Mr. Flint backed in the Canal below Kings warehouse and drown.

8-1-1865

A county boy visiting Wabash was set upon by several Wabash toughs at the Canal bridge. He was struck several times with knucks and had his hair pulled. This is not the first time this has happened. The boys were arrested, fined and sentenced to jail.

8-28-1865

A boatload of watermelons made their appearance in Wabash and with great zest the citizens pounced on them and the luscious fruit was quickly gone.

5-8-1867

The Wabash and Erie Canal is now in good working order. Several boats passed through heading west and six are now loading.

5-30-1867

Gold said to have been found ½ mile west of Huntington on the north bank of the canal near a mill b built. A stock company has been formed by John R. Cossroth (Coffroth ?) and digging under the supervision of S. T. Stone.

6-27-1867

Along this section of the canal boatmen have found it filling up with dirt and sand. On seven mile level above Lagro loaded boats can hardly navigate. About two inches less water. This is caused by carrying of silt.

10-13-1867

Archibald Stitt passed away. Born in Ireland in 1802 migrated to Pennsylvania in 1806. He removed to Lagro in 1835. In 1842 he was made superintendent of repairs on the canal.

1-9-1868

Wabash and Erie Canal Company met at Whiteside, McLees & Co. They elected John U. Pettit manager.

2-5-1868

Fred Smallzried attempted to go to Lagro on ice in the canal but it gave way leaving him to flounder in the canal.

7-3-1868

Water drawn from the Canal on what is known as the Peru level for the purpose of repairs. Navigation to be suspended between here and Peru for ten days.

12-12-1868

The raging canawl is at last peacefully reposing locked in the icy embrace of winter.

1-11-1869

A small boy nearly drown when he ventured out on the thin ice in the canal at the basin at the foot of Miami street.

4-4-1869

Water was let out of the canal so that it could be cleaned and repairs made.

4-15-1869

Boats begin to run on the canal after repairs completed.

4-22-1869

The canal is in good condition from Lafayette to Toledo. Many boats passing through Wabash. Promiser to be a good year.



## Wabash & Erie Canal Controversy and Railroads in 1871 Newspaper Articles

By Charles Davis

*Charles Davis, CSI member from Rockville, Indiana, found the following articles in the Rockville Patriot of January 17, 1871, and in later issues. He has added comments to them. The first newspaper article quoted below shows the ongoing controversy regarding the Wabash & Erie Canal at that time:*

"In 1836 the State entered upon a general system of internal improvements, and for the purpose of constructing them, authorized a loss of ten millions of dollars. In 1841 the State failed to pay the interest upon her bonds and the Internal Improvement System collapsed. No provision was made or attempted to pay either the principal or interest upon the outstanding obligation of the State until 1846, when her creditors came forward and offered a compromise, which was accepted, the debt including interest, then amounting to almost fifteen million dollars. Under the funded debt acts of 1846-7 the contract between the builders of the Internal Improvement bonds was this, briefly stated:

"The bondholders were to surrender their bonds, known as the Internal Improvement bonds, and, except for the same one half in the bonds of the State, for the payment of the principal and interest of which the faith of the State was pledged, and one half in canal bonds, for the payment of which the Wabash and Erie Canal and the lands granted by the General Government to aid in the construction were pledged by the contract. Every holder of the old internal improvement bonds was to be placed upon the same footing and those bonds were to be paid in no other way than we have set forth. If any of the holders of these bonds refused to except the compromise or decline to take advantage of it, no payment was to be made, except as provided in the settlement under the acts of 1846-7." All the holders of these bonds were to be treated exactly alike. Such was the contract.

"The office of Agent of State was established by the Legislature of 1842, and under that act the office has been continued to the present time. It was made the duty of that officer under the act creating the office to have the management of the funded debt of the State.

The act to provide for the funded debt of the State of Indiana, and for the completion of the Wabash and Erie Canal to Evansville,' approved January 19, 1846 in section 2 thereof made it the duty of the Agent of State to 'issue, sign, and register all certificates of stocks.'"

"Section 8 of the act approved January the 27, 1847, contains the following provisions: 'Provided further, That the State will make no provision whatever hereafter to pay either principal or interest on any internal improvement bond or bonds, until the holder or holders thereof shall have first surrendered said bonds to the Agent of State, and shall have received in lieu thereof certificates of stock as provided in the first section of this act; anything in this act to the contrary and withstanding.'"

"The first section of the act referred to in the forgoing provision provides for the old Internal Improvement bonds for the new stock as arranged under the compromise or settlement agreed upon between the State and her creditors. Under the proviso we have quoted it seems that the State has obligated herself to continue the office of Agent of State as long as there are any of the Internal bonds in standing, and no other officer is authorized under this contract to make the exchange of the new bonds for the old."

"In addition the supplementary act of 1847 providing for the same purposes imposes upon Agent of State the following duties:

"Section 5, That payment of interest upon certificates chargeable upon the State, whether original or special stock shall be made from time that upon such certificates only as shall have been registered with the Agent of the State of New York as directed by said act during the half year prior to such interest becoming due."

"And we directed attention to the following amended section in the acts of 1847, page 26:

'AMENDMENT K, That instead of section four in the said act, the following section be adopted in lieu thereof; Sec. 1, The stock created pursuant to this act shall be transferable only in the city of New York, in books to be provided for that purpose by the holders thereof, or his, her or their assigners or duly constituted attorney, in pursuance of such rules as may be prescribed by law; but no transfer shall at any time be permitted, except on the surrender and cancelment of the outstanding certificates. Provided, however, That possession of a certificate of stock; with an endorsement thereof on the back to the possessor, purporting to be by the holder under his hand, attested by two witnesses, shall be deemed a sufficient power of attorney in all cases to authorize and warrant the agent of the

State to transfer on the books, in the name of such holder, such stock to such possessor, and the Agent of State shall at all times be deemed the agent of the parties for making the transfers, under such circumstances, and no rule to transfer shall be adopted by the Agent of State or prescribed by law; incompatible herewith. Provided further however, that the state in no case shall be held responsible for genuineness of such endorsement or attestation; but the fact that an endorsement made of such certificate, attested as aforesaid, accompanied with actual possession of such certificate, shall be sufficient warrant to said Agent, for and the name of the holder of said stock to transfer the same to the possession of said certificate, on the surrender and cancellation of the same."

"There are still outstanding a number of the old Internal Improvement bonds, the principal and interest of which will amount to a large sum, whether the State is bound to pay simple or compound interest, gold or greenbacks, if she's liable at all except as provided in the 'Butler bill.' We have quoted the provisions that are set forth in the acts of 1846 and 47, to show that the contract between the bondholders and the State devolves certain duties upon the Agent of State, and they can not be avoided or neglected without a breach of that contract and we inquire in what condition it would leave the State, if the contract was violated and these duties were neglected by the failure of the State to elect the officer upon whom their fulfillment or discharge is devolved? Would not such a failure on the part of the State to fulfill the conditions imposed upon her, or assumed by the contract, relieve the bondholders from their part of the agreement and restore them to their original position?"

"The Governor in his message delivered to the General Assembly on Friday last recommends that the State shall provide for the payment of the outstanding Internal Improvement bonds, regardless of the contract made with the holders of these bonds who surrendered them under the 'Butler bill.' It is hardly probable, or even possible, that this Legislature will undertake to anticipate the decisions of the Courts in regard to the liability of the State for the payment of the bonds or the way they must be paid if the liability exists. Will it then be safe to abolish an office and fail to appoint an officer upon whom the Act of 1846-47 impose a duty, until the quoted question between the State and the holders of both the Internal Improvement and Wabash and Erie Canal bonds are determined either by the Courts or the act of the Legislature itself? We do not believe this Legislature will be willing, by abolishing the office of Agent of State, to put a club in the hands of the canal bond holders to be used against her in the attempt they are making to force the State to take back the canal and assume the payment of the bonds. Even where there is a doubt,

when so much is involved, it is best to err on the side of Safety."

On January 17, 1871, *The Indiana Patriot* ran another article with this headline: BOND HOLDERS.

"We have received some pamphlets and other documents setting forth the claims of the holders of the Wabash and Erie Canal bonds. Upon looking into them we found them all signed 'bondholders.' In our juvenile days when reading Shakespeare's personification of the bond holders, Shylock, we contracted a dislike for the whole class and since the holders of the government's bonds from average price of sixty cents to the other, are demanding their payment in gold while the bonds according to the terms of the contract were payable in greenbacks, our opinion of this parasitical class of leeches has not very materially changed. We will however look over these documents when we have leisure and if upon a careful reading of the news can for any reason (see) why the State should pay this debt, which has been already settled upon the terms proposed by the bondholders themselves, we will not fail to notify our readers of it at once. In the meantime we do most heartily - not express our thanks for the document."

On the same page of the January 17, 1871, newspaper, was the headline, RAIL ROAD MEETING. At this time Parke county held large meetings concerning building several railroads, which would doom the end of the canal here in this county and the State. The meetings were held in the Court House in Rockville. James Ward Beadle called the meeting to order, he had had canal connections when he lived at Howard. Thomas N. Rice was nominated to preside and John TenBrook Campbell was nominated for secretary, which nominations were confirmed.

Thomas N. Rice was the speaker at Benson's Basin in Montezuma when Parke County's Civil War soldiers were sent to Terre Haute by canal boats. John T. Campbell should be a familiar name since I (Charles Davis) have used his stories in several canal articles, as he was a live witness to most of the canal era. Present at this meeting were the representatives of the Indiana Northern and Southern Road and the Logansport, Crawfordsville and Southern Railroad. The subject of the meeting concerned mining minerals in the county and shipping them. In 1870, Parke County along with a few counties north of it provided \$50,000 each to renovate the canal for this purpose as well as for shipping grain, etc. But the railroad didn't shut the canal down here until 1875 when the canal could no longer compete with it.

