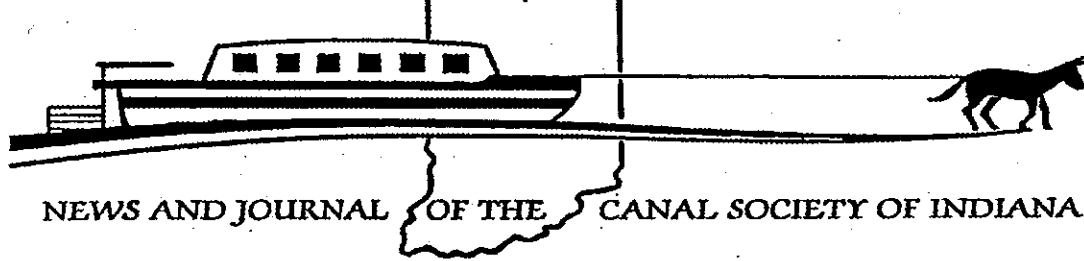


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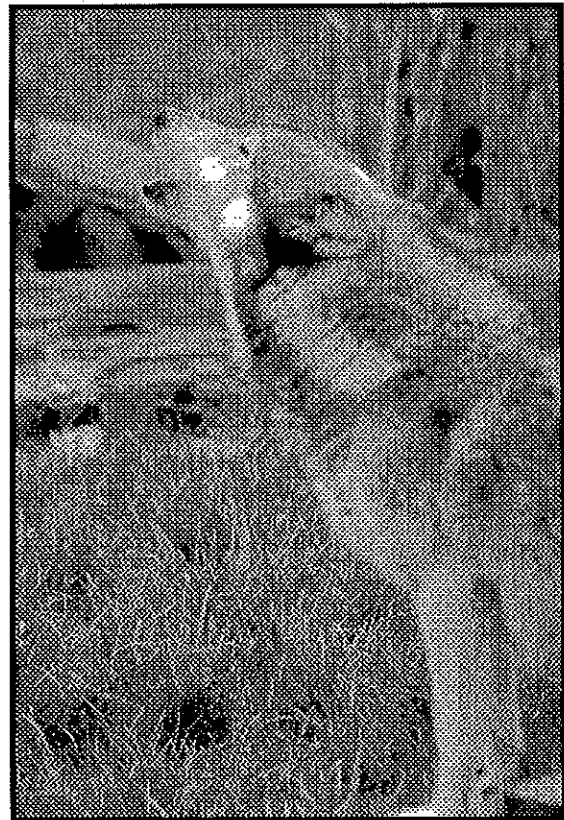
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 6 NO. 7

P.O. BOX 40087 FORT WAYNE, IN 46804

JULY 2007

A HOWLING SUCCESS



This wolf at Wolf Park in Battle Ground, Indiana, howled with CSI tour attendees and others who attended Howl Night on Friday, May 4, 2007 as part of the society's 25th Anniversary Celebration.

Photo by Lynette Kross

Features

1. "Canalabrating Good Times" A Howling Success
3. Central Canal Memories
5. The Tunnel At North Bend Now Being Cut Away
6. Wabash & Erie Canal Site Of Route
6. I Remember
7. Canawlers At Rest: Omer Tousey
10. Special Opportunity To Support CSI, Erie Canal Ink Blotter
11. Short Canals Connected Lakes
12. Erie Canal Tour Payment Due
13. Miami-Erie Lock 13 Beneath Cotton Mill
14. Maumee River Boat Cruises
14. Maumee Valley Heritage Corridor
15. News From Delphi: Spring Brings Progress To Iron Bridge Site, Further Progress, Project W.E.E.D., Lagro Mural, Bridge Comes To Life
18. Speakers Bureau

"CANALABRATING GOOD TIMES" A HOWLING SUCCESS

CSI's (Canal Society of Indiana) 25th anniversary celebration, "Canalabrating Good Times," was deemed a "howling" success by tour participants. Sixty-three members and friends toured the Wabash & Erie Canal from Lockport to Granville in Carroll and Tippecanoe counties in Indiana and were joined by others for a total of ninety-eight persons at the Saturday evening banquet held in the Canal Interpretive Center in Delphi. The weekend was packed with activities, lots of food, renewing old friendships and making new ones. (cont. p. 19)

DON'T MISS OUT

Order your copy of "Canalabrating Good Times" now. It includes 102 pages about the Wabash & Erie Canal in Carroll and Tippecanoe Counties in Indiana, 29 pages of the Canal Society of Indiana's 25 year history, a complete tour route so that you may take the tour on your own, etc. There are lots of maps, pictures, diagrams, poems, etc. that bring the canal era to life for you in this comb bound, 144 page book that sells for \$10 plus \$5 shipping/handling. To order your copy or copies for others send the following information and your check to Canal Society of Indiana, PO Box 40087, Ft. Wayne, IN 46804.

Name:

Street:

City, State, Zip

Make check payable to Canal Society of Indiana for \$15 per book ordered.

CSI SPRING TOUR

May 4-6 25th Annual Meeting, Rodeway Inn, West Lafayette, Indiana

Theme: "Canalabrating Good Times" Wabash & Erie Canal in Carroll and Tippecanoe Counties, Indiana

Friday afternoon: Docent tour of the Tippecanoe County courthouse in Lafayette-David Lahr
Registration at Rodeway Inn

Friday night: "Howling With Wolves" at Wolf Park, Battleground, Indiana

Saturday noon: Box lunches from Panera Bread in Tapawingo Park/Riehle Plaza

Saturday buffet: Canal Interpretive Center, Delphi, Indiana from Custom Select Catering, Darrell Bailey

Hosts and docents: Karen Bradshaw, Andy Cargill, Tom Castaldi, Mary Crary, Pat Draper, Susan Feller, Steve Gray, Ed Gruber, Jim/Francis French, Terry Lacy, Annadell Lamb, Dan/David McCain, Bob/Carolyn Schmidt, Gordon Stevens, Brian Stirm,

Tour refreshments: Jim & Ruth Ellis, Tom Castaldi, Bob & Carolyn Schmidt

Logo: Nate Tagmeyer/Carolyn Schmidt

Tour Book: Carolyn Schmidt, Susan Yoder

Goodie Bags, Name Tags, Door Prizes, Auction: Carolyn Schmidt

Centerpieces: Sue Simerman, Carolyn Schmidt

Saturday program: "Wabash & Erie Canal in Tippecanoe and Carroll Counties" - Bob Kriebel

Awards: Bob & Carolyn Schmidt received "Distinguished Hoosier," Bob given Evansville Canal Painting

Tour:

Saturday morning: Imperial Charter Coach tour of Wabash & Erie Canal from Americus to Granville; Battle ground Cemetery; Prophets Rock; Wild Cat Creek slackwater crossing; Greenbush Cemetery; Ball/ Fowler/ Coleman homes; Riehle Plaza; Amtrac Station/canal wharf display; Granville; Ft. Ouiatenon; Davis Ferry

Saturday afternoon: Canal Park, Delphi, Canal Interpretive Center museum, Trolley tour of historical homes, Canal boat ride, Case House, Trail hike to bridge site

Sunday morning: Trolley tour Wabash & Erie Canal in Pittsburgh, Lockport, and Carrollton

Board Elections: Sandy Billing presented slate. Re-elected Directors: Lynette Kross, Bette Lockhart, Dan McCain, Jerry Mattheis, Carolyn Schmidt, Chuck Whiting. Re-elected officers: Bob Schmidt-president, Chuck Huppert-vice-president, Cynthia Powers-secretary, Jim Ellis-treasurer

63 Attended tour

98 Attended banquet

States represented: IN 42, OH 8, IL 3, AL 1

Tour attendees: Darrell Bakken, Sally Bancroft, Carl/Barbara Bauer, Leon/Sandy Billing, Sue Burger, Tom/Linda Castaldi, Allan/Linda Corwin, Bill/Betty Easton, Ernest/Helen Ellis, Jim/Ruth Ellis, Steve/Charlotte Gray, Ed Gruber, Don/Betty Haack, James Hamil, Gerry/Jean Hulslander, Chuck/Lynda Huppert, Karl/Susanne Kettelhut, Lynette Kross, Dick/Martha Kudner, Bette Lockhart, Jerry/Phyllis Mattheis, Don Mauch, Charlotte May, Dan McCain, Vernene Miller, Wayne Miller, Paul Moffett, Mike Morthorst, Donna Niemeyer, Fred Patterson, Bob/Carolyn Schmidt, Dan Schuster, Shack/Wilma Shackelton, Bruce/Kay Sheldon, Bill Shive, Steve/Sue Simerman, Brian/Judy Stirm, Mike Thrall, Larry Turner, Allen/Becky Vincent, Charles White, Chuck/Anne Whiting

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Central Canal Memories

by Richard F. Brown, Jr., AICP

Growing up in the 1960's and 1970's on the northside of Indianapolis, the Central Canal was a familiar feature most often seen as a child and teenager from the side and rear windows of my parent's car. Although I now realize the canal was once part of a significant infrastructure improvement plan, we always just referred to it as the old Indianapolis Water Company Canal. Generally, I was most familiar with those portions of the Central Canal extending from Broad Ripple on the north to 38th Street on the south.

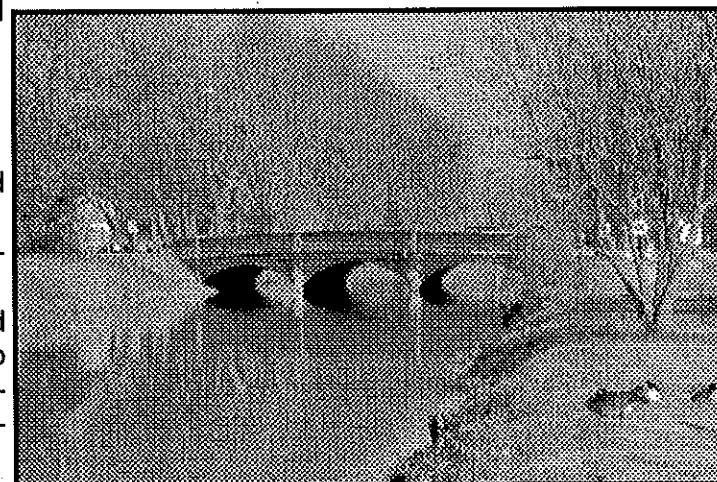
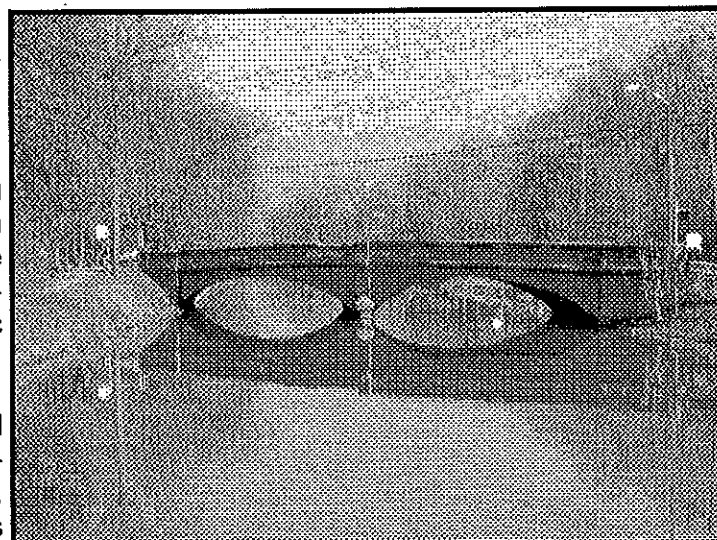
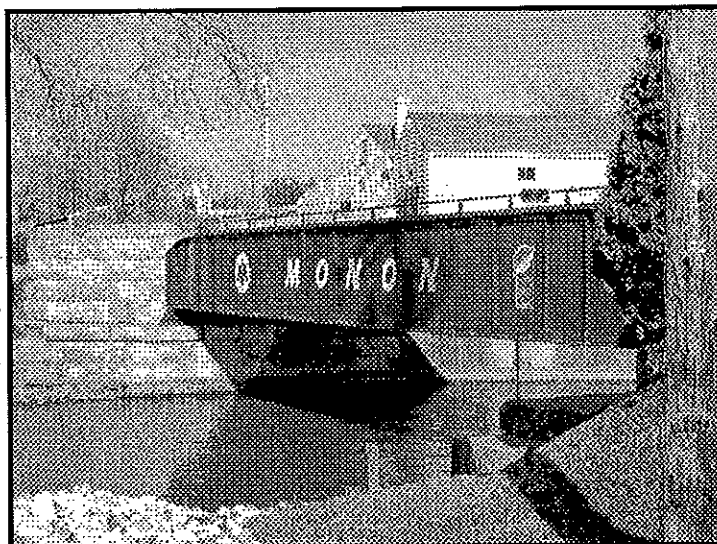
As a youngster I enjoyed watching the ducks and other waterfowl swim in the calm waters. The ducks in particular were well known around Broad Ripple, as they would sometimes tie up traffic when they decided to cross the streets.

Growing older, I became fascinated by the interesting bridges that spanned the canal. In particular, Monon Railroad Bridge in Broad Ripple (see photo) and the Meridian Street and Illinois Street bridges (see photos), which both cross the canal in graceful and artistic concrete arches.

Today, when I return home from time to time, I marvel at the way the entire canal corridor has been transformed into a recreational and historical treasure. Residential neighborhoods and commercial areas along the canal corridor have benefited from this and remain healthy and viable parts of the city.

Other early memories of the canal include:

- The parking lots located over the canal in Broad Ripple. Thankfully, these have been removed.
- The linear design of the waterway and its tree-lined corridor.
- The beautiful homes located along Westfield Boulevard and within neighborhoods adjacent to the canal between Broad Ripple and Butler University. I was always envious of those homeowners who could look out over the canal.
- Sitting on one of the many bridges over the canal waiting for the light to change on Westfield Avenue, which parallels much of the route. In Broad Ripple, the stoplight at what was once the five-way intersection of College, Westfield, and Broad Ripple Avenue always seemed congested, while Meridian Street and Illinois Street were great for viewing the canal or just admiring

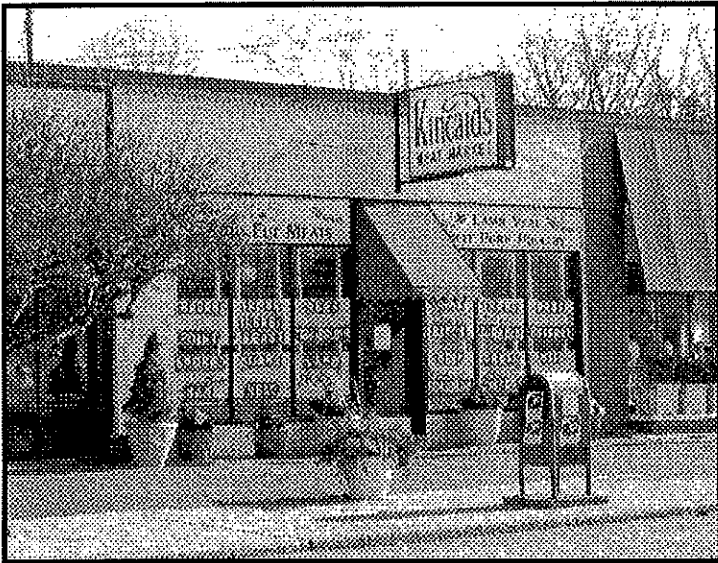


the bridges.

- Passing alongside the canal on Westfield Boulevard on the way to the family dentist or doctor, both located within a block of the Central Canal in Broad Ripple.
- Viewing the canal from the Rosalyn Bakery

once located at the southeast corner of College Avenue and Westfield Avenue.

- The Riviera Swim Club located on the west side of the canal near Illinois Street.
- My brother and I getting a free slice of bologna from butcher at the Kincaid's Meat Market on Illinois Street, just south of canal (see photo). This historic market has been open for business since 1921 and remains an integral fixture in the Illinois Street-56th Street business community.



While growing up, I did not comprehend, or perhaps appreciate, the day-to-day things that made my hometown a special place. There are not many places left where a former navigation canal is such a "central" part of everyday life. In the years since, I have come to realize how fortunate I was to have grown up on the north side of Indianapolis and to have such vivid memories of the Central Canal. Sure, the canal does not serve the function for which it was originally intended. But today, it serves an important role as an historic ambassador to current and future generations regarding the role canals took in the development of our country. In addition, the entire canal corridor shows what can be done to enhance an historic resource and make it a source of community pride.

SOURCE:

The Encyclopedia of Indianapolis, David J. Bodenhamer and Robert G. Barrows, editors, IU Press, 1994.

WHITEWATER CANAL PILGRIMAGE TOUR

Is Made On Sunday By Motorcade Party of 75 or More—
Address at Noon Luncheon is Made By Mr. Exon

Chuck Whiting, CSI director from Lawrenceburg, received the following article from the Dearborn County Historian, Chris McHenry. It appeared in "The Press" from Lawrenceburg, Indiana on Friday, May 16, 1941, and is quoted in its entirety.

"A historical pilgrimage of the old Cincinnati Whitewater Canal, which brought in review to seventy-five or more, was made last Sunday, May 11th. The first suggestion of this pilgrimage was made by Mr. C. Wesler, of Batesville, who interested Mr. Cornelius O'Brien of this city, a member of the State Historical Society, and others, who planned the journey of inspection.

"The route of the old Cincinnati Whitewater Canal was traced from North Bend to Harrison, and from Harrison to Connersville, stopping at the noon hour at the home of Mr. John C. Moore, Metamora, where the party enjoyed a picnic lunch. During this recreational period in the journey, Mr. E. E. Exon delivered a most excellent lecture on the history of the canal.

"The pilgrimage inspected the old bed of the canal and its towpaths, tunnels, aqueducts, dams and locks, many of which are in an excellent state of preservation, but which may not long remain so if some work of restoration is not undertaken.

"The most interesting and best preserved section of the canal is that beginning with the locks at Millville near Mr. Moore's home to the dam at Laurel. There is approximately one million gallons of water an hour now flowing through the locks at Millville notwithstanding that this much or more is being wasted into the creek at the aqueduct at Metamora, which is now in a bad state of repair, but which could be restored to carry its original volume of water at an approximate cost of \$4,000. A beautiful stretch of canal extends from the aqueduct to a mill in Metamora which is now operated by the water power of the canal. This mill, together with the power generating plant with its locks and mill race, is in a fine state of preservation, and its great gears with wooden teeth make a most interesting exhibit. The dam at Laurel, between three hundred and four hundred feet wide, creating a 9 ft. stage above the dam and backing up the Whitewater in a beautiful pool as far as the eye can see, is one of the highlights.

"It would be a fitting objective for the State Conservation Department or some other appropriate organization in Indiana to take this stretch of canal, containing all necessary features to illustrate the complete

operation of the canal, and repair and restore them and thereby maintain an interesting exhibit of this "modern" system of transportation prior to the railroads, and also serve as a fitting monument to the pioneers who risked their fortunes that transportation and commerce might be conducted in the best way that they knew.

