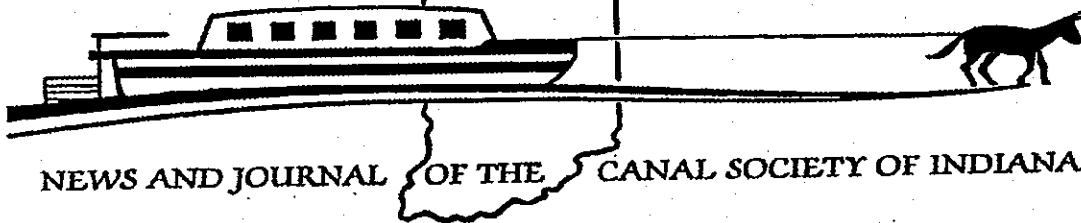


THE
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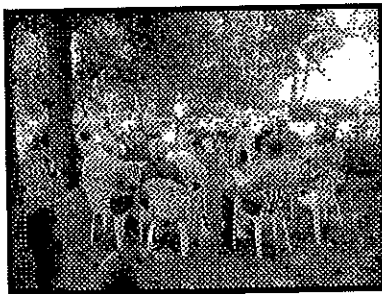
VOL. 6 NO. 8

P.O. BOX 40087 FORT WAYNE, IN 46804

AUGUST 2007

TOUR SEES EAGLE

CELEBRATING
OUR
25TH
ANNIVERSARY



This Bald Eagle (above) was seen by a tour group from the Parke County Learning Center (left) led by Jeff Koehler during their visit to the site of Wabash & Erie Canal Aqueduct #11 across Sugar Creek near West Union, Indiana.

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W & E CANAL AT SUGAR CREEK

By Victor Fields

The Parke County Learning Center in Rockville, an outreach of Ivy Tech Community College of Indiana, Wabash Valley, just concluded its 56th Sack Lunch program with a trip to the site of the Wabash and Erie Canal Aqueduct #11 across Sugar Creek near West Union, Indiana. The June 14th program began when Montezuma Public Library Director Nancy Mattson gave an 1840's view of the canal and its impact on Montezuma citizens and businesses. Clay County Historian Jeff Koehler, a director of the Canal Society of Indiana (CSI), detailed the construction and day-to-day

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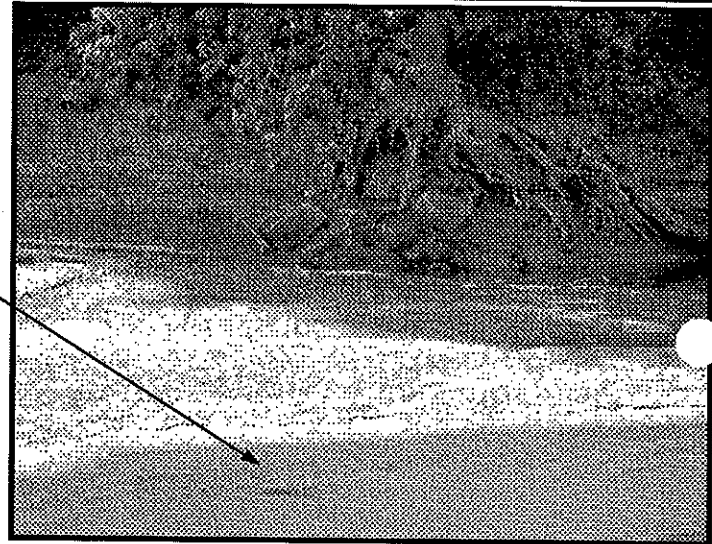
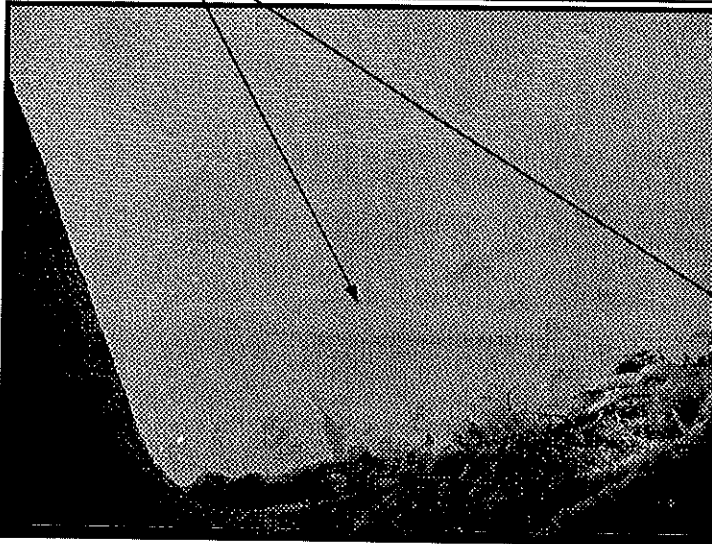
operation of the Wabash and Erie Canal. Koehler described the design of the wooden, multiple span aqueduct that crossed Sugar Creek on the Max Causey farm. Looking much like one of Parke County's covered bridges, Aqueduct #11 had a covered roof. Sack Lunch attendees were able to see actual timbers and beams of the original structure in the bed of Sugar Creek because the water level was so low. The wooden 12 inch beams have been well preserved under water.

An unexpected treat for all who attended was the appearance of a fully mature Bald Eagle in a tree on the opposite creek bank from the luncheon.

The Sack Lunch series meets each Thursday at the Parke County Learning Center, 519 N. Lincoln Road in Rockville from 12:00 noon until 1:00 pm. For the tour there were 37 attendees. They were very attentive and interested in learning more about the canal.

Victor Fields, Assistant Professor and Site Manager of the Parke County Learning Center for Ivy Tech Community College of Indiana sent a portion of this article to the *Parke County Sentinel* and the *Daily Clintonian*. Jeff Koehler said the low water made for the best viewing of the timbers he has ever seen and hopes other canawlers got a chance to view them.

Timbers that were once the foundation of Aqueduct #11 across Sugar Creek for the Wabash & Erie Canal were visible during low water on June 14, 2007, by the Sack Lunch group. The timbers are rarely visible.



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MICHIGAN NAVIGATION CANALS

by Richard F. Brown, Jr., AICP

This article is a follow-up to a previous story about the navigation channels along Michigan's west coast. That article delved into nine navigation channels that were constructed to link coastal and inland lakes with Lake Michigan, while this article presents a summary of the canals that have been constructed or were proposed in the State of Michigan for navigation purposes. The following chart identifies 11 navigation canals, their length, the year completed (if applicable), number of known locks, the endpoints of the waterway system, and the current status of the canal.

CANAL	LOCKS	APPROX. LENGTH	YEAR	ENDPOINTS	STATUS
Clam Lake	0	1 mile	1873	Lake Cadillac to Lake Mitchell (Wexford County)	Still in operation. Widened several times.
Clinton & Kalamazoo	17 (16 miles completed)	216 miles	16 miles completed by 1843.	Lake St. Clair (Macomb County) to Lake Michigan (Allegan County)	Remnants of 16 miles that were completed are visible in several SE. Michigan area parks.
Crystal Lake Outlet	0	1 mile	1873	Crystal Lake to the Benzie River (Benzie County)	Caused the lake to drop 6-10 feet. Now blocked by a dam to control the lake level.
Gibraltar & Flat Rock	unknown	unknown	n/a	Lake Erie (Wayne County) first to Ypsilanti (Washtenaw County), but planned to Lake Michigan (Muskegon County)	Never built.
Grand Rapids East Bypass	1	1 mile	1842	Along the Grand River (Kent County)	Completed in 1842, but no longer exists.
Grand Rapids West Bypass	1	1 mile	1851	Along the Grand River (Kent County)	Completed in 1851, but no longer exists.
Lake Superior Ship (a)	0	1 mile (a)	1873	Lake Superior to Portage Lake (both in Houghton County)	Still in operation. Combined with Portage Lake Ship Canal.
Northern Michigan Inland	2	38.2 miles	1876	Lake Huron (Cheboygan County) to Crooked Lake (Emmett County)	Still in operation.
Portage Lake Ship (a)	0	1 mile (a)	1860	Portage Lake to Keweenaw Bay (Houghton County)	Still in operation. Combined with the Lake Superior Ship Canal.
Saginaw & Grand River (b)	unknown	20 miles (canal only)	n/a	Bad River (Saginaw County) to Maple River (Clinton/Gratiot Counties)	Never completed. Some portions may be visible near St. Charles and Brant.
Soo (St. Mary's Falls Ship) (c)	4	1.6 miles	1855	Lake Superior to St. Mary's River (Chippewa County)	Still in operation. Celebrated 150th anniversary in 2005.

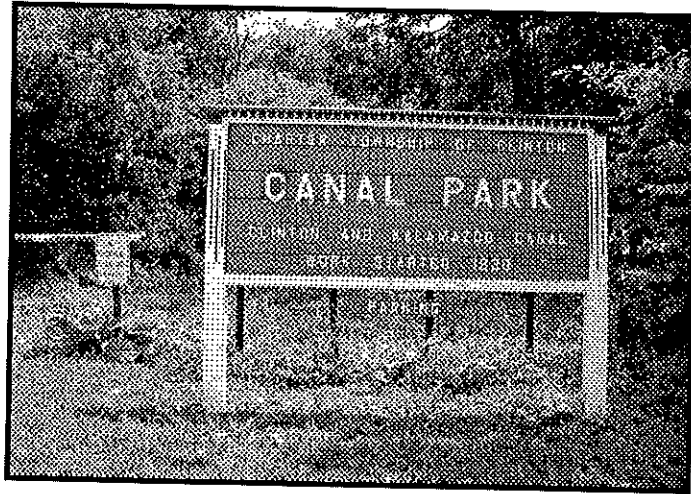
(a) Combined into one canal operation in 1890. The total waterway length is 22 miles.

(b) Also known as the Northern Canal or the Bad River Canal. Total navigation system would extend from Saginaw Bay to Lake Michigan using rivers and the canal.

(c) Data for the canal located on the American side only.

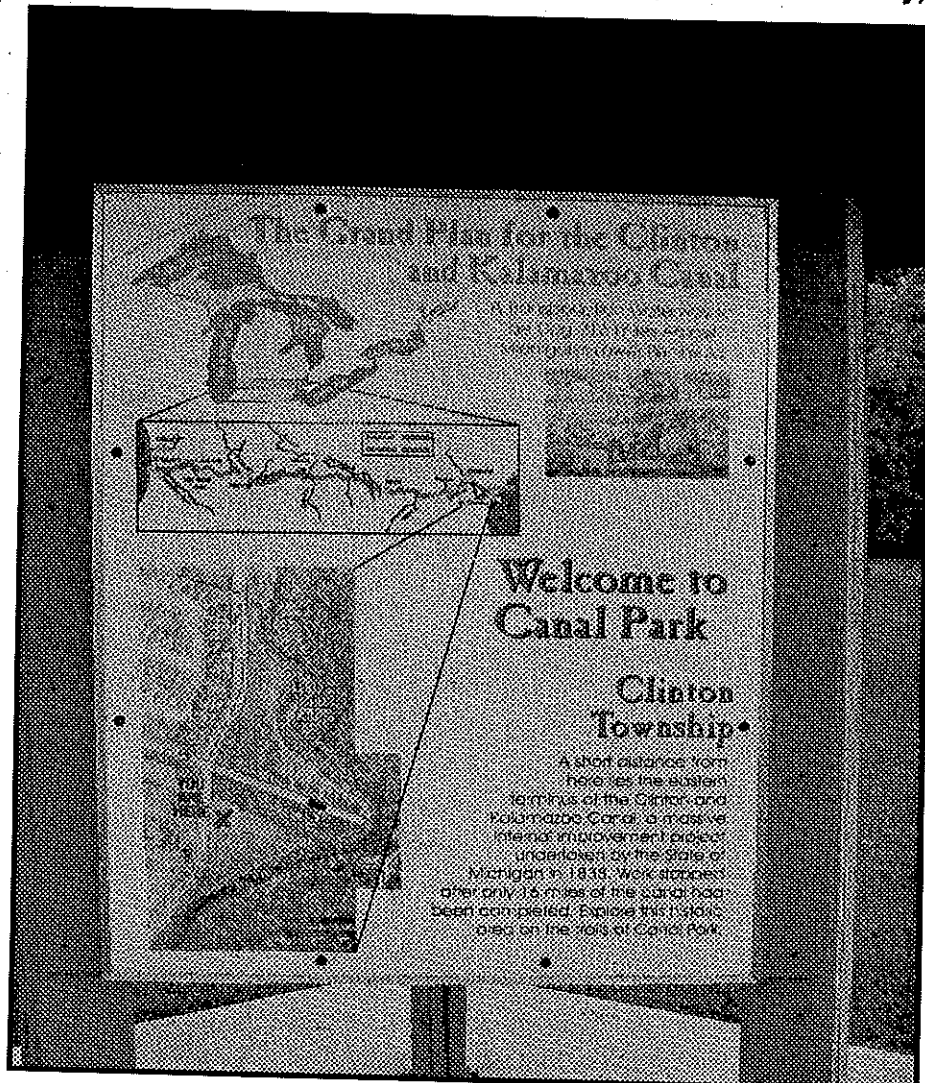
The following photographs, taken by the author during the summer of 2006, show some of the interpretative signage and remnants of the Clinton & Kalamazoo Canal prism in Clinton Township (Macomb County), Michigan. Other portions of this canal are located in local and regional parks located in Shelby Township (River Bend Park) and Rochester (Bloomer Park).