Also present at the meeting was a Mr. Daniels who read a letter from Erastus M. Benson urging the meeting to do nothing detrimental to the railroad enter-



prises. Mr. Benson was the owner of Benson's Basin on the canal at Montezuma from the time the canal began to its end. Another one present was William H. Nye, a railroad builder and owner of the "Thomas Well" at Lodi. He shipped salt from this well on the Wabash & Erie Canal. This is an example of canal men vying for the railroad.

On January 24, 1871, the *Indiana Patriot* had a news item from the Newport paper of January 12th. I quote just a portion of it: "I see that the Canal ring has been sending you some of their false and corrupt memorial &c. These gentry would like very well if the people of Indiana would take back the Canal which was given them at their own suggestion as a full half discharge of their old bonds, let them abide the result of the bargain, They took the Canal with their eyes open, and no honest man in the Legislature will for a moment listen to their proposition for a surrender or touch one cent of their corruption fund, and if any legislator should betray his constituents and do it, it would be far better for him if he had a millstone about his neck and was cast into the sea, for he cannot go home and live among honest men. - Wabash" Pretty serious talk, eh?

The last article on the canal was in the *Indiana Patriot*, Rockville, on February 14, 1871, entitled "Who Owns the Wabash and Erie Canal?"

"The Legislature of Ohio has passed a joint resolution setting forth the contract between the States of Ohio and Indiana in regard to the construction or perpetuation of the Wabash and Erie Canal in both States, in which it is alleged that Indiana has failed to comply with her agreement to keep that part of the canal in navigable order that is within her territory. The preamble to the joint resolution passed by the Ohio Legislature sets forth the agreement made by both States in relation thereto, and it declares it was the contract that Indiana was to maintain that portion of the canal within her limits in good navigable order from the line dividing said States into the interior of Indiana as far as she accepted and received the grant of land under the act of March 2, 1827, a canal in all respects equal to that portion of the canal within the State of Ohio, as prescribed in the first section or article of the joint resolution of Indiana of February 1, 1831. The grant of lands by Congress to aid in the construction of the canal expressly provided that ninety feet of land on each side of said canal should be reserved from sale by the United States and the use thereof forever vested in the said State of Indiana for a canal and for no other purposes whatever. And it was also provided in the said grant 'that said canal when completed, should be and forever remain a public highway.'"

"The Legislature of Ohio regards the transfer of

the canal to the bondholders, and the lease of it by them to a company, not bound to make advances for the support and maintenance of the same nor liable as a company or individually for damages sustained by third parties by reason of its inability to sustain the canal out of the revenues of the same, as an act of bad faith on the part of Indiana. And the demand is made upon Indiana 'to put said Wabash and Erie Canal in good navigable order, and assure the preservation in the future as an act of simple duty in fulfillment of the obligations taken upon herself,' in the contract made between the States."

"The preamble and resolutions passed by the Legislature of Ohio we republish this morning and they form an interesting feature in the vexed Wabash and Erie Canal matter. The questions naturally arise, in connection with this action of Ohio, to whom belongs the Wabash and Erie Canal in Indiana, and where rests the responsibility of Fulfilling as good faith demands, the contract made between Ohio and Indiana in regard to the construction and perpetual maintenance of that work? If the holders of the old Internal Improvement, to whom was transferred the canal, the lands unsold granted by the general government to aid in its construction, its tolls and revenues in payment for one-half of that debt, fail to keep the canal in navigable order equal to that portion of the canal within the limits of Ohio, where rests the fulfillment of that obligation? Can Indiana without the consent of the general government and Ohio, fail to keep up this canal as a public highway and in navigable condition without a violation of her contract with Ohio and of her good faith?"

"Again we ask, to whom does the canal belong? If the Trustees to whom it has been transferred in trust of the holders of the Wabash and Erie Canal bonds fail to keep it in good repair and navigable condition is not the State in duty bound to do so? Indiana is called upon by Ohio, for the latter recognizes no other party as responsible to her, respectfully, but urgently to make provision, without delay to put said Wabash and Erie Canal in good navigable order and assure its preservation in the future, as an act of simple duty in fulfilling the obligations taken upon herself in the premises. What is Indiana in response to such a call to do in the premises? The transfer of the canal to pay an indebtedness does not release Indiana from the obligations of her contract with a sister State? Would such refusal be regarded any less repudiation than her refusal to pay her recognized indebtedness? The payment of the outstanding Internal Improvement bonds, as proposed by Governor Baker, does not relieve the State from her dilemma nor settle the vexed canal issue. The action of Ohio presents a phase in the canal question, and it is one which may bring to an issue the obligations and responsibilities of the State. — Sentinel."

**CANAL FEVER:  
A MOST COLORFUL ERA OF INDIANA'S PAST**

In 1981, Elizabeth Anne Bowles created an imaginary journal using canal facts, which won second place in the state History Day senior historical papers. It was published in Vol. 58, Number 8 of the *Indiana History Bulletin*. The following are all quoted excerpts from her paper:

The canal-building craze was a colorful phase of early nineteenth-century American history. Our pioneer ancestors were certain that canals would insure a prosperous economic future for the western country. Although the East was prosperous, the people in the backwoods of Indiana were not. They owned some of the most fertile land in the world, but they had no way of getting their products to market. Transportation seemed almost necessary to save them. 'Borrow money and build canal!' was the popular cry of the day. Indiana met the cry by building the Wabash and Erie Canal.

May 6, 1827:....a law being approved. Congress passed the law two months ago on March 2, 1827. Indiana shall have land for its canal. They must start building within five years and finish it in twenty years.

February 21, 1832: ....the beginning of the Wabash and Erie Canal....it really started with President James Monroe asking for a survey of these lands in 1823-1824... the Indiana Legislature in January 1828 formed a Board of Commissioners...the survey was completed.

February 22, 1832, Fort Wayne: Today was George Washington's birthday and the day chosen for ground breaking ceremonies. This is the one hundredth anniversary of his birthday and he was the first promoter of canals. I joined a large number of citizens from Fort Wayne and the surrounding area. "Fort Wayne, then a village of 300 souls, turned out for the event at a mass meeting held at the Masonic Hall...and the people, headed by two musicians, marched to Bloomingdale. Here Judge Charles W. Ewing delivered a thrilling address. Judge Hanna and Captain Murray of Huntington each threw a spade full of dirt. That evening there was a parade and a bonfire; the windows of business buildings and homes glowed with lighted candles. Louis Peltier furnished a beautifully illuminated float representing a canal boat."

February 1832: Contracts have been let and clearing and grading has begun. I am running out of money, so I decided to apply for a job. "I'll make \$13.00 to \$16.00 a month."

March 1832: ...Today I cut down trees, pulled out stumps, burned and hauled away underbrush....We used pick axes, shovels and human muscle ...

April 1832: ...Food supplies are provided in our labor camps. The following were my choices for breakfast: "sausage, steak, eggs, ham, pritties (boiled or baked potatoes), corn bread, white bread, batter cakes with thick molasses, buckwheat cakes with maple syrup and fried mush or mush-and-milk. To drink, fresh milk or skim-magig (buttermilk), and genuine coffee or tea." I get Sunday off and I'm going fishing. Some of the others are going trapping or gunning.

July 4, 1835. Fort Wayne: The first thirty-two mile section from Fort Wayne to Huntington was opened today....I listened for over three hours to Hugh McCulloch's address. He was the chief speaker....We celebrated with real bonfires, parades and the ringing of bells.

July 12, 1835, Lagro: ...The Irish are really hard workers, but they sure like to fight. They have been preparing for battle since the fourth. I came down as far as Huntington on a packet with the militia. "They had armed themselves with axes, picks and pitchforks, and started after each other as the anniversary of the Boyne drew near. It was necessary to call out the militia from every town along the canal as far south as Logansport. Citizens of Peru and that vicinity were in constant fear, for the Irish were more numerous than the citizens of the town and frequently threatened to rise and sack the village and kill off all of the inhabitants."

July 4, 1836, Fort Wayne: ...Today I attended a great parade. "Thirty-three belles represented the thirty-three states of the Union. The packet 'Indiana' then made the voyage from Fort Wayne to Huntington bearing many distinguished citizens....there was "Dancing on board and drinking good whisky — even getting funny. A ball was given in the evening at the tavern of Zenas Henderson." Seeing the packet "Indiana" was an experience. As it neared the landing, I heard a tin horn and people started flocking to the landing. A packet is an all-passenger boat. It charges 3-5 cents a mile, including food. It goes about five miles an hour and the horses are changed often. The teams of horses number from two to six. A typical crew is a captain, steward, pantryman, cook, chambermaid, two cabin boys and two steersmen.

1836 Lagro: The canal has become a highway for settlers to pour into the northern part of the state. It has certainly helped to settle this town. In 1832 there was just a log cabin, and now the town has been platted and there is a store, a tavern, three churches, 150 shanties, a saw mill, tin shop, two cooper shops, two shoe shops, and three blacksmith shops. There are five (four) locks at Lagro.

July 1837 Wabash: "The first vessel to arrive here was the 'Davy Crockett,' made of a sap-trough. It had been

thought that the first boat to arrive would be the 'Indiana,' captained by a rough and ready burly man named 'Hail' Columbia. But, before his freight boat reached Wabash, it was overtaken by the impudent beak of the 'Prairie Hen,' whose Captain Dale had aboard almost a hundred passengers, about half of whom were Hoosiers who availed themselves of the opportunity to take a boat ride and partake of a liberal allowance of firewater." ...Fighting is one of the pastimes of the canal. Today, the crowd from the two boats went to the picnic grounds and we had a picnic. There was a German band to liven things up and in the evening we all "had a ball" over Colonel Hanna's store in Wabash.

1837, panic and financial crash: ...There has been so much over-spending, and the government hasn't got the money. "In 1836 Governor Noble signed an Act authorizing ten million more to be spent on the canals. There was such fiesta; the towns made merry. Poverty was about to be abolished. President Jackson ordered the land offices to accept only special payments. The demand for gold and silver smashed every bank west of Pittsburg, except the State Bank of Indiana, which suspended specie payments. A long depression followed, affecting all classes.'

