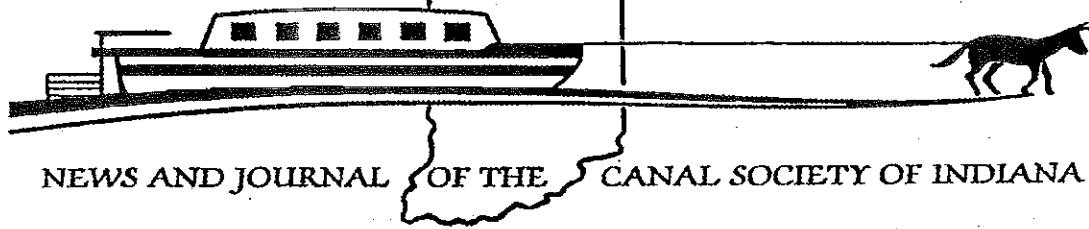


THE
HOOSIER-PACKET

ISSN 1545-421



VOL. 6 NO. 6

P.O. BOX 40087 FORT WAYNE, IN 46804

JUNE 2007

STRUCTURES INVESTIGATED

**CELEBRATING
OUR
25TH
ANNIVERSARY**



It is thought that these lock hangers once held the timbers and planking inside composite Lock #4, also called Berweise's Lock, of the Whitewater Canal and floated into a farmer's field.

Photo by Chuck Whiting

Features

1. W & E Canal Marked At Elnora
3. Navigation Channels On Michigan's West Coast
5. Lake To Lake Ship Canal.
6. Canawlers At Rest: David Guard
9. Cooper's Lock #7 Whitewater Canal Located
10. Whitewater Canal Investigations
11. Whitewater Canal Scenic Byway
12. Community Foundation Awards Grants, I Remember, 1841 Albert S. White, Canal Packet, Sunset Upon The Prism
13. Turkey Run History Published
14. CSO Tours Muskingum Navigation
16. W & E Canal In Wabash County
19. News From Delphi: Canal & Trail Volunteer Callout, W & E Boat Back In The Canal
20. The Canal & The Cumberland/National Road
20. Culvert #151 Cross Cut Canal Timbers Uncovered

W & E CANAL MARKED AT ELNORA

A public dedication ceremony for an Indiana state historical marker honoring the Wabash and Erie Canal was held on April 14, 2007 at 10:00 a.m. EDST, at the intersection of State Road 57 and State Road 58 in Elnora, Indiana. For more than 80 years the Indiana Historical Bureau, an agency of the State of Indiana, has been marking Indiana history. Historical markers commemorate significant Indiana individuals, places, and events, and they help communities throughout Indiana promote, preserve, and present their history for the education and enjoyment of residents and tourists of all ages.

EDITOR: CAROLYN SCHMIDT

5205 WAPITI DR FT WAYNE IN. 46804

260 432-0279

THE HOOSIER PACKET - JUNE 2007

Since 1947, the marker format has been the large roadside marker, which has the familiar dark blue background with gold lettering and the outline of the state of Indiana at the top.

The new marker recognizes part of Indiana's developing transportation and commerce system in the mid-1800s. It reads:

"Wabash and Erie Canal"

A canal from Terre Haute to Evansville authorized 1846. Maysville Division along White River was over 23 miles long from Newberry through Owl Prairie (now Elnora) to Maysville; part of it paralleled what is now S.R. 57. Contracts were let June 1849. Construction was delayed by cholera outbreaks among workers, many of whom were Irish immigrants. Navigation between Newberry and Maysville opened June 1852. By 1853, Wabash and Erie Canal, America's longest at approximately 460 miles, linked Lake Erie at Toledo, Ohio with Ohio River at Evansville. By 1860, most of southern section no longer used because of repair costs and railroad competition. Entire canal in Indiana sold at auction 1876.

There are approximately 500 of these markers across the state. Today, the history related on them also reaches a worldwide audience via the Internet.

The Canal Society of Indiana wishes to thank the Indiana Historical Bureau and those in Daviess

County	Date	Title
Allen	2003	Gronauer Lock No. 4
Allen	1992	Wabash & Erie Canal Ground-breaking
Carroll	1992	Wabash & Erie Canal
Cass	1966	Wabash & Erie Canal
Clay	1999	Crosscut Canal
Clay	1999	Crosscut Canal Eel River Feeder Dam
Dearborn	1999	Canal Junction
Fayette	1966	The Whitewater Canal
Fountain	1997	Attica & Covington Canal Skirmish
Franklin	19??	Whitewater Canal
Hamilton	1994	The Central Canal
Huntington	1973	Canal Landing on Washington Street/Jefferson Park Mall
Huntington	1972	Forks of Wabash
Huntington	1997	Wabash & Erie Canal Lock 4
Marion	1966	The Central Canal
Marion	1998	Romanian Orthodox Church
Marion	1992	Site of the Central Canal
Noble	1992	Sylvan Lake
Parke	2004	Christmas (Noel) Dagenet
Parke	1966	Wabash & Erie Canal
Pike	1992	Wabash & Erie Canal
Pike	1976	Wabash & Erie Canal Completed 1853
Tippecanoe	1998	Centennial Historic District
Vanderburgh	1947	Wabash & Erie Canal
Wabash	1992	Paradise Spring Treaty Ground
Wayne	1992	Cambridge City

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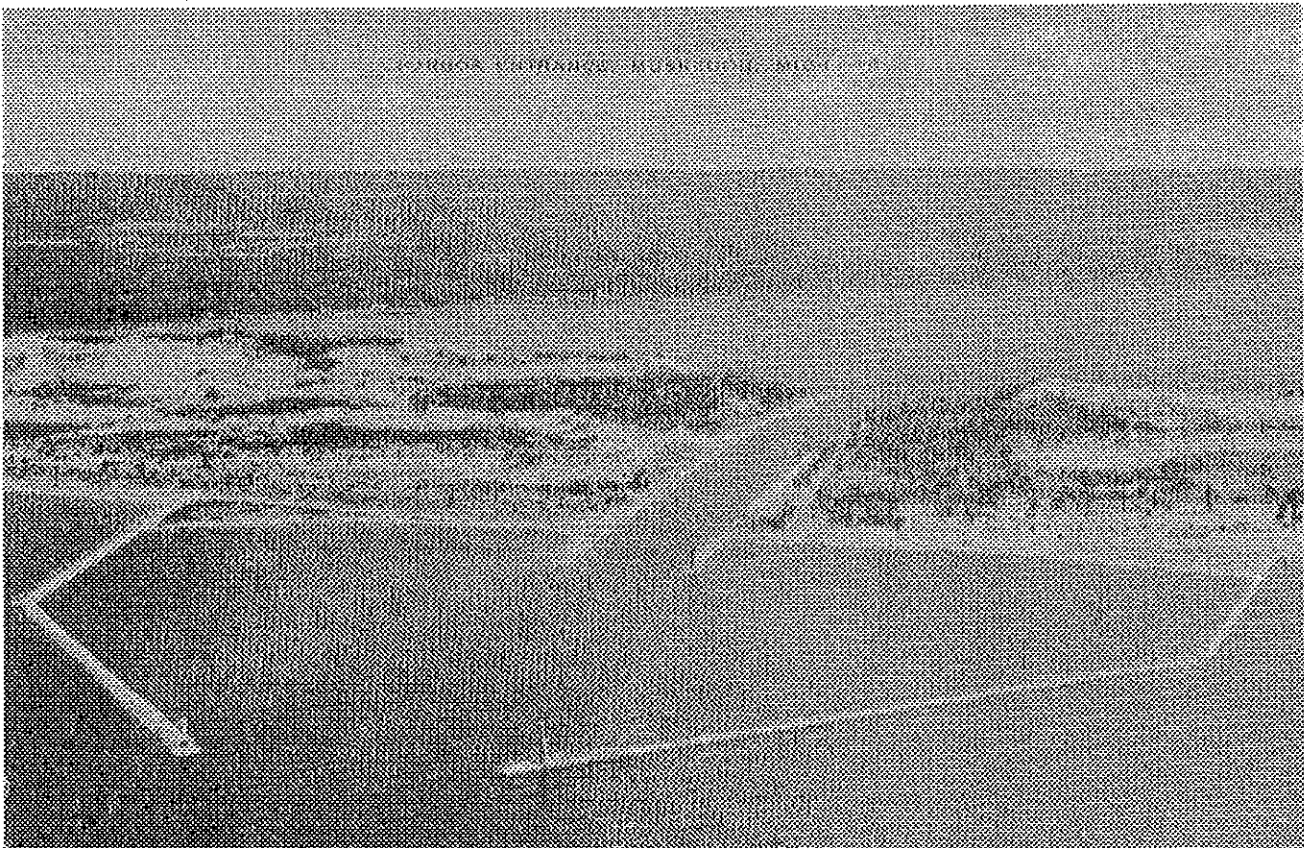
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NAVIGATION CHANNELS CONSTRUCTED TO CONNECT LAKE MICHIGAN WITH COASTAL AND INLAND LAKES ON MICHIGAN'S WEST COAST

by Richard F. Brown, Jr., AICP

One of the unique topographic features of Michigan's west coast is a series of inland and coastal lakes which are separated from the larger Lake Michigan by narrow ridges of sand dunes and/or spits of land. The lakes are often, in reality, drowned river mouths. Drowned river mouths are formed over time by alternating water levels on Lake Michigan and by shifting sand dunes, which form land barriers that partially or entirely block the river mouth (Albert). In many cases, the natural outlet channels were small meandering streams, which were too narrow or shallow to allow for commercial navigation.

During the settlement of the state, especially during the lumber boom, these barriers inhibited shipping opportunities for those communities that grew up on the smaller water bodies. To enhance commerce, as well as safety since these lakes provide refuge from fierce Great Lake storms, new navigation channels were constructed through or around the obstructions. Below is a postcard depiction of the channel connecting Lake Michigan with Muskegon Lake.



Historic Postcard Depiction of the Muskegon Navigation Channel (E.C. Kropp Company)

The following chart lists each navigation channel, along with its location, year constructed, and connecting features. Of the ten channels listed, eight connect drowned river mouth lakes to Lake Michigan.