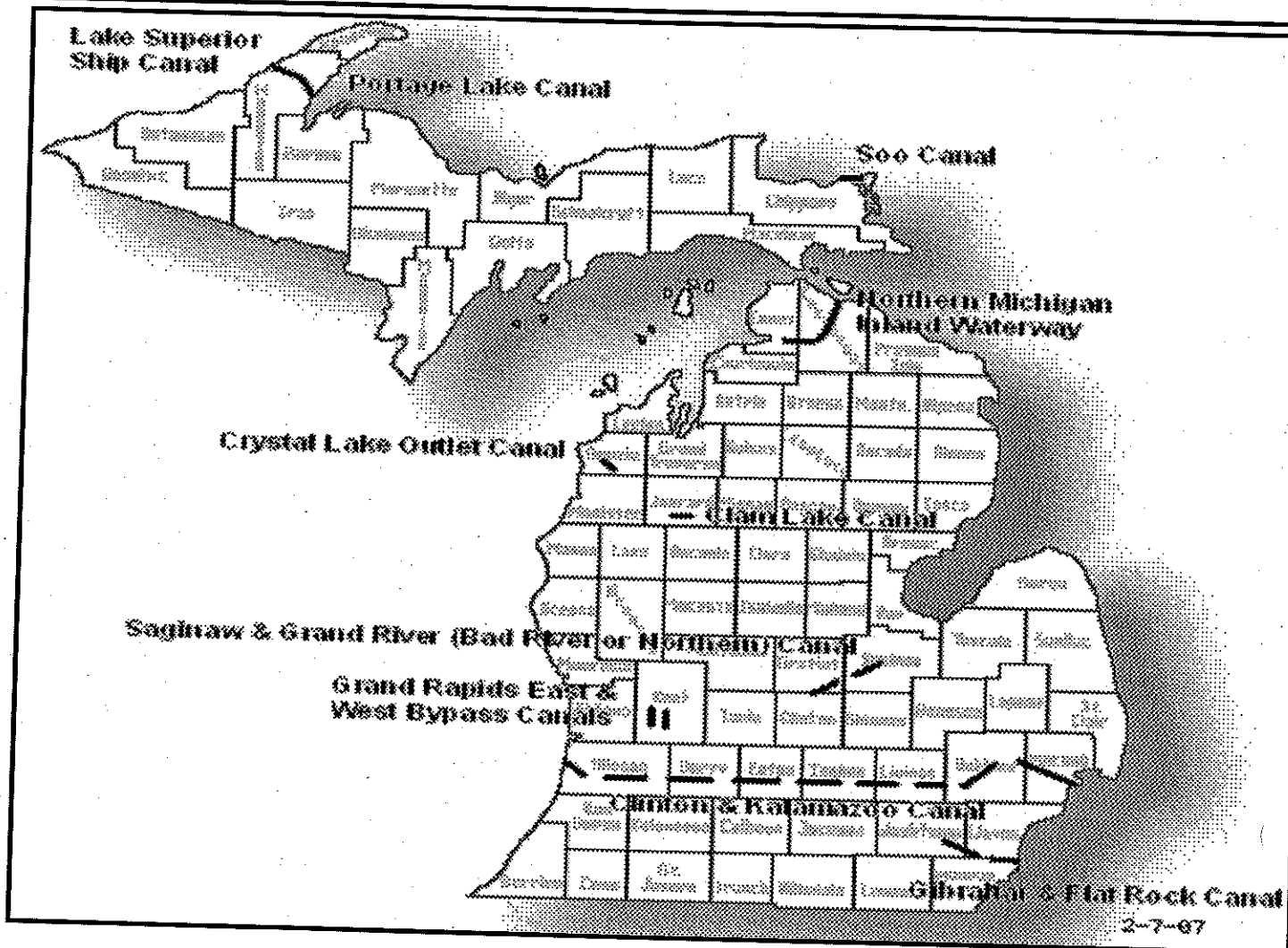
Entrance signage at Canal Park, Clinton Township, Macomb County, Michigan



(Photographs by Richard F. Brown, Jr.)

Interpretative signage in Canal Park, Clinton Township, Macomb County, Michigan
(Photographs by Jr.) Richard F. Brown,





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The map provided above shows the approximate path of each canal route in Michigan.

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Other

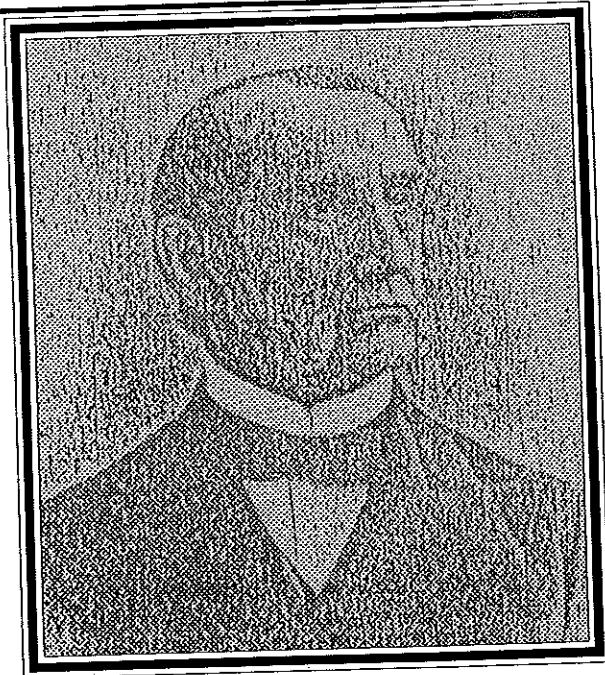
Interpretive signage in Canal Park, Clinton Township, Michigan

CANAWLERS AT REST

DENISON BILLINGS SMITH

b. October 26, 1817
d. June 22, 1901

By Carolyn I. Schmidt



Denison Billings Smith was one of the first to utilize the (Miami) Wabash & Erie Canal when it opened in Toledo, Ohio, in 1843. His earlier experience in transportation (freight forwarding) in Syracuse, New York, and in the Toledo area prepared him for an active role on the newly opened canal. His commercial business carried him as far west as Logansport, Indiana, in 1836 where he met many of the future canal builders. His business and other forwarders like him made Toledo the 6th largest grain port in America by 1900. He was active in trade organizations and the Protestant Episcopal Church of Maumee, Ohio. Married twice with six children, here is the story of an early canawler who had the foresight to record his life experiences in 1888 concentrating on the years he lived in the Maumee Valley. At the time of his death the Toledo *Times* carried his recollections along with his obituary as follows:

OBITUARIES.

Toledo *Times*, June 23, 1901

DENISON B. SMITH

A feeling of sadness comes over us when death takes away one whose character and influence not only was linked with our early history, but was actively and impressively stamped on the present. And there comes back to mind the presence of the sturdy, manly, and yet genial and courtly gentleman of the old school that we knew in our boyhood days, and again there comes to us visions of the old open hearted and open handed hospitality which was dispensed in the pioneer homes. The open fire place with its crackling bright burning back log. No life that has gone from us was more typical of these and all the other phases that market pioneer life than was that of our good friend, Denison B. Smith, who died at his home in Toledo June 22, 1901. He enjoyed our annual pioneer gatherings, which he attended when strength and health permitted. For many years he acted

as the [Maumee Valley Pioneer] Association's secretary and on many occasions favored us with instructive and valuable papers and addresses. His presence spoke the gentleman that he always was and his kindly greeting was void of gusto, making all who came in contact with him feel that they met a man on even terms. Emotion makes it difficult to properly speak of our late friend.
W. C.

Three years ago [1898] Mr. Smith, prepared a sketch of his life and experiences as a resident on the banks of the Maumee for a period of nearly sixty-two years. It portrays in a most interesting manner, the beginning and progress of commercial life in this section. It reads as follows:

"The following reference to the events in my life is mainly a record of nearly 62 years of residence on the banks of the Maumee, and is most naturally grouped with its commercial growth. My limitations must exclude much that I should take pleasure in writing on this and other topics.

"My birthplace was Stonington, Conn., October 26, 1817. My father and mother were both from old families in that part of the State. The former, John Denison Smith, was a descendant of the Rev. Nehemiah Smith, a Presbyterian, who came to this country from England in 1650. My mother was Grace Billings, whose ancestry were also of the English Billings and who emigrated thence about the same time. After marriage, my father was a general merchant until the close of the War of 1812, which unexpected event and a great decline in values occasioned his financial failure.

"During the year after my birth my parents

moved to Stockbridge, Mass., and commenced the occupation of farming. At the age of 14 I left home for my own support. It was a family of thirteen children and farming in Massachusetts did not correspond in profit with that of the western prairies of the present day, and following the almost universal custom of the Yankee people some of the boys necessarily left the hive as early as a support could be assured outside of it. My older brother, the late John W. Smith, of Dubuque, was then in the dry goods business and salt business at Salina, now Syracuse, N. Y., in partnership with the late Dean Richmond, and it was to this firm as a boy in the store that I went in the spring of 1831. Of course this was the beginning of my business career.

"My brother having closed his connection with the above-named business in 1834, I was engaged in October of that year as clerk by Joseph Slocum, of Syracuse, in a grain and forwarding business. This was my introduction to the inland commerce of this county. It was by way of the Erie canal. All of my subsequent business life for 64 years at the date of this writing, has been identified with this internal commerce. I continued in the Slocum office until the latter part of March, 1836, when I left Syracuse to join my older and younger brothers at Perrysburg, O. [Ohio], whither both had emigrated in 1834. The older brother, the same with whom I commenced my business career had formed a co-partnership with John Hollister, of that then growing and thriving town of Perrysburg, in a grain and forwarding and vessel-building business. I was very soon connected with them as clerk. It was fitting that I should again become connected with commercial pursuits in the internal commerce of this country. I have witnessed its expansion of the lakes, rivers and railways of this country from very meager and scanty conditions to the greatest inland commerce of the world, and its growth is a subject of unending interest to me.

"At this period of my life - a little before and later - events occurred which touch upon the commercial history of the [Maumee] Valley, and which may, not be uninteresting to a few yet living on or near the river. It is not easy to believe, at this period of time, and the present conditions of the commerce of the river, that from earlier than 1836 to the completion of the Wabash canal [Wabash & Erie Canal later to become the (Miami) Wabash & Erie Canal] in 1845, the commercial traffic of the Valley was performed at Perrysburg and Miami [Lower Maumee, Ohio], and that the steamers and sailing vessels at this end of the lake [Lake Erie] were all owned there, with the exception of the steamer Indiana, built and owned in Toledo in 1844. Messrs. Hollister and Smith were owners of four steamers; two were engaged on the route between Perrysburg and Buffalo [N.Y.] and one each to Detroit and Cleveland. They built and controlled five sailing vessels. This fleet, for that period,

Under the head, "Season Arrangements," a "Daily Line of Steamboats from Detroit to Perrysburg and Maumee," was advertised in March, 1839, the line consisting of the Oliver Newberry and Erie, and making stops at Toledo, Manhattan, Monroe, Brest, Malden and Gibraltar. They left Perrysburg at 7:30 A.M. and arrived at Detroit at 4 P.M., and making like time on their return. The Agent for the line at Maumee was Denison B. Smith, now of Toledo.

From: History of Toledo and Lucas County

was a formidable one for principal ownership by one concern. This firm also built 300 feet of dock and filled it with earth from the bank in the rear of it. This preparation for increased commerce had in view the completion of the Wabash and Erie and the Miami and Erie canals. The steamers were fairly profitable, but it was too early a period in the lake commerce for profitable investment in schooners. Anticipation of the great growth of population in the valley, and of a great city as the waterway of an immense commerce, constantly outstripped the reality, with resulting disappointment, great losses and distress. All the towns upon the river were expecting large accessions of population and commerce upon completion of these public works. Water was the only known commercial instrumentality of commerce at that date, and these canals were on a direct line from the west to the east by way of Lake Erie and the Erie canals. Public opinion throughout the east coincided with our people in anticipating a rapid growth somewhere on the river, and all the hotels were filled with eastern land speculators eager for investing their money. Those rosy conditions did not materialize, and the bright hopes were obliterated. The firm of Hollister & Smith closed up its business unsuccessfully, and all of the outlay of money at Maumee and Perrysburg, public and private, under the anticipation of compensation from the canals, was a sad disappointment and failure. Some benefit was derived at Maumee by the creation of water power by the canal, but nothing at Perrysburg.