1837 Peru: ...Hence the Forester says: "Before 12 o'clock of that day, the town was filled with people, of the country, to witness the grand display to be made on the occasion. Unfortunately, the boats did not arrive. The banks, being porous, absorbed the water much faster than was anticipated." Because the banks are so porous, they have to be lined with a thick layer of clay. Then a towpath walker observes the waste gates every ten miles, looking for erosion of the banks. If he can fix it himself, he will, with handfuls of straw. For repairs beyond his capacity he will send a man on a fast horse to headquarters where a wrecking crew will have to bring clay, stakes, rope, pile planking, picks, shovels, and an expert crew of workmen.

"Finally the passengers walked to town and 'put up' at the National Hotel....This hotel is located at the northwest corner of Canal and Miami streets... a deluxe establishment where people from the canal boats ate. Behind the hotel were piles of wood, and passengers might pay for a meal by splitting a certain amount of wood."

The canal office is located at the northeast corner of Second and Miami streets. There are two loading stations on the south side of the canal at Miami Street. A huge warehouse runs the full block west to Miami Street.

The small brick building near the river at Broadway and Canal is the Dart Hotel and Toll House. The first meeting of the Masonic Lodge in Peru is to take place on the second floor tomorrow evening. The bridge at Broadway is a wooden-covered structure. A short dis-

tance upstream from the bridge is a Wabash and Erie Canal feeder dam. Peruvians skate on the Wabash River east of the dam.

August 1839: The state has gone bankrupt, and no more money can be borrowed. Creditors have taken possession...

1840 Logansport: The canal is in operation now between Fort Wayne and Logansport...I decided to take a pleasure trip. As a passenger, I found canal travel to be very smooth and leisurely. I read, chatted, or looked at the scenery...I could walk alongside the boat...I enjoyed playing chess, singing and getting into political arguments. But, the spitting of tobacco juice got to me.

...I stopped to see the old canal hotel at Lewisburg that...Joseph and Mary Louise Shanks had purchased. "They had a grocery in one part of the first floor and lived in the other part. Their daughter, Lottie, was married in the front room to Alvin Masten Thomas.... As there were gypsies traveling along the Wabash, we had to be careful. They would steal little children and sell them, so Mary Louise had a cubbyhole built under the stairway that locked from the inside."

I got back on the packet and traveled on to Logansport, where the main streets along the canal were lined with saloons, rooming houses, gambling halls and brothels.

July 4, 1843, Fort Wayne: Today I ... went to celebrate the completion of the canal to Lafayette. I made the trip back up the canal so I could hear Senator Lewis Cass speak.

1850 Terre Haute: The canal was completed to here in 1849....I have seen hundreds dying of cholera.

1853 Evansville on the Ohio River: ...The last stretch of the canal has been finished. It now stretches 468 miles from Toledo to Evansville.

October 26, 1872: The canal has been heavily used, but the tolls have not paid the expenses. The last regular boat, "The Rocky Mountain," is making its last trip northeast today.

1876 Canal abandoned: ...The final sections of the canal have been abandoned.

...The Wabash and Erie Canal died a slow and lingering death. Yet the canal served a purpose....It opened up our great state and provided many jobs and leisure activities...

Jim Ellis, CSI treasurer, Ft. Wayne, IN

**Navigation Canal Tunnels in the United States**

by Richard F. Brown, Jr., AICP

The following chart lists in alphabetical order the navigation canal tunnels that were constructed in the United States during the canal boom in the first half of the 19<sup>th</sup> Century. Construction was completed on ten of these tunnels, while two others were never finished. (Morthorst)

Five of the tunnels are located in Pennsylvania, including the oldest surviving canal tunnel, the Lebanon (Union) Canal Tunnel in Lebanon County. ([www.lebanonhistory.org](http://www.lebanonhistory.org)) Two of the canal tunnels are accessible today; the Paw Paw Tunnel along the Chesapeake & Ohio Canal and the Lebanon (Union) Canal Tunnel. The Lebanon (Union) Canal Tunnel is also the only tunnel which may be traversed by a canal boat tour. ([www.visitlebanoncounty.com](http://www.visitlebanoncounty.com))

COMPLETED TUNNELS		LOCATION		LENGTH (feet)	YEAR	COST (\$)
NAME	CANAL	COUNTY	STATE			
Auburn*	Schuykill	Schuykill	PA	450	1824	unknown
Big	Sandy & Beaver	Columbiana	OH	3,180	1848	unknown
Cincinnati & Whitewater (North Bend or Harrison)	Cincinnati & Whitewater	Hamilton	OH	1,782	1846	\$542,928 (entire canal)
Conemaugh	Pennsylvania	Indiana	PA	817	1830	unknown
Grant's Hill	Pennsylvania	Allegheny	PA	825	1831	\$85,767
Lebanon (Union)	Union	Lebanon	PA	729	1827	\$30,404
Little	Sandy & Beaver	Columbiana	OH	900	1846	unknown
Mason (a)	James River & Kanawha	Botetourt	VA	198	1856	unknown
Paw Paw	Chesapeake & Ohio	Alleghany	MD	3,118	1850	\$600,000+
Staple Bend	Pennsylvania (Allegheny Portage)	Cambria	PA	901	1834	\$37,500
UNCOMPLETED CANAL TUNNELS		LOCATION		LENGTH (feet)	YEAR	COST
NAME	CANAL	COUNTY	STATE			
Bat Cave (Portageville)	Genesee	Wyoming	NY	1,080	n/a	\$250,000
Marshall	James River & Kanawha	Botetourt	VA	2,640	n/a	unknown

Year represents the year the tunnel was completed. Cost represents the construction cost of the tunnel unless noted otherwise.

\* Converted to an open cut in 1854. (Morthorst)

(a) Now part of the CSX railroad mainline. (Morthorst)

Preliminary plans are under consideration to re-open the remaining portions of the Cincinnati & Whitewater Canal Tunnel in North Bend, Ohio to foot and bicycle traffic. (Schmidt)

Though only ten navigation canal tunnels were completed during the canal building boom in the United States, each was truly an engineering marvel that represented the 19<sup>th</sup> Century construction techniques. Fortunately, two of these structures have been preserved for future generations and a third is intended for future rehabilitation.

**SOURCES:**

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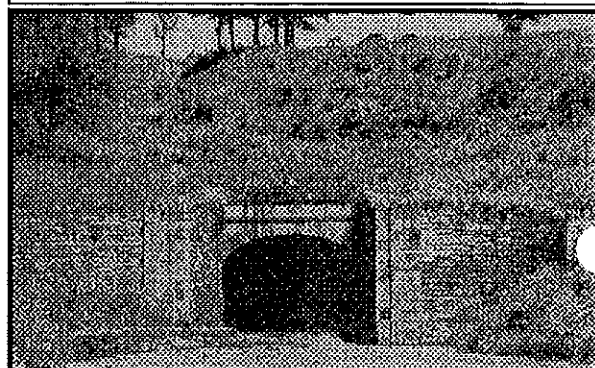
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TopoZone

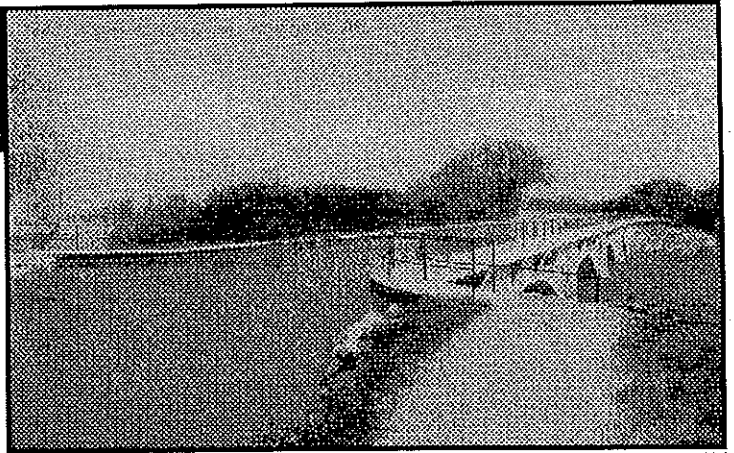
The United States' oldest canal tunnel was blasted out of solid rock with black power in 1825-27 on the Union Canal northwest of Lebanon, PA. old postcard.