NAVIGATION CHANNEL	PLACE	COUNTY	YEAR BUILT*	CONNECTING LAKE (Lake Acreage)	DROWNED RIVER MOUTH
Charlevoix	Charlevoix	Charlevoix	1874	Round Lake (63 acres) and Lake Charlevoix (17,260 acres)	Pine River
Frankfort	Frankfort	Benzie	1859	Lake Betsie (unknown)	Betsie River
Arcadia	Arcadia	Manistee	1893	Arcadia (Bar) Lake (unknown)	N/A
Portage Lake	Onekama	Manistee	ca 1870	Portage Lake (2,110 acres)	N/A
Manistee	Manistee	Manistee	1867	Manistee Lake (929 acres)	Manistee River
Ludington	Ludington	Mason	1870	Pere Marquette Lake (606 acres)	Pere Marquette River
Pentwater	Pentwater	Oceana	1855	Pentwater Lake (482 acres)	Pentwater River
White Lake	Whitehall	Muskegon	1866	White Lake (2,570 acres)	White River
Muskegon	Muskegon	Muskegon	ca 1850	Muskegon Lake (4,150 acres)	Muskegon River
Macatawa	Holland	Ottawa	1860	Lake Macatawa (1,780 acres)	Macatawa River

* Year built refers to the year the first navigation channel was constructed at the current location.

The extent of shipping traffic that utilized these navigation channels during the lumber boom (1840-1900) can be demonstrated by Arcadia, Michigan, one of the smaller ports on the list. In 1900, more than 514 large vessels utilized its harbor and channel (www.arcadiami.com). After the lumber era concluded, the diverse commerce shipped through Muskegon's navigation channel at times exceeded 2,000,000 tons a year and primarily consisted of coal, gasoline, sand, railroad cars, and automobiles (E.C. Kropp Co.). Today, while commercial shipping continues to take place at several of the harbors, the majority of these ports principally serve recreational boat traffic.

Of the cities listed above, Frankfort, Ludington, and Muskegon have each served as important launching points for trans-Lake Michigan car (rail and auto) ferry operations. Ludington and Muskegon continue this tradition today, with the S.S. Badger connecting Ludington with Manitowoc, Wisconsin and the Lake Express linking Muskegon with Milwaukee. Both operate late April/early May through October. In addition, Beaver Island Boat Company provides passenger and auto ferry service between Charlevoix and Beaver Island from April through December.

While the navigation channels connecting Lake Michigan with adjacent inland and coastal lakes do not have the locks or other structures typically associated with canal development, they had the same economic and geographic impacts as navigation canals built along river valleys. Both directly affected settlement patterns, opened up previously inaccessible areas to water borne commerce, and spurred new development.

SOURCES:

Albert, Dennis A., *Between Land and Lake: Michigan's Great Lakes Coastal Wetlands*, Michigan Natural Features Inventory, December 2003. <http://www.cr.nps.gov/maritime/light/ludingbk.htm>

ask@charlevoixlibrary.org (Linda Adams, Librarian) <http://www.cr.nps.gov/maritime/light/muskbrw.htm>

E.C. Kropp Company., postcard of Muskegon Harbor Entrance, Milwaukee, no date given. <http://www.dnr.state.mi.us/PUBLICATIONS/PDFS/ifr/ifrlibra/status/waterbody/00-9.htm>

<http://www.arcadiami.com/Exhibits/Shipping/Channel%20Opens/ChannelOpens.htm> <http://www.epa.gov/glnpo/sediment/Manistee/index.html>

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http://www.michigan.gov/hal/0,1607,7-160-17451_18670_18793-53133--,00.html

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<http://www.pentwater.org/historyaboutpentwatermichigan.html>

<http://www.ssbadger.com/schedule/schedule.html>

<http://www.terrypepper.com/Lights/michigan/charlevoix/charlevoix.htm>

<http://www.terrypepper.com/Lights/michigan/frankfort/frankfort.htm>

<http://www.terrypepper.com/Lights/michigan/ludington/ludington.htm>

<http://www.terrypepper.com/Lights/michigan/mainsteemain/manisteemain.htm>

<http://www.terrypepper.com/Lights/michigan/pentwater/>

<http://www.terrypepper.com/Lights/michigan/whitehall/whitehall.htm>

<http://www.whiteriverlightstation.org/articles.asp?action=detail&ArticleID=8&ArticleCatID=3>

<http://72.14.203.104/search?q=cache:qTwsZ2CizAEJ:www.tourism.msu.edu/TAP/Inventory/In-Lakes-Boating.doc+pentwater+lake+dnr&hl=en&gl=us&ct=clnk&cd=14>

LAKE TO LAKE SHIP CANAL

The following article about a proposed ship canal in northern Indiana, which was never built, came from *The Griswold-Phelps Handbook and Guide to Fort Wayne, Indiana* that was published by B. J. Griswold and C. A. Phelps in 1914 and sold for 25 cents. It was submitted by CSI treasurer, Jim Ellis, and quoted in its entirety.

"The proposal to construct a ship canal from a point on Lake Erie at or near Toledo, Ohio, across northern Indiana to a place on Lake Michigan, near Chicago, is one of the great engineering enterprises now concerning the United States government and the central states. Fort Wayne is the centre of activity for the great transportation project, and this will doubtless be the chief city on the route of the proposed waterway. On Nov. 7, 1907, a call signed by D. N. Foster, C. S. Bash, C. H. Worden, B. Paul Mossman, H. J. Hoeltje and T. J. Logan, summoned the citizens of Ft. Wayne to attend a mass meeting at the assembly room of the court house, to consider matters "Pertaining to the proposed development of the Maumee river from Ft. Wayne to Lake Erie for navigation purposes." The meeting, held Nov. 16, was addressed by Judge Robert S. Taylor, of Fort Wayne, long a student of inland waterways and a member of the Mississippi River commission. P. A. Randall presided at this meeting, and at a subsequent time became the president of the Toledo, Ft. Wayne and Chicago Deep Waterways Association. He is recognized as the man most active in the promotion of the great enterprise. To Frank B. Taylor belongs the honor of suggesting a complete waterway connecting Toledo and Chicago, by way of Ft. Wayne; he followed his suggestion with a pamphlet which, printed by the thousands, has been spread broadcast throughout interested sections of the central states. By 1910 the government became so thoroughly interested in the movement that a mass meeting was held at Princess rink, attended by men of national repute as the chief speakers. Through the efforts of Congressman C. C. Gilhams, and later, Congressman Cyrus Cline, much good was accomplished in Washington tending toward national assistance. Capt.

Charles Campbell, of New York, engaged to assist in pushing the project, accomplished much good by securing the co-operation of commercial interests in Chicago and Toledo. Preliminary surveys were made under the direction of the United States Army department, the work being done by Col. John Mills and Col. G. A. Zinn. In November 1911, the National Waterways commissions visited the region, and conducted a public hearing in this city. The commission, composed of Senator T. E. Burton, Hon. D. S. Alexander and Hon. J. A. Moon, was accompanied by army engineers. Following the visit a thorough survey was ordered and completed by army engineers. Subsequent events have given every assurance that the great project is to become a reality. Chief among the claims for the construction of the canal are the following: Shortening the water route between the east and the west, and thus reducing the cost of freight transportation. Solving the shipping terminal problems which the railroads are unable to do because of the difficulty of securing proper terminals in the large cities on account of the prohibitive prices of ground. The impossibility of railroads constructing additional east and west lines to care for the ever-increasing demands of shipping interests. The lengthening of the water-route shipping season by the opening of canal route at an earlier date in the spring and continuing to a later date in the fall than is now possible by the north water route between Toledo and Chicago by way of Detroit river, Lake St. Clair, Lake Huron and Lake Michigan.

"The cost of the completed canal is estimated at from \$30,000,000 to \$40,000,000.

"Among those not already mentioned and who have given of their time, energy and money to further the canal project may be mentioned T. E. Ellison, Maurice Niezer, C. R. Lane, Senator Shively, Senator Kern, Congressman J. A. M. Adair and Senator S. B. Fleming."



CANAWLERS AT REST

DAVID GUARD

b. 1788
d. June 22, 1850

By Charles A. Whiting, Jr.

Researching the Whitewater Canal for his master's thesis at Ball State University, Don Burden found that David Guard contracted for Sections 6 and 7 of the canal on May 3, 1837. His research also shows payment to Guard and Company for this work. After reading his paper I, Chuck Whiting, decided to find out more about David Guard.

In 1790, Alexander Guard, his wife Hanna and their four children, whose names were Timothy, David (our subject), Ezra and Bailey, landed at the settlement of North Bend in the Northwest Territory (later Ohio) after emigrating from New Jersey. This was the year after the first settlers arrived there and one and a half years after the settlers arrived at what is now Cincinnati. They stayed a few years and in 1793 moved to Hayes Station at the mouth of the Great Miami River. At the time the area known as the "Big Bottom" was not really safe for families. After a few more years there they moved to Dearborn County, Indiana, in 1796.

Although three of the Guard brothers lived on farms in the Big Bottom, David Guard married Beulah Miller, the daughter of Thomas Miller, who was also an early settler of the valley, and they resided in Lawrenceburg. They were the parents of twelve children. At least two of these children died at young ages. Their sons Silas died on October 11, 1824 at the age of fourteen and David died on March 26, 1834, in his fourth year. The boys are buried in the Guard Family Cemetery.

In 1802 Captain Samuel C. Vance founded the town of Lawrenceburg in Dearborn County. It became the seat of justice in 1803 and is Indiana's fourth oldest city. Lawrenceburg grew rapidly from the year 1812 to 1820. According to an 1885 history David Guard was

one of its principal businessmen in a list of 35.

Guard was also one of thirteen men of enterprise who began the New Orleans trade via river flatboats. "They bought up all the surplus produce, paying for it in silver money, and that too when people needed it the most. Jacob Hays, (one of the thirteen) was a very active and prominent trader on the river (Ohio and Mississippi Rivers) from 1820 to 1848, having from two-five flatboats on the river at any one time." Guard continued in flatboating for twenty-five years.

Besides Guard's interest in the New Orleans trade in 1820, that year he was also a director of the Farmers and Mechanics Bank, the first banking institution of the early village of Lawrenceburg. On January 6, 1820, he opened his home to the ladies of the town for a meeting at which they organized a female Sunday School.

On January 4, 1830, Guard attained the lease for a saline spring in Dearborn County from the State of Indiana. The tenants were allowed to remain on the property. In the papers of Noah Noble this is mentioned as a dispute over ownership with the tenants who were later trying to purchase it from the government.