"There were twenty odd cars in the pilgrimage containing 75 or 80 people from Ohio and Indiana, namely, Brookville, New Castle, Batesville, Aurora, Dillsboro, Lawrenceburg, Metamora, Richmond and Rushville, Indiana, and Harrison, Cleves, Elizabethtown and Sayler Park.

"The movement for this canal began as early as 1832, but surveys began as early as 1822, but were not completed until 1834. It was two years later that the Indiana Legislature enacted legislation establishing a board to a lunch the undertaking and appropriated \$1,400,000 for it.

"Still two years later contracts were awarded and actual construction began then. By June 12, 1831, the canal was completed from its southern terminus to Brookville and on that day the first canal boat, the Benjamin Franklin, reached Brookville from Lawrenceburg.

"But the undertaking virtually bankrupted the state. It repudiated many of its canal bonds in 1840 and turned the project over to a private firm, the Whitewater Valley Canal Co., which was chartered in 1842, to complete it. Indiana already had spent \$664,665 on the canal.

"It was finished in 1846 at Hagerstown at a cost estimated to have been \$1,142,126. This made each of its 76 miles cost approximately \$15,000. The canal had 57 locks and seven dams. It was four feet deep, 40 feet wide at the top and 26 feet wide at the bottom. There was a ten-foot wide towpath on one side.

"But tolls never equaled the canal's cost. Several floods damaged it so severely that when it was abandoned it was said to have accounted for an aggregate loss of \$1,900,000, including repairs as well as initial outlay. Some historians attribute its failure to "bad engineering," others to the disastrous floods.

"Among those on this inspection tour were: Mr. Cornelius O'Brien, Miss Margaret Haag, Mr. And Mrs. Howard Shanks and daughter Ann Marguerite Hauck, Mrs. Margaret Dietrich, Mrs. Bernice Braun and son, Bob, Dale Nowling, Mr. And Mrs. R. Hamilton Rees and son, Ralph Rees, and Bonard Dam, all of Lawrenceburg; Mr. And Mrs. Joseph Hayes, Mrs. C. E. Roblin, Oma Braham, Cassius Guard and Mrs. Alta Baker, all of Eliza-

bethtown; Katherine Hayes, Cleves; Dr. and Mrs. E. R. Wallace, Ray W. Speckman, Patricia Kyle, Opal Humphries, Mr. And Mrs. Curtis Lishkge and son, Raymond, all of Aurora; Mr. And Mrs. Gay Gerster and Mr. And Mrs. Edgar Sale and son, John, of Dillsboro."

THE TUNNEL AT NORTH BEND NOW BEING CUT AWAY

Chuck Whiting also received this article from Chris McHenry. It appeared in the Lawrenceburg "Register" on September 8, 1887 and is about the canal tunnel that ran through the hill between Cleves and North Bend, Ohio for the Cincinnati & Whitewater Canal and later for the Big Four railroad.

"As is known to our readers the tunnel near North Bend is being cut down by the Big Four Railway authorities. The tunnel, probably one-third of a mile in length, was at one time the bed of the Whitewater Canal —and during the Presidential campaign of 1856, while a party of Lawrenceburghers, who had been to Harrison attending a political meeting, were passing through the tunnel on a canal boat on their return home, there occurred an exciting episode, and which drew forth from Dr. John C. Dunn that well remembered satirical campaign song, "Fremonters Never Drink." But those days have long since passed away when the might of mule heels succeeded by the power of the cowcatcher the ways of the old tunnel were changed, and ever since its archway of brick has echoed with the shriek of the locomotive whistle. The old tunnel has always been a mote in the eye of the railroad company, and its destruction was determined upon. The trains now glide slowly through the tunnel, and when the structure has been abandoned a place prolific of a volume of ludicrous incidents and opportunities on the part of passengers will have gone at the same time.

"Another trouble is the tunnel is easily reached by high water, and to avoid all difficulties and to get a bed for the double track, now being laid, the Big Four is pushing the extensive operations. The new track will be six feet above the old track a few years back, while the old track, it is understood, will be raised four and a half feet higher to correspond with the new track. Material for this improvement is had in abundance from the big cut. The soil is a stiff, heavy clay, saturated with a layer of a soil of soapstone, making a solid road bed. The soil is cut out in chunks and a pair of steam shovels are required to make any headway at all. Dynamite has been used, but since a charge blew off the business end of the shovel its use has been abandoned except where solid rock is found.

"The ascent to the cut will begin about one mile east of North Bend and will rise gradually to the grade of

the cut, which will be established about thirty feet above the present grade of the tunnel track. The cut will be about a third of a mile in length, three hundred feet wide at the top and in some places eighty-six feet deep. The average depth will be about eighty-four feet. The walls will slope gradually to the bottom, thirty feet wide. To remove this immense quantity of earth two steam shovels are in constant operation, and two large trains of flat cars, twenty teams and fifty men are constantly employed. The contract calls for the completion of the work by the 1st of October, 1888. The new track west of the tunnel will be laid on the east of the present track, and earth from the cut will be used to widen the roadbed to the west. Some idea of the coast of this tremendous undertaking may be inferred in the estimate that the cost of the cut alone will probably reach \$200,000."

WABASH & ERIE CANAL, SITE OF ROUTE

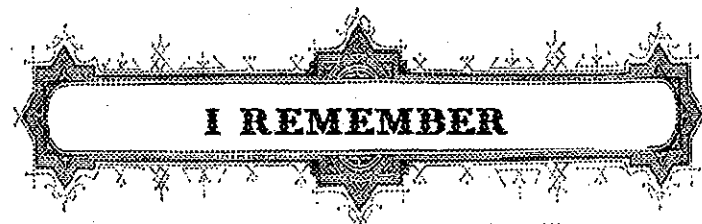
The following article about the location of the Wabash and Erie Canal in Fort Wayne, Indiana, came from *The Griswold-Phelps Handbook and Guide to Fort Wayne, Indiana* that was published by B. J. Griswold and C. A. Phelps in 1914 and sold for 25 cents. It was submitted by CSI treasurer, Jim Ellis, and quoted in its entirety.

"The present right-of-way of the N.Y.C. & St. L. (Nickel Plate), now traverses the route of the Wabash and Erie canal through Ft. Wayne. Few traces of the great, epoch-making waterway remain, except in outlying districts. The feeder canal, which conveyed water from the St. Joseph river near the present Robison park, is still in existence and for many years provided water power for important enterprises. In 1832, the time of the beginning of the construction of the canal, Ft. Wayne had a population of 1,000. Among the principal promoters were Samuel Hanna and David Burr. The chief engineering superintendent was Jesse L. Williams. Others prominent in the work were Henry Rudisill, Charles W. Ewing, David H. Colerick, Hugh McCulloch, Jordan Vigus, Samuel Lewis and Capt. Murray. Gen. Lewis Cass spoke in Ft. Wayne at the ceremony attending the opening of the canal between Lafayette and Toledo, in 1843. An aqueduct conveyed the canal across St. Marys river at site of present Nickel Plate bridges. The commercial benefit of the waterway is incalculable. The rapid advancement of the city under its influence brought the railroad which was to sound the death-knell of the canal. One of the larger basins of the canal was located on the site of the present buildings at the junction of Harrison and West Columbia. The summit level of the canal was 193 feet above Lake Erie; its total length, 231 miles. [The total length of the canal is 468

miles from Toledo to Evansville.] The Nickel Plate road acquired the right-of-way in 1881.

"Aqueduct Club —Composed of men who, when they were "kids," went swimming in the old aqueduct which conveyed the Wabash & Erie canal across the St. Mary's river at a point almost identical with that occupied by the present Nickel Plate bridges. Applicants must be at least 45 years of age and shall have lived in the west end of the city at least 40 years. Holds annual banquets. Organized in November, 1912. Officers: President, Charles McCulloch; vice-president, Wm. P. Cooper; secretary, Thos. A. Coombs; treasurer, C. W. Orr.

"Robison Park —Most celebrated amusement park in Indiana; owned by Ft. W. & Nor. Ind. Trac. Co.; 7 mi. n. of Ft. Wayne. Take Robison Park car at Transfer Corner. Double-track suburban line skirts bank of St. Joseph river. Fare paid on any city line entitles passenger to transfer to park line at Transfer Corner. However, additional fare is collected after car leaves city limits. Special park tickets are purchasable on all city lines; ask conductor. Park is situated on St. Joseph river, contains 240 acres in forest and beautiful landscape gardening. Features: Ivy-covered bell tower and reservoir for park water supply; refreshment and dining pavilion, dancing pavilion, gravel walks leading across rustic bridge to picnic grounds, theatre, bandstands, bowling alleys, dining hall, shoot-the-chute, pony track, merry-go-round, circle swing, "blue streak," completely equipped children's playground, etc. In another section is the athletic field, with half-mile track, amphitheatre, et. Picnic grounds provided with permanent tables, benches and conveniences. Throughout the season, Robison park is the scene of many great assemblages. Much attention is given to the children. Conducted on high plane; no liquor sold. Season May to September. C. H. Williams, manager." [The trolley tracks to the park were laid atop the old towpath of the St. Joseph feeder canal.]



By Jim Ellis

My Canal Society of Indiana memories that will last a lifetime are of friendly folks from all walks of life enjoying the tours, trodding through muddy fields, woods and weeds, sometimes in cold, wet and rainy weather, busily taking snapshots and always enjoying the trip. There are interesting sites, people and sometimes situations, but we get to see and do things that one would never have experienced otherwise. Each tour is a learning experience historically and architecturally.

CANAWLERS AT REST

OMER TOUSEY

b. December 21, 1800

d. March 28, 1868

By Charles A. Whiting, Jr.

Researching the Whitewater Canal for his master's thesis at Ball State University, Don Burden found that Tousey and Company contracted to build Sections 2 and 3 of the Whitewater Canal. After reading his paper I, Chuck Whiting, decided to find out more about Omer Tousey.

Omer Tousey was born in Green County, New York, on December 21, 1800. His father, a prosperous merchant and farmer, purchased a farm in Boone County, Kentucky, opposite Lawrenceburg, Indiana, settled there in 1802 with his family and remained there until his death in 1832. As a mere child Omer Tousey was put into his father's widely known store in "Tousey Town," once a flourishing village but now a ghost town. It had a store, warehouse and a horse-powered ferry operated by Moses Tousey. Fine Boone County products such as flour, hemp, pork, and tobacco were brought to the warehouse where they were inspected before shipment down the river. The town existed only a few years before being overshadowed by Lawrenceburg, Indiana, and Petersburg, Kentucky.

While working in his father's store, Omer Tousey acquired a thorough knowledge of the dry good business. In 1822 he moved to Lawrenceburg and began his own dry goods business. It soon became very successful. He made annual journeys to Philadelphia on horseback to procure the stock for his store. No man had better credit.

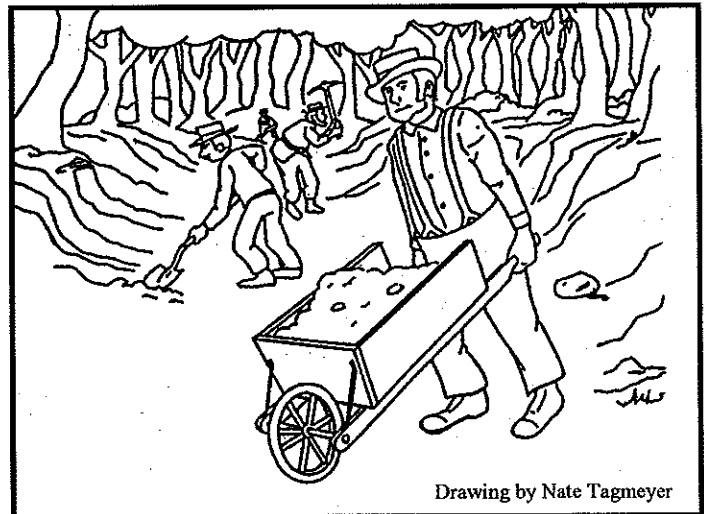
On October 23, 1823 he married Lucinda Johnson (b. May 11, 1804, d. Oct. 2, 1883), the daughter of Col. Cave and Betsey Johnson. She was from Boone County, Kentucky. They had no children.

By 1834 Tousey had acquired so much capital from his store that he decided it could be employed elsewhere and be more profitable.

Omer Tousey was twice president of the Lawrenceburg branch of the State Bank of Indiana and conducted it well. Years later he was placed in charge of the same bank in order to extricate it from embarrassments into which it had fallen by injudicious management. He was equal to the exigency and the bank again prospered under his wise direction.

Calvin Fletcher mentions Tousey in his diary. On May 17, 1836, he notes: "Messrs. Dun & Tousey called from Lawrenceburg. They wish to get the additional bank stock sold." Isaac Dunn is the other man mentioned in the note.

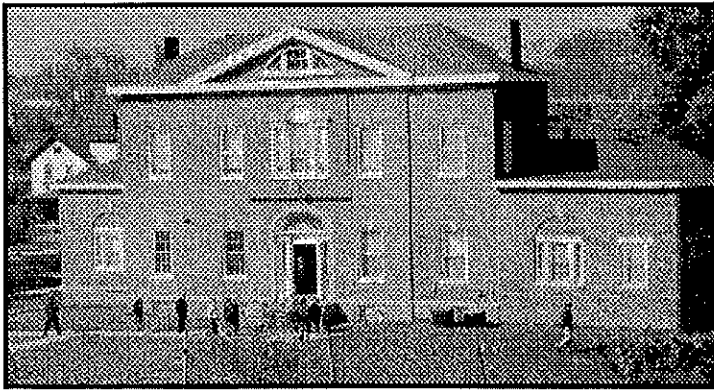
Tousley (Tousey) and Company along with Pen Thomas Linnard contracted with the State of Indiana to build two sections of the Whitewater Canal. The contracts were let on May 3, 1837 and were only for grubbing and excavating. They did not have to build any structures such as waste weirs, culverts, locks or dams. The contract for Section 2 was to be completed by September 5, 1838 and was estimated to cost \$6,550. The contract for Section 3 was to be completed by July 3, 1838 for an estimate of \$9,580.



Drawing by Nate Tagmeyer

In 1839 Tousey joined the Methodist Episcopal Church and was a zealous member until his death. His judgment was sound and his advice was sought on every important occasion of the church. He gave liberally to the church.

Tousey was described as having a sober and quiet dignity. He was entirely devoid of ostentation. Even though he was known for his hospitality and even though his home, purchased from Samuel C. Vance founder of Lawrenceburg, was furnished with every material for comfort, nothing in it was for mere display.



Front and rear views of the Vance-Tousey House in Lawrenceburg, Indiana, now on the National Register. Photos by Bob Schmidt

Every New Year's Day he invited most of the people in Lawrenceburg to a large party in this home.

To show his love for his fellowmen, Tousey expressed it in deeds rather than professions. When he contributed to the poor he asked them to keep his charity secret. They later testified to his giving after his death. He repeatedly said that upon his death his remains should be placed in the private graveyard on his father's farm where his father, mother and sisters were interred.

Omer Tousey died on March 28, 1868, at the age of 67. The bulk of his large estate went to his widow and nearest relatives. The remainder were to remote relatives and faithful domestics. Notice of his death appeared in *The Press of Lawrenceburg* as follows:

Note the spelling of Lawrenceburg in the following article. The "h" was dropped from the spelling by the State of Indiana in 1890.

DEATH OF OMER TOUSEY

"Although it has been announced for near a week previous that Mr. Omer Tousey was dangerously sick and could scarcely recover, still the announcement of his death, on Saturday afternoon last, cast a gloom over the entire community. He had been so actively en-

gaged in business in Lawrenceburgh for near half a century that he seemed almost a part of the town, and his death is a great loss to the community. Mr. Tousey having started in life, poor, by industry and economy worked his way up until he became very wealthy. Of his means he was very liberal, but in giving always remarkable unostentatious. The deserving poor always found in him a ready helper, and this class mourn his death with sincere grief. The following statement of Mr. Tousey's life was prepared by an intimate friend of his, who had been associated with him in business and in church relation for many years:

"Omer Tousey, was born Dec. 21, 1800, in the State of New York, and in company with his father and family emigrated to Boone county, Ky., where they settled upon the farm opposite this city Lawrenceburgh), which was for many years the Tousey Homestead.

"At 14 years he went into a dry goods store as clerk in Tousey Town, then a village on the opposite side of the (Ohio) river, and in a few months developed such an aptitude and diligence in business, that the principal management and control of the store was entrusted to him. He commenced the dry goods business in Lawrenceburgh in 1822, and prosecuted it with energy and success until 1835—often traveling the entire distance from this place to the seaboard cities on horseback. He was married in 1823 to Miss Lucinda Johnson, daughter of Col. Cave Johnson, of North Bend, Ky. Until 1839 he paid little attention to religious matters, though he was strictly moral and regarded as an upright and honest man. His religious views however, were far from being orthodox. But at a protracted meeting, held in this city, in the month of September, 1839, he was soundly, clearly and happily converted. His conversion occurred at his house about the dawn of day, and was an event never to be forgotten by himself or the inmates of the family, who were aroused from their beds by his shouts and loud praises to God. He ever referred to this as a great epoch in his life, and never thought of it (to use his own language) but what he felt the Divinity stir within him. He at once attached himself to the M. E. Church, and soon set about devising means for extending the cause of Christ. The building in which the congregation then worshipped was old, dilapidated, and withal, too small for the congregation. He wrote out and circulated a subscription for the building of the present church edifice, heading it with his own name for \$1000, which subsequently largely increased. He purchased the lot on which the church was built, with his own funds, was at the head of the building committee, purchased all the material, made all the contracts and superintended the entire work to its completion—keeping an accurate and exact account of every cent received and of expenses. Twenty five years ago he was elected steward in the church and twelve years he has acted as

Recording Steward with faithfulness and precision. He loved the church as he loved his own life, and manifested that love not in words only, but in deeds of benevolence and self-sacrifice. The day before he left his office, never to return to it again, he said to one his brother Stewards: "I wish you would get the deed for the parsonage executed, for I want to pay one tenth of the cost of it before I die."

"The poor, too, came in for a share of his benefactions, and his unostentatious acts of benevolence and charity have, of late, been large and frequent.

"As a man of business he was prompt, accurate, reliable and scrupulously honest. As a church member he was always in his place and ready to do anything in his power for the promotion of the cause of Christ. He loved the class meeting and was seldom absent when his health permitted him to attend. As a husband, his kindness and affection, had few parallels among men. His health had been gradually failing for five years past and for months the decline had been marked and rapid. On Saturday, the 21st he left his office, for the last time, and the next day was confined to his room with slight fever and affection of throat and lungs, together with general debility, a breaking down of the whole system. During the ensuing week he suffered much but without a murmur of a single expression of impatience. He declined being helped so long and so far as it was at all possible for him to help himself. At 3 o'clock, Saturday P.M. March 28th, without a struggle the flickering lamp of his mortal life expired and his spirit went to God who gave it. 'He rests from his labors and his works do follow him.'