"Of course the commerce I have referred to was of a limited character, it consisted mainly of the merchandise from New York for the trading points west as far as Logansport, Ind. Grain and lumber were imported for supplying contractors on the canals. The goods were sent forward by teams to the head of the Rapids of the Maumee river, now called Grand Rapids, and thence sent up the river in keel boats and pirogues to Fort Wayne, where another portage was necessary over to the headquarters [headwaters] of the Wabash river, and thence down the Wabash to their destination. All this was heroic transportation, compared with the facilities of the present day. The completion of the canals presented to us all a striking and pleasing contrast.

"I was sent by my employers in October, 1836, to Logansport, Ind., to collect the money they had paid

out for transporting this merchandise from New York to Perrysburg. I was a green boy of 18, and 18 at that age meant less experience than at present. I was a tenderfoot of the rarest type, but I succeeded in accomplishing my mission. The trip was performed on horseback, of course, and for much of the way through forests without roads. It consumed ten days in reaching Logansport. Between Defiance and Fort Wayne the country was very new and wild, but I found shelter for man and beast at several log cabins. I am ashamed that I cannot recall the names of the very early and hospitable settlers.

"Among the men with whom I came in contact and had business with were the Messrs. Samuel Hanna, William G. and G. W. Ewing, Allen Hamilton, Cyrus Taber, the chiefs of the Miami Nation Godfrey and Richardville, the Edsalls, Hugh McCullough [McCulloch], M. W. Hubbell, Hugh Hanna and others. At Peru, Ind., I attended a public dance in a hotel just built where the whites were largely outnumbered by the Miami Indians, and where long before morning all original distinctive racial developments were lost in the noisy orgies of a disgusting, drunken homogeneity. It was a decidedly new revelation to the tenderfoot. I secured a room, but without a lock, and left in the bed my saddle-bags containing specie that I had collected. When I went to retire a big Indian was in my bed. I was alarmed for the safety of the money and began to arouse the Indian in a rough way, when he sprang out of bed brandishing his knife and I went flying to the landlord, who came and after explanation I turned in with my boots on.

"On my return to Fort Wayne I had checks upon Hugh McCulloch, who was president of a branch of the State bank there and who very kindly helped me to so arrange my money collections around my body as to make it safe to carry through the rest of my journey home. Mr. McCullough [McCulloch] was afterwards Secretary of the Treasury of the United States.

"In the following summer at the request of my employers I went on board the steamer *Wayne* as clerk from August, when she was ready to sail, until the close of navigation; but one season's experience as a sailor was enough for me.

"As I am grouping the history of my life with other historical conditions on the river, I can not forbear to briefly comment on the state of society here at that period. Many of the older families were genteel, refined and highly connected. These were supplemented by great numbers from the villages and cities of the east who were people of education and cultivation. Altogether the society of Maumee was a very pleasant one. But sickness and death soon overtook many of the immigrants and many who were spared became discouraged and fled. It was all an immature village growth

without corresponding agricultural development in support. No one suffered from sickness more than myself and repeatedly I was near the end and certainly never expected to attain to my present ripe old age.

"In June, 1838, and four months before my majority, I commenced a little commercial venture for myself at Miami, Lower Maumee, where a line of docks and two good warehouses had been built under the high embankments of Fort Miami, and which only 26 years previously had been occupied by the English and Indian forces in their conflict with General Harrison. Another warehouse was added and additional dockage. My business at Miami consisted in receiving and forwarding merchandise to the towns on the river above and to Indiana, by the instrumentalities I have before described. This business was supplemented by the purchase at Cleveland and on the Ohio canal [Ohio & Erie Canal] of flour, pork, bacon, whiskey, beans, etc., for the contractors in the construction of the Wabash canal [Wabash & Erie Canal].

"In 1841 I formed a co-partnership with Geo. S. Hazard, Esq., now of Buffalo [N. Y.], and who was then engaged in similar pursuits at the same point. An added element to our business was lumber from the St. Clair river and iron, nails, glass and tobacco from Pittsburg [PA], all at wholesale, and most likely it was the beginning of the wholesale business on this river [Maumee]. Time has wasted all these improvements at Miami [Lower Maumee], not a single vestige is left.

"George S. Hazard, now of Buffalo, was about the first to give attention to business of a commercial nature on the North side, to which it had a tendency to change from Perrysburg. In 1838, Denison B. Smith (a resident of Toledo since the Spring of 1844), commenced a Forwarding and Commission business there. James H. Forsyth was in a similar business. In 1841, the business of receiving and forwarding merchandise had largely increased, and was concentrated at Miami. In that year, Messrs. Hazard & Smith united their business, and added to it the purchase and sale, at wholesale, of Iron, Tobacco, Glass and Glassware, from the manufactories at Pittsburgh. About the same time, Captain James Pratt, before referred to, and John Brownlee, formed a co-partnership, under the name of Pratt & Brownlee, for the transaction of a Forwarding business at Miami, which was continued until about the time of the completion of the Wabash Canal to Toledo.

"In 1842, the Wabash Canal was opened from Lafayette, Indiana, to a point about nine miles below Defiance, at the Village of Florida, and about 45 miles above Toledo. Considerable quantities of Flour were shipped from Indiana, which was carted from the Canal-Boats to Boats in the Maumee River, and transported thence to Providence, from which point the Canal was completed to Maumee and Toledo. In 1843, the whole line of that Canal was opened.

"The result of the first year's business clearly demonstrated that Toledo, as a shipping point, possessed superior ad-

vantages over Maumee, Miami and Perrysburg. Western men were by no means adverse to shipping their products to Miami, but it was far more difficult to procure transportation from there, than from Toledo. At that day, Tugs and other steam-towing were unknown. Vessels sailed up the Bay and the River to Toledo, and also to Miami, when they went there. But the channel above Toledo was tortuous, shallow at points, and occasionally narrow ; therefore, a free wind was required, both for the upward and downward trip, and such favorable breezes were not always at command. The result was detention and uncertainty. Under the influence of this development, the Miami firms abandoned the business at that point. Mr. Smith came to Toledo in 1844, and Mr. Hazard in 1846."

From: History of Toledo and Lucas County

My first marriage occurred July [18], 1843, with Mary Sophia Hunt, eldest daughter of Gen. John E. Hunt, of Maumee. [married by J. Sage, Minister of the Gospel] She was the mother of my children. The canal into Lafayette, Ind., was completed in the autumn of 1843, and the discovery of the disadvantages of Maumee in comparison with Toledo [Ohio] led me to dissolve my connection with Mr. Hazard, and in the spring of 1844 I commenced a grain commission and transportation business at Toledo. In the fall of that year I made a co-partnership with Messrs. Bronson and Crocker, of Oswego [NY], purchasing one-half interest in eight canal boats, horses, etc. Messrs. Bronson and Crocker were at that period the leading commercial house around the lakes. They were the largest owners of vessels and had commenced building a line of propellers....

The quarters first occupied in Toledo by Denison Smith consisted of what for many years was known as the "Old Red Warehouse," which was built by Richard Mott in 1840 on the corner of Monroe and Water Streets. His next location was on the southwest corner of Jefferson and Water Streets in the "Daniels Warehouse."

From: History of Toledo and Lucas County

.....In the winter of 1845-6 Charles Butler, Esq., of New York, built for my concern a large warehouse, for that day, at the foot of Cherry street. Mr. Butler subsequently built three other warehouses at the foot of Cherry street. One of them was occupied by Messrs. Field & King, of which our late townsman, C. A. King, Esq., was the partner. Another was occupied by Messrs. Brown & King, composed of Mathew Brown and F. I. King. Messrs. Field, the Kings and Brown are all deceased. Another of the houses was occupied by the Cleveland, Toledo & Chicago roads on the corner of Water and Oak street. On the opposite side of Water street was a passenger station and Mr. Perry Truaz was the agent. The cars at that date come down Water street and freight and passengers bound east were ferried across to the east side station. There is scarcely a vestige left of these improvement, while a warehouse built

three years previously by Judge Mason, between Madison and Adams street, is yet standing in fair condition in this year, 1898. There were no warehouses or docks between the Mason warehouse above described and Cherry street in 1845-6 and it was at times a difficult task for boats to reach Cherry street.

"Gen. Egbert B. Brown, now in Missouri, and myself are the only known remaining grain men of 1844.

"Richard Mott was the pioneer of that traffic here, and of building warehouses. In 1844 and 1845 there were also here in this line John Brownlee, Charles Ludlow and -- Babcock, under the firm name of Ludlow Babcock & Brownlee. Mr. Egbert B. Brown, Mr. Mitchel, Peter Palmer, Willard Daniels, Harry Eagle and Thomas Watkins came a year later, with others whom I do not recall. The Kings, Matthew Brown, Haskill and Pendleton were early in the business, but later than above.

"My business co-partnership with Bronson & Crocker was a successful one. It had grown to the ownership of a great line of canal boats and some vessels on the lakes. In 1848 I purchased their interests. In that year I also purchased the Premium flour mill on the locks here, which was burned in my possession. The Armada mills are now of the same site. In 1849 the Toledo Board of Trade was organized, and I was elected president. Matthew Brown, Jr. was vice president. This organization was continued until 1876, when the Produce Exchange was organized by its members.

As a member of the Board of Education, Denison participated in the laying of the corner stone for the Toledo High School on August 11, 1853.

On February 27, 1862, Denison B. Smith was on a newly formed committee to support troops from those who wanted peace and surrender to the South. In Dec. 1864 he continued as part of this U.S. Christian Commission to support Union Army troops.

From: History of Toledo and Lucas County

"In 1863 I was elected over a prominent Republican, James C. Hall, president of a union league, and presided at an immense meeting of our citizens held for the endorsement and encouragement of our soldiers at the front. Since 1884 I have, each winter, been sent to Washington by the city and our exchange in the interest of our harbor and commerce.

"In 1877 I was elected secretary of the Toledo Produce Exchange, and since that time my years as services have been devoted to that organization. In all these 21 years I have edited a *Daily Price Current*, which has attained some reputation as an authority in

receipts in 1876 were 31,817,633 bushels. The *Toledo Blade* of 1901 reported that the receipts reached 41,840,418 in 1900.

ain.

"In 1845 I was elected a vestryman in Trinity church. [Smith joined the church in 1844] I since have been an unworthy but steady and sincere supporter of that church. Of course the advantage from all its ministrations has been greatly on my side. I want to finish my career in life in Toledo, and as a member of Trinity, and may my life "Be like the righteous, and my last end like his." [He also served as senior warden.]

"DENISON B. SMITH"

Denison Smith had Andrew Palmer build a classical style residence for him in 1836. It stood above the present street level and had four pillars on the front with triglyphs and metopes on the architrave, and balancing flanking wings. After the street was lowered in 1878, one had to mount twenty-five steps to reach it. The wings housed a library, kitchen, etc. It was one of the finest homes in the older section of Toledo.

Smith writes that he was the secretary for the Toledo Produce Exchange. It was an off shoot of the third Board of Trade organized in 1861 of which he was the 1st vice-president in 1868. Then "in connection with the election of officers of the Board of Trade for the year 1876, there arose the question of a closer and more efficient organization, which should not only more fully promote the immediate business ends sought, but provide means for the early erection of a building affording provision for the Board, and at the same time furnish office accommodations for members and others." Therefore on January 7, 1876 the Toledo Produce Exchange was organized. He was its secretary from 1876-1887 and perhaps longer as the history from which this information was taken was published in 1888.

Since 1844 — now 44 years — Mr. Smith has been identified with the commerce of Toledo, and is the oldest living representative of its early and later progress. It is safe to state that of all the hundreds of his business associations for that long period no one has in more eminent degree commanded and retained the confidence and esteem of acquaintances, than has he, while no one has been more enterprising or more unstinted in the employment of time and means for the advancement of the commercial interests of the City...As Secretary of the Board, he has prepared a daily Circular or Prices Current, which, from the first, has in high degree commanded the attention and confidence of dealers, at home and abroad, and is now largely accepted as authority in matters of current interest and of financial policy.