Guard served in the Indiana State House from 1833-34, lost for State representative in 1834, and was elected again for 1836-37. He was an anti-Jackson Whig.

Guard is mentioned in Calvin Fletcher's Diary as the Dearborn County representative for reorganizing the state bank. On January 9, 1834 he had dinner with Governor Noah Noble and other Indiana legislators concerning state banking. In 1834 the second State Bank of Indiana was chartered with ten branches, one of which was in Lawrenceburgh. He became the director of that branch.

In a letter written to Indiana Senator John Tipton on January 13, 1834, Guard urged the senator to seek federal aid for a canal or railroad in the Whitewater Valley. He stated that if Congress did not react favorably it "surely will not charge us for asking — in as much as all states are in the habit of begging." Previously President Andrew Jackson had vetoed similar legislation (Maysville Road in Kentucky, May 1830) saying that it was of regional versus national interest.

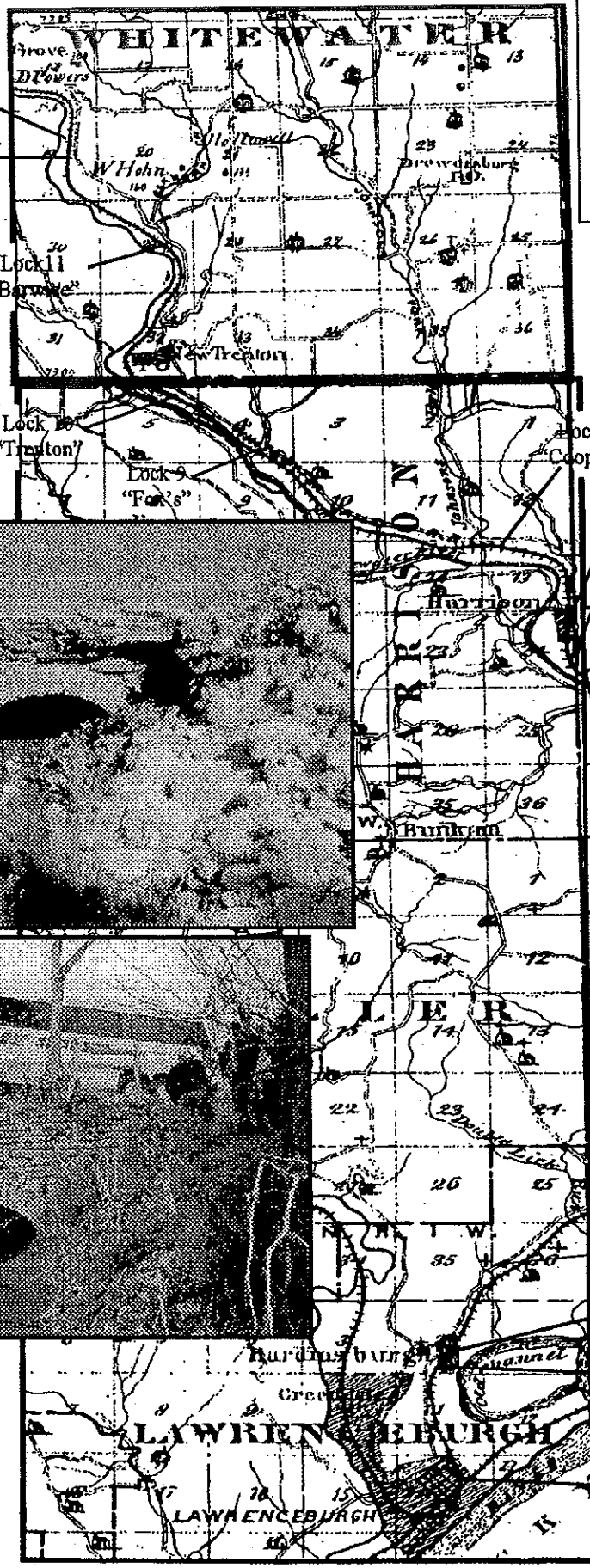
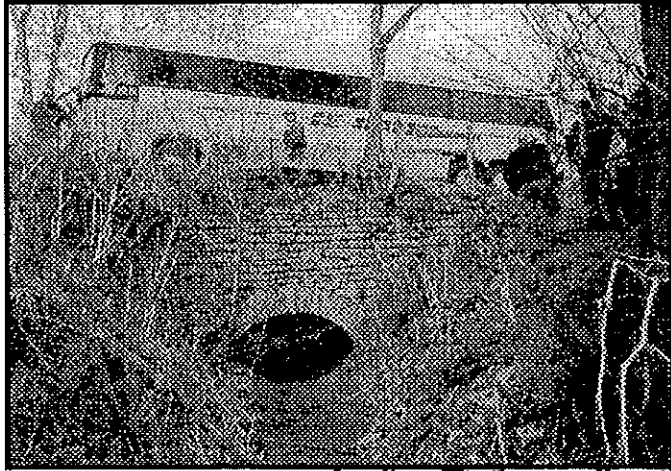
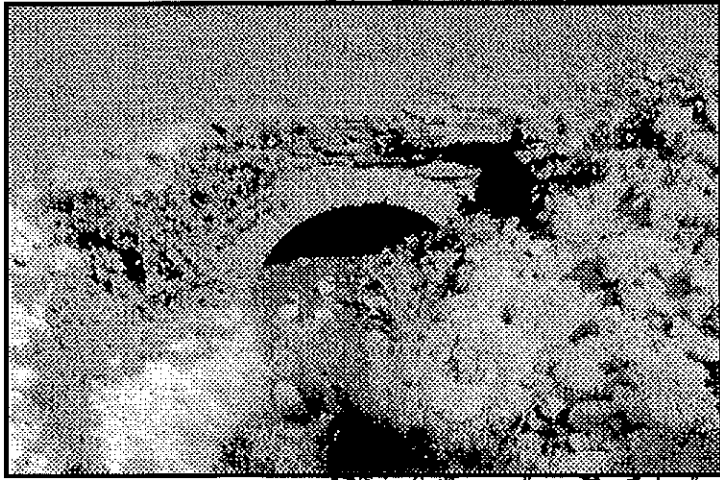
Following his stint in the State House, Guard became a Whitewater Canal contractor. His May 3, 1837 contract included a road bridge and culvert of 8 ft chord in Section 6 and a waste weir and culvert of 8 ft chord in Section 7. The latter being the culvert known as Possum Run Culvert along Oberting Road in Green-

A PORTION OF DEARBORN COUNTY INDIANA

1786
Illustrated Historical Atlas by
Baskin, Forster & Co.

POSSUM RUN CULVERT
Top: Northwest facing
Oberting Road
Bottom: Southeast facing
toward Ohio and
Ohio River

Photos by Bob Schmidt



Map by Bob Schmidt

POSSUM RUN CULVERT

dale, Indiana. Those attending the "Canal Passages" fall tour in 2006 saw this culvert.

Although Guard was not a church member, he was a Methodist by faith. He also was a merchant and a farmer.

Notice of David Guard's death was in the June 22, 1850 newspaper without additional details. He is probably buried in the Guard Family Cemetery located on Whispering Woods Drive, in Greendale, Indiana, near the section of canal for which he contracted. Many of the stones in the cemetery are down or partially buried. Most likely there are many other stones that are completely lost. We know two of his children are buried there. Burials were made there from 1824 to 1885.

Sources:

Burden, Donald R. *The Whitewater Canal Historic Corridor Guide*. Muncie, IN: Ball State University, 2006.

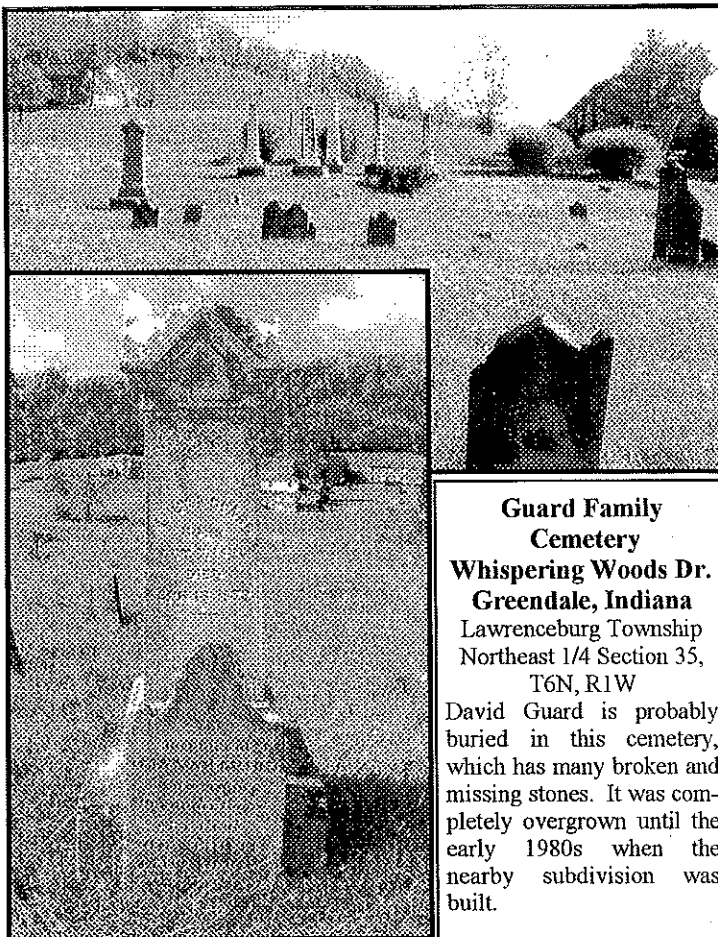
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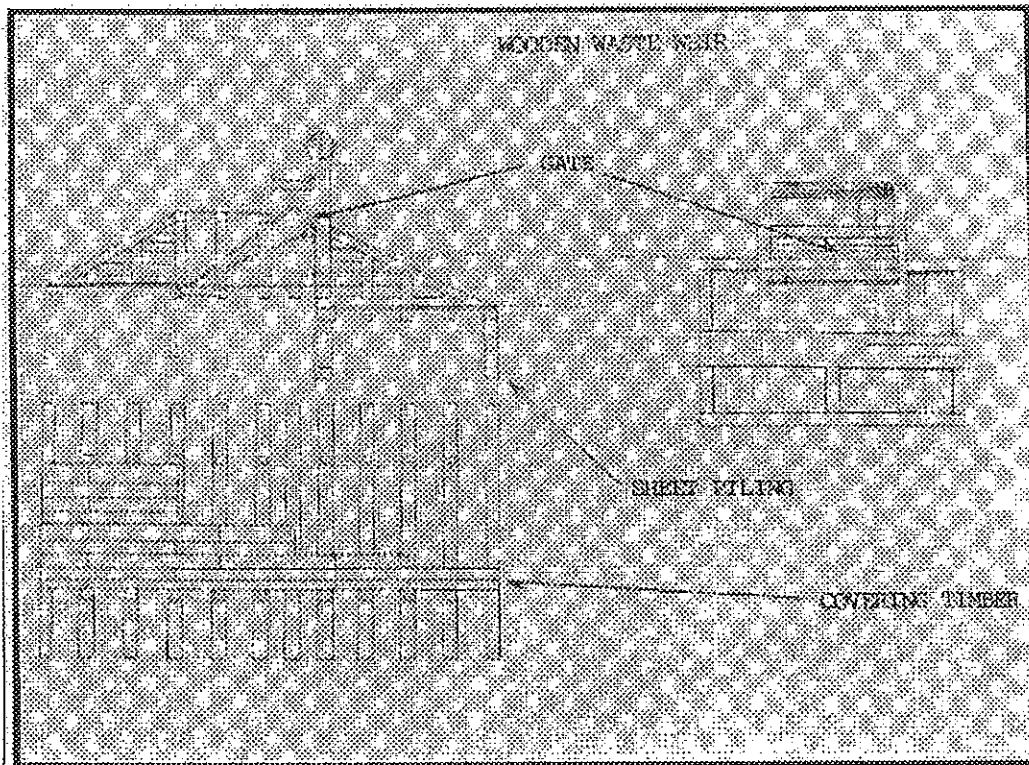
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History of Dearborn and Ohio Counties, Indiana. Chicago, IL: F. E. Weakley & Co., Publishers, 1885.