"The funeral services were held on Tuesday last, at Mr. Tousey's late residence, and were conducted by Rev. J. G. Chafee, assisted by Rev. James Lathrop and Rev. John Lewis. The concourse of people assembled embraced the largest number of old citizens that has for years been brought together in one place in this community. The services were very impressive and appropriate. The remains were taken to the Tousey burying ground in Kentucky, on the brow of the hill opposite Lawrenceburgh. —Almost the entire assembly of people followed the remains on foot from the residence of the deceased to the burying ground, crossing the river on a steam ferryboat. Here all that was mortal of Omer Tousey was deposited by the side of his father and mother and other kindred dust. While we mourn his death may we resolve to strive to emulate his virtues and live so that we may meet him in the better land where his spirit now rests in peace.

"At a meeting of the Quarterly Meeting Conference, held at Lawrenceburgh Station S. E. Indiana Conference, on March 31, 1868, the following, among



OMER TOUSEY GRAVE STONE

Top: Lane to Tousey family cemetery
 Right: Omer Tousey's stone
 Bottom: The cap of Tousey's stone has fallen and is at the bottom of it in the weeds.



other proceedings, were had:

"WHEREAS, In the Providence of God, brother Omer Tousey, the Recording Steward of this Station, has been removed from the church on earth to the church in Heaven; and

"WHEREAS, His many acts of kindness, benevolence and charity towards the church and the poor, together with his conversation in the past, demand at our hands more than a passing notice.—

Therefore,

"Resolved, That we deeply and sincerely deplore the loss of our much esteemed Brother in Christ, and that In duty bound, we will ever fondly cherish in our heart of hearts the fondest recollection of his memory.

"Resolved, That although God, in His wise Provi-

dence, has sorely afflicted our church, our community, our Quarterly Conference, and especially the family of Brother Tousey, by removing him from among us, yet we will humbly bow to the will of Him who is too wise to err, and too good to willingly afflict.

"Resolved, That we tender to the church in Lawrenceburgh and to the family and friends of Brother Tousey our hearty condolence, that our tears shall be mingled with their tears, and that by the grace of God we will imitate his many virtues, follow him as he followed the Saviour, and meet ultimately in that land where death never visits, and where sorrow is unknown.

"Resolved, That these resolutions be published in the Lawrenceburgh Press, and a copy hereof be presented to the family of our deceased friend and brother.

J. B. LATHROP,
Présiding Elder.

L. B. LEWIS, Sec'y."

Lawrenceburg *The Press*. April 12 1868.

Omer Tousey was buried in the Tousey Family Cemetery that is located in Boone County Kentucky on the property of Bill and Patty Berkshire, 2450 Lawrenceburg Ferry Road. The cemetery is approximately ½ mile up their driveway from the main road and overlooks Lawrenceburg, Indiana, across the river and the site of long vanished Tousey Town.

Also buried in the cemetery are the ancestors of Albert Gallatin Porter, who became the governor of Indiana. He worked on the ferry between Tousey Town and Lawrenceburg when his father was the proprietor.

Tousey's home in Lawrenceburg, known as the Vance-Tousey House, is now owned by the Dearborn Historical Society. It has been placed on the National Historic Register.

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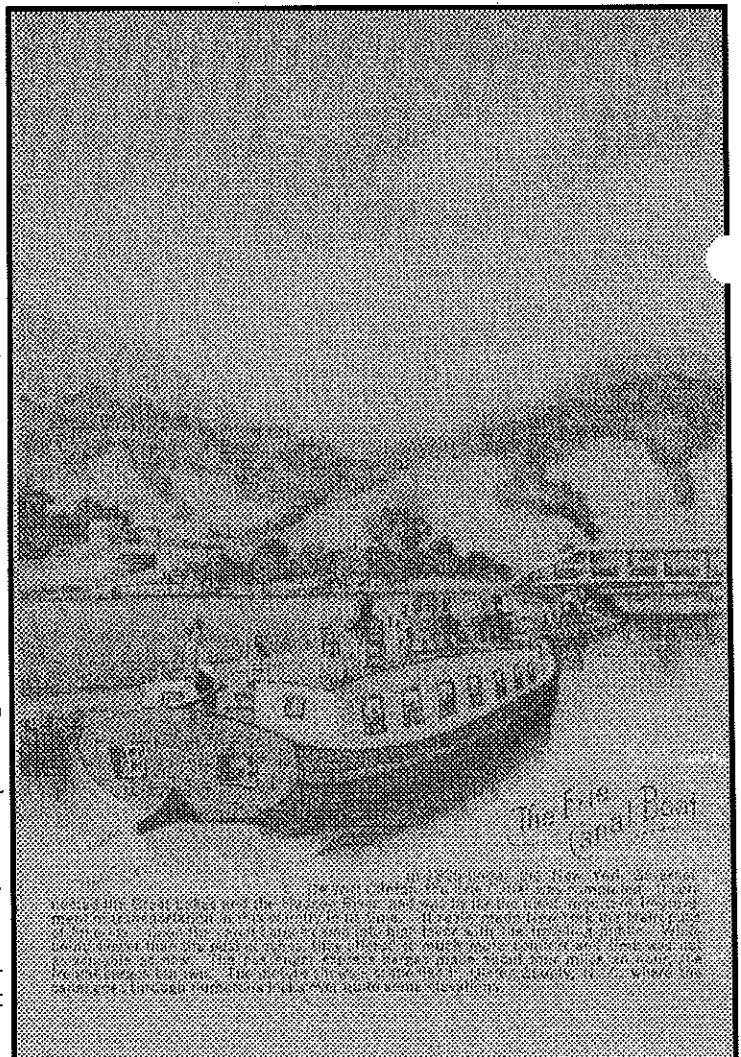
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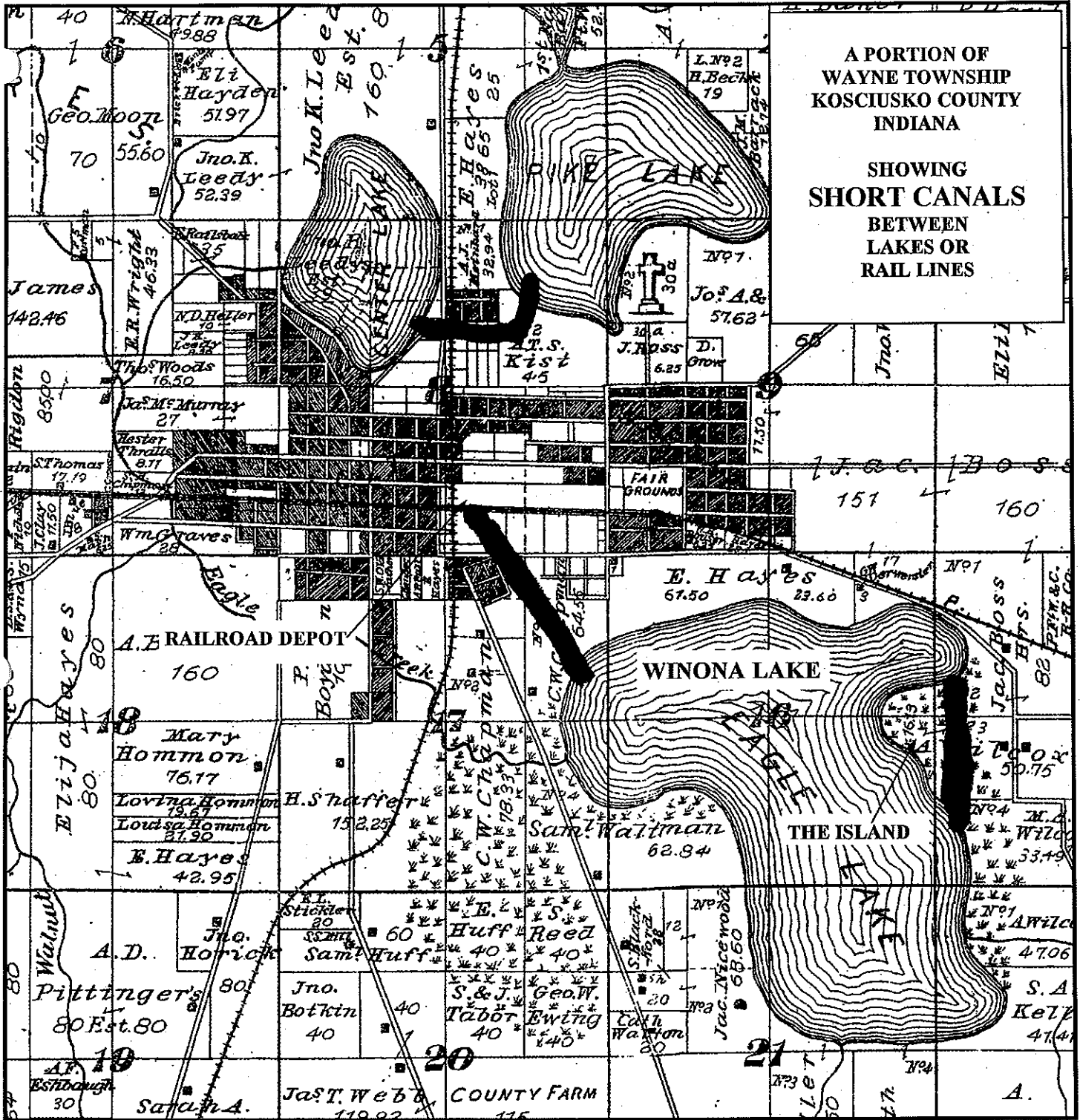
A SPECIAL OPPORTUNITY TO SUPPORT CSI THIS YEAR

Many people consider making charitable contributions for income tax purposes. Remember, the Canal Society of Indiana is a tax-exempt 501 (3) (c) entity and contributions to it are tax deductible. Contributions can be in cash or "in kind." Appreciated stock can be given to a charity and the donor gets a charitable deduction for the fair market value of the stock on the date of the gift. This method of contributing is available every year.

In 2007 a rare opportunity exists. If you are at least age 70½ you may distribute funds up to \$100,000 from your IRA directly to a charity and it will be excluded from income tax. This exemption will probably not be given in the future. Your tax exempt gift of any amount would greatly support CSI and our projects.



This image and text concerning New York's Erie Canal are from an old ink blotter.



A PORTION OF
WAYNE TOWNSHIP
KOSCIUSKO COUNTY
INDIANA

SHOWING
SHORT CANALS
BETWEEN
LAKES OR
RAIL LINES

SHORT CANALS CONNECTED LAKES

A canal in the 1800s

A little article in *The Paper - Warsaw Accent* on Wednesday March 28, 2007 was of interest to James McCleary, CSI member from Winona Lake, Indiana. It led him to look at old maps showing the lakes in his area and several canals connecting them to each other or to railroads. The article is quoted in its entirety as follows:

"In 1880, workers began to dig a canal between Pike and Center lakes. There were "camel" bridges built at Arthur, Parker and Detroit Streets. The canal, which cost \$2,000 to dig, was intended to give Center Lake steamers access to Pike Lake, but it was not successful.

"In 1886, the steamer called the "Norman Beckley" arrived from Chicago. It had too much draft for the canal and was able to make only one round trip with all

men helping. A smaller boat then tried but couldn't make it either, and the canal was abandoned.

"The old canal bed became a stagnant mosquito breeding pond, and in 1926, some 2,000 yards of dirt was used to fill the canal. Thereafter, the east-west street on the south side of Center Lake was appropriately named Canal Street."

James located Center Lake and Canal Street that were mentioned in the article, and then located two canals on Winona Lake, which was first known as Eagle Lake because it was shaped somewhat like an eagle.

James says the two canals on Winona Lake were used for different purposes:

1. The canal at the northwest corner of the lake was constructed to allow steamboats to go to the area of the two railroads intersection to pick up train passengers for the conferences held at the social center. Later a railroad connection was built.
2. The other canal was built to improve a low land 30-acre peninsula that often flooded to permit building homes on it. As the canal was built, the dirt was used to build up the peninsula and the canal drained the excess water from the low-lying ground.

Winona Lake has an interesting history. Land around it was purchased in 1881 for the dairy distribution business of J.F., C.C., and J.E. Beyer. Springs on the east side of the lake were used to keep the milk cool. It was soon seen that the lake with its abundant flowing spring water had much more to offer. A newspaper editor convinced the three brothers that it had possibilities as a resort. By 1884 the brothers had officially opened Spring Fountain Park. The venture proved to be a success and within six years it was a definite social center.

The timing couldn't have been better. Traveling religious institutions that provided education along with lectures, concerts, or dramas was in vogue. These were called chautauquas, named for the upstate New York lake where this concept of educational seminars first began in 1874. Dr. Solomon C. Dickey, representing the Presbyterian church, was searching for a location to establish a place where ministers and church workers could go to study the Bible, discuss church matters, and relax. An invitation from the Beyer brothers to check out 160 acres adjacent to the lake was accepted and Dickey knew it was the place he dreamed of when he saw it.

On January 22, 1895, the Winona Assembly and Summer School Association was established. A short six months later the first Bible conference was held. At the same time the president of the Studebaker

Brothers Manufacturing Company, John Studebaker, became intrigued with the concept and extended his personal line of credit to the Assembly to build and furnish an inn with two hundred thirty rooms, an observatory and beautiful verandas overlooking the lake.

Studebaker was not the only wealthy man to see Winona Lake's potential. The president of Standard Oil of Kentucky, Alexander McDonald, provided funds to dig the canal to separate the low peninsula from the mainland and build it up for home sites. By 1902 "McDonald's Island" later shortened to "The Island" was ready for settlement.

The area around the lake soon sported not only a Presbyterian building but also ones for the Methodists, the United Brethren and the Christians. Other denominations also held their meetings on Winona grounds.

Mineral water from the spring was said to give one good health and vigor. Art displays, boating, croquet, golf, fishing, hiking, steamboating, swimming with a new beach, and tennis courts provided meeting attendees forms of relaxation by 1905. However, none of these or any other entertainment such as buggy rides or card playing were allowed on Sunday.

Trains brought passengers to the Warsaw, Indiana, rail station where they were met by a boat to carry them down the canal to the resort. In 1902 Winona Lake electric rail service took away the need for the canal to the rail station. Eventually the canal was filled with dirt and became Canal Street. The new train carried passengers all the way from Center Street in Warsaw to the resort running six days a week but never on Sunday. During its first three months of operation, it carried 200,000 passengers to the resort. However, the huge sums of money to build it financially depleted coffers and, with the advent of the automobile, it became a financial nightmare.

ERIE CANAL TRIP

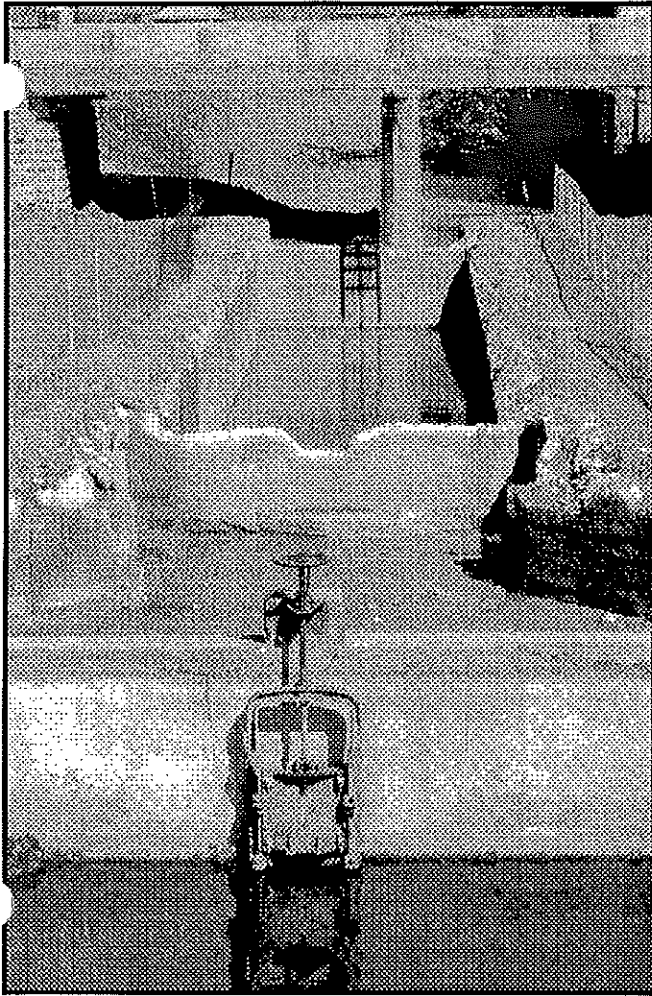
Final Payment Due
July 10

1 person in room (already paid \$200) due \$420

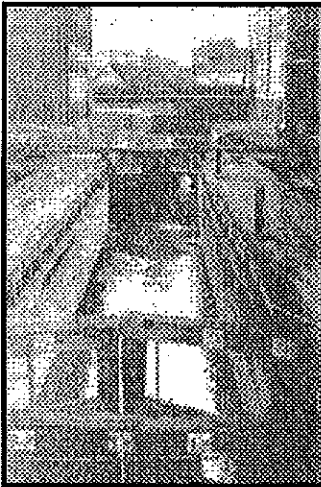
2 persons in room (already paid \$400) due \$740

Make checks payable to: Mid-Lakes Navigation Co., LTD

Send checks to: Canal Society of Indiana, PO Box 40087,
Ft. Wayne, Indiana 46804



Lock 13 looking toward High street now & then.



LOCK 13 BENEATH COTTON MILL

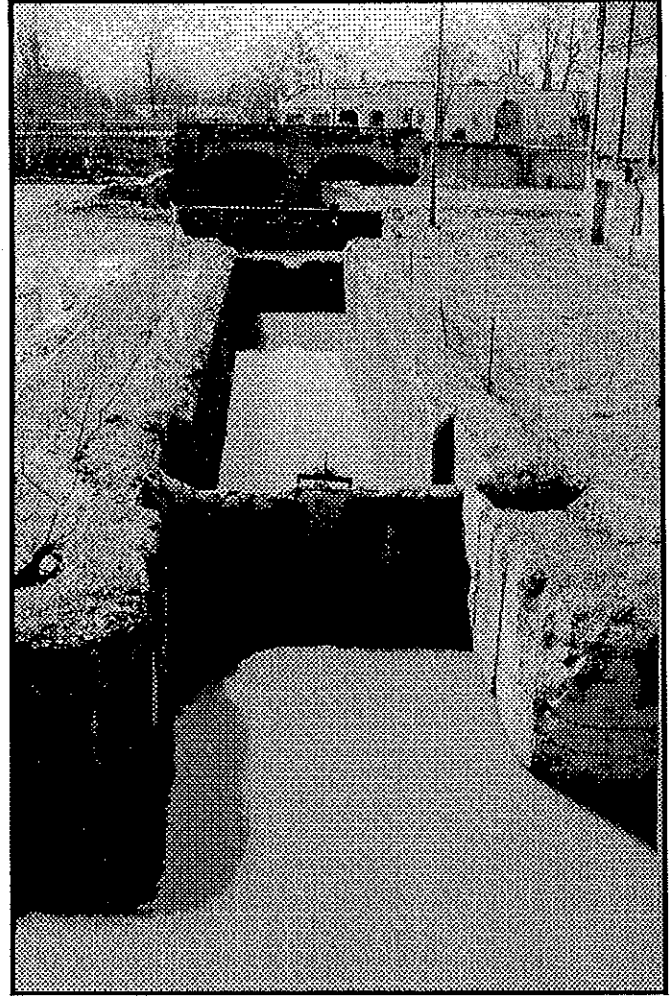
By Carolyn Schmidt

Within the past few months the dilapidated Glass Block building and portions of the old Cotton Mill were razed in St. Marys, Ohio to reopen the Miami & Erie Canal that flowed through the town. After the canal was abandoned,

it was covered by these buildings with one of them actually sitting atop Lock 13. Also being removed are the concrete flumes under the Cotton Mill that carried the water used for manufacturing .