From: *History of Toledo and Lucas County*

Toledo did not become the Number 1 grain center in America as hoped. Minneapolis, Chicago, Kansas City, Milwaukee and St. Louis surpassed it. However Denison B. Smith, Secretary of the Toledo Produce Exchange and best-known winter wheat authority in the country, reported in the 1879 City Directory that grain

The *Toledo Blade* also carried the obituary for Denison B. Smith on June 22, 1901, the day prior to the one quoted above. The title of the article was "DEATH CAME THIS MORNING TO DENISON B. SMITH: Revered Secretary of the Produce Exchange Answers the Final Summons — Prominent in Church, Social and Business Life of Toledo." Through it we learn that although Smith had been ill for several weeks, he had recovered enough to sit up and talk about returning to his office when a relapse occurred. He became unconscious and died at 5:50 a.m. in his rooms at the Hotel Madison in Toledo on Saturday, June 22, 1901

The article says: "...For fifteen years he [Denison Smith] has been a delegate to the National Board of Trade, and he has always represented the Toledo Exchange at all commercial and trade conventions of importance. He has also appeared before the inter-state commerce commission at numerous times to speak for Toledo interests, and at one time was prominently mentioned for a place on the commission, as no man was better posted on the commercial and transportation problems of this section of the country...has for many years assisted every congressman from this district in securing proper recognition for Toledo harbor, and his efforts were important factors in securing adequate appropriations for the straight channel.

"In disposition, Mr. Smith was always mild and kind, and endeared himself to all who came in close contact with him, and quickly gained the respect and confidence of every man with whom he had business relations...."

After the announcement of Smith's death at the Exchange, "the day's trading was done in suppressed tones....." and a telegram was received from Wm. S. Warren, President of the Chicago Board of Trade that read: "We have just learned, with profound sorrow, of the death of the Nestor of secretaries, Mr. Denison B. Smith. On behalf of the Chicago Board of Trade, I extend the heartfelt sympathy of our members to the Toledo Produce Exchange and the family and friends of Mr. Smith."

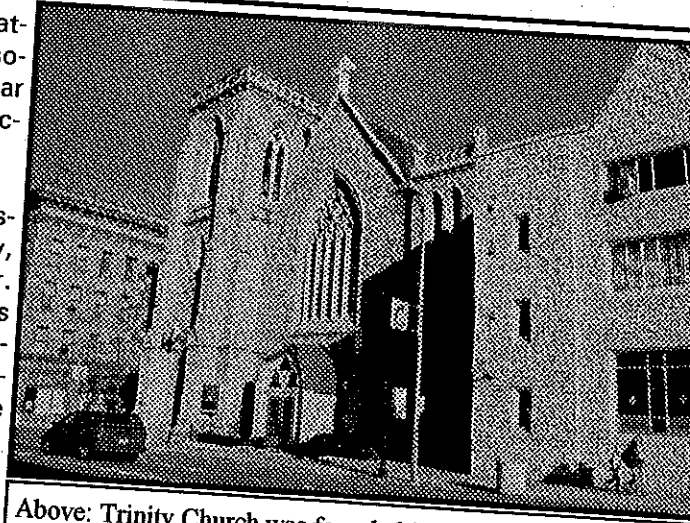
At the end of the day James E. Rundell, President of the Exchange called together its members and spoke about Smith and his contributions saying: "It is with deep feelings of grief that we learn of the death this morning of our dear and beloved secretary, Denison B. Smith. While his death has been expected for some time, still it does not come without a shock to all.

"Seldom or never it is, in a long life of the greatest usefulness that a man so enders himself to his associates as he did. The 'Grand Old Man' was the familiar term in which all the members of the board most affectionately spoke of him."

Rundell went on to say that Smith was the master writer on every topic. He said he had "quiet dignity, universal geniality, and courtly manners." Then Mr. Morehouse proposed the following resolution that was adopted: "Therefore, be it resolved, That this board adjourn at once; furthermore, that a committee be appointed to draft resolutions of respect, and that the board attend the funeral in a body."

A memorial resolution was also adopted by the officers of Trinity Episcopal Church that included the minutes of the meeting in which they referred to Smith's service to the church and the community. "Resolved, That these minutes be placed on the records of this parish and a copy be sent to the family." Those signing the resolution were A. Leffingwell, C. W. Baker, Thomas H. Walbridge, George W. Davis, J.H. Bowman, S. C. Reynolds, M. W. Young, Richard Waite, Charles R. Faben, J. H. Tyler and Wm. H. Simmons, who said: "He was one of the most lovable of men. Having been associated with him so many years, I had learned to know of his real worth. I had for him the highest respect. He was liberal to a fault, always ready to give to any worthy cause so far as it was possible for him to do so."

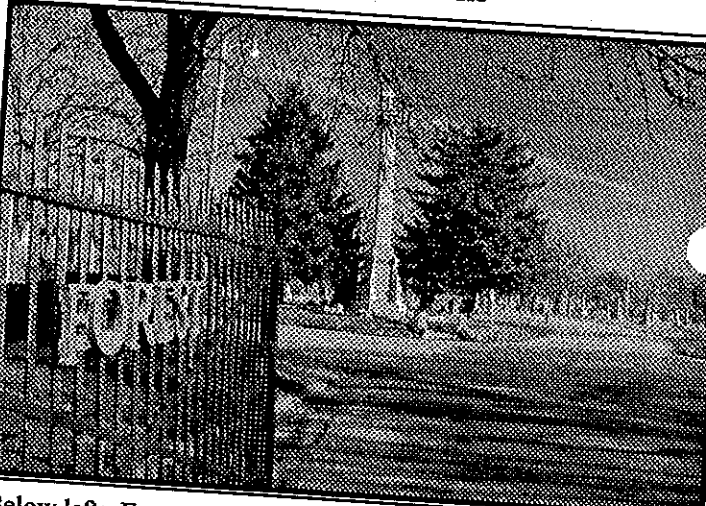
Denison Billings Smith's funeral was held at Trinity Episcopal Church in Toledo at 4 o'clock on Monday, June 24 with pall bearers being the vestry of the church: W. H. Morehouse, F.J. Reynolds, F.O. Padock, J. E. Rundell, J. F. Zahm, W. H. Bergen, J. H. Bowman and Archie Gassoway. He was laid to rest in Section H of Forest Cemetery very near the (Miami) Wabash and Erie Canal, which had played an important role in his life. The cemetery is located at 1704 Mulberry Street in Toledo, Ohio. Upon entering the cemetery follow Pioneer Drive past section H to section 23 lot 4. He and members of his family are buried in the southeast corner of section H.



Above: Trinity Church was founded in 1863 and was placed on the National Register of Historic Places. The funeral of Denison B. Smith was held here.

Below: Entering Forest Cemetery in Toledo follow Pioneer Avenue to Smith's grave site in Section 23.

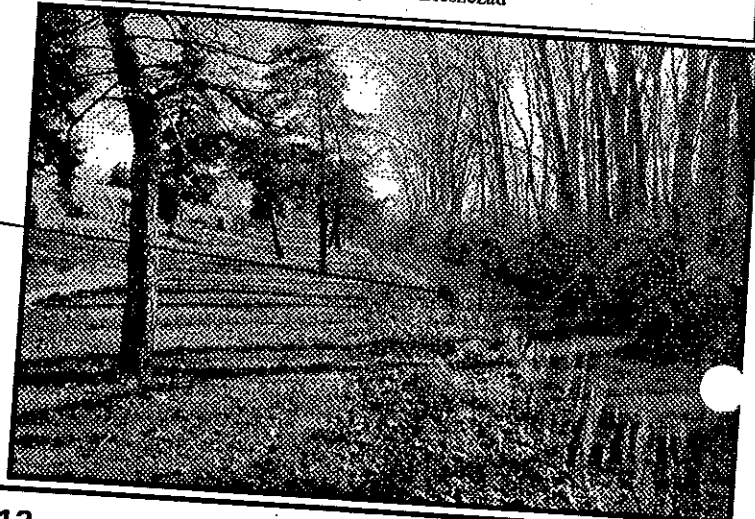
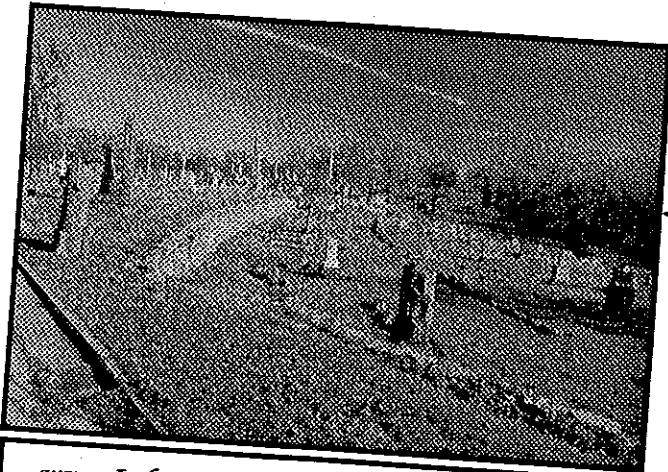
Photos by Scott Bieszczad

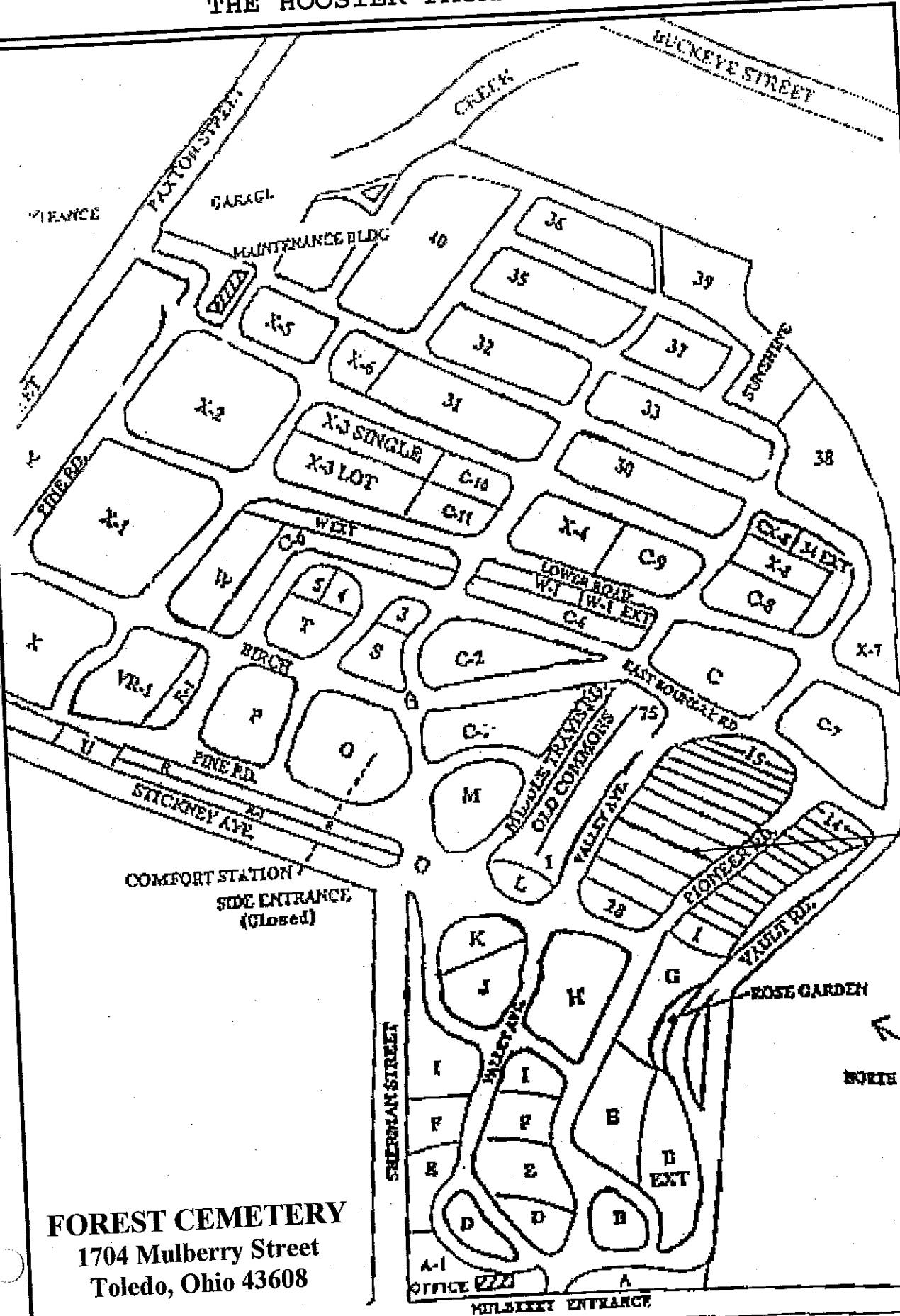


Below left: Forest Cemetery below Vault Road with the tree line being the Manhattan Extension of the Wabash & Erie Canal.