Schmidt, Carolyn. "Canal Passages:" *Whitewater Canal, Cincinnati & Whitewater Canal, Hagerstown Extension*. Ft. Wayne, IN: Canal Society of Indiana, 2006.



Guard Family Cemetery
 Whispering Woods Dr.
 Greendale, Indiana
 Lawrenceburg Township
 Northeast 1/4 Section 35,
 T6N, R1W
 David Guard is probably buried in this cemetery, which has many broken and missing stones. It was completely overgrown until the early 1980s when the nearby subdivision was built.



A wooden waste weir was a structure that was built into the canal bank to allow a controlled amount of water out of the canal channel. This device kept the channel at the proper depth. When heavy rains came the canal filled up with water and the extra water pressure could cause breaches in the canal if not released. The gates of the weir could be raised or lowered.

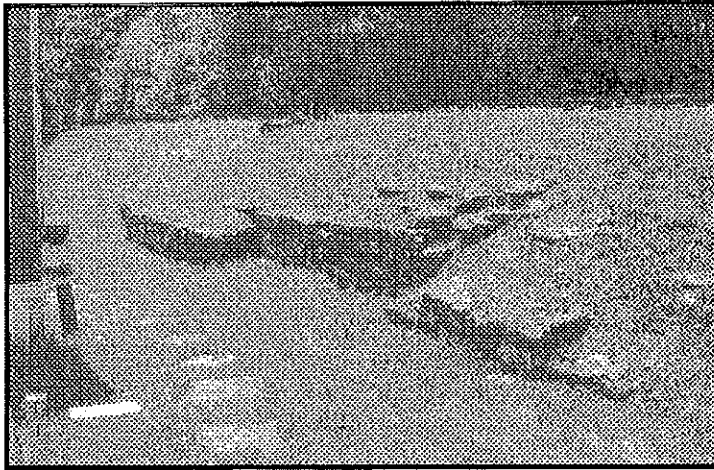
Diagram by Stan Schmitt

COOPER'S LOCK #7 WHITEWATER CANAL LOCATED

Charles (Chuck) Whiting has located Cooper's Lock #7 of the Whitewater Canal at Johnson's Fork, a creek in the Whitewater Valley. It is north of Marshall' Lock #8, which was probably under Snowflake Mills and now under highway improvements according to Paul Baudendistel. Fox's Lock #9 was probably in the vicinity of a little brick tavern that has fallen down and was seen on the CSI's fall tour last year. There are slight ruins of Lock #10 at New Trenton.

Photos by Chuck Whiting





Godley's Lock #6 Photo by Chuck Whiting

farm of Bob Lehter on Lawrenceburg Road where we believe Lock #4 once existed. (According to an article in the Batesville "Herald Tribune" of December 10, 1937 by Charlie Wesler, Lock #4 was called Berweise's Lock.) We didn't find the lock, but we did see iron lock hangers that Bob found in different parts of his field. The hangers apparently floated downstream with the lock liner timbers (planking) in one or more floods of the area. Paul said all of the lock hangers he had seen from other locks had the end embedded in the stone bent in an "L" shape instead of the way these were formed. Paul had brought a lock hanger with the bent end with him to show us the difference.

WHITEWATER CANAL INVESTIGATIONS

By Charles Whiting, Jr.

Since I have been working on the Whitewater Canal Scenic Byway project, I have been investigating everything in the area concerning the Whitewater Canal. Paul Baudendistel advised me on where to find Cooper's Lock #7, which is pictured on the previous page. It is described in Don Burden's master's project "The Whitewater Canal Historic Corridor Guide" as follows:

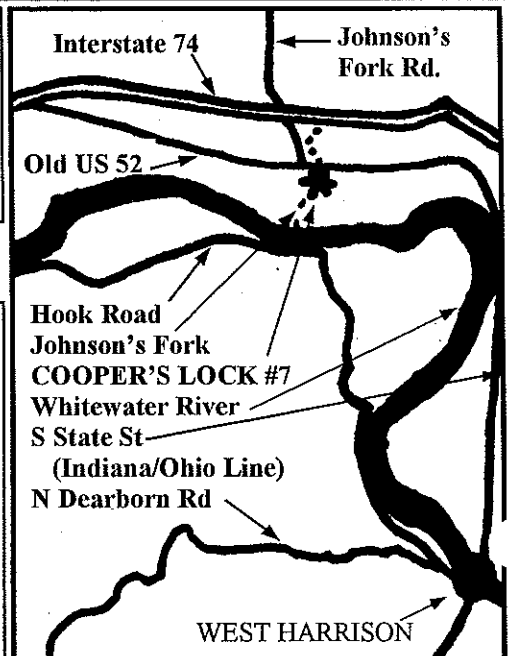
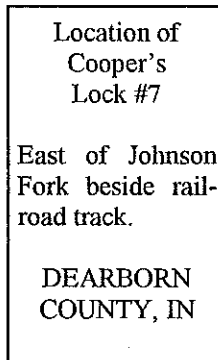
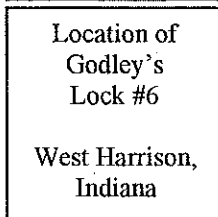
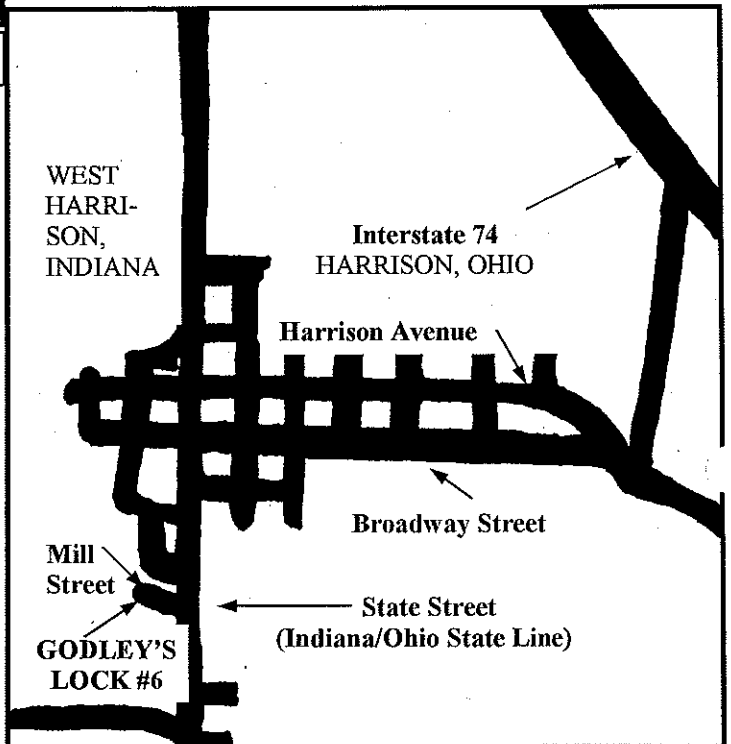
"Lock 7, also known as "Cooper's Lock," required an eleven foot lift. It appears that engineers for the Whitewater Canal did not exceed the eleven foot lift mark...

"Segments of Cooper's Lock remain to this day. Though badly deteriorated the overall configuration of the lock is still discernable. The surviving course rubble limestone walls reveal that Cooper's lock was of the combined variety. The lock's stone probably came from 'R. Garner's quarry up Johnson's Fork,' where prospective contractors were instructed to look for stone."