The area around the lock will be landscaped after the hole left by the demolition is filled with soil. Special care is being taken so that the hydraulic requirements for the canal will not be affected.

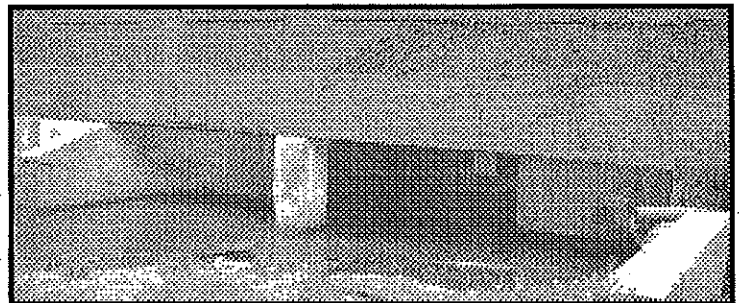
LOCK 13



Lock 13 of the Miami & Erie Canal looking toward Spring street in St. Marys, Ohio. P-Bob Schmidt

Evaluation of the remaining portion of the Cotton Mill and its boiler house is being made to determine the cost and viability for their future use. If no viable use is found, the buildings may be torn down and the land sold for new structures.

The Miami & Erie Canal Towpath trailhead is just north of High street and a stationary canal boat is just south of Spring street. Beautifying the area will add green space uptown and should attract new businesses. A minimum investment of \$850,000 is required to obtain the property for a new building.



The Cotton Mill sat atop Lock 13 until it was removed.

MAUMEE RIVER BOAT CRUISES

The Maumee Valley Heritage Corridor is partnering with the "Sandpiper," which resembles a canal boat, in presenting 4 historical and architectural cruises on the Maumee River. The 2-hour cruises will be narrated by Fred Folger, noted historian who spoke about the canal and the Toledo area at the CSI Toledo-Grand Rapids tour of the Miami, Wabash & Erie Canal. You will recall that Fred was an outstanding speaker. He will point out Toledo's award winning architecture while relating the history. Plus, the tours include seeing the finished lighted Veteran's Glass City Skyway Bridge, which we saw under construction earlier. It has aluminum clad cables that reflect sunlight during the day and are illuminated by colored lights at night. The colors can be changed for different seasons or events. Part of the tour will be upstream from the boat dock, which we did not see on the prior tour.

Monday evenings

July 16 8-10 PM & August 13 7:30-9:30 PM

Sunday afternoons

June 10 & September 9 1-3 PM

Cost \$18 with a special price of \$15 for members of any Maumee Valley Historical organization or CSI.

These tours are sure to sell out quickly since the new bridge was just opened this May and everyone is interested in getting a close up view of it. For reservations for these special tours call the "Sandpiper" at (419) 537-1212 as soon as possible. Private cruises for groups of 30 or more will be available with special arrangements.

For additional details visit: maumeevalleyheritagecorridor.org

MAUMEE VALLEY HERITAGE CORRIDOR

The directors of the Maumee Valley Heritage Corridor met Saturday April 21 at Northwest Community College near Archbold, Ohio in the McDonald history room of its library, which offers many primary source documents on Ohio history. They were given a tour of the facility prior to the meeting and learned that this two year college not only has a program for historic preservation, students have the latest internet technology available to them. In fact there are more people taught via the internet than the number of undergraduates that are on campus.

The college has partnered with companies such as General Mills to teach their employees about the new technology being used in their plants. For example, a large screen shows the teacher in the studio in one cor-

ner and students in three different locations around the U.S. or world in the other three corners of the screen. They can talk face to face like in a regular classroom. There is also a "smart board" where the instructor can write in colors and erase his words or diagrams electronically. In the past two years the companies partnering with Northwest State have found they save huge amounts of money that used to be spent in travel and hotels when they sent their employees to training sessions.

Among its many programs, the college also teaches the manufacturing of plastic products. Did you know that Ohio produces more plastic products than any other state with many of them being produced in small towns much like Archbold? Now when we think of northwest Ohio, we will think of plastics and not just agriculture although it has the most contiguous farmland in the United States under cultivation.

Most of the land in the area was once part of the Black Swamp and is drained by field tile. A historical marker on the campus relates the history of the drainage of the Black Swamp. You will recall that the Black Swamp hindered the digging of the Wabash & Erie Canal through northwest Ohio. See Hoosier Packet Dec. 2002 p. 18

The Maumee Valley Heritage Corridor is currently seeking national recognition of the corridor. Its website has pictures and information about the towns and cities within the corridor: maumeevalleyheritagecorridor.org

The organization took the lead in getting a scenic byway designation for a route which passes through 60 miles of the corridor highlighting the beautiful Maumee, the historic towns, and the Miami, Wabash & Erie Canal. Signs have recently been erected by ODOT identifying the byway on State Routes 424, 110, 65 and River Road. A free map locating 31 parks, river access points, historic sites and communities is available through the website.

The Maumee River is the largest river flowing into the Great Lakes, with headwaters in downtown Fort Wayne, Indiana, at the confluence of the St. Joseph, which originates in Michigan, and the St. Marys, which originates in Ohio. The Maumee ends in Toledo at Lake Erie. Its 6,562 sq. mile watershed has 327 named streams and supports 94 species of fish. Nearly 100 state, county, metro, village and township parks and nature preserves line the river and streams and provide opportunities for boating, fishing, hiking, swimming, etc.

There is a lot to see and do along the Maumee River and the old canal from Ft. Wayne, Indiana to Toledo, Ohio. General Anthony Wayne followed the river and you can too!

NEWS FROM DELPHI

SPRING BRINGS PROGRESS TO THE IRON BRIDGE SITE

Ah, Spring! Finally there is progress on the site development where the wrought iron 1905 Stearns Truss will be placed. This section comprises the VanScoy Towpath Trail behind Pizza Hut/Dairy Queen in west Delphi. Contractor Jack Cohee is "gutsy" with his machinery working in the "muck and mire" of this canal section. A recreated typical channel of this historic waterway will include the "side slip" that has been long forgotten.

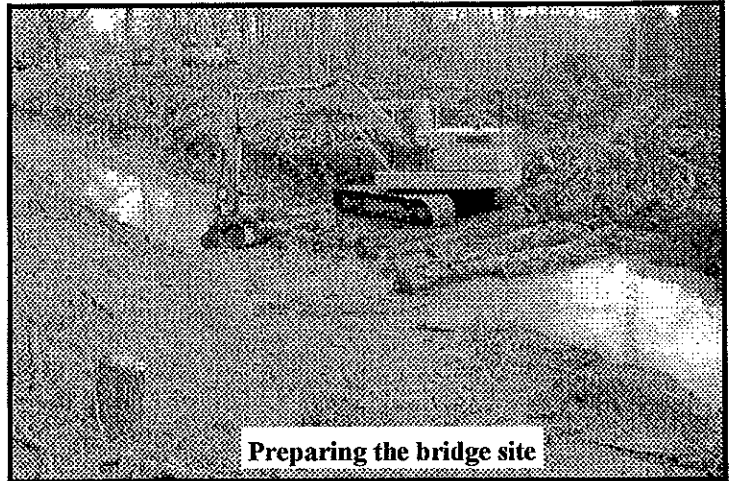
The Canal Association first had to wait on permits and then an archaeological study of the bridge foundation site before this became a reality. Now with warmer weather the other phases of restoration of the bridge itself are moving to the great outdoors. Work on removing rust and painting last winter until up to now has been at Ed Gruber's farm where the volunteers worked practically all winter indoors. Ed provided the heat from an old wood burning stove.

Water control for this excavation work requires both a pump and the shutting down of diverted water into the upper portion of the canal from the quarry's discharge of groundwater. Managing the canal's water level for spring enjoyment along the trails and Canal Park is still possible. The canal (pontoon) boat "DELPHI" was launched earlier in April in time for the official "opening of the canal" to shipping and transit as they would have done in 1850.

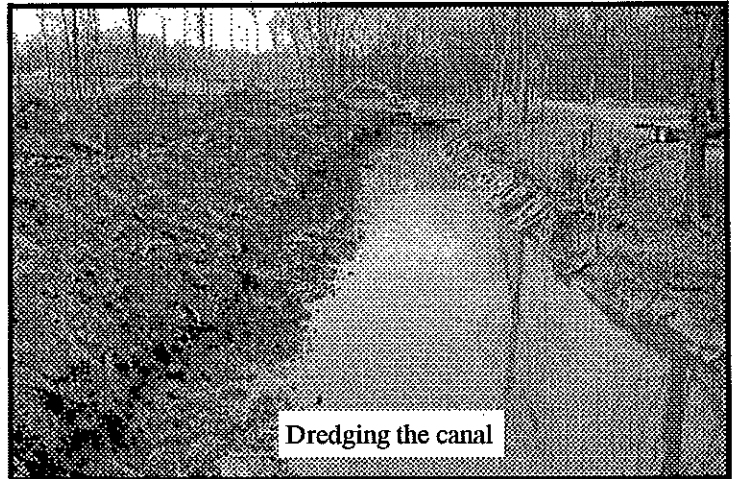
The next big step in the restoration of the Stearns Truss is the placement of the "caisson" foundations. These big iron "tubes" standing fourteen feet tall will be placed at the four corners to support the bridge. They are separated at each end of the bridge by massive 8 by 15 foot vertical plates that form the end of the deck where it meets the canal banks. Repairs to these are still underway by blacksmith Ross Brown.

As we continue to progress on this massive volunteer job we are experiencing some major costs associated with purchase of materials and access to construction machinery. We would estimate our re-erection of the historic "one-of-a-kind" truss on the flat field alongside the canal behind Dairy Queen later this spring--then lifting and placement over the canal this summer with the help of cranes. Finally dedication ceremonies perhaps in the fall.

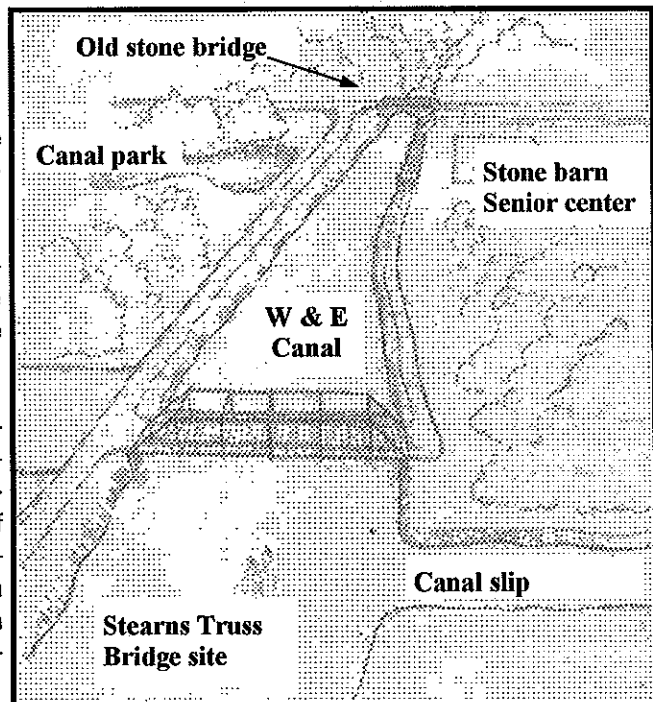
If you are interested in supporting restoration of the Stearns Truss consider donating time or money to this exciting project. It is being undertaken by the Wabash & Erie Canal Association and its energized crew of volunteers.



Preparing the bridge site



Dredging the canal

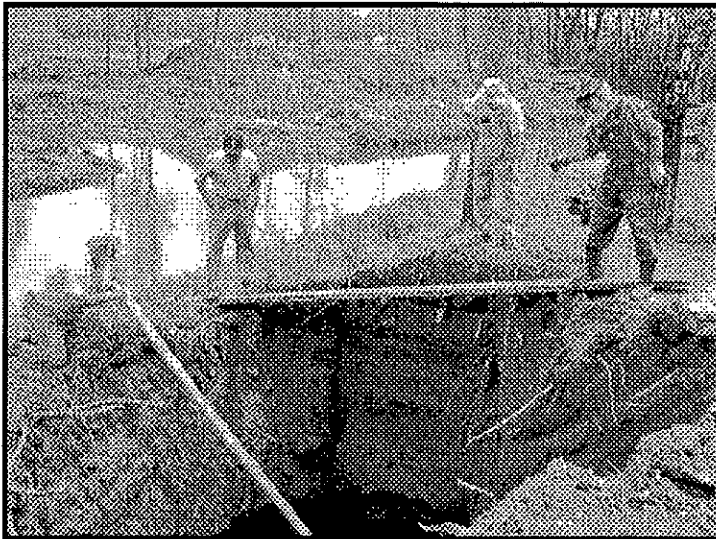
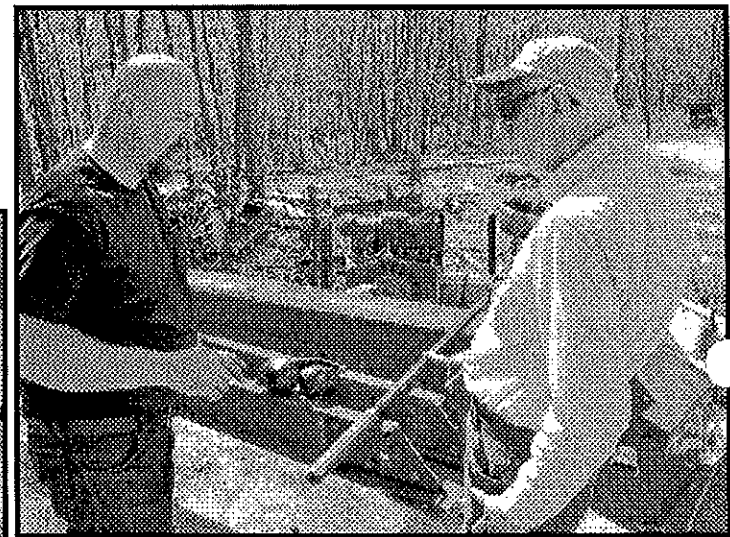
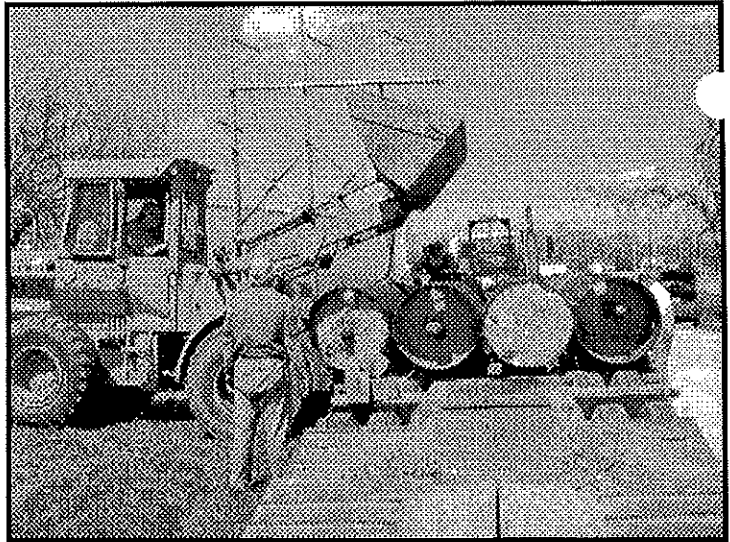


FURTHER PROGRESS ON STEARNS BRIDGE

Progress was the word on one Spring day for the volunteer crew. We poured the footers for two of the four supporting bridge caissons that go on the west side. They stand in a mighty deep hole and we were actually bottomed on solid rock AND in the water table. Six yards of concrete for this first pour--and just barely enough!

The next step a couple days later was to lift and set one of the caissons and then secure it with concrete from this new base up on the walls to support it. Then the plate between was positioned and bolted. Blacksmith Ross has one of the two sets completed/reconditioned. He was essentially finished with his metal restoration. It was intriguing to see if all bolt holes lined up and the thing just come together--although not easy.

We finished concrete just in time for a thunderstorm--glad we got done when we did. The concrete was in under water anyway so it was already wet but we scattered.



STEARNS BRIDGE
 Top left: Hole for foundation Top right: Loading caissons
 Bottom left: Caissons Bottom right: Ross & Ron
 Photos by Dan McCain

PROJECT W.E.E.D.
 "Wabash & Erie Earth Day"

The Carroll County Wabash & Erie Canal, Inc. had a spring workday on Delphi Historic Trails and in Canal Park on April 21, 2007 from 9 a.m. until noon attracting 61 volunteers. Many family groups, scouts, 4-Hers and community folks came to the workday. "With such great weather for Earth Day it was truly a fun day" according to Dan McCain, Chairman of Delphi Historic Trails.

"Each year we invite the public to come out and enjoy spring by cleaning trails, renovating flower beds and general outside park grooming," McCain added. In addition the Delphi Psi Iota Xi Sorority provided a free lunch in Canal Park. Afterwards many of the youth enjoyed a canal boat ride up and down the Canal.

The trails and park were "spruced up" in time for the Canal Society of Indiana's annual meeting and tour of Tippecanoe and Carroll counties. Many others will benefit from the volunteers' efforts later this year.

For those that worked there is a reward. The USDA/NRCS Earth Team will be giving shirts or hats to all that worked a day or more during the past twelve months. McCain added, "the payoff comes on National Trails Day June 2nd when we celebrate with our volunteers and dole out the shirts."

McCain invites your help and you can earn a reward at next year's National Trails Day. "If you want to volunteer and earn a shirt contact the canal "hotline" for the next scheduled work day. Bring a neighbor, tell your friends, come out and enjoy our beautiful trails."