Below right: Water still flows through this portion of the Wabash & Erie Canal located adjacent to Forest Cemetery in Toledo, Ohio.

Photos by Scot Bieszczad





Wabash & Erie Canal
ran about here

Graves of
Dennison
Billings
Smith
1817-1901

Julia Smith
1834-1919

Lewis Hunt
1831-1868

John E. Hunt
1798-1877

Mary Smith
1796-1876

FOREST CEMETERY
1704 Mulberry Street
Toledo, Ohio 43608

FOREST CEMETERY Section 23 Lot 4

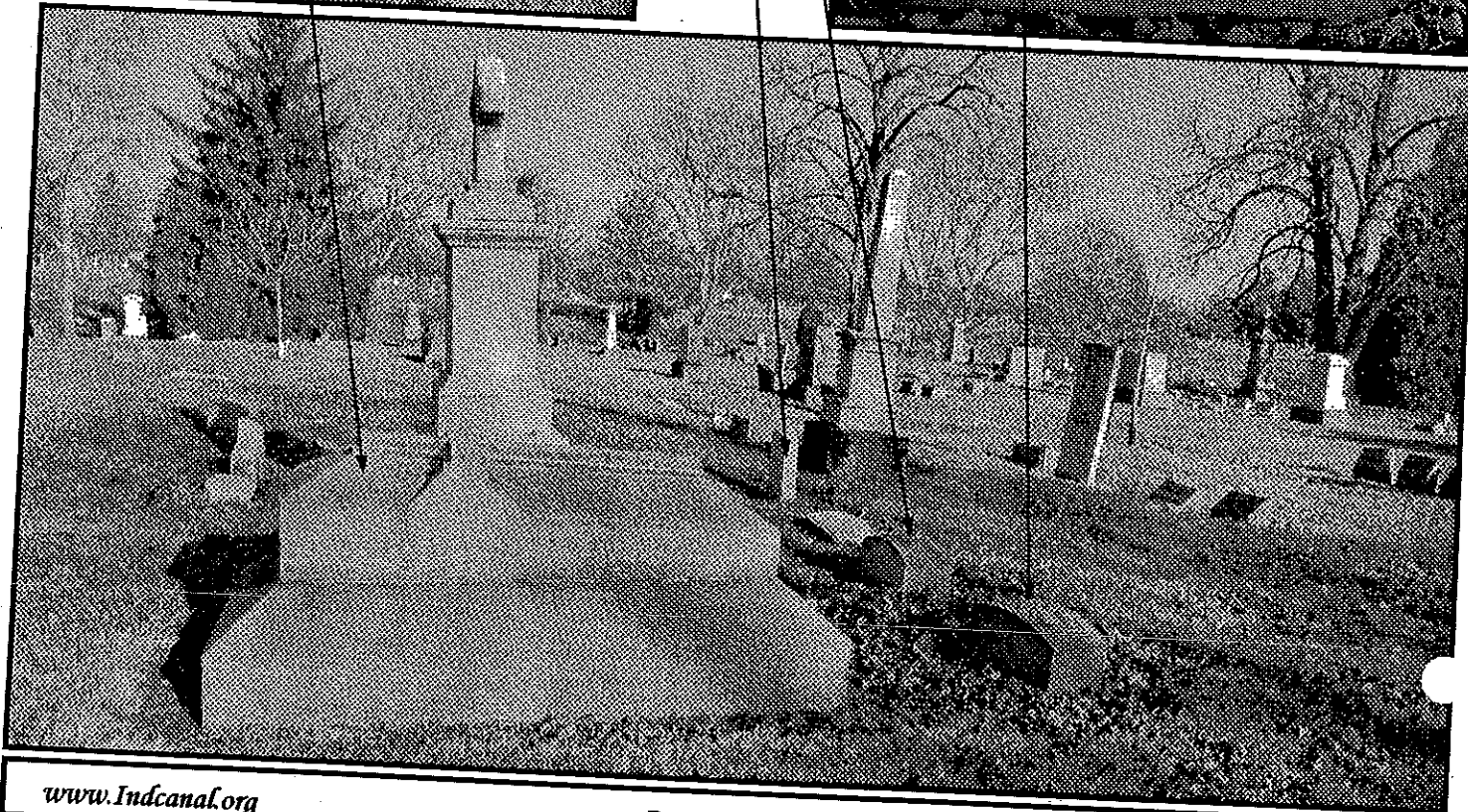
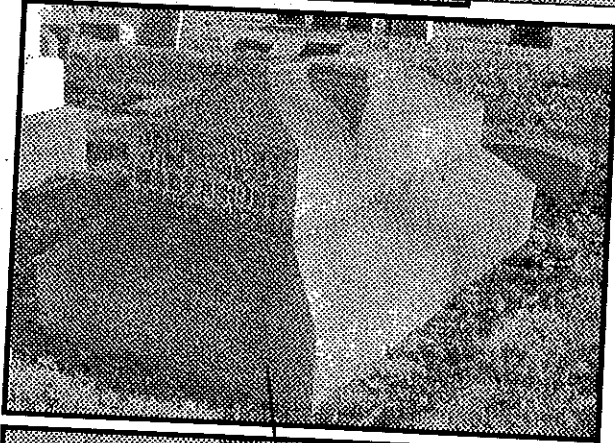
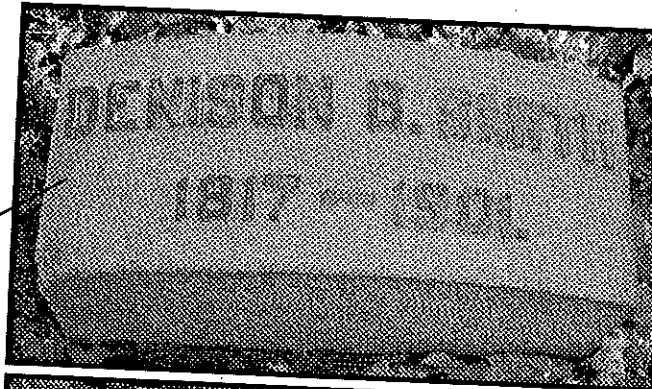
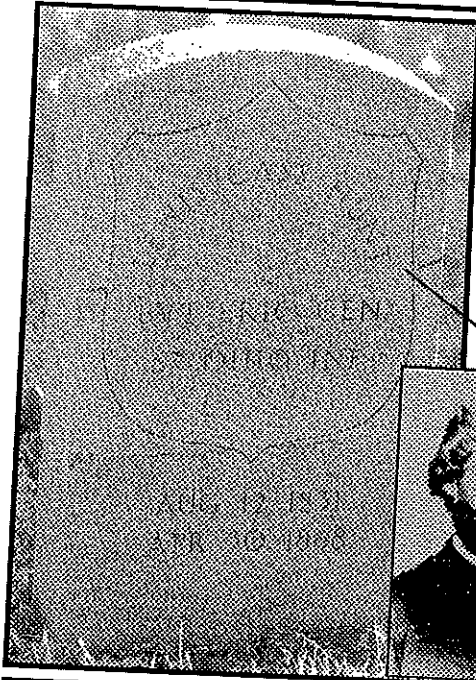
(markers in clockwise order)

Denison B. Smith 1817-1901

Julia E. Smith 1834-1919 his wife

John E. Hunt 1798-1877 his father-in-law

Lewis Cass Hunt 1831-1868 his brother-in-law



Denison Billings Smith



Born October 17, 1817 Stonington, Connecticut
 Died June 22, 1901 Toledo, Ohio
 Buried Forest Cemetery, 1704 Mulberry Street, Toledo, Ohio

1st wife Mary Sophia Hunt

Eldest daughter of Gen. John E. Hunt, 1795-1877, his business associate in freight forwarding

Born

Married July 18, 1843

Died June 14, 1857

Children:

1. Mary G. , wife of Ralph A. Baker, Duluth, MN
2. Child died in infancy
3. Rev. Frank Smith of Protestant Episcopal Church, Maumee, OH, b. 1849, d. 1879 at age 30
4. Julia E., d. 11-28-1911
 Wife of George E. Wells, Duluth, MN, d. 4-29-1906
5. Denison B. Smith, Jr., Duluth, MN
6. Virginia, wife of James Robison, Wichita, KS

2nd wife Julie E. Hunt the younger sister of his 1st wife

Born 1834

In 1860 Census the D. B. Smith family is living with Gen. Hunt's family

Married January 29, 1862

Died 1919

Sources:

Downes, Randolph C. *Lake Port: Lucas County Historical Series, Vol. III.* The Historical Society of Northwestern Ohio. 1951.

1860 Federal Census

1870 Federal Census

1880 Federal Census

Lucas County, Ohio Marriage Licenses 1835-1866 compiled for National Society of Daughters of the American Revolution by Ursula Wolcott Chapter, Toledo, OH.

The Maumee Valley Pioneer Association scrapbook in the Defiance, Ohio, public library.

Toledo Blade, June 22, 1901.

Toledo Times, June 23, 1901.

Waggoner, Clark. *History of the City of Toledo and Lucas County, Ohio.* New York, NY/ Munsell & Co., 1888.

Special thanks to Scott Bieszczad, CSI member from Perrysburg, Ohio, for his help with research in locating Smith's grave and taking pictures of the church and cemetery.



CANAL MURAL IN ST. MARYS, OHIO

This beautiful canal mural is on the wall of a business just about a block east of Lock 13 of the Miami & Erie Canal, which was uncovered when the Cotton Mill and Glass Block building were demolished. Note the boat in the lock and the locktender operating the gates by using the balance beams.

Photo by Bob Schmidt

WHITEWATER CANAL TRAIL

1. Trail construction in Metamora has started. If you are in the neighborhood stop by and take a look. **you will be amazed!** We worked on the corn maze and trail on the second Saturday in June from 9 to 1. And will continue throughout the summer. **Stop by and take a walk.**

2. We are still looking for volunteers to help with the canoe fest. We need help on both days manning the trail booth and races. Please let Lowell or myself know if you can help out.

Thanks for your support

Mick Wilz
Whitewater Canal Trail Inc.
P.O. Box 126
Brookville Indiana 47012
Work 866-324-7842
Home 765-647-6457
Cell 513-295-4820



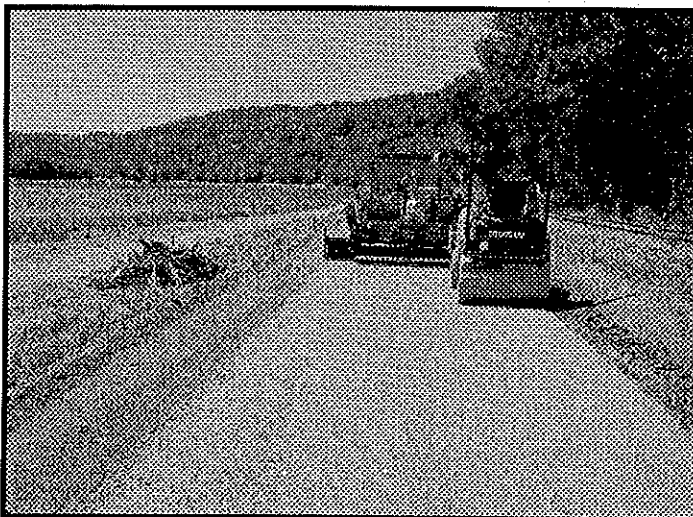
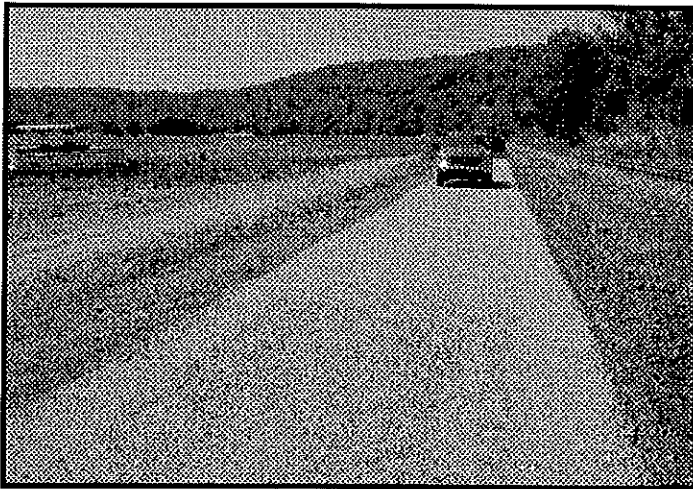
After trees and brush have been removed for the new trail, heavy equipment brings in and lays the gravel for the new trail. Note that the railroad tracks are atop the old towpath of the Whitewater Canal.
Photos courtesy Mick Wilz

AMERICAN CANAL SOCIETY

The American Canal Society held its annual meeting in the Franklin Room of the Holiday Inn in Schenectady, NY at 3 P.M. on Friday, May 18 in conjunction with the Canal Society of New York's spring field trip. Following introductions of those present and the re-election of the current officers, reports from the secretary, treasurer, officers and committee chairs were heard. It was noted that ballots for the election of directors will be sent to members in the August issue of American Canals. It was announced that the 2007 World Canals Conference will be held in Kingston, Ontario, Canada on Sept 15-17 and the 2009 conference will be Aug 31-Sept 2 in Zedrenjanin, Serbia.