Godley's Lock #6 was also described in Burden's paper:

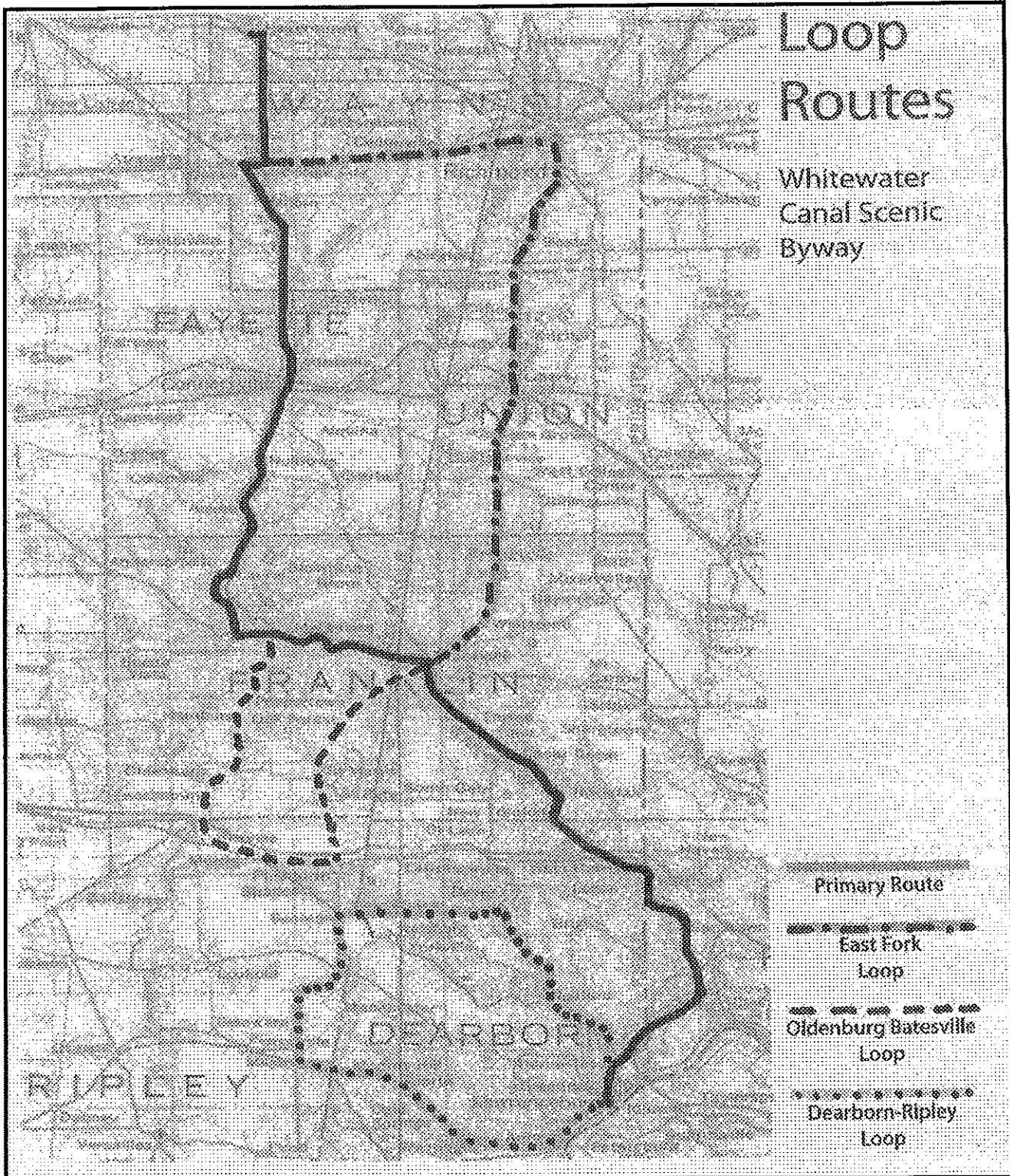
"Miraculously, a section of wing and chamber wall still remains from lock 6. Now located in a trailer park the limestone blocks simply act as a retaining wall between the road bed of the railroad tracks and the backyard of a mobile home. A few of the iron lock wall hangers still protrude from the rubble stone near the hammer dressed wing wall, indicating that lock 6 was a combined lock. These limestone blocks most likely originated from B. F. Looker's quarry, where prospective contractors for section 26 were instructed to look for such material."

Don Burden, Paul Baudendistel and I visited the



WHITEWATER CANAL SCENIC BYWAY

Plans for a proposed Indiana Byway, the Whitewater Canal Scenic Byway, have been made by a regional steering committee under the chairs of Candy Yurcak and Gail Ginther. The committee is composed of county representatives from Dearborn, Franklin, Union, Fayette, and Wayne counties in Indiana, Harrison county in Ohio, Whitewater Canal State Historical Site, Whitewater Canal Trail, HLF/INRA, and local historian Paul Baudendistel. CSI members on the committee are Phyllis Mattheis, Ron Morris, and Chuck Whiting. A Whitewater Canal Scenic Byway Nomination has been written and submitted. A Whitewater Valley Regional Stakeholders Meeting was held March 22, 2007, at 7 p.m. at the Hearthstone Restaurant in Metamora to discuss regional strategies and overview the Whitewater Valley Regional Interpretive Park site, its assets and amenities. Map of proposed routes:



**COMMUNITY FOUNDATION
AWARDS GRANTS**

The Community Foundation of Greater Ft. Wayne has awarded \$60,000 in two grants to Aboite New Trails, an organization building trails in Southwest Allen County, Indiana.

1. The Wabash & Erie Canal Towpath Trail linking the Ft. Wayne Rivergreenway to Aboite Trails has \$50,000 earmarked for planning and design. Phase 1 of the four phase construction is underway. Once complete it will help create a 25-mile stretch of multi-use trail from New Haven, Indiana, to the Aboite Trails System. Aboite New Trails has previously raised over \$921,000 to aid in its construction.
2. The other \$10,000 is to be used to support agency and administrative costs of the Aboite New Trails organization. To date the organization has secured funds of over \$7,000,000 from individuals and organizations for both Towpath Trail and Aboite Trails development. There are 6.4 miles of Aboite Trails completed with 5 miles slated for completion in 2007.



I remember I had never heard of the Canal Society of Indiana until Bob and Carolyn Schmidt spoke to us at Settlers* on February 9, 2006. Together they made life in canal days come alive! We became members and now excitedly read each *Hoosier Packet* from front to back. Thanks for all your time and hard work! It is appreciated. Marilyn Bulmahn

*Settlers, Inc. is an organization in Ft. Wayne, Indiana, that teaches pioneer life and crafts to its members and presents demonstrations to school children.

**1841 IN THE NEWS
Albert S. White Canal Packet**

The Albert S. White of Lafayette is a new and superb canal packet. Built at this place for the Wabash and Erie Transportation Company. She was to leave port yesterday for Fort Wayne, there to receive her furniture etc., and we venture the opinion that when fitted-out she will "take the shine off" of anything in her line to be

met with "in these diggings."

She is commodious, and her apartments so arranged as that there can be no danger of indiscriminate mingling up of male and female passengers and crew, as is sometimes necessarily the case in boats of bad construction.

Tippecanoe Journal & Lafayette Free Press. Sept. 15 1841

The first boat to pass the entire length of the canal was the Albert S. White, with Cyrus Beldon of Toledo as Captain. 226 miles.

Bye Gone Memories of Wabash County. 1976. Wabash Bi Centennial

**Sunset Upon the Prism
By Richard F. Brown, Jr., AICP**

On board a wooden packet
Downstream of Lagro lock
Due 'morrow in Logan's city
To unload a shipper's stock

Drawn aside the great Wabash
Grand trees adorn its shores
Amongst this verdant basin
Home to patchwork sycamores

As the muggy evening wanes
And the sun begins to set
Shadows traverse the prism
Tempering the labor's sweat

Variable hues extend forth
From sky to earth's domain
Tinting the placid waters
Within the navigation plane

Stillness cloaks the channel
As fireflies take first flight
Chorus frogs and crickets
Sing out in joyous delight

As the beacon settles forth
Beneath the broad horizon
Twilight secures its foothold
For each nocturnal denizen.

**CANAL SOCIETY OF OHIO
TOURS THE MUSKINGUM NAVIGATION**

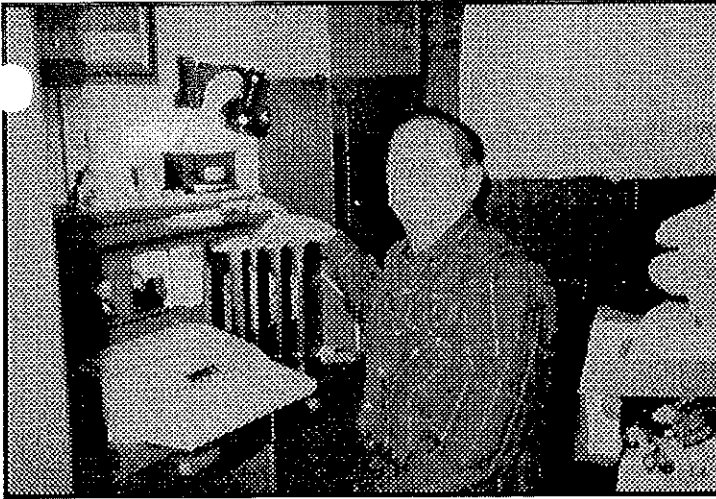
The Muskingum Navigation from Symmes Creek and Ellis Dam to McConnelsville was toured by the Canal Society of Ohio on April 14, 2007. This tour complemented a previous tour last year of the nadir level of the Ohio & Erie Canal and the Dresden Side Cut Canal, which emptied into the Muskingum River. The 48 tour participants included the following CSI members: Scott Bieszczad, Mike & Tom Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Bruce & Kay Sheldon, Neil Sowards, and Larry Turner.

We learned that thirty-thousand years ago, the streams and rivers in this area flowed north. A ridge extended across what is today the Muskingum-Morgan County line about seven miles south of the Philo Lock. When the Wisconsin Glacier moved down from Canada 25,000 years ago, the glacier blocked the north flowing streams. A large lake formed in Muskingum County. Eventually the water spilled over the ridge and flowed to the Ohio River, carving the Muskingum River Valley. When the glaciers retreated, the drainage divide moved north to an east-west line 30 to 50 miles south of Lake Erie. The Tuscarawas, Walhonding, Scioto, Muskingum and other area rivers and streams have continued to flow south ever since.

This was a tour of a canalized river. The lock and dam system pooled water to ease navigation. Locks in the river allowed boats to pass from one pool to the next. Short canals bypassed obstructions in the river and also passed boats from one level to the next. The water falling from pool to pool provided power to turn mill wheels.

One of the first bus stops was at Ellis Lock and Dam, which was built in 1910 and is today inoperable. It was seen by CSI members on an earlier tour. This dam replaced one located a short distance upstream at Symmes Creek, which was built by the state to ease navigation from the Dresden Side Cut Canal and nearby Zanesville to the Ohio River at Marietta. The dam at Symmes Creek was abandoned in 1890 and only the landside lock wall and foundation stones of a mill still remain.