LAGRO MURAL

Terry Lacy, the artist who is painting the murals for the Canal Interpretive Center lobby in Delphi, has completed the mural showing one of the locks in Lagro, Indiana on the Wabash & Erie Canal. It shows a freight boat being loaded from the dock of a warehouse while a passenger packet exits one of Lagro's 4 stone locks.

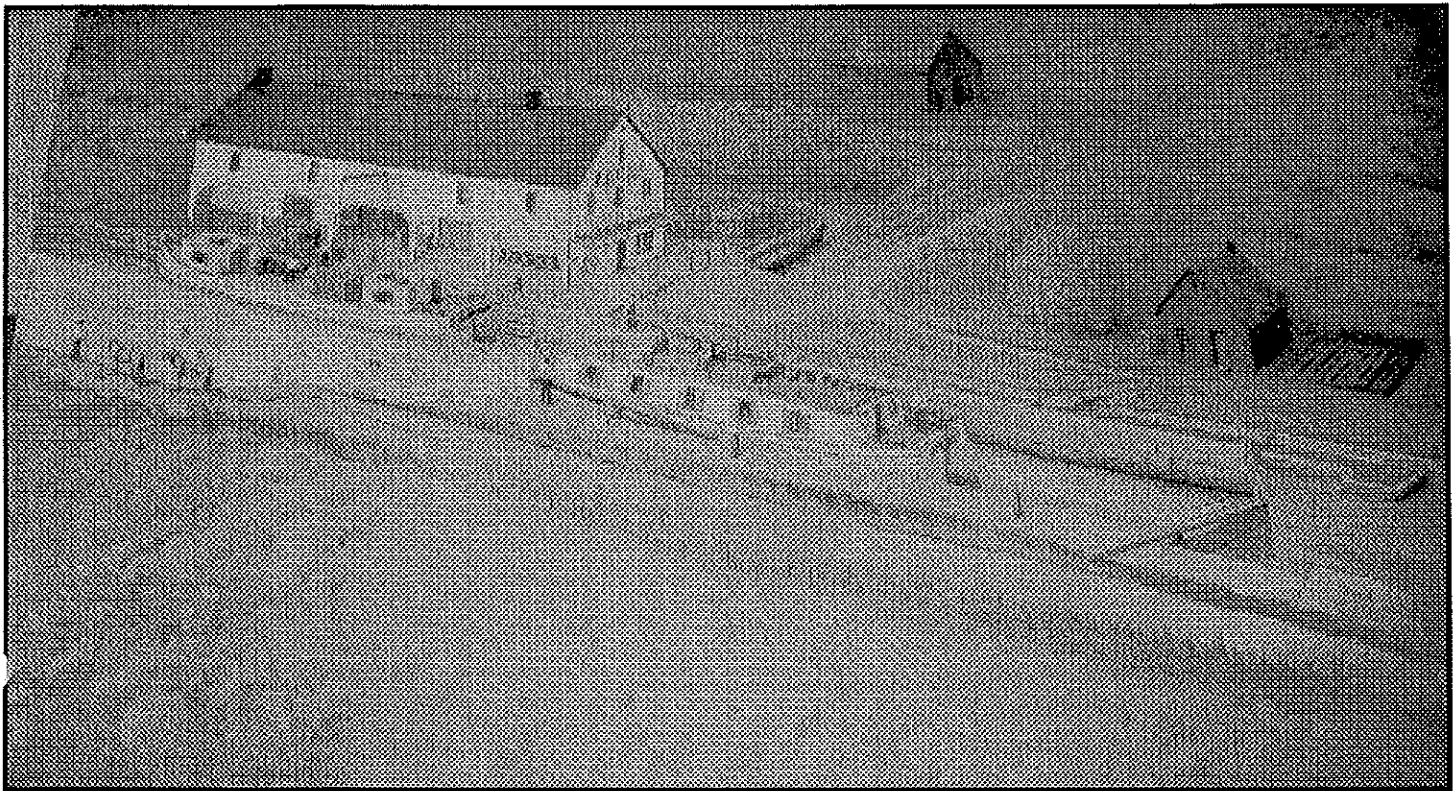
Lagro was fortunate to have 4 of the 14 locks built of cut stone. Most of the 73 locks of the Wabash & Erie Canal in Indiana were built of timber because no good stone was located nearby. The idea was to build the locks of timber, get the canal up and running, and

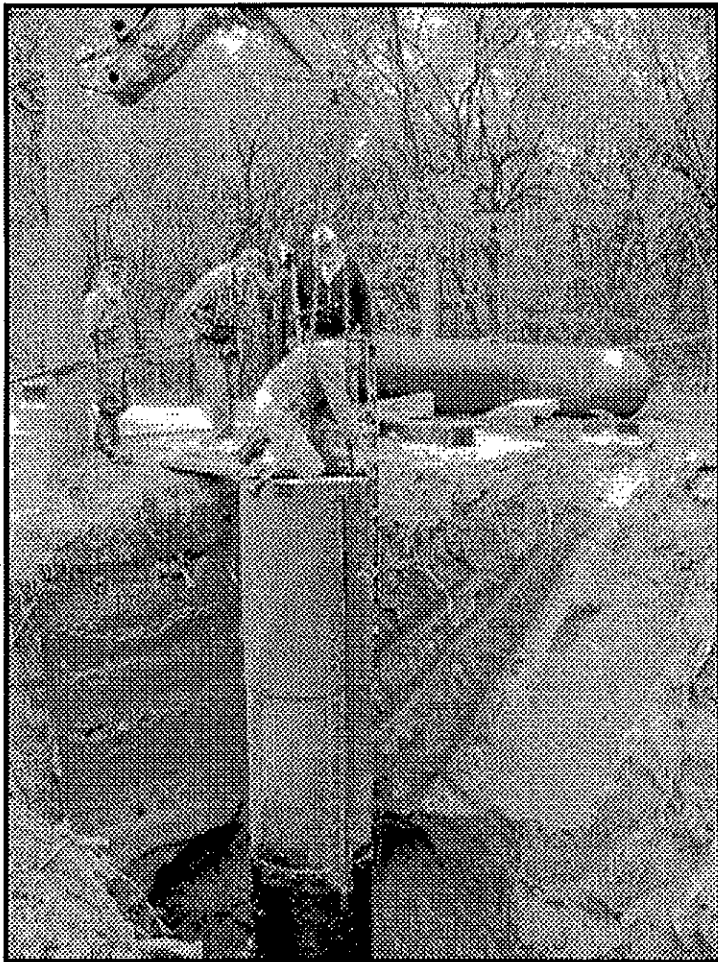
then transport stone to the lock sites and rebuild them with stone. This never happened. Lagro, however, was located near the Salamonia quarry where good limestone could be easily obtained, so fine cut stone locks were built and still remain today. These were Locks 12,13,14 and 15. They were better known as the James McDonald, Curley Hayes, James Kerr and Jim Ditton locks after their lock tenders. The lock pictured is Lock 14, the Kerr lock, which today is the center piece of a small park in what remains of Lagro. The locks were erected in 1835.

The four locks located relatively close together made Lagro a major port on the canal and a toll collection point. In 1850, canal tolls collected at Lagro were \$10,618.68. Businesses were quickly built and, by the end of the canal era in 1875, the town had two boot and shoe shops, two hardware stores, one grocery, one dry goods store, one tailor, one undertaker, one jeweler, one harness shop, one shingle mill, one lime dealer, a millinery shop, a drug store and three doctors. One year it set a record for shipping over 5,000 barrels of whiskey.

Today Lagro is a small town just off of US 24 that one passes without noticing on the way elsewhere. It went into decline once the canal was abandoned.

The Lagro mural by artist Terry Lacy hangs in the Canal Interpretive Center in Delphi, IN. Photo by Bob Schmidt





bridge has been moved twice. The last time (about 1913) the workmen poured concrete inside the metal tube. That made it very heavy for use to place but we think they never planned to move it again. Perhaps after arriving in Carroll County last year on a flatbed semi trailer it will be THE last time this historic bridge will ever be moved.

Restoration work by volunteers is being assisted by Ross Brown, a blacksmith from southern Carroll County. From now on most of the volunteer work will involve cleaning and painting the approximately 100 pieces of wrought iron making up this 78 foot long very rare bridge. It was patented by Wm. Stearns in the late 1800s and used as a lightweight bridge capable of being moved by unpinning the members. Pulaski County officials brought a dozen or so of these structures from the Winamac Bridge Company in the early 1900s.

Canal restoration work in this location is about finished but still looks rough until it can be graded and seeded. In the near future a layout of the bridge members for re-erection will begin on the east side of the canal where land is level and access good. Cranes will be needed to position the structure over the four caisson posts when erection is completed by June or July. Anyone interested in working as a volunteer or helping with much needed financial support is urged to contact Dan McCain with the Canal Association in Delphi, admin@canalcenter.org

AN OLD IRON BRIDGE COMES TO LIFE

This picture shows what was completed on the Stearns Truss foundation on Friday, May 4, 2007. The volunteers placed one of the four upright metal caissons deep into the side bank of the canal behind Dairy Queen. The wrought iron "tube" extends 14 feet up from a concrete foundation poured on Wednesday. All of this is in the water table so it was necessary to pump out the water before placement and leveling. By the end of the morning 5 yards of concrete were poured around the caisson thanks to a nice price break from Brim Concrete of Flora.

The volunteers standing are: Roy Patrick, Lafayette; Charlie Johnson, Flora; Al Auffart, Cutler; and Ed Gruber, Delphi. Ed checked the level before the concrete around the base was poured. Jack Cohee operated the big machinery to lift this very heavy member of the original bridge.

The bridge was first set in place in 1905 in Pulaski County as the Big Monon Ditch was being extended into the vast, flat marshes near Medaryville. This

Speakers Bureau

Fort Wayne - May 7, 2007

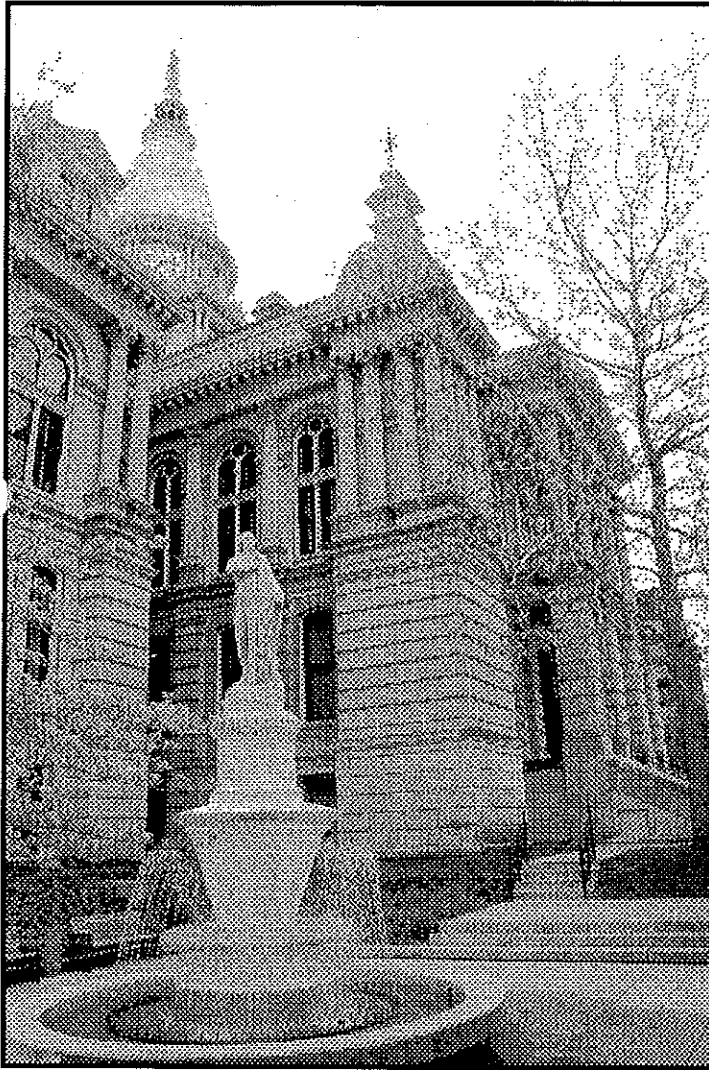
Bob and Carolyn Schmidt, dressed in period garb, spoke to 19 members of the DMA (Don't Mention Age) fellowship at First Christian Church on Calhoun and Petit streets in Ft. Wayne, Indiana at 1 p.m. following a carry-in meal. Bob related the history of the Erie Canal and the Wabash & Erie Canal that followed the Erie's example. Attendees followed the canal route on a map provided them.

Carolyn, once again portraying a canal traveler, gave a glimpse into the life in canal times and talked about how canal structures were built along the canal from Toledo to Ft. Wayne. She also pointed out her antique cape, cameo, and parasol.

The enthusiastic group asked many intelligent questions. They also told the Schmidts about some of their relatives that had moved to Indiana by canal boat. They expressed interest in joining CSI.

CANALABRATING GOOD TIMES (cont. from page 1)

The celebration began on Friday afternoon when two groups gathered at the Tippecanoe county courthouse. Since they could only accommodate 25 at a time, docent Dave Lahr, a volunteer from the Lafayette Convention & Visitors Bureau, led a group at 1:30 p.m. and one at 3:00 p.m. around the outside of the courthouse pointing out details and then inside. The groups met him at a fountain and statue of Gilbert du Motier, marquis de La Fayette, after whom the city of Lafayette was named.



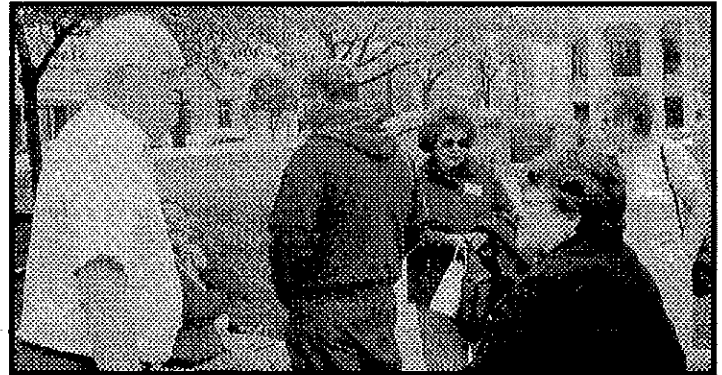
Tippecanoe County Courthouse with La Fayette Fountain
Photo by Lynette Kross

the Ohio river his steamboat "Mechanic" was wrecked at Cannelton, IN. on May 9, 1825. This was shortly after William Digby, age 22, had filed a claim on Christmas Eve 1824 for land along the Wabash river, which he thought would be the head of steamboat navigation. Digby platted a town bounded by North and South Streets, the Wabash River and Missouri Street on May 25, 1825 and named it after the hero, Lafayette.

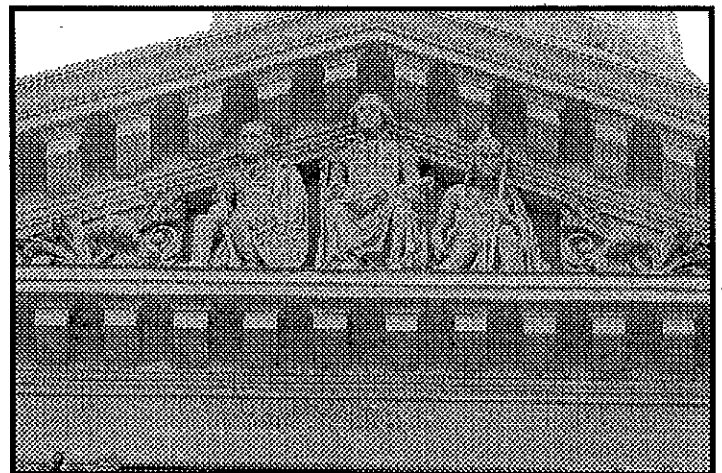
William Digby (1802-1864) was a lifelong bachelor, a gambler, a speculator, ran a ferry across the Wabash at the base of Ferry Street in Lafayette, lost his home gambling, went west to the gold fields in the 1850s, and returned in 1856 to serve as a watchman on the railroad bridge over the Wabash at Attica, IN. He was 6 ft. tall, weighed around 200 pounds, and had a light complexion and light hair. Three days after the town was platted, Digby sold most of his holdings for \$240.

A plaque on the wall around the court house reads:

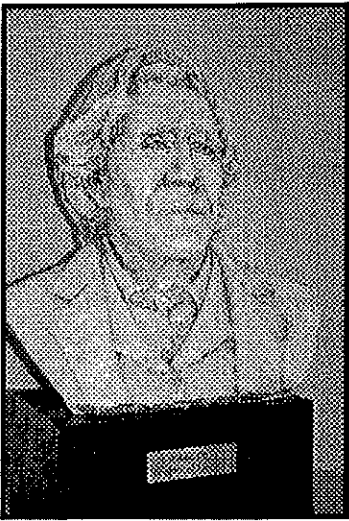
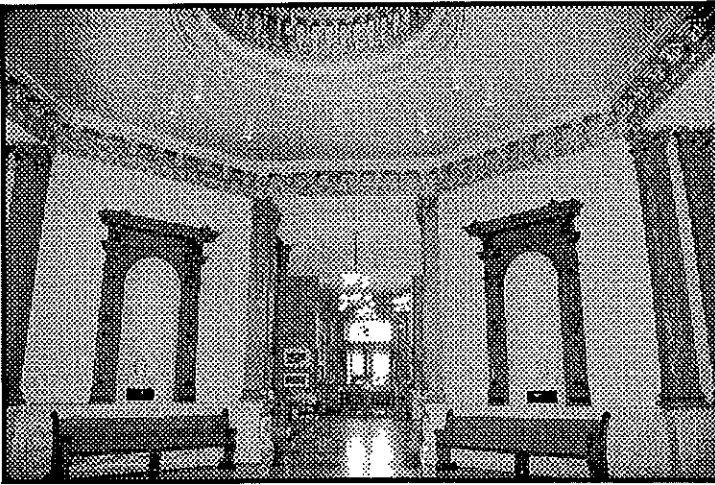
To Commemorate the Wabash & Erie Canal, which operated 1841-1872 between Toledo, Ohio, and Evansville, Indiana, and which through Lafayette paralleled the Wabash River, crossing Main Street



Above: Dave Lahr answers questions about the court house
Below: William Digby, LaFayette, the Prophet on court house
Photos by Bob Schmidt and Lynette Kross



La Fayette, at age 19, was sent to America by the French king to report back what was happening. He is probably the reason the French entered the American Revolution. He played a key role in pushing Lord Cornwallis back to Yorktown and was a key person in the Yorktown battle thus making him very popular. Later in life he came to the U.S. to make a grand tour. While on



The court house rotunda has niches with busts of William Digby, left, the Prophet, right, La Fayette and John Purdue.
Photos by Lynette Kross

Inside the court house, canawlers saw beautiful murals that were once in a hotel, the rotunda with busts of Lafayette notables, courtrooms, historic documents, and paintings from yearly art shows held on the court house lawn. Some canawlers entered an elevator to take them from floor to floor, and kept zipping up and down past the second floor until they realized that the basement was considered floor 1 and the main floor was floor 2. Everyone got so tickled that we made too much noise and had to be told to quiet down.