Prior to the meeting on Friday some ACS members toured the Day Peckinpaugh, the last freighter on the Erie Canal, at the Matton shipyard on the Hudson River at Cohoes, NY. Many also attended the Friday night slide presentation of what would be seen on the Saturday bus tour.

Cold, rainy weather did not dampen the canawlers spirits on Saturday as they explored the Erie Canal from Schenectady to Albany. At Cohoes they descended slippery steps to a buried lock and also saw Cohoes Falls and the Harmony Mills that received power from the falls. There were many locks through this area due to the steep descent and early canawlers got off the boats at this point before reaching the Hudson River. Portions of locks and aqueducts were found along the tour route. Other stops along the Mohawk Towpath Scenic Byway included Lock 7 on the Erie Barge Canal, a huge concrete, modern lock; the Whipple Bridge at Vischer Ferry; and the aqueduct and locks at Rexford.



RECONSTRUCTION OF THE WABASH & ERIE CANAL -1881

Brian Banta, CSI member from Edinburgh, IN, sent the following resolution he found in *Laws of the State of Indiana. Passed At The Fifty-second Regular Session, Of The General Assembly, Begun On The Sixth Day Of January, A. D. 1881* published in Indianapolis by Carlon & Hollenbeck, Printers and Binders in 1881.

JOINT RESOLUTIONS OF THE GENERAL ASSEMBLY OF INDIANA

JOINT RESOLUTION No. 1, (HOUSE.)

A JOINT RESOLUTION in regard to the re-construction by the government of the Wabash and Erie Canal.

WHEREAS, Upon petition of citizens of the States of Ohio and Indiana, the Government of the United States, through Congress, has considered the connection by a canal, of Lake Erie and the Atlantic ocean, with the Wabash river, and by that river the Ohio, Mississippi, and the Gulf of Mexico, practicable; and,

WHEREAS, The government, in order if possible, to connect the navigable waters of the East with the navigable waters of the West by a canal, has, through Congress, appropriated fifteen thousand dollars, to pay the expenses of survey, and report, and ordered said survey to be made from Lake Erie, at Toledo, Ohio, down the bed of the old Wabash and Erie canal, to a point at or near Lafayette, Indiana, on the Wabash river; and,

WHEREAS, The Government corps of engineers have completed the said survey, and are about ready to report the result to Congress, which report is said to be favorable to said construction, and of great national necessity; and,

WHEREAS, The construction of an enlarged canal as contemplated, will be of great benefit to Indiana, and the country, by creating a cheaper mode of transportation, and be thereby a check and competition to the excessive demands of railroads;

Therefore, Be it resolved by the General Assembly of the State of Indiana, That our Senators in Congress be instructed, and our Representatives be requested, to use all honorable endeavors to secure the passage of an act constructing said canal, and securing the necessary appropriation to construct this great work.

Even though this attempt was made to reconstruct the Wabash and Erie Canal, it failed. An article in the *Fort Wayne Daily News* on June 2, 1882 details the earlier dissecting of the original W & E Canal:

The Old Canal

"This afternoon there was put on record in the auditor's office, the largest transfers ever recorded in this country. They are four in number and all related to the old Wabash and Erie canal bed. The date of the first conveyance is July 31, 1847, and for the bed of the canal from the Ohio state line to Evansville, including the banks, margins, tow-paths, side cuts, feeders, right of way, basin, locks, dams, water-powers and structures. This conveyance is from the state of Indiana to the trustees of the Wabash and Erie Canal.

"The second deed of conveyance is from the district court of the United States to Wm. Fleming, and is for the bed of the canal from the western boundary of the city of Lafayette to the Ohio state line, including all banks, margins, &c. The consideration mentioned is \$85,000.

"The third deed is for the canal feeder from its intersection with said canal, west of the city of Fort Wayne to its source, the feeder dam, the mill lots in Fort Wayne now occupied by the City Mills and Orff's Mill and all the appurtenances thereto belonging. The consideration for this property is \$50,000, and it is transferred from William Fleming and others to William B. Howard, trustee.

"The fourth deed on conveyance is from William Fleming and others to William B. Howard, trustee, and is for \$100,000. The property transferred is the canal from the Ohio state line to the west end of the lower lock in the town of LaGro, in Wabash country, embracing between said points the bed of said and its banks, margins, tow-paths, side-cuts, basins, &c. except the feeder canal and the ? property conveyed above. The date of this deed is February 12, 1871, and the date of the preceding instrument is April 12th, same year.

"This then is a true history of the ownership of the canal, and shows the handsome profit Mr. Fleming and his friends have made. The deeds from Mr. Fleming do not, it will be observed, include that portion of the canal between LaGro and Lafayette, which is a separate matter of profit. Howard represents the Seney syndicate building the N. Y. C. & St. I. R. W. along the tow path of the canal from New Haven to the western limits of the city of Fort Wayne."



says: That I am master of the canal steamer, Nashotah* a piece. It being after night I could not get them any and while in charge of said steam boat I arrived at or less. near Joliet with the said steam canal boat and barges, Thomas, Scott, W. J. Roebuck and Irene, all loaded with corn and bound for Chicago.

Very truly yours,
W.H. Wallace

At 3 O'clock P.M. on Monday, Sept. 11, 1899, on arrival there I found no teams to help me to get up through the current and the lock as has been the custom, although I properly notified the lock tender at deep lock in Joliet from Channahon by telephone, consequently I had to get through the best way I could. On account of the lack of teams to help me get through the current and the lock, I lost three hours time. Had I not been detained and received the proper help to get through the current and the lock, I would have arrived in Chicago Tuesday morning, the 12th and got unloaded the same day. But wholly on account of the delay at Joliet as above states, I did not get all the boats unloaded until Wednesday, the 13th and in consequence of said delay I lost one day's time.

History has repeated itself. Today, locks on the Illinois Waterway, completed in 1933, are too small for modern tows. They must have some of their barges uncoupled and pulled through the lock separated from the towboat. However, the horses have been replaced by electric power.

*Note: The canal steamer, Nashotah, is featured in a the canal portion of a mural that hangs in Ottawa, IL.

(Signed) J. Donovan.

State of Illinois,:

: SS

La Salle County:

Subscribed and sworn to before me
This 25th day of September, A. D. 1899.

..... C.H.R. Thomas

: SEAL :

..... Justice of the Peace.

EDWARD VINTON DODGE AND HIS WABASH AND ERIE CANAL CONNECTIONS

By Charles Davis

I found an obituary in the *Montezuma Enterprise* of Thursday, May 13, 1920. It describes this man's life and his connections with the Wabash and Erie Canal.

"Edward Vinton Dodge was born in McCartheys Town, Vinton County, Ohio, December 25, 1849 and passed away at his home on River Street, May 10, 1920 at the age of 70 years, 4 months and 17 days. His early life was spent in Ohio along the (Ohio &) Erie Canal. From Ohio he came to Indiana and worked as a boatman on the Wabash (& Erie Canal) until the canal was used no more. He ran the last boat on the canal from Terre Haute to Lafayette, (Indiana).

"He was united in marriage to Miss Janey Jenney on December 12, 1875. To this union were given four children, two sons and two daughters. One son, Cornelius, died in infancy and the wife passed into the beyond 33 years ago (1887). For a number of years, he and the two daughters have resided in Montezuma.

"His health has been poor for some time and about three months ago, he was stricken with cancer of the liver and had to take his bed. He continued to grow worse until death came at the above mentioned time. He is survived by the following children" Eric Vance of Dana, Mrs. Valera Claypool and Mrs. Margaret DeMoss. He also leaves six grandchildren. They are Marie, Beatrice and Caroline Dodge near Dana, (IN), Goldie DeMoss, Beulah and Darrel Claypool. He also is survived by four nephews: Ollie Swaim of Kentucky, Harry Swaim of Texas, Cyrus Vickory of Tangier, (IN), and Hiran Russell of Danville, Ill.

"The funeral was held at the M.E. Church Wednesday morning at 10 o'clock. Rev. C. W. Fish officiated. Burial was made at the Silver Island Cemetery near Silverwood."

The "Wallace Line" was still in business on the I&M Canal and the Illinois River hauling grain, lumber, stone, etc. between Chicago and St. Louis in 1899.

W.H. WALLACE, PROP.

"WALLACE LINE"

CANAL AND RIVER TRANSPORTATION

Estimate furnished on Transporting Grain, Lumber, Stone, Etc. Between CHICAGO AND ST. LOUIS

Rooms 6 and 7 Auditorium Building, Joliet, Ill.

Joliet, Ill. Sept. 13, 1899

Mr. Leon McDonald,

Gen. Supt. I & M. Canal.

Dear Sir:

Enclosed please find bill for two (2) teams hired by me, Saturday Sept. 2nd to tow Steamer Peerless and Tow from Guard Lock to Twin Locks. There were teams to tow the boats from waste gates to lock but none from Guard Lock up.

I notified you by phone. You told me to notify Sanitary Police Office and if they would not get them, to hire them myself. I waited until about nine o'clock then hired two teams. They charged me Two Dollars (\$2.00)

**1836 MAINE SAILOR LETTERS +
WABASH & ERIE CANAL, INDIANA**

Neil Sowards, CSI member from Fort Wayne, IN, found the following item for sale on e-Bay:

This INTERESTING & UNUSUAL Americana item is somewhat challenging to fully describe. It consists of NINE (9) letters from most members of the John N. Williams family of Kennebunk, Maine, written to their son/brother at Indianapolis, IN, who was working as a surveyor on the Wabash & Erie Canal. All nine letters (written in ink) are crowded together on 3 1/2-pages front & back of an oversize piece of unlined paper, with each page measuring a large 11 x 17" in size. The bottom half on the last page is utilized as a STAMPLESS COVER with a red circle postmark for Kennebunk, ME and addressed to:

Mr. John H. Williams
Indianapolis
Indiana
Care Jesse L. Williams Esq.

Jesse L. Williams was the CHIEF ENGINEER OF THE WABASH & ERIE CANAL. He was probably an uncle of John H. Williams the letter's addressee, who was apparently boarding in Jesse's house and employed under him as a surveyor for the Wabash & Erie Canal.

In one of the letters, John's father writes to his son: "The tours of YOUR SURVEYING EXPEDITIONS are pleasant to us to read, and we are doubly pleased in their being so pleasant to yourself. Probably one of these days you may furnish quite a TREATISE ON INTERNAL IMPROVEMENTS."

Something of John's work as a surveyor in Indiana might be surmised from what his sister Harriet writes: "I should love to visit the West, but not be pleased with the obstacles to be surmounted in frequenting those regions. SNAKES are vile looking objects and exhibit so malicious a spirit, it would be better not to venture near their coils and as for MORASSES AND SWAMPS, I dislike their exhalations, I should surely have the 'ague,' if not the 'fever.'

Information within this document's about John's work on the State of Indiana's Wabash & Erie Canal is quite interesting, but perhaps the most historical and informative part of this series of letters concerns the life of NEW ENGLAND SAILORS in the mid-1830s.

For instance, John's brother Tobias writes in part: "I arrived at Boston on the twenty-first day of June after having 156 DAYS PASSAGE AND 124 DAYS OUT. IT WAS A LONG AND TEDIOUS VOYAGE. WE HAD A VERY UNPLEASANT CAPTAIN. HE WAS QUARRELLING MOST OF THE TIME; LEFT THE MATE IN ST. HELENA

AND I THINK HE WILL SUFFER FOR IT. The Diantha sails well and is strong. Sailed on the 10th from Boston bound to the Havana Capt. Thompson."

His brother Claudius, also a sailor, writes: "As I am SOON TO EMBARK ON THE OCEAN I thought I would write you a few lines. The Lima has just arrived from Trieste. She discharged her cargo in Boston and last night arrived here (I mean in Kennebunk). She will take in a CARGO OF LUMBER FOR RIO JANEIRO & from there either to some part of the United States or up the Mediterranean; same voyage she has just returned from. It is about A YEAR'S VOYAGE and will be quite a healthy voyage. She is now getting out her foremast and will soon get in a new one. She will be ready for sea in about 10 days or a fore night. I AM NOW GETTING MY THINGS READY FOR TO GO IN THE VESSEL, AS I HAVE BEEN AT HOME A GOOD WHILE. I AM MOST TIRED OF IT . . . Capt. Tobias Lord is a clever man and so I believe the mates are."