A stop in Zanesville at the famous Y-bridge and a short hike took in the canal and the island it created when it was built. At one time the island was home to Dare's Woolen Factory, flour mills, Smith's Last Factory and the City Water Works. We saw the tail races at some of these mill sites. Although the canal was built to bypass three falls in the Muskingum River, we could not see the falls beneath the pool of water. The canal at this point had a guard gate at its upper end and a down-



Charles Davis, CSI member from Rockville, Indiana, holds the volumes of Parke County history he has written over the years.

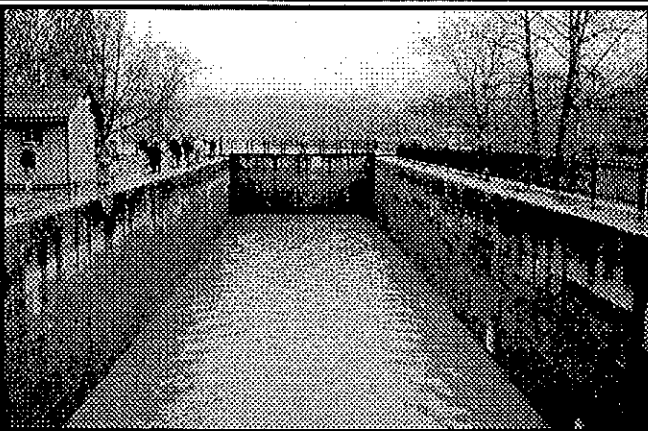
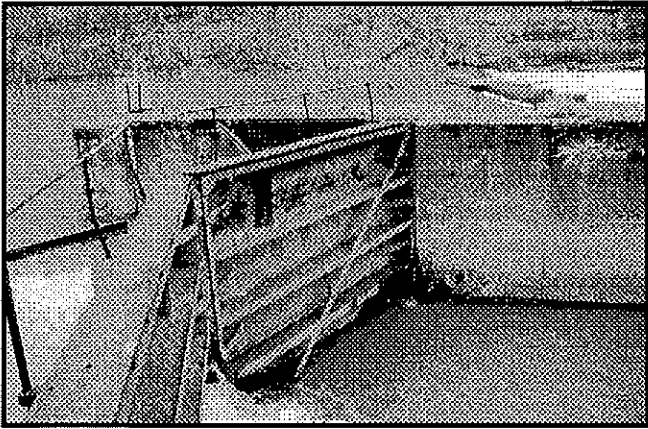
TURKEY RUN HISTORY PUBLISHED

"The Hoosier Packet" and its predecessors, "Indiana Canals" and "The Canal Society of Indiana Newsletter," have carried articles written by CSI member Charles Davis of Rockville since 1995. Many of them were "Parke County and Its Wabash & Erie Canal Connections." These articles, which fill two of the volumes pictured above, have been bound. A third volume completed in 2006 is entitled "Pioneers and Indians of Parke County." He also wrote a complete "History of Turkey Run and Lusk Genealogy in 2003, which is the fourth volume pictured. It was condensed in the CSI "Canal Connections" spring tour guide in 2004.

The *Daily Clintonian* of Clinton, Indiana has just published Charlie's complete "History of Turkey Run: 1836-2007" in a 91 page indexed book. It also has 15 pictures including Salmon and Mary Beard Lusk. It can be purchased at the Turkey Run State Park Inn for \$17.99, at the Rockville library or by mail from Linda K. Davis, 474 N 350 W, Rockville, Indiana 47872 for \$12.00 plus \$4.00 shipping/handling. Checks or postal money orders are to be made out to Linda K. Davis.

We thank Charlie for all the Parke County Canal Connections articles he has written over the past 11 years. Although he thinks he has covered most of the county's canal related history, he is still finding bits and pieces to add to his former articles. He has just recently found more information on the old Annapolis Pottery building. When it was torn down in 1928, the lumber was used to build a barn, which is still standing.

We congratulate Charlie on the publication of the new book. Hip Hip Hooray!



1. Remaining wall of Symmes Lock
 2. Inoperable Ellis Lock #11 upstream gate
 3. Zanesville's locktender's house
 4. Lock at Zanesville is in good repair
- Photos Bob Schmidt

stream lock. The original winches used to open and shut the canal gates were seen. A marker near the locktender's house stated:

The Zanesville lock, canal, and dam were part of a series of eleven such built on the Muskingum River from Marietta to Ellis, north of Zanesville, from 1836 to 1841. The improvements made the shallow river navigable by steamboats. The State of Ohio funded the project as part of the Ohio Canal System. The locks are approximately 35 feet wide and 160 feet long. The river improvements spurred the development of industry in Zanesville, including pottery manufacture, shipbuilding, and grain milling. From Zanesville, goods could be shipped north to the Ohio Canal and Lake Erie. Products could also be sent south to Marietta and then east to Pittsburgh or southwest to New Orleans. Steamboats brought in manufactured goods, staples, mail, and entertainment. After 1880, competition from railroads caused a gradual decline in the river traffic. Today the locks remain in operation for the enjoyment of pleasure boaters.

At lunch time the tour bus headed south bypassing sites that would be seen in the afternoon. At McConnelsville a tasty soup and sandwich lunch was eaten and the historical museum toured. Many pictures of steamboats that once plied the Muskingum Navigation adorned the walls of the museum.

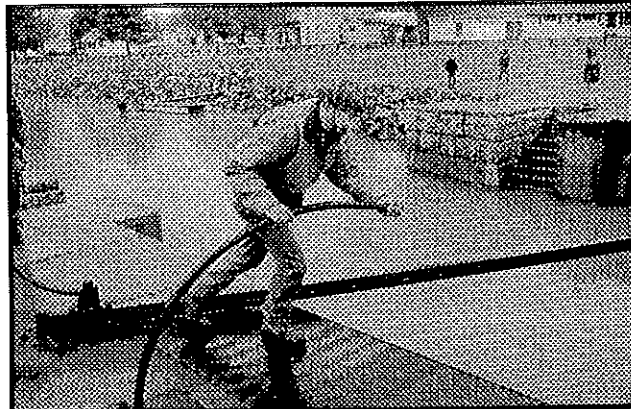
Following lunch the bus stopped at the McConnelsville lock, dam and swing bridge. The weather was very cold and there was a light rain. The canal in this town was the shortest on the Muskingum at 1500 ft. The guard gate does not remain today.

The operation of filling and emptying a lock and opening the lock gates was demonstrated by a current locktender. He walked round and round turning the valve for one side of the gate and then had to do the other side's valve. When the water was at the correct height he had to turn open each side of the gate. This seemed to take forever. Then he had to close both sides of the gate and both wickets before going to the opposite end of the lock to open that gate. It seemed to be more cumbersome than when balance beams were used to open the gates. He said today pleasure boats use the locks instead of the coal barges and steamboats of days past. At one lockage during a boat festival he was able to get 23 pleasure boats inside the lock. Of course these river locks are much bigger than the 15 x 90 foot dimension of early canal locks. Boaters pay \$5 per lockage or get a yearly pass for \$35.

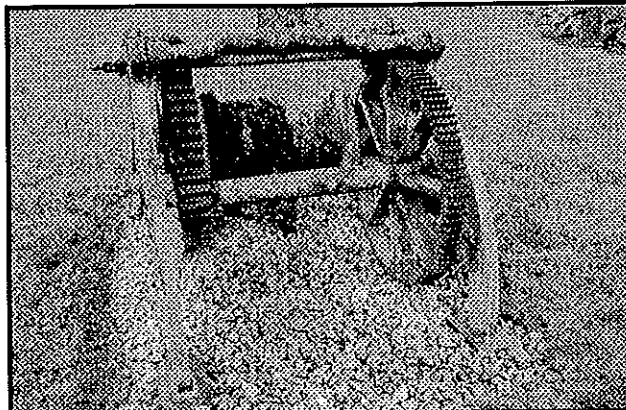
The historical marker nearby stated:

McConnelsville and Malta are two towns that prospered because of the locks and dams built on the

Muskingum River from 1836 to 1841. Settlers came to both towns in 1817. In the 1820s and 1830s flatboats carried grain, lumber, and livestock down the river. The locks and dams made the Muskingum navigable to steamboats, and both towns grew rapidly. Malta was the home of the Brown-Manly Plow Company, a leading maker of farm equipment in the 1800s. Brown-Manly depended on steamboats to bring in raw materials and to take products to markets. Mills at McConnelsville ground grain and shipped flour north to the Ohio Canal and to the east coast, and south to the Ohio River and the Mississippi trade.



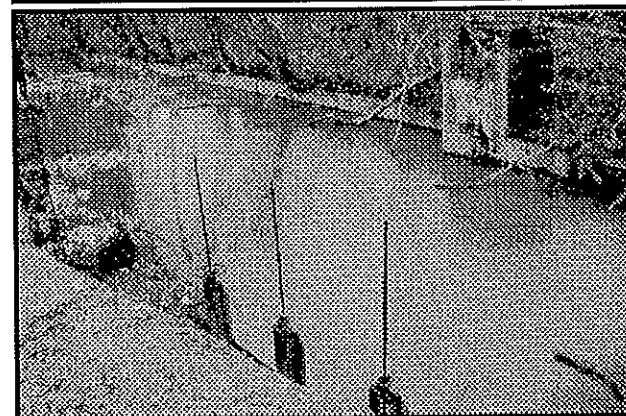
The area by Rokeby Lock and Dam across from Eagleport is probably more famous for John Hunt Morgan's raid than it is for the lock and dam. On July 22, 1863 Morgan and his raiders camped overnight where Island Run enters the Muskingum River just south of the dam. Local citizens fired upon the rebels mortally wounding one of them. Five raiders shot and killed Harry Kelly. Then Morgan's men had citizens ferry them across above the dam then headed up the hollow back of the river road making their escape just before the 86th Ohio Volunteer Infantry arrived.



The final stop was at Philo Lock and Dam. This was to be the longest canal of the Muskingum Navigation. When finished it was a little short of a mile long. An 1866 Atlas shows upper and lower locks, a basin, breakwater, dam, ferry, locktender's house, grist and saw mills, a peach orchard and Reuben Hall plus a grist mill on the Duncan Falls side of the river. The canal at Philo ran at the base of a steep bank. A hard rain washed gravel and sand into the canal and high river water added to the problem. This canal continually had problems.