Tour registration was held at the Rodeway Inn near Battle Ground, IN. Tour participants were then on their own for dinner. They reassembled at Wolf Park in Battle Ground for a wolf demonstration entitled "Howling With Wolves." Although some of the participants were skeptical about seeing a program just about wolves, after the program was over they were quite impressed.

Wolf Park was established by Dr. Erich Kling-

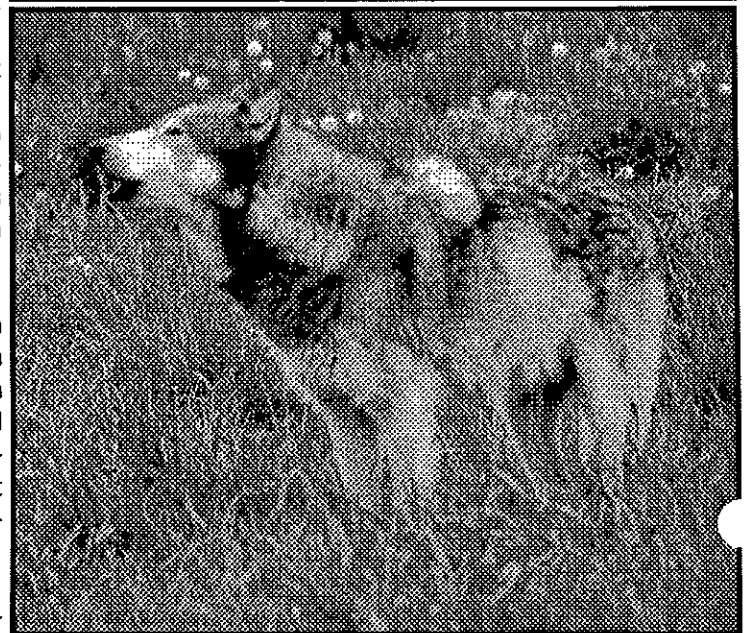
hammer to study the behavior of wolves. Wolves once hunted deer in Indiana and occasionally bison on the nearby Wea Prairie south of Lafayette. They were around at the time the canal was being dug through the county.

We assembled on bleachers alongside a huge enclosure in which several wolves were sound asleep. It was like going to a zoo where you see resting animals or no animals. It didn't look too promising. A docent began to tell us about the park's history and the study of wolves. We learned that the Omega male stays away from the rest of the pack at night when the wolves are most active since he would be the one they picked on. The six wolves in captivity on the 7-acre-site are fed every three days with road killed deer, still born calves, or a meat product, which the park buys. They also catch rabbits, raccoons, small rodents, etc. that wander into their enclosure. Although they do bark a little, they howl more than bark.

There was only a little activity in the enclosure until a train whistle sounded during the demonstration. The reclining wolves sat up and took notice. The docent asked everyone to howl and before long the wolves began to howl. They howl in a minor key, which is very eerie. It was pointed out that they howl more when they are active, which is at night.

Although two docents eventually entered the enclosure, they entered slowly, giving the wolves an opportunity to get their scent. When they touched the wolves they were very careful how and where they touched them. The wolves demonstrated aggressive be-

This wolf howled after the train whistle sounded in the distance.
Photo by Lynette Kross





A wolf licks the docent's face inside the enclosure at Wolf Park.
Photo by Lynette Kross

havior, snarling, nipping, and ganging up on each other as well as licking the face of one docent, rolling over to be petted on their bellies, and jumping up on the docents. We saw how wolves roll in a scent to carry it on their fur back to the pack to get the pack to follow them to the prey.

The park tries to allow the wolves to live as much like they would in the wild as possible. They do give them shots, care for them if they are ill or hurt, feed them every three days, and give demonstrations during the day and at night.

SATURDAY

Energetic canawlers were aboard the buses and ready to begin the tour by 8 a.m. on Saturday. They were welcomed aboard by Bob Schmidt, docent on Bus 1, and Carolyn Schmidt, docent on Bus 2, and told that the tour would cover several Periods or "Layers" of history —1717 when the French established Fort Ouiateon across from the Wea village on Wea creek, the French Trading Post of Peter Longlois by the John Davis Ferry across the Wabash river, the 1811 Battle of Tippecanoe at Battle Ground and nearby Prophetstown, the founding of Lafayette in 1825 and Tippecanoe county in 1826, and the 1840s Wabash & Erie Canal from Americus to Granville. It was noted that the canal seen on this tour was fed from the Wabash river at Pittsburg, Deer creek and Wildcat creek slackwater, and Wea creek feeder canal.

The first historical site passed was Prophet's Rock where the Prophet, Tecumseh's brother, sat and chanted to encourage the Indians in the Battle of Tippecanoe in the early morning hours of November 7, 1811. Tecumseh was in the south trying to recruit additional tribes to join his confederacy to drive the white settlers

from the territory.

A short stop in Battle Ground, Indiana, at Tippecanoe Battle Ground Park provided canawlers an opportunity to photograph the monument. The historical plaque read:

THE BATTLE OF TIPPECANOE

November 7, 1811

Here on this site military forces commanded by General William Henry Harrison, engaged in battle with the Indians of the Wabash country led by The Prophet, brother of the great Indian leader, Tecumseh. This battle destroyed forever the hope of Tecumseh for a complete Indian Confederacy, launched Harrison toward the Presidency of the United States twenty-nine years later, and is considered one of the primary events leading to conflict between the United States and Great Britain in the War of 1812.



Monument to Battle of Tippecanoe
Photo by Bob Schmidt

John Tipton, Indian agent and later Indiana senator, purchased the site and gave it to the state of Indiana for a park. It was noted that six Indiana counties were named for heroes from this famous battle: General Joseph Bartholomew, Colonel Abraham Owen, Colonel Isaac White, Captain Spier Spencer, Captain Jacob Warrick, and Major Joseph Daviess.

Driving past Battle Ground Cemetery on Pretty Prairie Road, it was pointed out that canawlers John R. and John Cunningham were buried there. John R. was a Wabash & Erie Canal contractor and his son, John, went to a log school alongside the canal. The Cunninghams built a home in the 1830s that later was used as a canal inn at Americus. It was razed in 1994.

The bus turned on Grant Road. The road was named for the Land Grant of March 2, 1827, in which the federal government offered Indiana alternate 1 mile sections (640 acres) of land 5 miles on either side of the canal route from the Auglaize river in Ohio to the Tippecanoe river in Indiana to be sold to finance the canal. The government thought that once the canal was built the remaining sections would be more valuable and would more than offset the land they gave away. Indi-

ana accepted the grant and groundbreaking for the canal was held in Ft. Wayne, Indiana, on February 22, 1832, the 100th anniversary of George Washington's birth.

We crossed the Wabash river and the Wabash & Erie Canal located on its east bank at Americus. When William Digby learned of the land grant and that the terminus of the Wabash & Erie Canal would be at the junction of the Tippecanoe and Wabash rivers, he thought this would be the head of steamboat navigation and canal intersection making it the site of a great city someday. In 1832 he purchased land and platted the town of Americus, choosing a patriotic name to enhance the prestige of the town. This time it didn't work.

Canal Commissioners determined that Lafayette would be a better terminus and more accessible by steamboat. The cost for the 14 mile 5 chain extension was estimated to be about \$204,000 and offered a better port. In 1834-35 the General Assembly agreed and authorized the extension of the canal. The town of Americus never realized its potential.

The bus then crossed over Sugar creek where wooden arch Culvert No. 117 once carried the canal across the creek with a 24 ft. chord. The bus then turned on a side road that ran atop the old towpath from time to time. It crossed Buck creek where timber box-Culvert No. 118 of 4 spans, 12 ft. wide and 3 feet high was once located before reaching Birmingham Bluffs. The *Indiana Senate Journal 1834-35* describes these bluffs and the obstacle they presented in canal construction as follows:

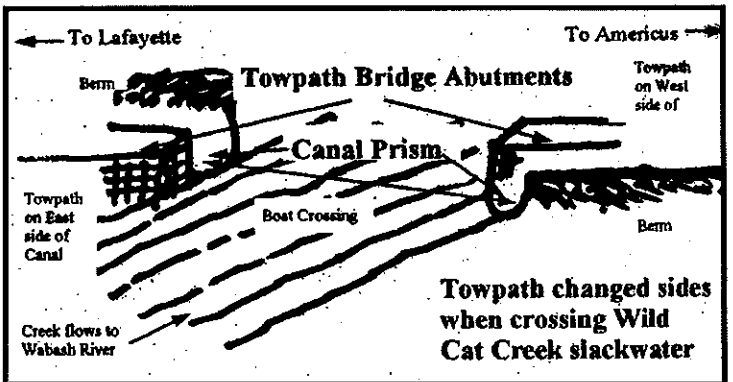
"About 5½ miles below Americus, the Birmingham Bluff commences and extends 87 chains, forming by far the greatest obstacle to the construction of the canal, found between the boundary of the canal grant and Lafayette."

Not only was this area difficult to construct, the bluffs were continually caving in, filling the canal, and it had to be dug out. We could see this from the bus windows for alternately there would be a good section of canal prism and then none at all.

The *Indiana Senate Journal* then went on to say: "After passing the bluff, the next obstacle is the crossing of Wildcat Creek, which must be effected by means of a dam. From the crossing of Wild-Cat, a favorable route for the canal, may be obtained to Lafayette, where it would terminate in a basin, at a point highly favorable for the transfer of freight from the canal to the river boats."

Our next stop was at the Conservation Club located by Wild Cat creek. We hiked up into the canal

prism and followed it to the creek to see the remains of the tow path bridge. The canal engineers placed a 221 foot long 13 foot high wooden crib dam across the creek. Once guard locks on either side of the creek protected the canal and allowed boats to cross the slackwater the dam backed up. The towing animals crossed the creek via a 160-foot-span tow path/buggy bridge. This site was unusual in that the towpath changed from the Wabash river side to the opposite side of the canal after crossing the creek and canal boats passed under the bridge.



Above: Remains of towpath/buggy bridge at Wild Cat creek
Photo by Lynette Kross

Below: Side view of abutment of towpath/buggy bridge
Photo by Bob Schmidt

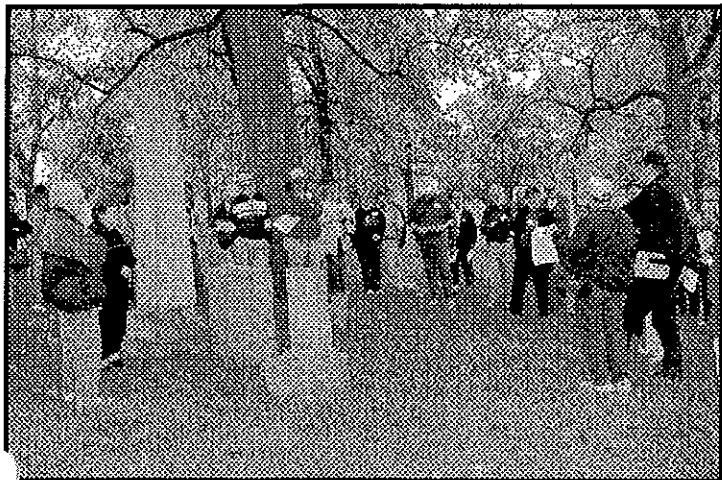


After receiving a banana for a snack, attendees boarded the buses. We then followed the route of the canal that was below the bluff into Lafayette. We stopped at Greenbush Cemetery, which was laid out in 1848 adjacent the first graveyard in Lafayette. There canawlers were given information about the cemetery and what the symbols on the stones represent. We then visited the grave sites of William Digby, founder of Lafayette and Americus; Judge Cyrus Ball, toll collector for the canal in Lafayette; Albert S. White, senator in 1837 and after whom the first canal boat from Lafayette to Toledo was named; and the graves of Confederate and Union soldiers.

pointed tops and the Union soldiers' stones had curved tops.

The gravestone of Albert S. White is a large tree representing eternal life. It has cut off branches representing his children, pieces on branches in the ground nearby representing death, two doves representing the Holy Spirit, and vines growing around it for faithfulness and friendship.

Other important men are buried in Greenbush. One is George Winter, noted artist who painted the Potawatomi and Miami Indians and who married Cyrus Ball's daughter, Annette on September 21, 1865.

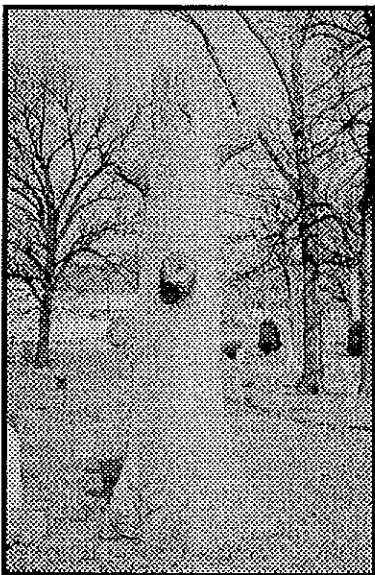


Canawlers learn about William Digby at his grave site.
Photo by Lynette Kross



Above: Judge Cyrus Ball (canal toll collector) home
Below: Remaining buildings of the Purdue Block
Photos by Bob Schmidt

In 1862 about 800 Confederate soldiers were sent to Lafayette as prisoners. Exposure and hardships prior to the war led to many of them becoming ill after their arrival. A temporary hospital was set up to take care of them in the Red Warehouse along the canal. Thirty-three of them died, but there were only 28 unmarked graves.

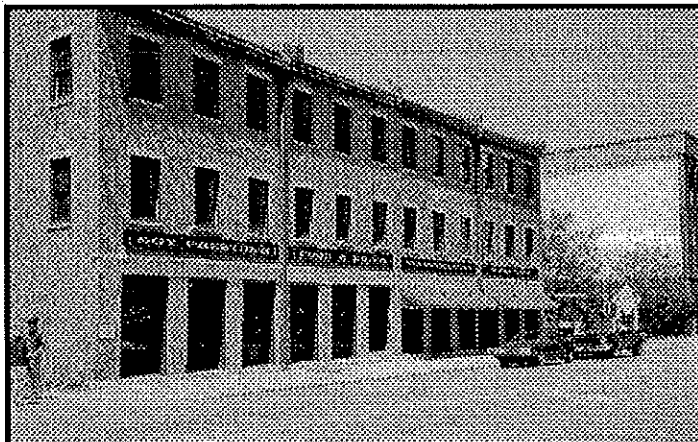


Albert S. White's grave stone
Photo by Bob Schmidt

There were also 30 Union soldiers' graves. They were killed in a train wreck on October 31, 1864 on their way home on furlough. A large stone

tablet inscribed "Under the sod and the dew Waiting the judgement day Love and Tears for the Blue, Tears and Love for the Gray" lists all the names of both groups of soldiers. The tombstones of the Confederates had

The tour then continued to follow the route of the canal, which the railroad now occupies, toward Riehle Plaza; past The Purdue Block built by John Purdue, founder of Purdue University, which is located about 100 feet in front of the canal and received cargo from it; the Moses Fowler house, which is now the Tip-



pecanoe County Historical Association museum; the Cyrus Ball mansion, which sits high on a hill on 9th street overlooking Lafayette that was once pasture land; past other mansions on 9th and State streets; through the Perrin historic district where Thomas Coleman's home was located; and back to Riehle Plaza.

Moses Fowler was a business partner of John Purdue and became Lafayette's leading wholesale and retail grocer and founder of the Fowler National Bank. When he built his home he brought artists via the canal from New York.

Home of Thomas Coleman, Canal boat captain / owned 5 boats
Photo by Bob Schmidt



Canawlers gathered at the Old Depot building at Riehle Plaza for this group picture.
Photo by Lynette Kross

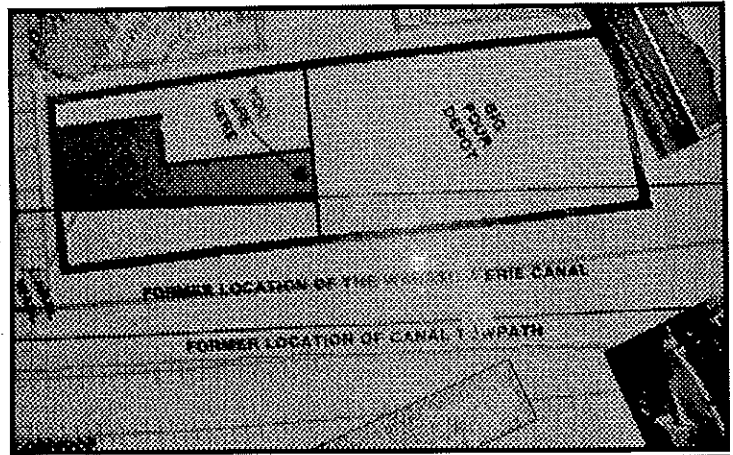
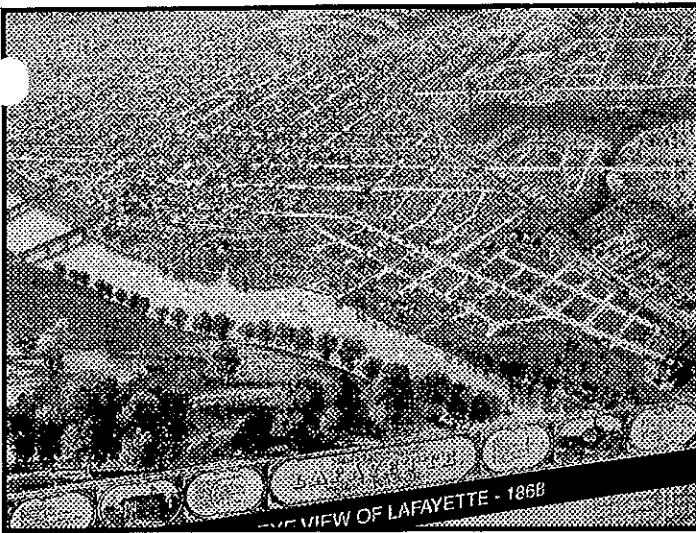


Thomas Coleman shipped grain on 5 canal boats he owned from Lagro to Toledo. He, along with his partner T. G. Rainey, organized the Farmers' Bank of Lafayette. He is buried in Springdale Cemetery in Lafayette.

Stopping at Riehle Plaza, which is built atop an old road bridge across the Wabash river connecting Lafayette to West Lafayette and named for former mayor James Riehle, tour attendees gathered on the steps in front of the Big Four Depot, which was moved to its present location during the railroad relocation from South and Second streets to Main street. There group pictures were taken. The train station was used until the early 1970s. After being moved to its present site it was renovated and is used for meetings and parties. It sits atop the current Amtrak Station.