# CENTRAL CANAL

## OLD PHOTOGRAPHS OF CENTRAL CANAL

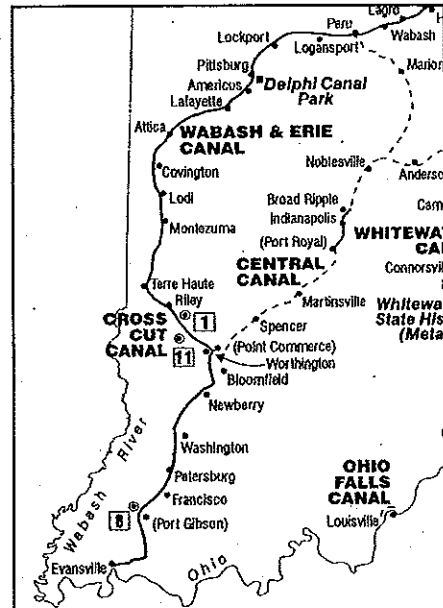
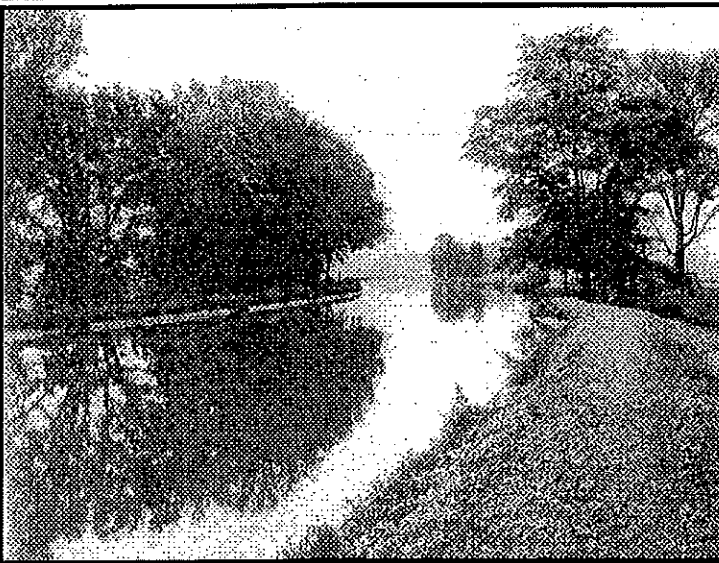
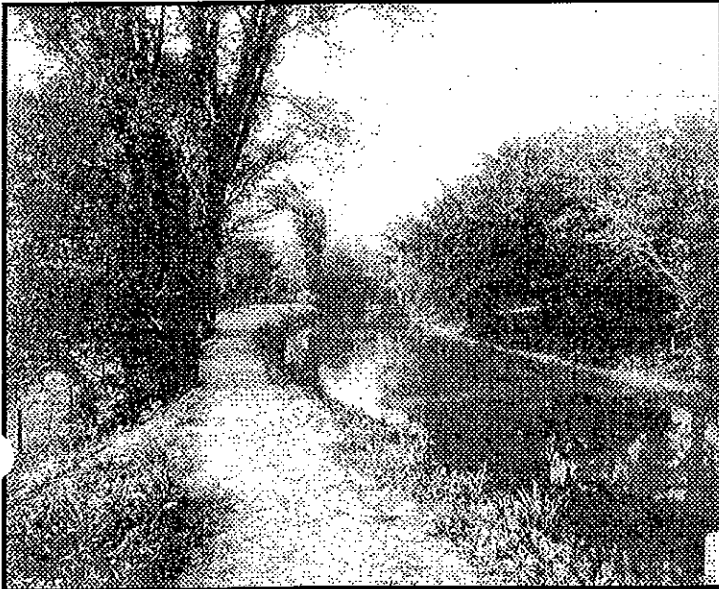
Two old photographs of the Central Canal were recently found in a book entitled *Art Work of Central Indiana* which was published in Chicago, Illinois by the Grouvre Illustration Company in 1908. The first photo is entitled "Scene on the canal near Indianapolis." The second is "The canal at Fairview Park, Indianapolis."



CENTRAL CANAL AQUEDUCT

## CENTRAL CANAL AQUEDUCT ERROR

Don Haack, CSI director from Fort Wayne, Indiana, collects old post cards. When he found the above postmarked October 19, 1912 card, he noted that it was different from his other cards of the Central Canal aqueduct in Indianapolis, Indiana. This one incorrectly identifies the aqueduct as being over the canal when it actually is carrying the canal over Fall Creek. The aqueduct is still in operation today carrying the canal from White River to the water filtration facility. There the water is purified and supplies about 70% of Indianapolis' water consumers.



**CENTRAL CANAL 1836-1839**  
(8 miles completed / 296 miles planned)

This canal was to extend from Peru, down the Mississinewa River Valley to the White River, through Indianapolis, and on to Worthington. Here it would meet the Cross-Cut Canal and proceed 111 miles to Evansville. Construction stopped with the financial collapse of 1839. The 24 miles from Broad Ripple to Port Royal were watered, but only 8 miles in downtown Indianapolis was operational. The entire 80 miles from Anderson to Martinsville was left in various stages of completion. Today, portions are used as a water source for Indianapolis and have been modern-

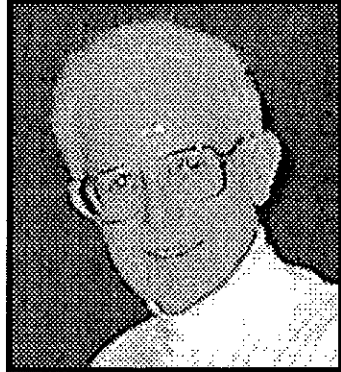
**IN MEMORIAM  
OF  
CSI MEMBERS**

**MARVIN**

**D.**

**CARMONY**

**B. 2-27-1923  
D. 12-27-2006**



Marvin K. "Marv." Carmony of Terre Haute, Indiana, died Wednesday December 27, 2006 at Ashford Place in Shelbyville at the age of 83. He was born to Harry E. and Fannie E. (Brown) Carmony on February 27, 1923. He graduated from Morristown High School in 1941.

Dr. Carmony was in the Merchant Marines (Coast Guard) May 1944-October 1946. During World War II he was a Radio Officer serving in the Atlantic, Mediterranean and Pacific on the S. S. Warrior. Following his military service he worked for American Airlines.

While attending Olivet Nazarene University he met Jody Nicholson. They were married on May 31, 1947.

After having received his bachelor and master degrees at Indiana State University he taught at Pendleton High School from 1953-55 and was the sponsor of the Class of 1955. He taught at Shelbyville High School from 1955-1958. He received his doctorate from Indiana University and was a professor of English and Linguistics at Indiana State University from 1959-70 after which he became the Associate Dean of Arts and Sciences there from 1970-1988.

Dr. Carmony was the president of the American Dialect Society from 1980-82 and a member of the Linguistics Society of American, Modern Language Association of America, American Names Society, American Association of University Professors, Phi Delta Lambda

National Honor Society, Sigma Tau Delta, National English Honor Society, Phi Delta Kappa Education Honor Society, Phi Beta Kappa Honor Society, and Who's Who in America, 1994.

Dr. Carmony served on the Editorial Board of American Dialect Society, Editorial Board of American Speech, Editorial Board of NAMES, and Board of Directors of Olivet Nazarene University. He was also a member of Memorial United Methodist Church in Terre Haute, Canal Society of Indiana, Board of Trustees of Olivet Nazarene University, KIWANIS, past president of Wabash Valley Amateur Radio Association, charter member of Banks of the Wabash Chapter #204, A 1 Operators Club where he had continuously been licensed (QCWA # 8267) since 1940, and was the founder, past president and lifetime director of the Quarter Century Wireless Association.

As an author, Dr. Carmony wrote *Indiana Dialects in Their Historical Settings*, and *Invisible Landscapes of Indiana in the 20th Century*. He was co-author of *Indiana Place Names*.

Dr. Carmony is survived by his son, Ronald D. (Sandy) Carmony of Crawfordsville; his daughter, Kathy Lynn Carmony of Indianapolis; his brother, Dr. Byron Carmony of Pompano Beach, Florida, His sister, Charlotte (Jesse) Pitts of Brazil; four grandchildren and three great-grandchildren. He was preceded in death by his wife, Jody on Aug. 9, 2000; his father, Harry E. Carmony; mother, Fannie E. Carmony; brothers, Cecil H. Carmony, Edwin "Bud" Carmony, J. Paul Carmony and Harry Neil Carmony; and sisters, Esther Nigh and Lois Posey.

Funeral arrangements were handled by the Carmony-Ewing Funeral Home. Visitation was January 1, 2007 from 2-6 p.m. at Morristown Church of the Nazarene with funeral services the following morning at 10 a.m. the Rev. Mark Fleschner officiating. Burial was in Asbury Cemetery.

**CLEONE**

**K.**

**GRUBER**

**B. April 22, 1923  
D. January 17, 2007**



Cleone K. Gruber of Tippecanoe township, Carroll county, died Wednesday, January 17, 2007 in her home at the age of 83. She was born to Mart How-

ard and Florence (Kimbrell) Howard in Romney on April 22, 1923. She grew up in Lafayette, Indiana. After graduation from Jefferson High School, she attended Purdue University studying Home Economics.

Following her marriage to Everett Gruber on November 2, 1940 and during World War II, the couple lived in Albany, Georgia; Washington, D. C.; Rome, Italy; and on the family farm west of Delphi, Indiana. In 1948 the family moved to Levitown, New York where they resided for 30 years with the exception of a five-year period in Ann Arbor, Michigan.

While living in New York Cleone worked at Republic Aircraft on Long Island and taught courses in home economics at Hofstra College. She served as president of the Girl Scout Council on Long Island, was an officer in the Trans World Airline Pilot's Wives Association and was a junior League member. She traveled to foreign countries going around the world in both directions. She enjoyed the family boat during summers on Long Island's south shore.

Ed and Cleone moved back to the family farm near Delphi in 1978 and began restoring the Huffy family home, which was built in 1896. They also became active in and life members of the Carroll County Wabash & Erie Canal, Inc. where they spent countless hours as volunteers. Her specialty was planting flowers in the park and cooking delicious turkey for Christmas In The Park. Besides being an accomplished cook often creating her own recipes and an avid gardener, she was also an excellent bridge and euchre player.

She is survived by her husband, Ed; her daughters, Judy (Michael) Svegliato of Shoreacres, Texas, and Janice (John) Przonek, M. D. of Solvang, California; her son Larry (Helen) Gruber of Carroll County; her brother, Leslie Martin (Kay) Kimbrell of Lafayette; 8 grandchildren and 5 great-grandchildren. She was preceded in death by her parents, Mart Howard and Florence Pitser Kimbrell; a sister, Phyllis Mansfield; and brothers, William Grant and Leland Max Kimbrell.

Visitation was on Sunday January 21, 2007, from 1-6 p.m. and funeral service at 10 a.m. on Monday at the Davidson Funeral Home in Delphi. Memorials were to Carroll County Wabash & Erie Canal, Inc.

## TIMBERS TO PENS AND PENCILS

While DeLoss Hartley of Roanoke, Indiana, was doing excavation work in the 1960s in the area of the Dickey Lock, Lock #4 of the Wabash & Erie Canal, he salvaged some of the lock's black walnut timbers. He has saved them all these years and recently donated them for a project to commemorate the historical significance of the canal.

Peter Eschleman, owner of Joseph Decuis, a notable restaurant in Roanoke, initiated a project to get pen and pencil sets made from the timbers. Their sale will provide funds for the Roanoke Area Heritage Center.

Prototypes of the \$99.50 set were crafted by Otto Krueckeberg. Each black walnut pen and pencil in the set is inscribed "Dickey Lock 1835," the year in which the first portion of the canal was opened to traffic, and comes in a maple case inscribed "This limited edition pen and pencil set is made from the wood taken from the site of the Dickey Lock in Roanoke, Indiana which was constructed in 1835."