The dams seen were constructed by various methods. We do not know why they were not all built the same. Most of the current dams that are in use are made of concrete. Some are cellular dams.



Besides the lock and dam structures, many types of lock hardware were seen. Different styles of valves (balanced wall, slide gate, cylinder wall), winches operated by rack-and-pinion devices, a windlass, and a railway with a device for inserting and removing planks to form a wall to keep out floods still exist. Also seen were the mechanisms to open swing bridges.

This completed another interesting and educational tour. It was followed by a banquet with John Hoopingartner from the Muskingum Watershed Conservancy District speaking about the dams needing repair and updating entitled "The Idea Holds Water." And as usual it was lots of fun meeting old canawling friends.

1. Opening the wickets at McConnelsville Lock
2. An old lock mechanism at McConnelsville
3. Philo Lock
4. Valves at Philo Lock

Photos by Bob Schmidt

FEB 22, 2007

DETAILS OF WABASH & ERIE CANAL IN WABASH COUNTY

Official distances in bold
MILEAGE
 FROM IN
 ST LINE County

X = Visible Remains or Marker
 L = Locations

GENERAL DESCRIPTIONS
 Huntington County Line
 (Belden)

Near Co. line

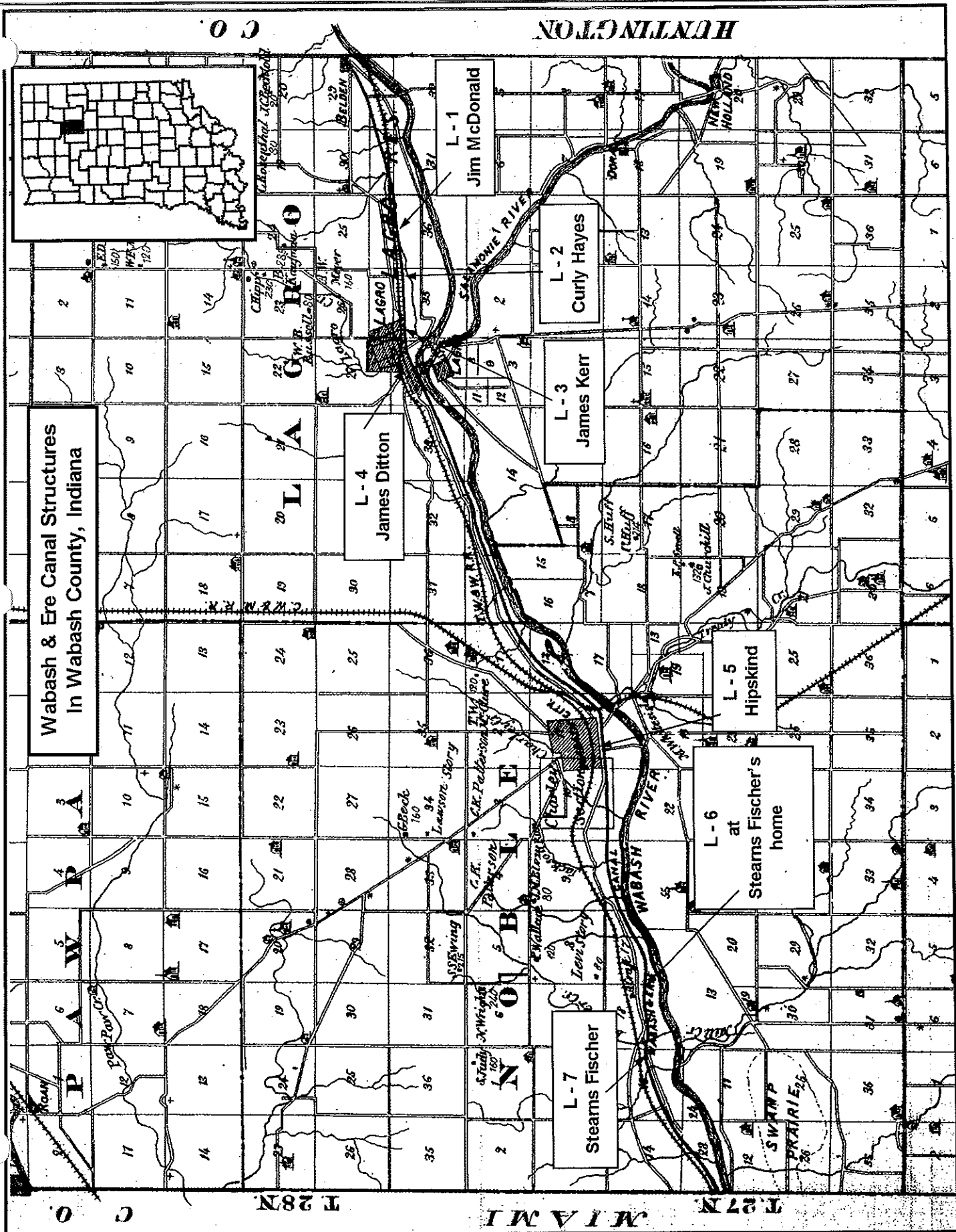
ROAD LOCATIONS

1847 REPORT & MISC DETAILS

TYPE

DIMENSIONS

ST LINE	County	GENERAL DESCRIPTIONS	ROAD LOCATIONS	1847 REPORT & MISC DETAILS	TYPE	DIMENSIONS	
54.0		Huntington County Line (Belden)		Flood Gate Culvert No. 48 Road Bridge No. 19 Culvert No. 49 Culvert No. 50 Culvert No. 51 Culvert No. 52 Lock No. 12 Culvert No. 53 Lock No. 13 Road Bridge No. 20 Culvert No. 54 Lock No. 14 Lock No. 15 Feeder from Lagro Dam Dam No. 2 - across Wabash River Road Bridge No. 21 Culvert No. 55 Culvert No. 56 Culvert No. 57 Culvert No. 58 Culvert No. 59 Flood Gate Road Bridge No. 22 Road Bridge No. 23 Lock No. 16 Culvert No. 60 Culvert No. 61 Culvert No. 61-A Flood Gates Culvert No. 62 Road Bridge No. 24 Culvert No. 63 Lock No. 17 Culvert No. 64 Culvert No. 65	Robert English Patent	Arch - Stone Timber - Box Timber - Box Timber - Box Timber - Box Cut Stone Timber - Box Cut Stone Arch - Stone Cut Stone Cut Stone Short - headgates under towpath Timber - Box Timber - Box Timber - Box Timber - Box Timber - Box Stone Abutments Cut Stone Arch - Stone Arch - Stone Arch - Timber Stone Abutments Timber - Box Arch - Stone Cut Stone Timber - Box Timber - Box	6 Ft Chord 10 Ft x 2 Ft 10 Ft x 2 Ft 10 Ft x 2 Ft 10 Ft x 2 Ft 10 Ft x 1.5 Ft 2 spans 8 Ft Lift 7 Ft Lift 2 arches 6 Ft Lift 6 Ft Lift 7 Ft High 3 spans 2 spans 10 Ft x 2.5 Ft 12 Ft x 2.5 Ft 10 Ft x 2 Ft 8 Ft x 2 Ft 10 Ft x 2 Ft 8 Ft Chord 8 Ft Chord 10 Ft Chord 12 Ft x 2.5 Ft 6 Ft Chord 10 Ft x 1.5 Ft 12 Ft x 2.5 Ft
58.0		Rager Creek L-1 L-2		"Jim McDonald" "Curly Hayes"	Cut Stone Cut Stone	8 Ft Lift 7 Ft Lift	
58.0		Lagro Creek L-3 L-4		"James Kerr" "James Ditton"	Cut Stone Cut Stone	6 Ft Lift 6 Ft Lift	
58.0		Lagro Creek L-3 L-4		Feeder from Lagro Dam Dam No. 2 - across Wabash River Road Bridge No. 21 Culvert No. 55 Culvert No. 56 Culvert No. 57 Culvert No. 58 Culvert No. 59 Flood Gate Road Bridge No. 22 Road Bridge No. 23 Lock No. 16 Culvert No. 60 Culvert No. 61 Culvert No. 61-A Flood Gates Culvert No. 62 Road Bridge No. 24 Culvert No. 63 Lock No. 17 Culvert No. 64 Culvert No. 65	Robert English Patent	Arch - Stone Cut Stone Cut Stone Short - headgates under towpath Timber - Box Timber - Box Timber - Box Timber - Box Timber - Box Stone Abutments Cut Stone Arch - Stone Arch - Stone Arch - Timber Stone Abutments Timber - Box Arch - Stone Cut Stone Timber - Box Timber - Box	6 Ft Chord 10 Ft x 2 Ft 10 Ft x 2 Ft 10 Ft x 2 Ft 10 Ft x 2 Ft 10 Ft x 1.5 Ft 2 spans 8 Ft Lift 7 Ft Lift 2 arches 6 Ft Lift 6 Ft Lift 7 Ft High 3 spans 2 spans 10 Ft x 2.5 Ft 12 Ft x 2.5 Ft 10 Ft x 2 Ft 8 Ft x 2 Ft 10 Ft x 2 Ft 8 Ft Chord 8 Ft Chord 10 Ft Chord 12 Ft x 2.5 Ft 6 Ft Chord 10 Ft x 1.5 Ft 12 Ft x 2.5 Ft
64.0		Wabash City L-5	Wabash St Miami St East of Cass St.	"Hipskind"	Cut Stone Arch - Stone Arch - Stone Arch - Timber Stone Abutments Timber - Box	9 Ft Lift 8 Ft Chord 8 Ft Chord 10 Ft Chord 12 Ft x 2.5 Ft	
69.0		Charlie Creek Helms Creek Helms Creek L-6	at Stearns Fisher	1851	Stone Abutments Timber - Box	5 12 Ft x 2.5 Ft	
69.0		Ford's Branch L-6	Just below Fisher's		Arch - Stone Cut Stone	6 Ft Chord 6 Ft Lift	
72.0		Kentner Creek L-7		"Stearns Fisher"	Arch - Stone Cut Stone Timber - Box Timber - Box	6 Ft Chord 10 Ft x 1.5 Ft 12 Ft x 2.5 Ft	
72.0		Carlin Branch (Brooks Creek) Engleman Creek Miami County Line			Arch - Stone Cut Stone Timber - Box Timber - Box	6 Ft Chord 10 Ft x 1.5 Ft 12 Ft x 2.5 Ft	