Lafayette was bi-sected by railroad tracks, which caused traffic to line up for long periods of time. When it was decided to move the two sets of tracks down along the Wabash river where the Wabash & Erie Canal once ran, excavation began in the old canal bed. During this excavation in 1993 the old canal wharf lined with timbers was uncovered in an area bounded by Second Street, the Wabash River, Ferry Street and South Street. This delayed the railroad relocation.

The new Amtrak Station sits where the canal wharf was located and below the Old Four Depot. It has a canal exhibit. The exhibit contains timbers from the old wharf, a brown line in the carpeting to show the location of the old wharf before it was removed, and wall displays concerning the canal, railroad station, etc.



Above: Display in Big 4 Depot showing former locations of Wabash & Erie Canal and the canal towpath. Photo by Bob Schmidt

Below: Old canal wharf timbers, some with the bark still on them, are displayed in the Amtrak Station

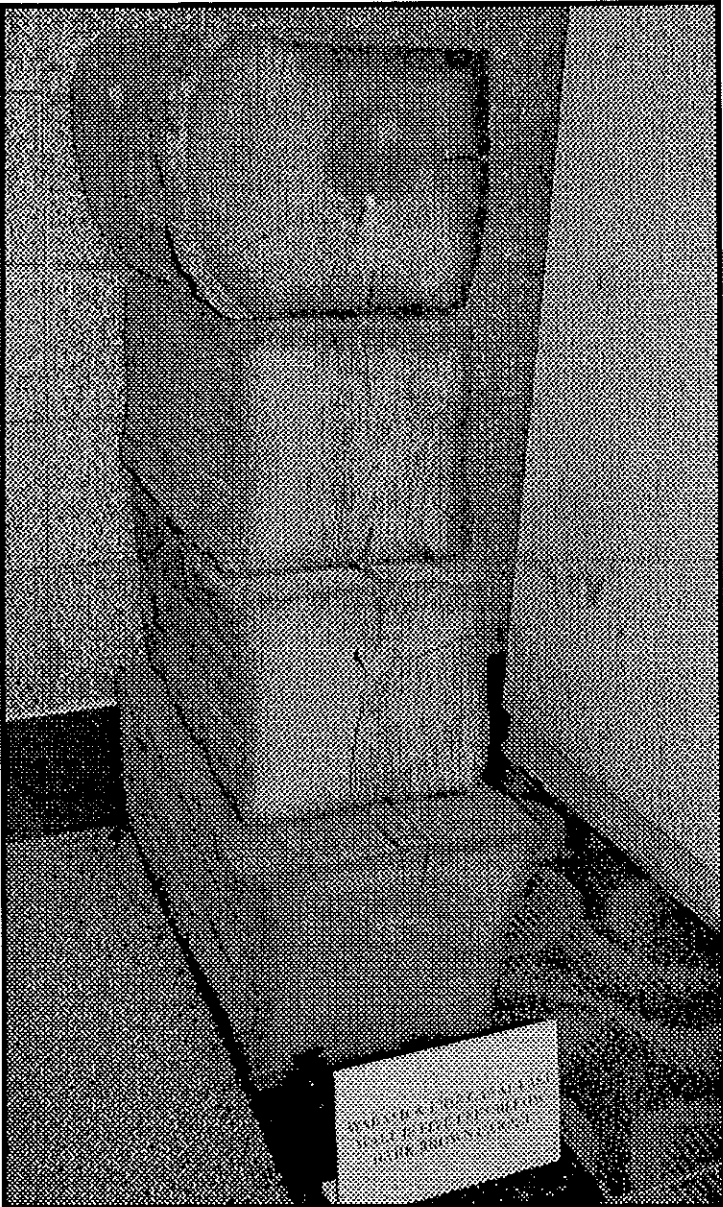
Photo by Lynette Kross



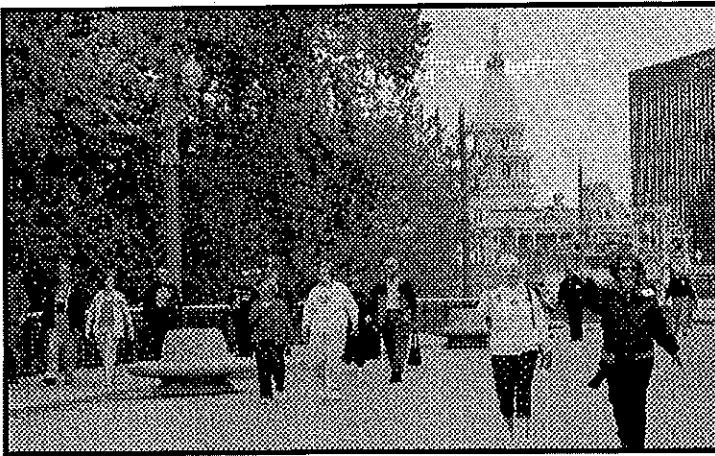
Top: Map showing the route of the Wabash & Erie Canal through Lafayette. Photo by Lynette Kross

Bottom: W & E Canal Wharf timbers exposed in 1993 with bridge in background that is now Riehle Plaza.

Photo courtesy Lafayette Railroad Relocation



Canawlers had time to look over the exhibits before crossing over the railroad tracks and Riehle Plaza to pick up their box lunches from Panera Bread. They spread out on Riehle Plaza and in Tapawingo Park enjoying the sunshine while eating their lunches.



Canawlers crossed Riehle Plaza to pick up their box lunches. Note the Tippecanoe County Court House in the background.
Photo by Lynette Kross

From Tapawingo Park the bus crossed the bridge back to Lafayette and began a circle route that took us past the locations of the Canal Basin in Lafayette; the Red Canal Warehouse on Sycamore street; Canal Culvert No.123 over Durkee's Run, which was a timber box with 3 spans 11 feet x 3 feet; Lilly Research Center where the canal ran behind the property; Wea Creek where Aqueduct No. 7 of 3 spans 32 foot each for a total of 96 feet carried the canal over the creek; the site of Lock #34, a timber frame lock with 10 feet lift that was the next lock on this long level from Lock #33 in Delphi Canal Park; and the Wea Creek Feeder that was located just below Lock #34 and was 1650 feet long carrying water to the main line canal from a pool of water backed up by a 200 foot long dam, which was raised to 5 feet high in 1848 to back up still more water for the Attica level. This route have no visible canal structural remains with the exception of canal prism so canawlers had to use their imaginations.

We ascended from the creek level up onto the Wea Plain, a treeless prairie where originally bison roamed. Later cattle or oxen grazed on the prairie grass later. In 1843 Peter Kiser, a Fort Wayne butcher, came to the Wea Plain to get oxen to roast for the Grand Celebration on July 4 opening the canal from Lafayette to Toledo. When the oxen refused to get on the canal boat, he had to walk along the towpath and drive them to Ft. Wayne.

We stopped to see the historical marker in the Granville cemetery which read:

The Wea Plains

Granville cemetery was once part of the great Wea Plains and still contains many species of the original prairie vegetation. This is one of the last remnants of the Indiana prairies that covered much of Tippecanoe County. It is preserved and managed as a memorial to the Indians and early settlers to whom these grasses

and flowers were once familiar.

Just down the road from the cemetery some canawlers took pictures of the Granville marker, which read:

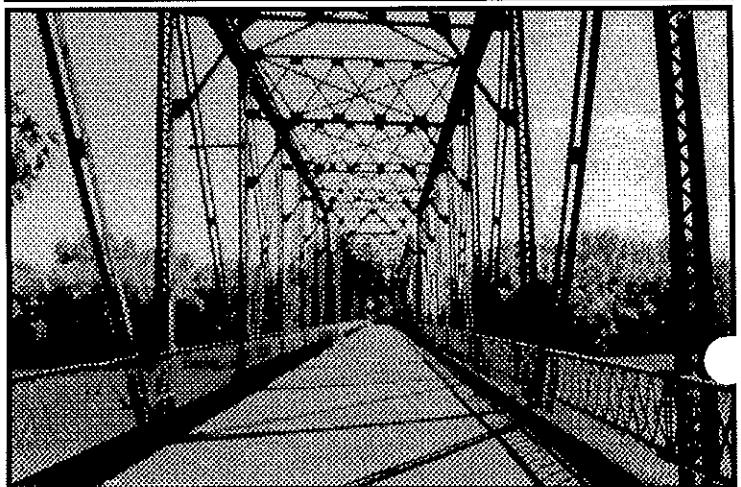
Granville - Wabash and Erie Canal Town

Founded in 1834 by Thomas W. Treckett and Thomas Concannon, with later additions in 1836; Granville boasted 153 lots and a public square. In 1850 its name was changed to Weaton, after the Wea Indian town which once stood to the east. Later the name reverted to Granville. The community flourished as a shipping center on the canal until railroad competition after 1855 caused the decline of both the canal and town. By 1878 Granville had virtually ceased to exist.

The bus then crossed the bed of the canal and Tippecanoe River. Along the river we passed Fort Ouiatenon, which was established in 1717 by the French across from 2-3,000 Indians camped at Wea Creek and at the gateway to the western prairies. Although the fort has been reconstructed, the timbers are placed horizontal instead of vertical as originally built and it is located about a mile up river from the original fort. Every year the Feast of the Hunter's Moon festival is held at the site. The fort is older than Post Miami in Ft. Wayne and the fort at Vincennes. It was captured by the British in 1761 in the French & Indian War, fell to the Indians in Pontiac's Rebellion, and was burned by Gen. Charles Scott of Kentucky in 1791.

We entered West Lafayette, passed Tapawingo Park and crossed the bridge back into Lafayette completing the circle. We then followed the canal out of town heading back to the motel. Along this route we passed the site of Road Bridge No. 51 and were atop the old towpath in places. At the Tippecanoe river we saw Davis Ferry Park. The first white man known to have resided in Tippecanoe township was a Frenchman

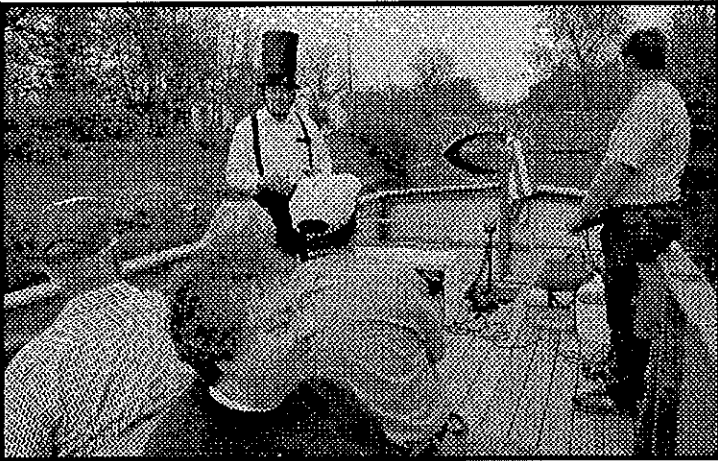
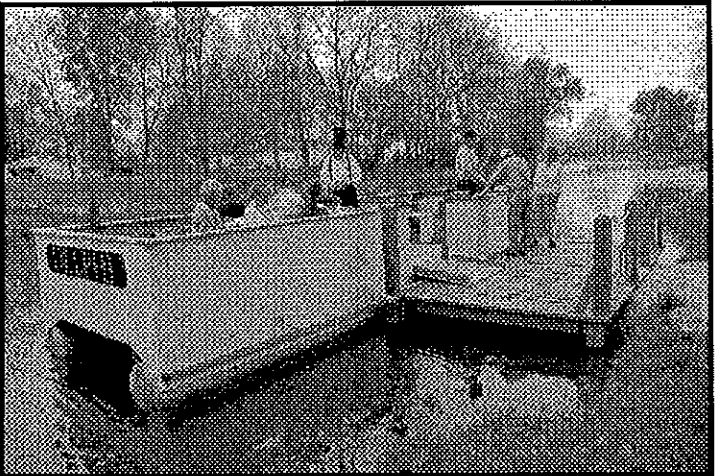
This 1912 bridge replaced the Davis Ferry. A historical marker on it relates its history.
Photo by Bob Schmidt



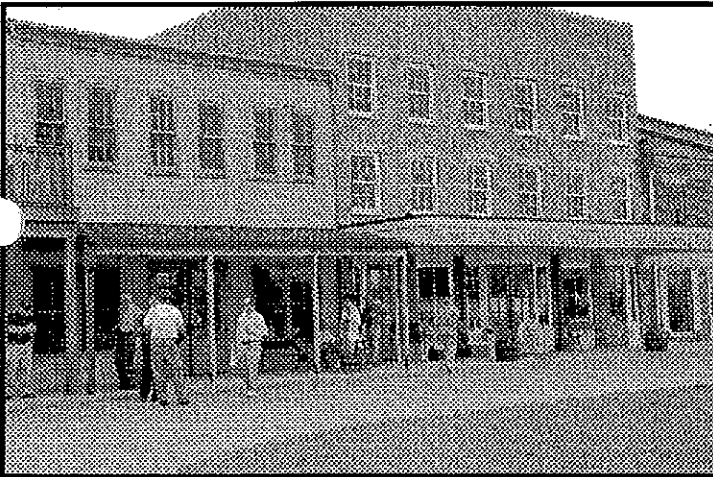
named William Burnett, who established a trading post between the mouth of Burnett's creek and the Tippecanoe river. Burnett's daughter married John Davis, who established a Wabash River ferry near the outlet of Burnett's Creek in 1823. There a bridge, built in 1912 to replace the ferry, still stands beside the current road bridge.

We returned to the motel, formed car pools and drove to Canal Park in Delphi for a delightful afternoon. We were greeted by Dan McCain, president of the Carroll County Wabash & Erie Canal, Inc. and his cadre of volunteers outside the Wabash & Erie Canal Conference & Interpretive Center, which opened in July 2003. This 12,000-square-foot, two-million-dollar facility was primarily funded by the Indiana Department of Transportation. It includes over 60 exhibits and even more graphic panels that would have cost at least a half of million dollars if not for the thousands of volunteer hours devoted to its completion and a grant from DNR's Wabash Heritage Corridor Fund.

including several 4th grade classes studying Indiana History were involved in the restoration work. Donations of materials, products and time were generously offered as the project evolved. The bridge was dedicated over the canal in 2000.



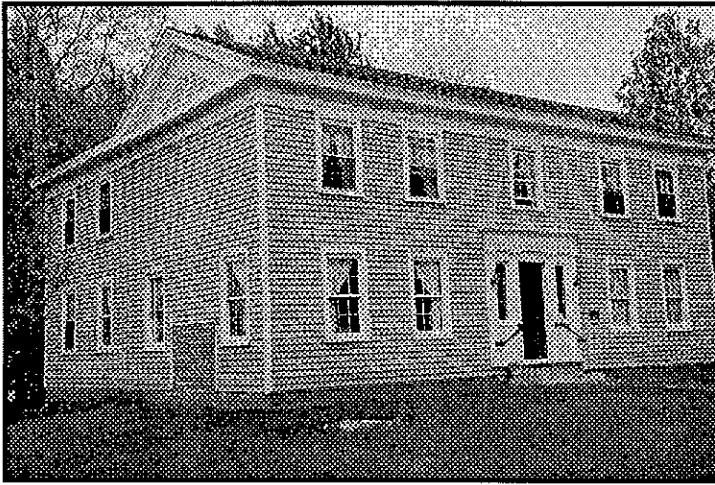
Top: Canawlers board canal boat "Delphi" for a trip up and down the old Wabash & Erie Canal.
 Center: They had to "duck their nuts" when they passed under the bridge in the background.
 Bottom: This bowstring arch bridge was restored and placed over the canal by volunteers. It connects trails on both sides of the canal.
 Photos by Lynette Kross



Wabash & Erie Canal Conference & Interpretive Center in Canal Park, Delphi, Indiana. Photo by Lynette Kross

We were divided into groups with each group rotating through the various venues of a canal boat ride, trolley tour of Delphi, canal superintendent Reed Case House and canal village tour, and a towpath hike to the site of the new bridge. The Canal Museum was open to enjoy at one's leisure. Cookies donated by Jim & Ruth Ellis and chests of pop and water were set up on the porch for easy access by everyone.

Although plans are underway for a replica canal boat, visitors to the park now are taken up and down the Wabash & Erie Canal on a motorized pontoon boat that has been sided to represent a canal barge. Several volunteers acted as docents aboard the boat relating the history of the canal to its passengers. It took us to the restored 1873 Bowstring Arch Bridge that once spanned Paint Creek southeast of Camden, IN. Many volunteers



Canal contractor Reed Case lived in this home that was one of the first buildings moved to Canal Park. Photo by Lynette Kross

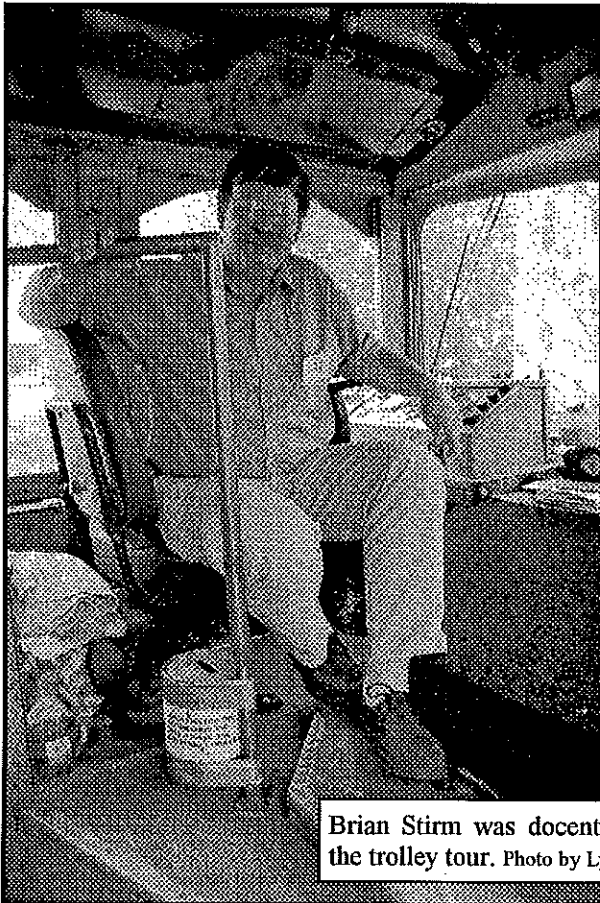


Canawlers loved the chance to ride the trolley and learn more about Delphi's historic homes. Photo by Lynette Kross

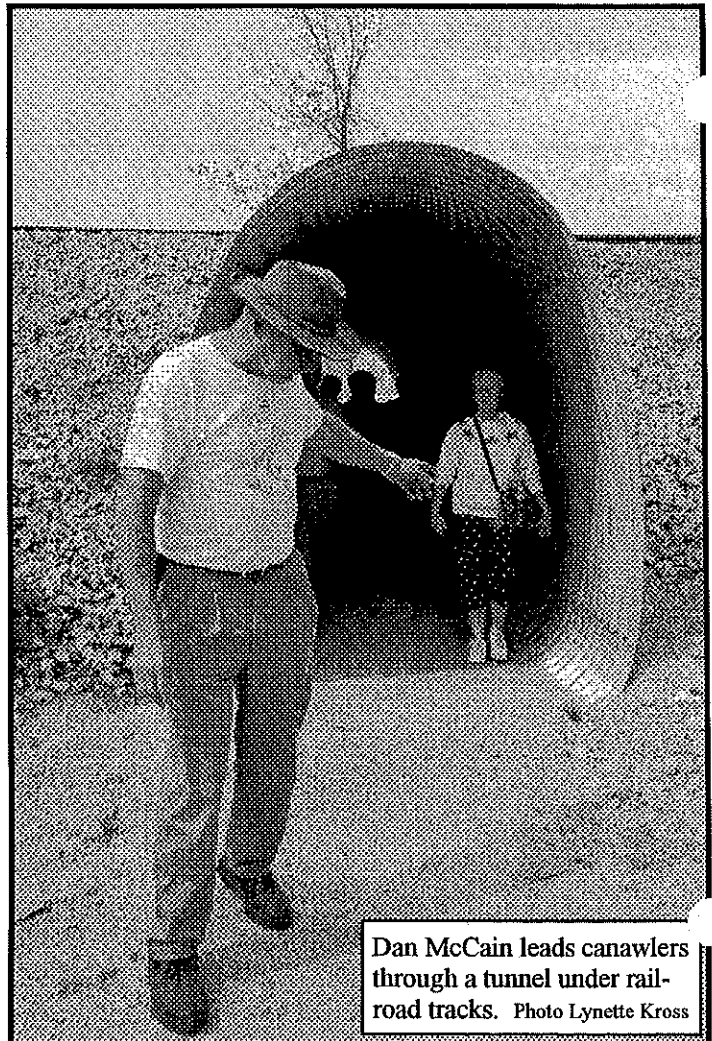
Docents greeted canawlers in the Reed Case house and the little old schoolhouse. Other buildings in Canal Park that were open included the Bowen and Kuns cabins, the smokehouse, and the blacksmith shop. They offered a glance back into canal times.