Other interesting Americana topics are covered in the letters. Various family information and neighborhood news from Kennebunk, school-teaching, bee-keeping, and other interesting topics including PIGEON-HUNTING along the Maine coast in 1836.

Younger brother Henry writes: "I have JUST RETURNED FROM PIGEONING up on the turnpike. Got but a few. PIGEONS ARE VERY THICK NOW. Somebody makes a good haul almost every day. They shoot them off very fast. THEY KILL THEM ALMOST AS FAST AS THEY COME."

A full transcript of this series of letters follows:

"Kennebunk, July 25th (Monday) 1836

Dear brother John,

I now set down to say a few words to you of what is doing at home. We rec'd your letter Sunday night with great joy and are very much pleased to hear you are competent to the post you fill in society (civilized) and that you are amply remunerated thus for your services. And we are hoping (providence so ordering) that you may rise still higher in usefulness to mankind. I think you must task your intellect well and find plenty of exercise for your bodily power, which I hope & pray is conducive to your health. 'The hand of the diligent shall be filled, but laziness clotheth a man with rags.' Thus Heaven will reward you if you seek that bright world. And John you must remember YOU ARE EXPOSED (PARTICULARLY IN YOUR BUSINESS) WITH DANGER ON ALL SIDES. We know not what may be tomorrow."

All the family at home of course. I am for one not gaining ahead very fast but this of mine is in truth an old story. All things are ordered by providence altho the

wicked often flourish, those who cannot succeed in this world have no excuse for not gaining that bright world above. The 'wayfaring man tho a fool need not err,' doth not the potter have power over the clay? Be making one result(?) for honor, another for dishonor. All things are ordered of Heaven.

As for your home it looks in every form & feature the same as when you left. Poor place this for making money. We have had thus far a cold summer, rather a cool unpleasant (?) this. Should like to get a paper when convenient. I will leave all the news for the children & give way for them by wishing & praying for your health & prosperity.

Love,
William

Dear Brother,

I arrived at Boston on the twenty-first day of June after having 156 days passage and 124 days out. It was a long and tedious voyage. WE HAD A VERY UNPLEASANT CAPTAIN. He was quarrelling most of the time; LEFT THE MATE IN ST. HELENA and I think he will suffer for it. The Diantha sails well and is strong. Sailed on the 10th from Boston bound to the Havana Capt. Thompson.

I have concluded myself to rest this summer. It was very hot in Batavia and sickly. I was in the hospital 10 days sick with fever and most of the Crew. I FELL FROM THE FOREYARD IN BATAVIA: cut my lip a little but soon was able to work. Our cargo was coffee, sugar, and block tin. On our passage home we experienced a very heavy gale of wind off the Island of Madagascar. LOST OUR QUARTER BOAT AND SPRUNG OUR MAIN SPENCER HAFT BUT WE RODE IT OUT. We were on an allowance of water: 3 pints a man until we arrived at St. Helena and supplied with water and a few potatoes.

I have been reading some of your letters and am glad to hear you are doing so well and so well contented. I should be very glad to see you but we know not how soon. You must write to me all the news. THE PIGEONS ARE QUITE THICK. WE HAVE KILLED ABOUT 200. The bees have swarmed three times and things have taking a fresh start. Goodbye.

Your brother Tobias L. Williams

Kennebunk, July 25th 1836

Dear brother John,

This summer has been unusually cold, not much more so than last summer. Vegetation is very slow in its progress; we have not as yet seen any green peas, apples, or peaches. They are rare articles in Kennebunk. Strawberries have been very abundant. We had a large party, consisting of about seventy; the place of rendezvous

was 'Day's Field.' We had (after we had collected our sufficiency) an agreeable refreshment of cakes.

Father and Mother went to Portland last Thursday, and attended the funeral of our cousin Catherine Williams. She has been in a consumption for a number of months, but was only confined to her room four days. Unexpectedly, she was called from time into Eternity. How brief is our existence! In the morning 'it growth up, but in the evening it is cut down and withered.' Such admonitions are necessary to remind us of our mortality, and constant repetition scarcely makes the impression permanent that we are frail beings, liable to death at any moment.

I am glad you are succeeding in your affairs; you are certainly quite a traveler. It is extremely pleasant to explore new scenes and prospects. The mind is continually on the stretch, not wearied with one continued sameness, but entertained and instructed by the many varieties, which are constantly unfolding. I should love to visit the West, but not be pleased with the obstacles to be surmounted in frequenting those regions. SNAKES are vile looking objects and exhibit so malicious a spirit, it would be better not to venture near their coils and as for MORASSES AND SWAMPS, I dislike their exhalations, I should surely have the 'ague,' if not the 'fever.'

We should have been surprised, but pleased to have seen Mr. & Mrs. Williams from Ohio, then we could have learned all the particulars respecting yourself, but I trust we shall yet be favored with a visit when it is convenient for them to journey East. Marion Watterston is here, from Boston, she is younger than Lucy. Dr. & Mrs. Lillie have left us- Campbell is to board at Deacon Garland's one year. John is to remain with Capt. Hatch during haying season. Edwin is teaching school in the northeast extremity of Maine, I do not recollect the town. His elder brother became very intemperate and has lately died. I hope, dear John, you are of sufficient age to consider your habits. Be careful not to contract any which are vicious.

Harriet

Dear Brother John

As I am soon to embark on the ocean I thought I would write you a few lines. THE LIMA HAS JUST ARRIVED FROM TRIESTE. She discharged her cargo in Boston and last night arrived here (I mean in Kennebunk). She will take in a cargo of lumber for Rio Janeiro & from there either to some part of the United States or up the Mediterranean; same voyage she has just returned from. It is about a year's voyage and will be quite a healthy voyage. SHE IS NOW GETTING OUT HER FOREMAST AND WILL SOON GET IN A NEW ONE. She will be ready for sea in about 10 days or a fore night. I am now getting my things ready for to go in the vessel, as I have been

THE HOOSIER PACKET - AUGUST 2007

at home a good while. I am most tired of it.

I am very glad to hear of your good luck in getting such a good place. We received your letter a few days ago so I suppose that will be the last I shall hear from you again before I go away. WH & I have wrote all the news in K (ennebunk). I believe I must stop. CAPT. TOBIAS LORD IS A CLEVER MAN AND SO I BELIEVE THE MATES ARE. There is not much going on in K. Isaac Furbish is building him a new house. The rest will write all the news.

Goodbye,
Claudius

(You must excuse me for I had a very bad pen.)

Dear John,
Henry, Francis, and I go to school to Harriet N. Williams. Albert

Dear brother,
I am glad you are in such good business. I HAVE BEEN UPON THE PLAINS ONCE THIS YEAR AND WE GOT 11 PIGEONS. I hope to get a great many pigeons this year. Goodbye.
Francis F. W.

Dear brother,
I have just returned from pigeoning up on the turnpike. Got but a few. PIGEONS ARE VERY THICK NOW. Somebody makes a good haul almost every day. They shoot them off very fast. THEY KILL THEM ALMOST AS FAST AS THEY COME. I attend school at home this summer. I go up on the plains now and then pigeoning. I am well.

Your bees have swarmed. The first swarm have built a great deal of comb. The 2nd swarm we sold to Dr. Fisher for 8 shillings. It was a small swarm. Dr. is going to take it up next fall for the honey.

I am doing no business. I am the same old sixpence year after year. I believe I must close as I have no more news to tell you & as CLAUDIUS IS A RIGGING OUT TO SEA. You must write and tell all about your travels.
Your brother, Henry

Dear Son,
Your letter of the 5th was received with pleasure, & your continued health was to us a source of great satisfaction. Altho I believe not particularly wrote(?) to in yours, & we hope you will duly appreciate the importance of the blessing, & let your thanks ascend to him, who hath sickness & health, life & death, in his hands. Your diligence & advancement in your calling, your contentment & satisfaction, are a great pleasure to us. What language can express the feelings of a parent, in hearing of a child abroad finding (under God) a kind employer & friends to administer relief & supply the place of parents; this to us is a great consolation & a source

of joy not easily to be expressed. The tours of your SURVEYING EXPEDITIONS are pleasant to us to read and we are doubly pleased in their being so pleasant to yourself. Probably one of these days you may furnish quite a TREATISE ON INTERNAL IMPROVEMENTS.

Apply in all circumstances & situations in life to Him who is able to keep us from falling & to prevent faultless (?). Dear son watch & pray. Temptations are thick around, shun vicious & fascinating companions who would esteem it an honor to lead you astray, ever bearing in mind no one is out of danger while in life. Therefore or consequently, we are commanded to watch, & if it applies to all, how much more to the young. May the Lord help & keep you from every evil.

Give our best respects to Mr. & Mrs. Williams. Thank them for us. Let us often hear from you, your letters to us are important & we highly appreciate your attention & willingness to communicate & your letters are quite in demand.

Your affectionate father,
J. N or M(?) Williams

Dear John,
Mr. Owen Burnham died a month ago, sick only a week. He was coming from Bridgeton to preach for us but (?) would that week Thus life. Dr(?) John hangs on thread.

Mother desires me to say she is very glad to hear such good news from you and wishes me to say (as she cannot write) you must be circumspect of your walk and be sure not walk with evil doers &c &c. John I have new confidence that you will take heed of the evils of wicked &c &c. I don't know for my part what I shall do. It looks now like an empty bread trough with me.

Charles stays at home awhile longer as his Barque proceeded the 10th July for Savannah & declined the voyage. Tobias has been [on] a long cruise came from St. Helen as chief mate when they discharged the other mate. Did such treatment befall all, it would be fine going to sea. TOBIAS HAS HAD A HARD VOYAGE & A GREAT RASCAL FOR A COMPANION. Charles meant to write but as he is not here. He must write at another time. No one more anxious for you than he. Tobias is quite surprised at your getting such pay. Your letters are good & all are surprised at your success & office in the far West. Henry Lord broke his leg at Cincinnati, has just left here. Says he is sick of going to sea & wanted me to go, again, to "far West" & buy land. Dull music here John, dull enough. But I live in hopes.

Abigail sends love &c &c she is now quite well & all are pretty well. The Academy don't prosper well. It is a great bone(?) &c. We heard Edwin was keeping school

This letter addressed to John H. Williams in care of Jesse Lynch Williams was for sale on e-Bay for around \$350.00.