The lock site is buried under present-day U.S. 24 on the east side of Roanoke. An Indiana State Format Marker stands near the site that was erected by the Roanoke Area Heritage Center and the Indiana Historical Bureau. It reads:

### WABASH & ERIE CANAL LOCK 4

First lock west of the summit level of the Wabash and Erie Canal (connected Lake Erie with Ohio River in 1853). Known as Dickey Lock. Built as Lock 1, 1834-1835, of wood construction; renumbered Lock 4 as result of canal completion to Ohio line (1840). Remnant of arch culvert nearby. Canal important to founding of Roanoke.

Sale of the set was announced in *SW*, a marketing publication of Fort Wayne Newspapers on January 30, 2007. Steve Williams, CSI member from Roanoke, recounted the history of the 468-mile-long canal and the lock in an article entitled "Pieces of Roanoke History Preserved." The article also said that the sets were on sale at Antiques by Bruce Chaney, 10979 N. Roanoke Road or by calling (260) 672-9744.

Vernene Miller, Ft. Wayne, IN

IN THE NEWS



January 17, 2007 - Hamilton, OH

"Walking the Port Union Trail" was the title of an article that appeared in the *Journal News* of Hamilton, Ohio. A reporter met a friend at the Port Union Café, which was built in 1826 while the Miami-Erie Canal was being built. They hiked the 1.3 (one-way) mile trail that was built recently atop the old towpath after all the old brush was removed. Shortly down the trail they crossed a bridge and saw stone rubble from an aqueduct that once carried the canal over a waterway. They passed the old stone remains of the Cullen Ice House foundation. When still standing it was a tall building that was doubled walled so that sawdust could be put between the walls to keep the ice from melting. They enjoyed stepping into the past on the multipurpose trail.

The trail was built by West Chester Township with funding through the Clean Ohio Recreational Trail fund as a part of the Upper Mill Creek Conservation Corridor. The trail will be built further west by MetroParks of Butler County. Hopefully the bike plan called the Miami to Miami Connection will be built and the trail will become part of a system of trails connecting the Great Miami Trail in Hamilton to the Little Miami Trail on the east edge of Hamilton.

Ground was broken for the 250-mile-long Miami-Erie Canal at Middletown, Ohio, in 1825. It reached Cincinnati two years later. It eventually was extended to the north and joined the Wabash-Erie Canal at Junction, Ohio. The portion of the Wabash-Erie from Junction to Toledo was taken over by the Miami-Erie Canal, which when completed ran from Cincinnati to Toledo in Ohio.

John Geyer, CSI member, Hamilton, OH

February 10, 2007 - Ft. Wayne, IN

"City Will Invest \$2M In Trails, Mayor Says" was the title of an article that appeared in the *Ft. Wayne Journal-Gazette*. Ft. Wayne is following Indiana Governor Mitch Daniels' July 2006 initiative to put every Hoosier within 15 minutes of a trail by planning over 100 new miles of greenway trails. They are to be completed within the next 15 years - a \$2 million dollar investment. This, added to the already \$2 million spent, would bring the total sum to \$4 million and make the city a leader in public hiking/biking trails.

Greenway's coordinator, Dawn Ritchie, said the greenways and trails improve the quality of life, provide connectivity and are environmentally friendly. These are

things corporations look for when deciding to move to an area. Trails help economic development.

Projects planned:

1. A mile of towpath trail along the Wabash & Erie Canal between Ardmore and Covington roads and near Engle Road. (Phase 1 is already under construction.)
2. Resurfacing and widening some sections of existing Greenway along the St. Joseph River for nearly 2 miles.
3. Designing the Covington Road trail.
4. Designing the Greenway extension from Shoaff Park to Johnny Appleseed Park.
5. Applying for a \$1 million grant to build a trail from the Lawton Park Greenway to Fernhill Drive and Franke Park.
6. Phase 1 of extending the Greenway from Rockhill Park to Jefferson Pointe via Illinois Road.
7. Building a trail along Dupont Road from Pine Mills to Auburn roads.
8. Creating a Salomon Farm trail loop.
9. Building a trail spur along Coliseum Boulevard to the Maumee River.
10. Beginning construction on several new trails in Aboite township.

ARTS UNITED CAMPAIGN

By Tom Castaldi

The Canal Society of Indiana is one of forty affiliate members of Arts United, which is an organization that supports arts and humanities groups in the Greater Fort Wayne area. Each year it conducts a major capital campaign and in 2007 the goal has been set at \$1.13 million. Funds raised constitute the single largest source of financial support for the arts in the region. It is headquartered in the historic Canal House [at 114 East Superior Street, Fort Wayne, Indiana 46802], a site frequently visited by CSI tour groups.

This year's colorful promotional folder highlights eight selected organizations on its cover. Prominently displayed in one corner are CSI president, Bob Schmidt, and *Hoosier Packet* editor, Carolyn Schmidt, standing side by side in canal era regalia. Arts United's campaign surely will be a success this year as evidenced by their well-thought through planning and deserves the support of northeast Indiana Hoosiers



**Aqueduct Model For Classroom**

Southwest Allen County Schools has restored Aboite Center School #5 to show children what school was like in a one room schoolhouse. Linda Huges of Fort Wayne portrays a schoolmarm. She also conducts adult classes about Aboite township/Ft. Wayne history. Recently she asked Ed Hurley, a longtime friend and participant of one of her classes, if he would build a model of the Aboite River (Creek) Aqueduct of the Wabash and Erie Canal. She wanted it for display in the schoolhouse during school tours. She specifically wanted a model of the 1846 rebuild with stone abutments and piers because the limestone abutments and huge walnut timber foundation still remain and the school children can see them when they tour the site. This aqueduct replaced an earlier wooden one that was built in 1833-34 and opened to canal traffic in 1835. It was an open trunk structure rather than a covered bridge, style such as still operates over Duck Creek in Metamora, Indiana, on the Whitewater Canal.

Ed began work on the model following a scale of 1 inch = 1 foot. The structure had four spans, each 28 feet long with a total length of 112 feet. He spent any extra time he had for the following three months working on the model. He used a sheet of foam and lumber he had left over from earlier projects to complete it. Its

trunk is 56 inches long and 17½ inches wide. He created the "stone" from the foam. The trunk and base are wood that has had a finish applied to it. Along the south side of the aqueduct that faced the marsh was the tow-path. On the model he has a horse walking along the side of the trunk with a railing to prevent the horse and hoggee (mule driver) from falling into the creek. He has also built a canal boat to sit in the trunk.

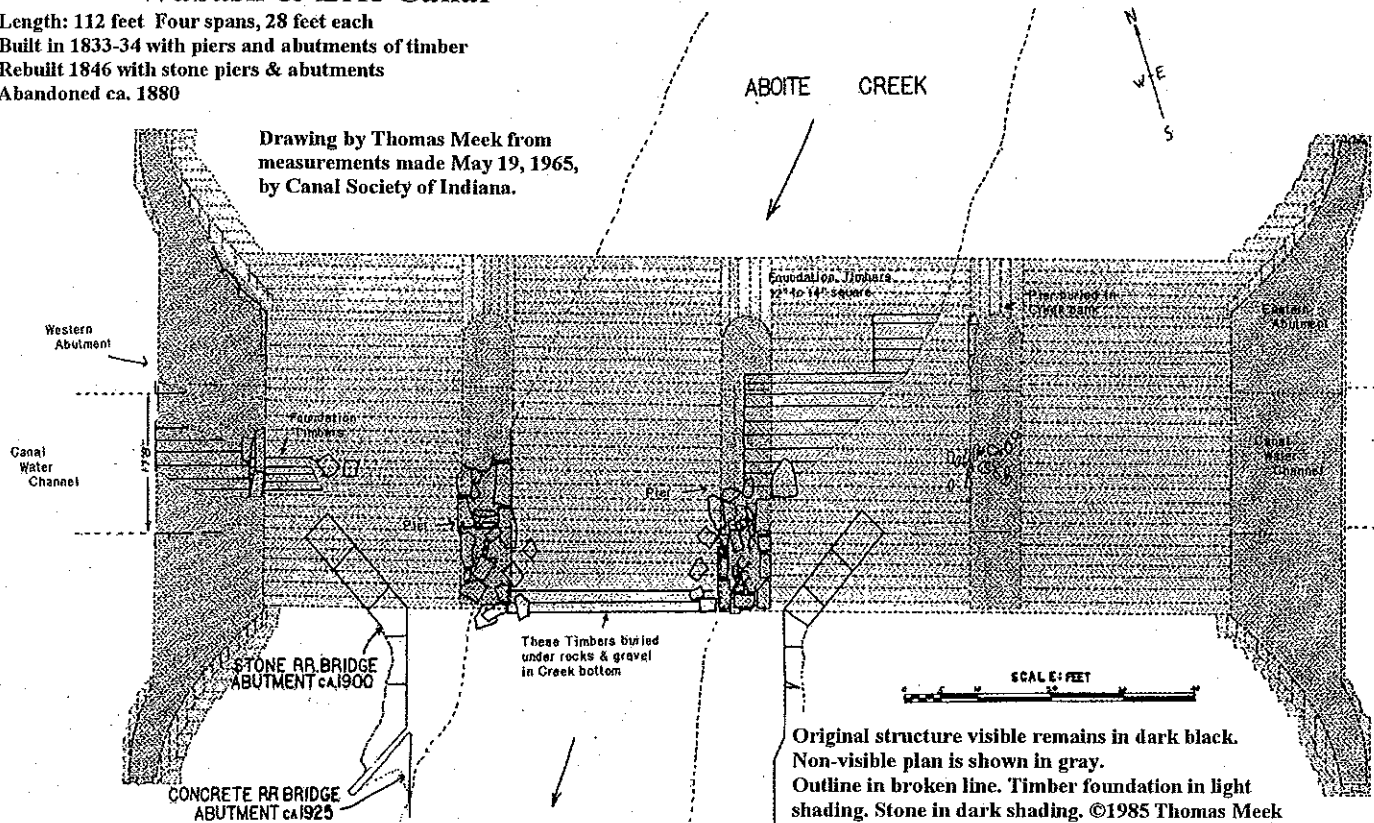
After the model was finished he invited Jim Ellis, CSI treasurer and his friend, to come to his house to see the Aboite Creek Aqueduct. Jim was expecting to see a picture and was surprised by the large model. Ed asked Jim if he knew of any nearby museum that might be interested in displaying the model when it wasn't in use at Aboite Center School. Jim contacted Bob and Carolyn Schmidt, who went to see the model and will work with Linda Huges in contacting museums. They hope to display it at the November meeting of the CSI board of directors in Ft. Wayne.