Wabash & Erie Canal Structures
in Wabash County, Indiana

No. 4 of 19 Counties

WABASH COUNTY

ESTABLISHED: Mar. 1, 1835
 NAMED FOR: Wabash River

SIZE: 426 Sq. miles

CANAL TOWNS: Ufca 1837 E. Cox
 incorp. Info Belden 1856 A. Kennedy
 Belden 1829 J Tipton
 Lagro Wabash City Burr & Hanna
 Rich Valley 1832 = Keller's Station

WABASH & ERIE CANAL BY INDIANA COUNTY

FEB 22, 2007

COUNTY SEAT - WABASH

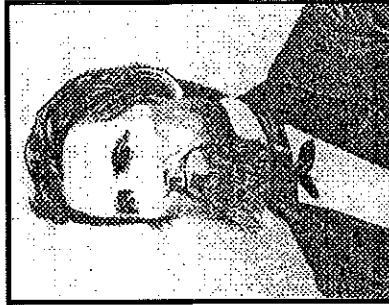
ESTABLISHED: 1834
 FOUNDER: David Burr & Hugh Hanna
 NAMED FOR: Wabash River

NICKNAME: 1st Electric Lighted City
 W&E reached here July 4, 1837
 Prairie Hen reaches Wabash

WABASH POPULATION TRENDS:

1840
 1850
 1860
 1870
 1881
 Est. 2005 11209

Oct 16-26 1826 Treaty of Paradise Springs - Wabash Treaty Grounds
 Canal route ceded to US Government
 July 12, 1835 Lagro Irish Riots



Stearns Fisher

SUMMARY OF STRUCTURES IN WABASH COUNTY

LIFT QTY NUMBERS LENGTH OF CANAL IN COUNTY
 18 = MILES

Stone Locks	42.0	6	No. 12 - 17	Salamonia Quarry
Timber Locks	0.0	0		
County Totals	<u>42.0</u>	<u>6</u>		
Guard Locks				
Other Locks				
Aqueduct - Open				
Aqueduct - Covered				
Stone Arches	5		No. 48, 54, 60, 61 & 63	
Timber Arches	1		No. 61A	
Box Culverts	13		No. 49-53, 55-59, 62, 64 & 65	
Feeders to main Canal	1			
Slackwater Crossings				
Dams	1		Dam No. 2	
Road Bridges	6		No. 19 - 24	
Flood Gates	3			

WATERWAYS

Rager Creek
 Lagro Creek
 Enyeart Creek
 Pike Creek
 Charlie Creek
 Helms Creek
 Ford's Branch
 Kentner Creek
 Carlin Branch (Brooks Creek)
 Engleman Creek

TOWNS

Lagro
 Wabash City

-CANAL LEVELS

Lock 11 (Silver Creek)	TO	Lock 12
Lock 12	TO	Lock 13
Lock 13	TO	Lock 14
Lock 14	TO	Lock 15
Lock 15	TO	Lock 16
Lock 16	TO	Lock 17
Lock 17	TO	Lock 18 - Miami Co.

NEWS FROM DELPHI

CANAL AND TRAIL VOLUNTEER CALLOUT

Volunteers of all sizes and ages met at 7 p.m. on Tuesday April 3 at the Canal Interpretive Center in Delphi. They viewed plans for trailside interactive enhancements by Len Mysliwiec. He conceived the ever-popular indoor Interpretive Center exhibits and galleries 4 years ago.

During the meeting the volunteers learned about potential new trail routes. One shorter trail loop is already underway behind Dairy Queen / Pizza Hut and it involves re-erecting an old iron bridge over the canal this summer. Another longer trail involves a beautiful area east of Delphi where an old "Pioneer Road" scribed the landscape on the historic Bowen Farm.

Recruits were sought for Canal Boat Captains to pilot the pontoon boat that offers rides down the canal to the public on weekends. This will provide experience in giving public tours and may lead to a position as "captain" when our replica canal boat arrives in 2009.

Education coordinator Susan Feller, a retired teacher, gathered input and solicited more volunteers for the expected onslaught of school tours. The Interpretive Center in Canal Park has become a very popular place to bring children, especially 4th graders studying Indiana history. Susan needs more volunteers who like to work with children to offer assistance.

Volunteers were also needed on a regular basis to help greet the public during Interpretive Center public hours. At a minimum this beautiful facility is open on Saturday 10-4 pm and Sunday 1-4 pm and other special days when the Case House is open. There are three 3-hour shifts on each weekend.

Special work weekends also require volunteers to build trails, plant flower beds, clean park buildings, set up for festivals, etc. Without volunteers the park would not be successful.



WABASH & ERIE BOAT

BACK IN THE CANAL

By Dan McCain

A similar notice in mid-1800s newspapers of the arrival of the first canal boats in the spring was a long-awaited event. A "canal town" such as Delphi would suddenly begin to buzz with activity in preparation for the appearance of those first boats. Anticipation of news and gossip from the eastern United States and Europe was probably as exciting as the anticipation of a large selection of new eastern goods.

Why weren't goods shipped East or South during the winter? Usually the four-foot deep canal waters were frozen pretty solid by the end of November or mid-December. A boat captain without our modern weather forecasting capabilities, might find his boat stranded far from its destination. Canal superintendents agreed upon closing and opening dates each year, depending on the weather.

In the canal era, farmers and crafts people had worked all fall and winter to prepare grains, linen, produce, meats and items such as ginseng and hides. Paper, linen, lumber, wooden and iron products and other manufactured items were readied for shipment as soon as the canal opened. By the spring thaw warehouses were full of produce and other goods, some having been hauled from farms, mills or factories on sleighs or wagon beds fitted with sled runners on the frozen canal.

Canal boats had been pulled back into sideslips or wide areas that would allow easy access to the canal at the earliest possible date in the spring. If the captains and their families lived on the boats, they would often create a small community - gossiping and cooperating in their daily lives to make it the best they could throughout the winter. The children often went to the town school for three or four months. These captains probably were the first to know the opening date so their boats would be loaded and ready to go.

By the 1850s, newspapers carried the winter schedules for stagecoach transportation through the same areas the canals serviced as well as over previously established routes away from the canals. However, only passengers and the lightest of cargo, legal documents, the mail, banking business and a few packages were carried by coach.

But coach travel had its hazards as well. It lacked the comfort of riding canal boats. Roads in much of Indiana were barely paths, muddy and rutted. However, thanks to the Improvement Act, some of the roads offered a smoother ride. The worst of the mucky stretches had layers of tree trunks laid cross-wise to create a "corduroy road." Plank roads were constructed of two to three layers of sawed three-inch thick timber, but exposed to the elements they lasted only a few years. Extreme cold and snow were problems for those traveling by coach. Heated bricks or soapstones might keep passengers' feet warm for the first hour, but most travelers were more than happy to stop at a way station or inn for a hot meal and an opportunity to warm by the fire.

With the "spring thaw" passenger boats were back on the canal along with those carrying cargo, and, though the pace was slower than by coach, travel became much easier.

Just as in times past, the passenger boat "Delphi," a modified pontoon boat, was back in service from the dock in Canal Park on April 17, 2007. This was the same day as the Carroll County Wabash & Erie Canal, Inc. held its annual meeting with Wally Dolan, a retired history professor, speaking about "Education in a One Room School House."

THE CANAL AND THE CUMBERLAND/ NATIONAL ROAD

Did you know that in 1806 Congress authorized the survey for the Cumberland Road, to help speed the way for thousands of Americans heading west. As early as 1802 Congress had recognized the importance of building a network of national roads to facilitate western immigration. The 1803 act that admitted Ohio into the Union included a provision setting aside money from the sale of public lands to use in "laying out, opening, and making roads."

Enough funds had been accumulated by 1806, to begin surveying the proposed national road from Cumberland, Maryland, through the Appalachian Mountains to Wheeling, Virginia, on the Ohio River. Although the road would be used for non-military purposes, the task of surveying the route and building the 130-mile-long road was given to the Army's Corps of Engineers, thus setting a precedent. Construction took place from 1811-1818. Once completed far more stagecoaches, heavy freight wagons, and droves of stock animals crowded the thoroughfare than were expected. Some of the earlier sections had to be repaired even before the entire route was finished. So successful was the Cum-

berland Road, which came to be called the National Road, that Congress agreed to extend it westward.

By 1850 the National Road reached as far as Indianapolis. However, by that time, mid-western excitement for the road was being overtaken by canal fever. The 1850s were the heyday for Indiana's canals. They were part of an interstate canal system.

The Cumberland "National" Road set the precedent for further government involvement in road building and led to the creation of interstate highways, parts of which still follow the route blazed by the Cumberland Road.

Chuck Huppert, CSI vice president, Indianapolis, IN

CULVERT #151 UNCOVERED

CSI headquarters was notified on April 9, 2007 by Curtis Tomak from the Indiana Department of Transportation (INDOT) that the foundation timbers of Culvert #151 on the Cross Cut of the Wabash & Erie Canal were uncovered by the contractor while excavating for the new bridge being built over Little Honey Creek in Vigo county. A bypass is being built around Terre Haute to connect U.S. 41 with I-70 and the new bridge abutments will fall where the old timbers that supported the culvert are in the creek bed.

Prior to this road project, CSI submitted information to INDOT that Culvert #151 was located in the vicinity of Little Honey Creek and McDaniel Road and that the current road had been built atop the old towpath. The ditch/canal that runs alongside of the road has water in sections of it and silt covers its bottom so the timbers weren't visible. They plan to widen the existing road as it approaches the new road and bridge.

Mr. Tomak wanted further information about the culvert and asked what they might find when doing research to determine if it is eligible for the National Register. He also wanted to know what to do with the timbers if they are removed. He was told that the timbers were the culvert's foundation and that as long as they were covered with water would be as strong as the day they were placed in the creek. They extend across the creek bed and portions of the culvert might be found along the sides of the creek and sheet piling to keep water from washing beneath the timbers might be found at the upstream end of the culvert. Placing falsework on top of the timbers while building the new bridge and then removing it should not harm the timbers.

CSI headquarters has suggested that the timbers be photographed, measured, studied, documented and preserved in place if possible. We hope that signage will be erected to note the culvert and the canal.