A trolley tour of Delphi and Delphi's early Front Street homes was conducted by Brian Stirm. He also drove the trolley that was purchased from Lafayette when it got new trolleys. The clanging bell hastened canawlers aboard.

Dan McCain led a hike along the towpath, through a tunnel volunteers have recently installed beneath the railroad tracks for the trail, and to the side cut canal that took canal boats to the foot of Main street to load and unload. Work in ongoing getting the side cut site ready to have a Stearn's Truss Bridge, which is being restored, placed over it.



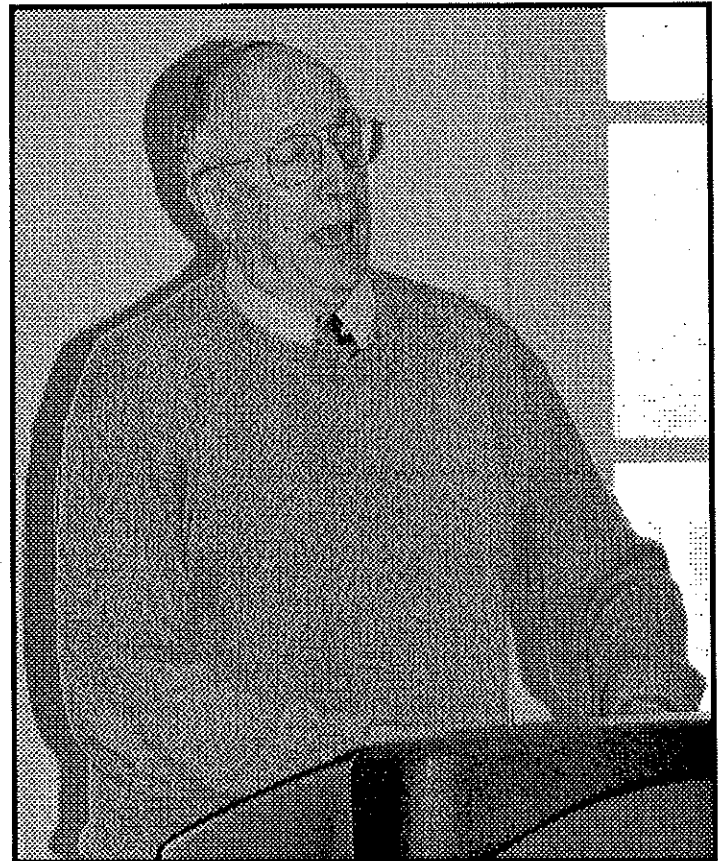
Brian Stirm was docent/driver for the trolley tour. Photo by Lynette Kross



Dan McCain leads canawlers through a tunnel under railroad tracks. Photo Lynette Kross

Throughout the day and prior to the banquet canawlers looked at the canal murals in the Interpretive Center's lobby and followed the path through the Canal Museum that showed building the canal on the frontier, how its structures operated and the businesses that resulted from its construction. They enjoyed working the structures on the water table complete with boats, a lock, aqueduct, mill, etc.

that were donated by society members. Canawlers had time to look through all the materials while Darrell Bailey of Custom Select Catering set out steaming dishes of food and placed pieces of cake at tables decorated with centerpieces by Sue Simerman and Carolyn Schmidt. Following a welcome by Bob Schmidt, president, canawlers lined up for a scrumptious buffet.



These latest additions to the murals around the Interpretive Center lobby were painted by Terry Lacy:
 Top: St. Joe Feeder Dam at Fort Wayne
 Center: Lock and warehouse at Lagro
 Bottom: Canal warehouse at Perrysville Photos by Lynette Kross

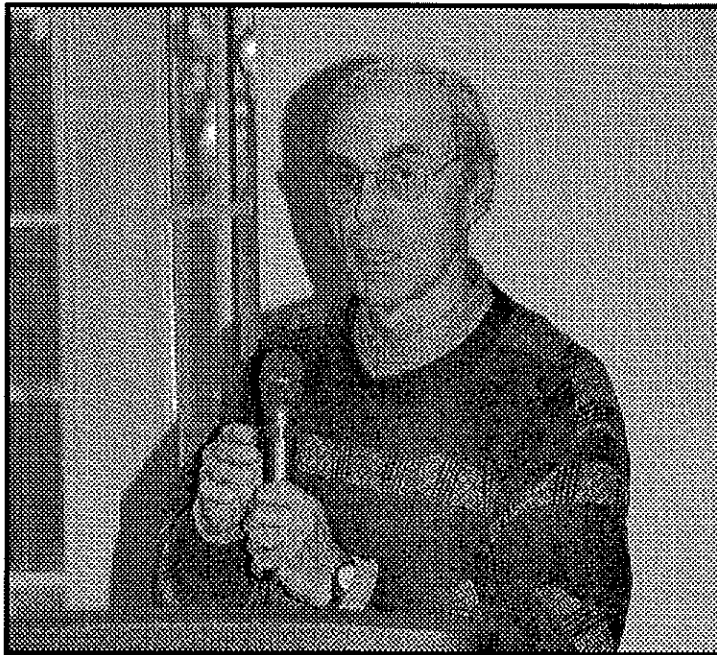
Top: Delicious food was prepared by Custom Select Catering.
 Bottom: Bob Kriebel spoke about the Wabash & Erie Canal in Tippecanoe and Carroll counties. Photo by Lynette Kross

Following the venues, past canal tour guides and other canal material were for sale in the banquet hall including books from the estate of Harry Valley of Ohio. There was also a silent auction of canal related materials

the Lafayette *Journal and Courier* who continues to

contribute a Sunday column about local history entitled "Old Lafayette" and has written books including the biographies of John Purdue and James Whitcomb Riley, spoke about the canal era in Tippecanoe and Carroll counties. His most informative and entertaining talk centered around an 1859 book by Sandford C. Cox originally entitled *Recollections of the Early Settlement of the Wabash Valley* with the cover title of *Old Settlers*. Much of this book, if not all of it, can be found on the internet at www.rootsweb.com/~intippeccox.htm One of the most interesting anecdotes was about school master Cox and his involvement in the question "Ought the State of Indiana accept the grant of land donated by Congress, for the construction of the Wabash and Erie Canal, from Lake Erie to the Mouth of the Tippecanoe river?" It seems that during the afternoon whiskey was passed around first in a tin cup and as the day progressed in a two gallon jug of which everyone was heavily imbibing. When Cox was asked to address the group, he knew he had to appear sober in order to keep his job as school master. After speeches by Dr. Stone, who didn't want to accept the grant, and others, who were for and against it, Cox spoke for about a twenty-five minutes. This was followed by another speech by the Doctor and a vote, which resulted in 26 for accepting the canal grant and four opposed.

After Kriebel's talk President Bob Schmidt began to continue with the evening's program when he was abruptly interrupted by Vice-president Chuck Huppert, who called Terry Lacy forward to talk about the murals he had painted for the Interpretive Center's lobby. Not knowing what was going on, Bob stepped back from the podium while Terry talked about the mural project.



Terre Lacy has painted 12 murals to date for the Center's lobby.
Photo by Lynette Kross



Tom Castaldi on the right presented Bob Schmidt a framed picture of the Evansville canal mural by Terry Lacy. The plaque on the picture reads: Bob Schmidt For Outstanding Leadership Canal Society of Indiana 25th Anniversary May 5, 2007 Canal Center Delphi, Indiana
Photo by Lynette Kross

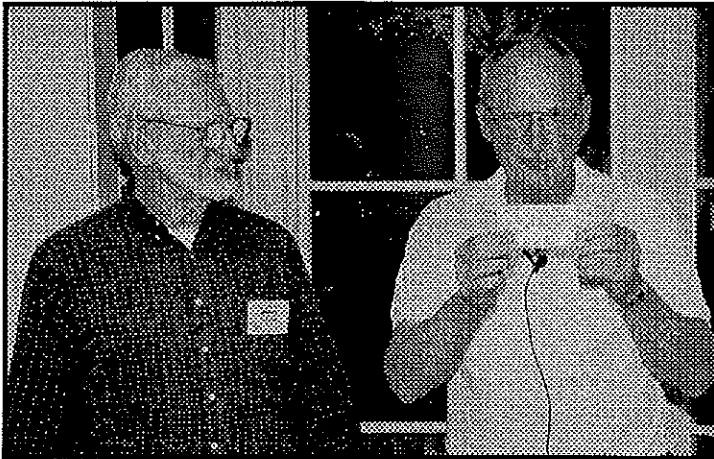
Tom Castaldi then brought a framed picture of the Evansville mural forward and presented it to Bob Schmidt for his past 16 years of leadership to the Canal Society of Indiana. Bob was overwhelmed and had tears in his eyes. But just as he was about to say something Representative Rich McClain of the Indiana 24th District was introduced by Allen County Historian, Tom Castaldi. Representative McClain proceeded to present both Bob and Carolyn Schmidt with the "Distinguished Hoosier" award from Governor Mitch Daniels. More about this presentation can be seen on page 32 of this publication.

At this point the meeting was up for grabs. Canawlers were snapping pictures, looking at the certificates and admiring the Evansville painting, so a short break was taken. When the meeting reconvened, Sandy Billing presented the names of the CSI board of directors who were up for re-election. They were unanimously accepted. The board re-elected its current officers the following day.

Carolyn Schmidt called all the members of the CSI board forward and presented them with the table centerpieces for all their help with the society. Bette Lockhart drew names for door prizes.

President Schmidt then called Dan McCain, President of the Carroll County Wabash & Erie Canal Inc. (our hosts) and Jim Ellis, Treasurer of CSI, forward. A check for \$10,000 was presented to the local canal society from CSI with the promise to keep supporting

their efforts in the future. Dan thanked CSI and praised the wonderful volunteers for making Canal Park and trails in Delphi a reality.



Jim Ellis, CSI treasurer, (l) presented Dan McCain a check for \$10,000 from CSI in support of their projects. Photo by Lynette Kross

Others making short announcements follow:

Mike Morthorst, President of the Canal Society of Ohio and a CSI director, invited canawlers to attend the CSO tour of the Whitewater Canal being presented with the help of CSI director Mick Wilz this fall. He also told about the tour he will be leading for CSI next spring on the Ohio & Erie Canal in the Scioto Valley in Ohio and we look forward to it.

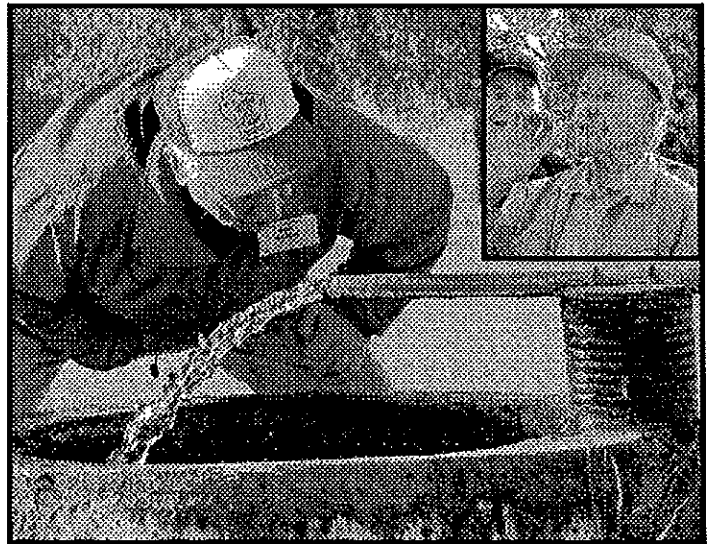
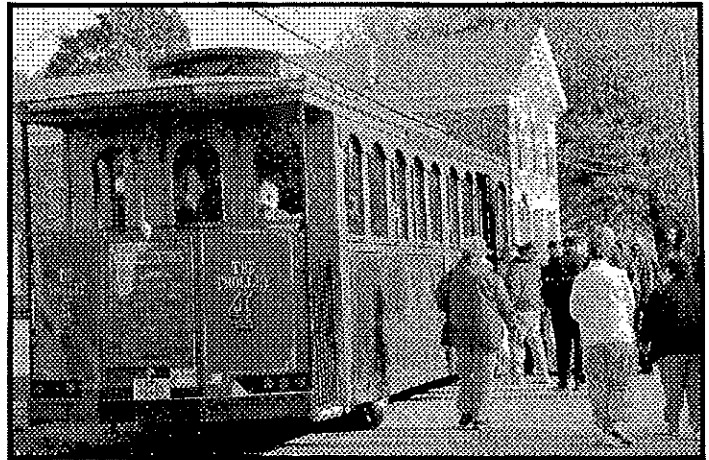
Jim Hamill, DNR representative from the Whitewater Canal Historical Site, invited everyone to an event to be held June 2-3, 2007 at the site to celebrate 1838 when the first canal boat arrived in Metamora.

Jean Hulslander offered raffle tickets for sale on a quilt she has made in support of the historical museum on the Illinois and Michigan Canal in Utica.

Winners of the auction items were announced, the agenda for Sunday was given and the meeting was adjourned. It had been a very full day for everyone.

SUNDAY

Canawlers met once again at the Canal Interpretive Center. CSI officers were elected and then some people boarded the trolley while 8 other cars followed in a caravan to canal sites. The first stop was in Pittsburg where we saw the old spring that has been flowing since canal times and the marker for the town, had the town history presented by Dan McCain and Ed Gruber, and were told where the dam was built across the Wabash to back up the slackwater pool for the canal boat crossing at Carrollton. We also saw where the mills had been located and saw the church, which still stands.



Trolley at Pittsburg, Don Haack at artesian spring, Ed Gruber relating the history of Pittsburg Photos by Lynette Kross

We then passed the marker about the Potawatomi Indians' camp at Pleasant Run during their removal to Kansas. We went on to Burnett's Creek Arch Culvert #100 and nearby Lock #28, a composite lock, to see the state of the structures. The arch has been stabilized but the lock is in poor condition. We proceeded to Lockport, passed Potawatomi Spring and saw the location of Lock #29 and the Burriss House, a national register property. Our last stop was at the refurbished Carrollton Bridge alongside of which Locks #31 and 32 once lowered canal boats into the slackwater pool created by the Pittsburg Dam to cross the Wabash river.

Our docents for the day were Brian Stirm, Dan McCain, Tom Castaldi and Curtis Johnson, a property owner who talked about the canal through his property at Rattlesnake Creek. Photographs and descriptions of this part of the tour will be continued in next month's "Hoosier Packet" since we have run out of space in this issue.

THANKS TO EVERYONE FOR A GREAT TOUR!

CANAL SOCIETY OF INDIANA LEADERS RECEIVE STATE RECOGNITION

By Tom Castaldi

FORT WAYNE, IND., MAY 5, 2007 – Robert and Carolyn Schmidt received the Distinguished Hoosier award during the Canal Society of Indiana's 25th Anniversary meeting, held in Delphi, Ind., as an acknowledgment for their individual contributions to interpret Indiana's early transportation history.

The Distinguished Hoosier Award is one of the highest awards bestowed by the State of Indiana to its citizens and reserved for those who have shown unusual courage in the face of daunting challenges. Schmidts, a husband and wife team who met while growing up in Evansville, Ind. and now reside in Fort Wayne, Ind., were chosen for the recognition by Governor Mitch Daniels. Robert Schmidt having served as Canal Society of Indiana president for sixteen years, and board member Carolyn Schmidt as its *Hoosier Packet* editor and writer, both have contributed countless hours educating students and interpreting Indiana's canal heritage to adults. Together at their own expense, they organize meaningful field excursions as well as make oral and written history available to organizations across the state.

Presenting the awards, Representative Rich McClain of the Indiana 24th District on behalf of Governor Daniels said, "Robert Schmidt reinvented the Canal Society of Indiana raising it to one of the most relevant of historical organizations in the state and a premier society among the many that serves states throughout the country. He continues to distinguish himself among historians serving as a director and committee head on the American Canal Society's board.

"Carolyn Schmidt stood next to Robert in the successful rise of the Canal Society and has for many years providing historical research to countless interested persons who correspond with her from around the nation. In doing so she reflects sound Hoosier values citizens of Indiana hold dear. She is active as a director on the Maumee Valley Heritage Corridor board that seeks to improve the quality of life while encouraging tourism along the river corridor that extends through Indiana's Wabash River valley. As an experienced classroom teacher, she is well acquainted with the skills necessary to interpret Indiana's rich history."

McClain continued, "Today the volunteer leadership of the Canal Society of Indiana provided by these two outstanding Hoosiers is greatly appreciated by members whose addresses are found across Indiana, in surrounding states as well as those that extend to distant locations including Georgia and Arizona."

Organized on May 22, 1982 as a not-for-profit corporation, the Canal Society of Indiana was established to bring together those who share a common interest in Indiana's historic canals. The Society helps focus attention on these early interstate waterways through a variety of programs. Its aim is to provide interpretation of the era, to preserve canal bed and structural remains, and to support restoration of historic canal related sites. Additional information is available on the organization's website www.indcanal.org.