The site was well chosen for the Aboite Creek Aqueduct by the canal engineers. This can be seen by the fact that 5 later bridges crossed the creek within 50 meters of the site. These include the stone abutments of a 19th century bridge on the old Huntington State Road, two interurban light rail bridges built in the early years of the 20th century, a U.S. Highway 24 bridge

**ABOITE CREEK AQUEDUCT  
Wabash & Erie Canal**

Length: 112 feet Four spans, 28 feet each  
Built in 1833-34 with piers and abutments of timber  
Rebuilt 1846 with stone piers & abutments  
Abandoned ca. 1880

Drawing by Thomas Meek from measurements made May 19, 1965, by Canal Society of Indiana.



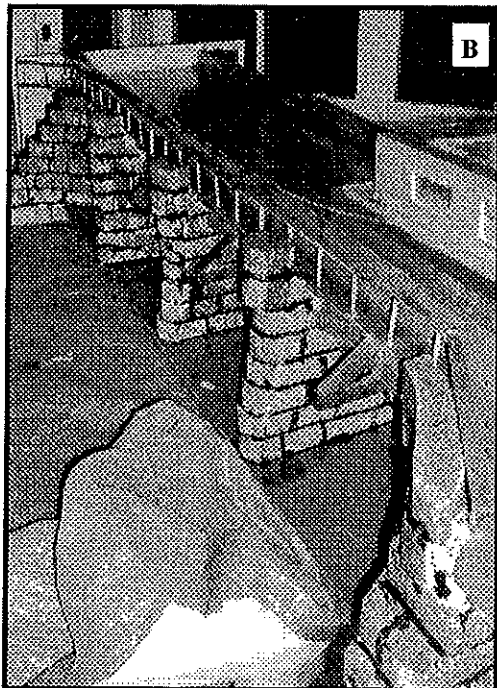
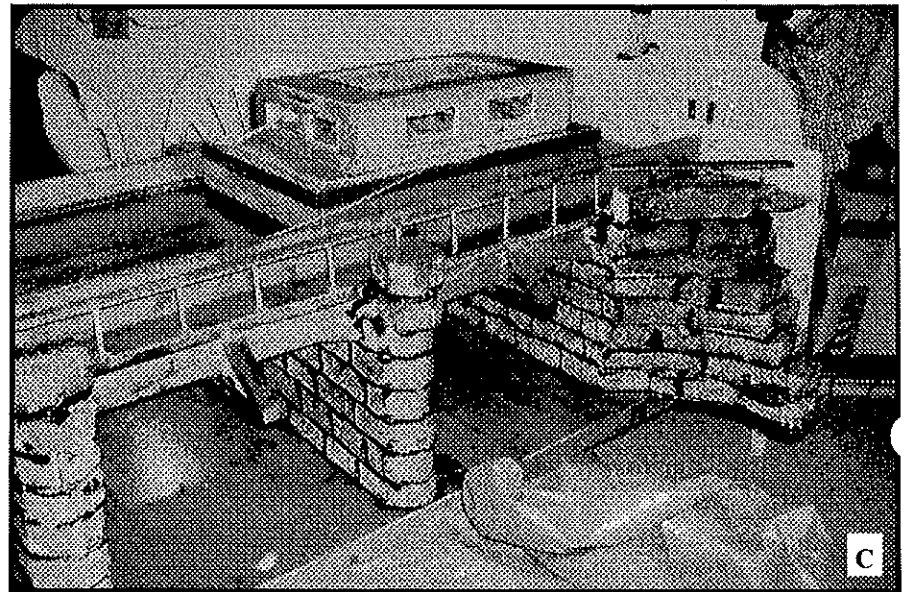
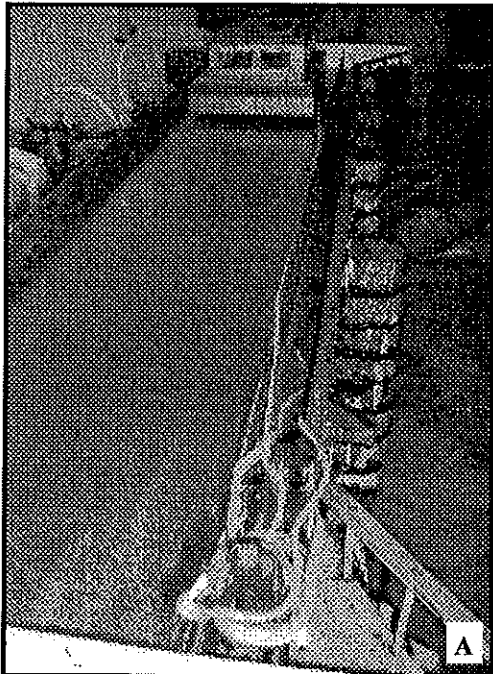
Original structure visible remains in dark black. Non-visible plan is shown in gray. Outline in broken line. Timber foundation in light shading. Stone in dark shading. ©1985 Thomas Meek

built in the 1920s and the present four-lane bridge for U. S. 24. However, the construction of these later bridges greatly destroyed the aqueduct remains. Some of its stone was used for the interurban rail bridges.

There were three other small aqueducts on the Ft. Wayne - Huntington section of the canal built on the common wooden open-trunk plan of the original structure: Spy Run Creek on the St. Joseph Feeder Canal at Fort Wayne, at Bull Creek about three and one half miles below Roanoke and at Flint Creek near Huntington. Other similar aqueducts were built over Eel River, Crooked Creek, Wea Creek, Flint Creek in Fountain county, and others further south.

Ed has interpretive posters attached to each end of his model. On them is the diagram of the aqueduct seen on the previous page of this publication, aerial photos of the site, photos of the foundation timbers that remain in the creek, signage that is placed on the nearby Vermilyea house, etc.

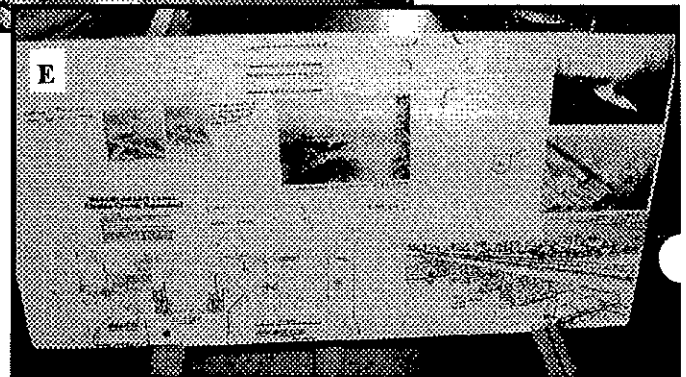
CSI commends Ed on his accomplishment in keeping canal history alive and thanks his wife Pauline for her assistance. A visual model of a structure is the best way for both children and adults to understand how it operated.



**Aboite Aqueduct Model**

- A. Horse pulling boat
- B. Side facing marsh
- C. Side facing marsh
- D. Side facing road
- E. Chart at end

Photos by  
Bob Schmidt  
February 11, 2007



**LOCKKEEPER'S HOUSE  
RENOVATED IN AUGLAIZE VILLAGE**

By Genevieve Noggle

The lockkeeper's house that is being renovated in AuGlaize Village for a spinning and weaving shop once sat at 1400 South Jackson Avenue in Defiance, Ohio. It was moved to the village in 1970. Virginia Lenhart, the wife of Dr. Francis Lenhart, purchased the building and donated it to the Defiance County Historical Society. Dr. Lenert was the first president of the historical society and was still active in the organization during the time that historic buildings were being found to occupy land on the site that was to become AuGlaize Village.

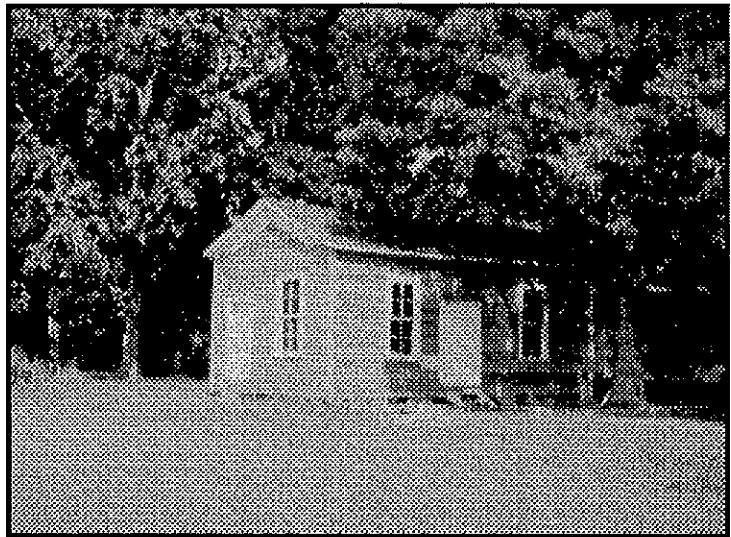
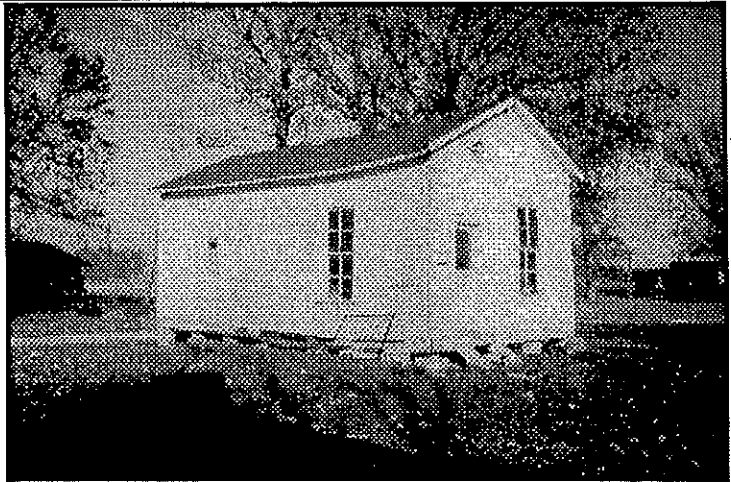
Virginia donated the building in memory of her father, Gale Vaughn, and for that reason it is listed in the village guidebook as the Vaughn Lockkeeper's House. A tale was told that Virginia was born in the house, but that has been recanted. So, as far as is known, Mr. Vaughn never was associated with the canal or any of its operations.

A lock is located at the north end of Terrawenda Drive, behind Legion Field to its west in Defiance. Legion Field is on the east side of South Jackson Avenue. Some information found on the canals states that "at the south city limits came the paper mills and Schooley Locks."

Schooley Lock was located between 3-mile creek culvert and 5-mile creek culvert, which are 1/2 to 2 1/2 miles south of Defiance. Therefore, this lock on Terrawenda is probably the paper mills Lock #34.

An article by Dr. Robert Boehm in a 1994 Defiance brochure says, "The lockkeeper's house from South Jackson Street may be seen at the AuGlaize Village Farm Museum."

In the AuGlaize Village guidebook it states that "This building was once the residence of the lockkeeper on the Miami Canal, probably around 1850. Two canals came through the Defiance area; one was the Wabash & Erie Canal (with work being completed in this area in 1843); the other was the Miami Canal (with work also being completed about 1843.) The town of Junction, Ohio (south of Defiance) marks the joining point of these two canals. Behind the lockkeeper's house is a 250 foot section of canal at whose mouth is an old canal mile stone." Let it be noted here that the canal through Defiance was the Wabash & Erie Canal and when the Miami & Erie Canal joined it at Junction, Ohio, the portion of the Wabash & Erie from Junction to Toledo was taken over by Ohio as a part of the Miami & Erie Canal.



Above: Lockkeeper's House before rehabilitation.  
Below: Lockkeeper's House during rehabilitation  
Photos by Genevieve Noggle

I, Genevieve Noggle, believe that South Jackson Avenue is the only place our lockkeeper's house ever sat. Some think it was located downtown at Lock #37 and moved twice before arriving at South Jackson Avenue. Since it eventually became a family dwelling with other homes built around it, it makes sense that it was always there.

The lockkeeper's house at Lock #37 was probably demolished. It is unlikely that anyone would move it seventeen blocks since there was a lockkeeper's house already on South Jackson. To settle the matter, one should look in the Defiance Deeds Book, vol. 6,8,9,& 11. A Mr. Dodson owned the house when Virginia Lenhart bought it. I haven't had a chance to check out these sources.

Louis Simonis, who is a member of the Defiance County Historical Society, a local historian, and author of *Maumee River 1835* is the great-grandson of a boatman on the canal. He might be able to give a more defi-

nite original location to this house.

The AuGlaize Village file on the lockkeeper's house contains the following information:

The house is described as Greek revival, being 16'5" x 31' on the outside. It has three rooms, one in the front and two in the back. The front room had a railing to halve the room lengthwise. The front room was paneled and nailed horizontally while the back rooms were plastered.

Today, the front room's north, west and south walls from the lower edge of the windows to the ceiling still have the horizontal nailed panels. The remainder of the inside walls have been replaced. The paneling was a green color. Now the entire room has been painted white.

The building sits with its back to the north and its front door to the south. It also has a back door.

In the picture taken in November 2005 before any renovation was begun, there is a small window on the back end. This was in one of the two back rooms, which was thought to have been used as a kitchen long after the canal had ceased operation and when the building became a family dwelling. A tall window like the others replaced it during renovation.

Renovation began May 1, 2006, to replace a beam under the floor boards on the south end of the west side of the building. The only original beam is at the back end of the west side of the building. All the others were rotted and had to be replaced.

The lower outside boards had to be removed to replace the beams. They were found unsuitable to be placed back onto the building so the entire building received new siding.

The second picture taken in August 2006 shows the new siding and a sliding door located between the two windows. No door was there in November 2005. The door that was added is wide enough to allow floor looms to be brought inside when the building becomes the new spinning and weaving shop in AuGlaize Village. Still to be added are a porch and a ramp to make the building handicap accessible.

Dave Sproul, who will be the spinner in the shop, and I, who will be the weaver, plan to have brochures available for visitors who are really interested in canals. They will be able to see how small the lockkeeper's house was as well.

## I REMEMBER

I remember the discovery of the Gronauer Lock on the Wabash and Erie Canal near New Haven on June 4, 1991. Digging was being done to create the interchange for I-469 and Highway 24. Harold Gerig saw the timbers being thrown up on the bank as the backhoe was preparing the drainage ditch for fill dirt and he and his father were knowledgeable enough to make some calls and get the process started to stop the dig. It was a hot summer when Canal Society volunteers manned the site explaining how the lock was constructed and how it worked. These photos were taken in August of 1991 on a hot day. The young people digging out the mud were students at Indiana Purdue -Fort Wayne Campus. They invited us to help but we passed.

Steve Simerman



## NEWS FROM DELPHI

### 2007 Delphi Historic Trails Walks & Presentations

Hotline 765-564-6572

**Charles E. Gerard Memorial Walk** on High Bridge Trail - led by Mark Smith - March 10<sup>th</sup> 2 pm meet at the trail entrance across from Sherry Mears's farm

**Early Roads and Stagecoach Routes** - by Mark A. Smith and Brian Stirm - May 12<sup>th</sup> at 1 pm - meeting site to be announced. Take the trolley - see Prince William Road, Lexington, Burlington and S.R. 29

**Father's Day Transportation Fair** featuring forms of historic transportation - Coordinated by: Mark A. Smith and Brian Stirm - Sunday June 17<sup>th</sup> Bring the family to CANAL PARK from 2-7 pm

**Fort Wayne and Wabash Valley Traction Line Centennial Celebration** - Come ride the "Trolley" and see the full-scale model of an electric streetcar - July 1<sup>st</sup> at Canal Park in Delphi and Delphi Body Works parking lot -- TBA

**CANAL DAYS FESTIVAL** - Activities for all ages, walks, music, etc - July 7-8<sup>th</sup> Big street PARADE at 10 am on Saturday.

**James Whitcomb Riley Poetry Reading** by Mark A. Smith - July 21<sup>st</sup> - 2 pm. Somewhere out on the trails -- place to be announced

**IOOF Cemetery Walk**-with narration of canal era characters - Mark Smith - September 15<sup>th</sup>- 2 pm at IOOF Cemetery, north of Delphi.

**Early Founders and Settlers/Treaty of St. Mary's Walk** - Mark A. Smith - October 6<sup>th</sup> time 2 pm - Meet at parking lot across from Delphi Body Works

**A Walking Meditation** by David McCain - specialist in movement techniques - May 13<sup>th</sup> and October 14<sup>th</sup> time and place to be announced

**Physical Fitness Walks** by Lois Johnston, RN - Delphi Historic Trail System - April 28<sup>th</sup>, June 16<sup>th</sup>, July 7<sup>th</sup> and Sept. 8<sup>th</sup>—All walks beginning at 1 pm and leaving from the Canal Center in north Delphi.

**Sunday Walks** by Marlene Charlesworth. Place of departure TBA - July 15 (4 pm), August 12 (4 pm), September 30 (3 pm), October 21 (2 pm)

**Front Street Fancy** - A Walk Recounting the Notable leaders of the 1800s - **Narrated as we pass their fine homes along Front Street in Delphi.** TBA

### THE CANAL BOAT IS COMING

tra-la-la-la!

By Dan McCain

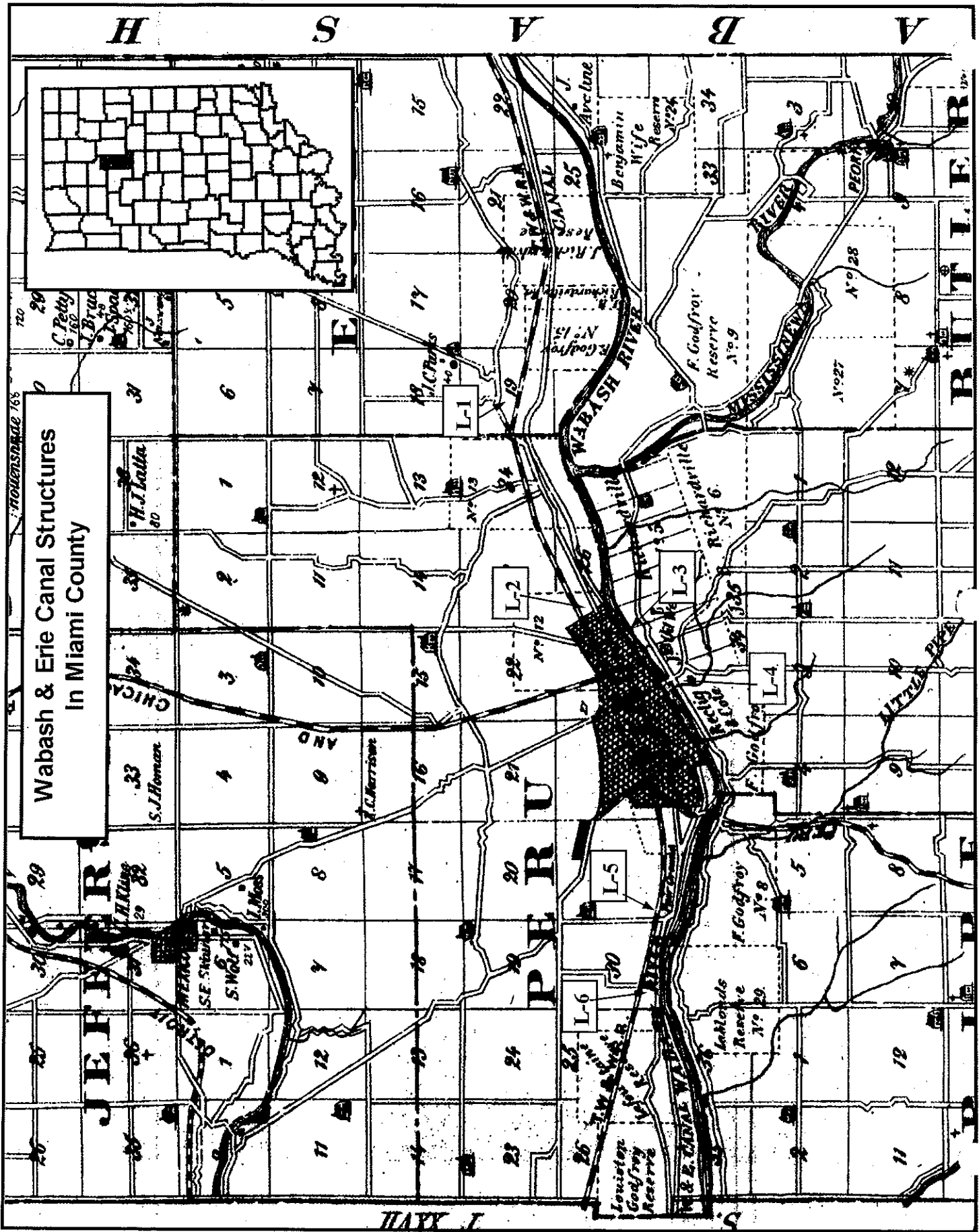
Delphi's rewatered section of the Wabash & Erie Canal will have a circa 1850s boat, replica warehouse built over the water and a functioning dock when the current planning phase is finished and construction is completed. This 'dream' by the Canal Association's Directors has been in their minds for many years. Costs for the complete project are estimated at about \$750,000. Significant grants and donated money have been received and the project is now in the design stage. This unique mode of transportation will bring many visitors to our Indiana community.

We don't see problems with getting the boat constructed now that the Department of Transportation can allow an offsite vendor to supply the boat itself through a general contractor who successfully bids the whole project. Onsite construction work for the dock and warehouse will require several seasons to complete.

Construction of the replica boat cannot be a product of the many volunteers normally busy with projects in and around Canal Park. The source of grant money will preclude building it with donated labor. However many of the supporting interpretive elements currently being planned will certainly be undertaken by our volunteers:

Expectation for completion of the whole enterprise is spring of 2009. The boat will be fashioned after one of the many popular boats that plied the waters of the canal when it was operating in it's heyday of the 1850s. It will be able to provide rides for up to 35 people at a time. An on board crew will provide the realism of canal era travel.

Some of the boat's amenities include an onboard restroom and a retractable canopy to protect visitors from direct sun and rain. The craft will be 9 ft. wide by 54 ft. long. Wheelchair accessibility is a must for boarding handicap participants. The experience can be spiked with special offerings like catered meals, 'wine and cheese' cruises or even weddings.



Wabash & Erie Canal Structures  
In Miami County

FEB 15, 2007

DETAILS OF WABASH & ERIE CANAL IN MIAMI COUNTY

Official distances in bold

X = Visible Remains or Marker

L = Locations

MI LINE COUNTY

72.0

72.5

74.0

75.5

76.0

78.0

78.5

79.0

83.0

86.0

GENERAL DESCRIPTIONS ROAD LOCATIONS

Wabash County Line

Maude Barret Creek (Omar Cole Park)

Schrom Creek

Daniel Creek

L-1

Creek East of Paw Paw Pike

At Paw Paw Pike

Shrock Creek (Country Club & Lovers Laned Rds)

L-2 Between Smith & Garfield streets

L-3 Just before feeder

X L-3 Peru - at Dam # 3

L-4 Peru - downtown

Peru at Miamisport

X L-5

X L-6 Prairie Creek (LaFontaine)

Low Ditch

4 miles below Peru west of Lowe Ditch

Cass Co Line

1847 REPORT & MISC DETAILS

Culvert No. 66

Culvert No. 67

Culvert No. 68

Lock No. 18 .1 mile E of Culv. 69

Culvert No. 69

Road Bridge No. 25

Culvert No. 70

Lock No. 19 "Buttermilk Lock"

Lock No. 20

Feeder from Peru Dam

Feeder Guard Lock - cut stone abutments

Dam No. 3 - across Wabash River

Road Bridge No. 26 Wayne & Benton St

Road Bridge No. 27 Broadway St

Road Bridge No. 28 "William Rayburn"

Culvert No. 71

Culvert No. 72

Old Stone House

Culvert No. 73

Culvert No. 74

Lock No. 21 "Miller's Lock"

TYPE SPANS / DIMENSIONS

Timber -box

Timber -box

Timber -box

Timber - Crlb

Timber -box

Timber -box

Timber -box

Cut Stone

Cut Stone

Timber -box

Timber -box

Arch - Stone

Timber -box

Wood - Frame

10 Ft x 18"

12 Ft x 3 Ft

10 Ft x 2.5 Ft

2

6 Ft Lift

3

12 Ft x 2.5 Ft

3

12 Ft x 2.5 Ft

6 Ft Lift

6 Ft Lift

15 Chains

11 Ft High

400 FT

6 Ft x 18"

3 Ft x 1 Ft

15 Ft Chord

12 Ft x 2 Ft

8 Ft Lift

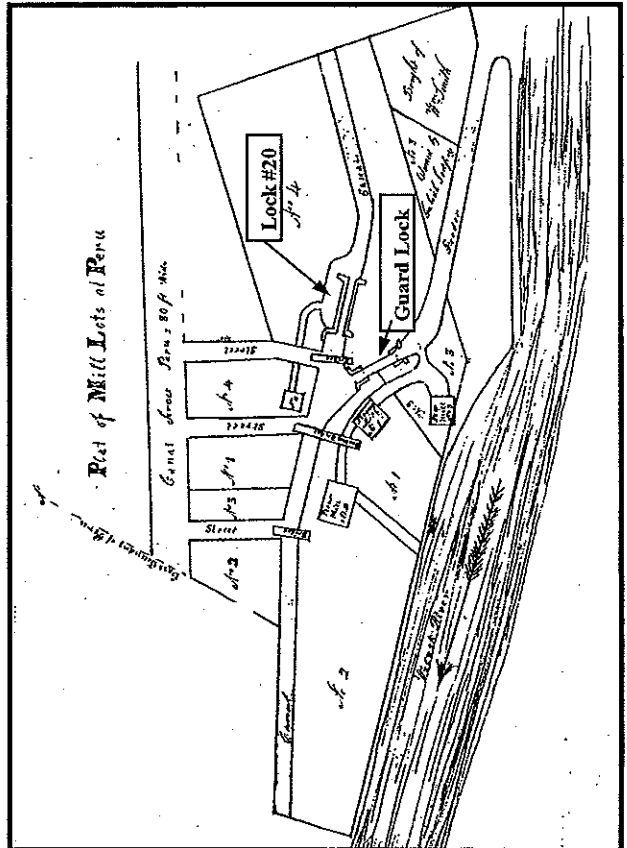
1 Chain = 66 Feet

**PLAT OF MILL  
LOTS AT PERU**

Recorded February 28, 1851  
at 2 o'Clock P.M. For 2#

Refer to Vol D Page 584

This was the plat of the land above the north side of Dam #3. The feeder canal fed water to both the mainline canal and to 4 mills. Note the guard lock and lock #20.



FEB 15, 2007

WABASH & ERIE CANAL BY INDIANA COUNTY

NO. 5 of 19 Counties

**MIAMI COUNTY**

ESTABLISHED : January 2, 1834  
 NAMED FOR: Miami Indian Nation  
 SIZE: 376 sq miles  
 CANAL TOWNS : Peru 1834  
 Miamisport 1828 - part of Peru

**COUNTY SEAT - PERU**

ESTABLISHED : July 4 1834  
 FOUNDER : William Hood  
 NAMED FOR : Country in S. America  
 NICKNAME :  
 W&E reached here July 4, 1837  
 Indiana - Dana Columbia, Captain

PERU  
 POPULATION TRENDS:  
 1840  
 1850 1266  
 1860 2506  
 1870 3617  
 Est. 2005 12732

**SUMMARY OF STRUCTURES IN MIAMI COUNTY**

LENGTH OF CANAL IN COUNTY  
**14 = MILES**

	<u>LIFT</u>	<u>QTY</u>	<u>NUMBERS</u>
Stone Locks	12.0	2	No. 19 - 20
Timber Locks	14.0	2	No. 18 & 21
County Totals	<b>26.0</b>	<b>4</b>	
Guard Locks		1	
Other Locks			
Aqueduct - Open			
Aqueduct - Covered			
Stone Arches		1	No. 73 - Prairie Creek
Timber Arches			
Box Culverts		8	NO. 66-72 & 74
Feeders to main Canal		1	
Slackwater Crossings		1	
Dams		4	No. 25-28
Road Bridges			

CANAL TOWNSHIPS

Erie  
 Peru  
 Peru & Miamisport

TOWNS

WATERWAYS  
 Maude Barret Creek  
 Schrom Creek  
 Daniel Creek  
 Unnamed creek East of Paw Paw Pike  
 Shrock Creek (Country Club & Lovers Laned Rds)  
 Prairie Creek (LaFontaine)  
 Lowe Ditch

-CANAL LEVELS

Lock 18 Paw Paw Pike TO Lock 19  
 Lock 19 East Peru TO Lock 20  
 Lock 20 Peru Dam TO Lock 21  
 Lock 21 Miller's Lock TO Co Line & Lewisburg Lock