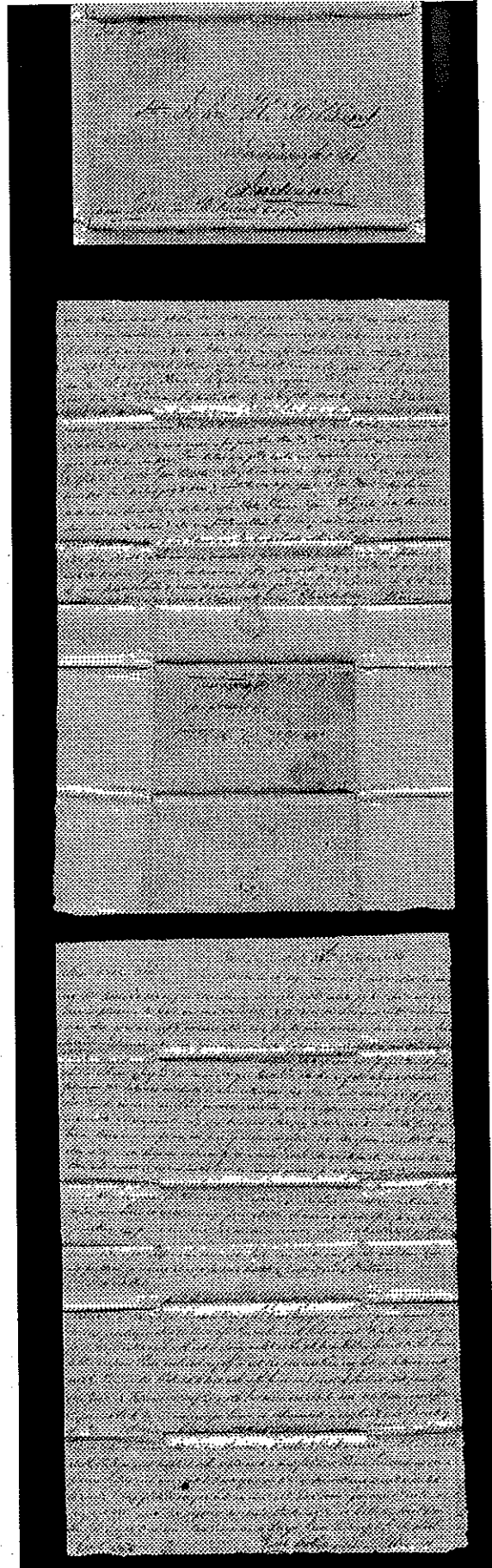
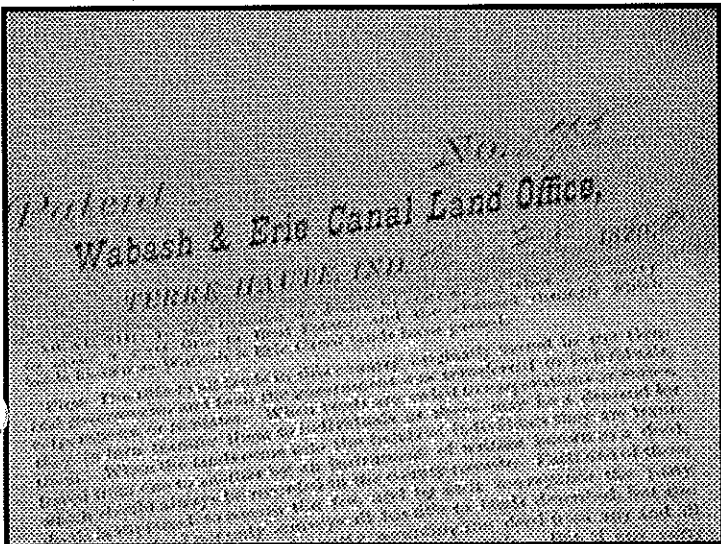
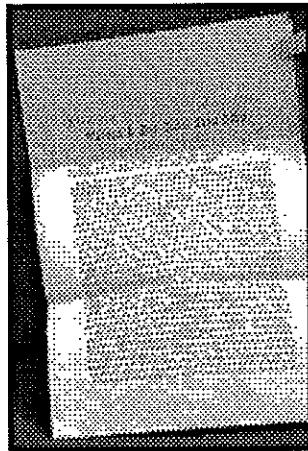
with Mr. Lettfield(?) in Bangor by Mrs. John Frost(?) who was up. Mentioned your letters, &c. She was much affected & went to see poor Augustus' bedroom. I will write by & by John. Do excuse the bad penmanship & prize it none the less. Goodbye John as I must hasten to the office with, don't delay again so long. Write soon. Papers(?) shall go William"

This old document has some age stains and a few small holes at the intersection of the fold lines. There is a tear at the site of the old wax seal. Overall, the letter is in quite good condition on old paper of great rag content. This great compilation of letters from a Maine seafaring family to their son working as surveyor on the Indiana Wabash & Erie Canal merits comprehensive further research.

ANOTHER E-BAY ITEM

Neil Sowards also found this document for sale on e-Bay concerning canal land sales.

This paper from 1890 explains how to get title for land the canal goes through. Or a patent. Measures 6x8 folded. Terre Haute IN.



IN MEMORIAM

DONALD K. FRENCH

June 15, 2007

Donald K. French died in his Fort Wayne home on June 15, 2007. He was 76 years of age. Born in Englewood, N.J., raised in Watertown, N.Y., and graduated from Clarkson University in Potsdam, N.Y. in 1952, he retired from General Electric in 1991 where he had worked as a professional engineer for 39 years.



Besides being a member of the Canal Society of Indiana, Don also belonged to the First Presbyterian Church, American Legion Post 160, Elks 155, Maumee Lodge 725 F. & A.M. York Rite, Scottish Rite, Mizpah Shrine, V.F.W. Post 9500, Korean War Veterans Association, Northeast Indiana Radio Reading Service Reader, TauBeta-Pi, Delta Upsilon Social Fraternity-Clarkson University, National Engineering Society, National Honorary Mechanical Engineers Society, Advisory Board of Ambassadors, Republican Precinct Committee, and GE Quarter Century Club and Board of Directors. He served as a Junior Achievement instructor and GE Apprentice School instructor. He volunteered at Lutheran Rehab, was past Commander of the 890th Transportation Company 1955-1960 U. S. Army Reserve, and was a Korean Era Army and Air Force veteran.

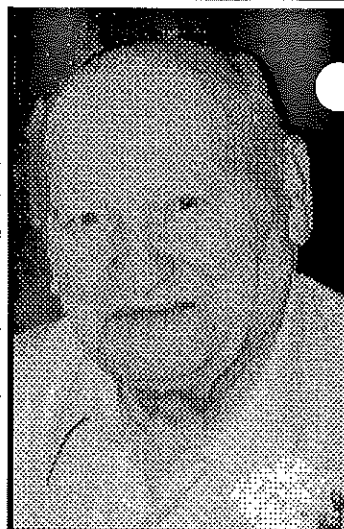
Don is survived by his wife, Cynthia A. French of Fort Wayne; sons, Jeffrey S. (Bobbi) French and Stephen M. French both of Fort Wayne; daughters, Catherine A. French of Cicero and Amy E. (Steve) Robbins of Carmel; and grandchildren, Nicole, Ashley and Christopher French, Luke and Kane Robbins. He was preceded in death by his brother, Harvey "Jack" French III.

Dr. John Stephen Parks officiated at his memorial service held at 11 a.m. June 20, 2007 at First Presbyterian Church, 300 W. Wayne St, Ft. Wayne with burial in Masonic Cemetery in Warren, Indiana. Memorials were designated to Shriner's Hospitals for Children, Mizpah Temple, or Visiting Nurse & Hospice Home.

JAMES A. FRENCH

June 22, 2007

James A. "Jim" French of Lafayette, formerly of Delphi, died unexpectedly at 1:17 p.m. Friday, June 22, 2007, at Home Hospital. He was 81 years of age. Born Dec. 10, 1925, in Louisville, Ky., to the late James A. (Sr.) and Mae Thomas French, he was a 1945 graduate of Delphi High School. He received a bachelor's degree in 1950 and a master's degree in 1954, both from Purdue University.



Jim served in the Army from 1945 to 1947 and was stationed in Germany. After returning to the U.S. he began teaching at Crown Point Elementary in 1950 and married Frances J. Craig on June 24, 1951, in Delphi. He taught at Linnwood Elementary in 1953, Durgan Elementary from 1954 to 1959, and was the principal at Murdock Elementary from 1960 to 1987, when he retired. He received the Indiana Distinguished Principal of the Year award in 1986.

Besides being a member of the Canal Society of Indiana, Jim belonged to the Indiana Retired Teachers Association; National Education Association; Honorary Education Phi Delta Kappa Fraternity; Honorary Education Kappa Delta Pi Fraternity; lifetime member of Mount Zion Masonic Lodge; Delphi Lions Club, where he was the tail twister for the club; 10-year president of the Carroll County Wabash & Erie Canal Association, former president of the Carroll County Historical Society; coordinator of the Historical Trail Association; charter member of the Wabash River Heritage Corridor Commission; former member of the board of directors of Prophetstown State Park; member of Congress Street Methodist Church in Lafayette; former member of the Harrison, Tecumseh, Lafayette and Delphi Kiwanis Clubs; former president of the Tecumseh Kiwanis Club; Delphi American Legion Post 75; and a former member of the Oracle Club in Delphi. He received the Journal and Courier George Award in 1969.

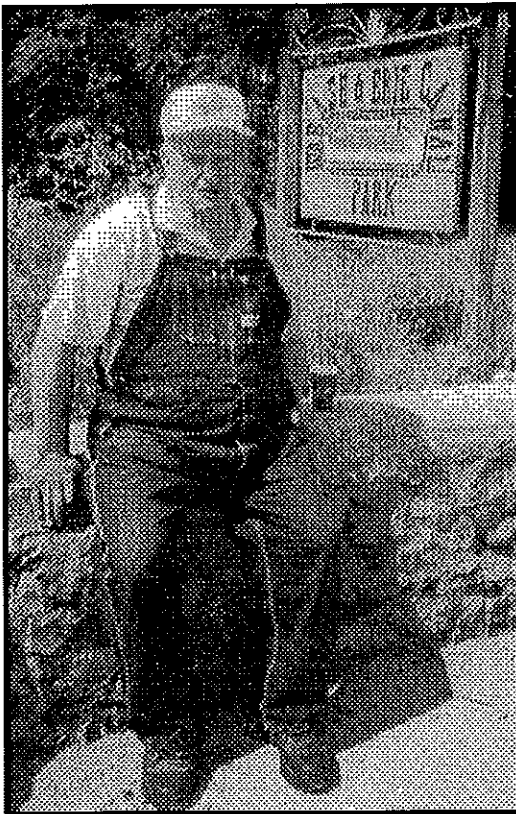
Jim carried the vision of those individuals seeking to establish a canal park in Delphi forward. His enthusiasm, leadership and outgoing personality as president of the Carroll County Wabash & Erie Canal Association was contagious and brought in many people, including children, from the community to help with the park. He devoted countless hours there and could be found at the canal festivals in the woodworking shop

helping children make bird houses and selling wood-working items he made, painted and donated to raise funds for the park. He loved woodworking and water color painting.

Jim was also supportive of the Canal Society of Indiana's removal of the Gronauer Lock in New Haven, IN. He and Frances graciously opened their home to CSI members during the festivals providing bed and breakfast. They attended many CSI tours and the society's recent 25th Anniversary celebration held at the Canal Interpretive Center in Delphi on May 5, 2007.

Surviving with his wife Frances are a daughter, Marlene French (Robert) Lawson of Lafayette; a son, Edward (Annie) French of Bloomington; a brother, Emmanuel J. (Virginia) French of Louisville; and two sisters, Hazel (H. L.) Arnold of Louisville and Alberta McMahan of New Albany. Also surviving are 4 grandsons and 6 great-grandchildren. Jim was preceded in death by 2 sisters, 2 brothers and 1 grandson.

Visitation was from 3-7 p.m. at Abbott Funeral Home, Delphi, with Masonic service at 2:45 p.m. on Sunday, June 24. A service was held there at 10 a.m. Monday, the Rev. Ed Selvidge officiating. Interment was in Masonic Cemetery, Delphi. Memorial contributions may be made to the Wabash & Erie Canal Association.



WELCOME NEW MEMBERS

CSI welcomes aboard the following new members who have joined at the \$25 membership level unless otherwise noted:

Nathan & Brandi Adams - Montezuma, IN
Frank Ernhart - Clinton, IN

CORRECTIONS PLEASE!

Shirley Willard, authority on the Potawatomi, has informed us of an error in the July 2007 issue of *The Hoosier Packet* on page 23 in the article about Judge Cyrus Ball. The same article is found on page 82 of "Canalabrating Good Times," the latest CSI tour guide. Please make the corrections to both places. She writes:

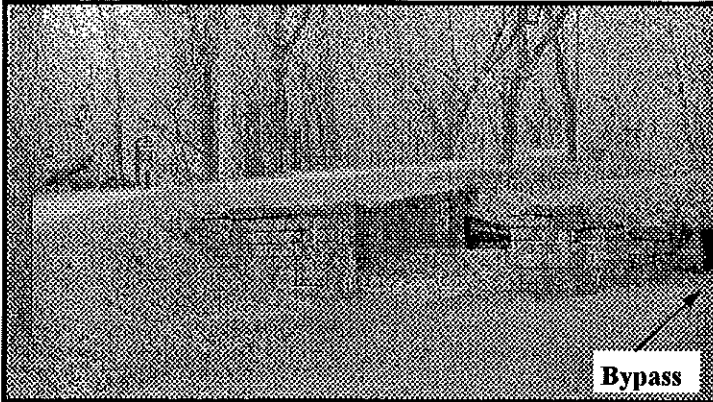
"The July 2007 issue of *The Hoosier Packet* on p. 23 had a photo of Mrs. Cable Ball's house in Lafayette and said Judge Cyrus Ball was a canal toll collector and built the house. The article said George Winter married Cyrus Ball's daughter Annette in 1865. This is wrong.

"George Winter married Mary Squier on Aug. 5, 1840. Their daughter Annette Winter married Cyrus Gordon Ball, Judge Cyrus Ball's son, in 1865. Winter was the artist who sketched and painted the Potawatomi and Miami Indians, including scenes of the Trail of Death march leaving Logansport September 10, 1838. His descendants still live in the house. It was Mrs. Cable Ball who rescued the George Winter paintings in 1933 and eventually donated most of them to the Tippecanoe County Historical Assn."

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.



Goodheart's Lock 34 of the Chesapeake & Ohio Canal near Harper's Ferry, Virginia. Photo by Chuck Huppert

C&O LOCK 34 VISITED

By Chuck Huppert

Our daughter has moved to the Washington D. of C. area. Last month we were driving back to Indy from there and happened upon the Sandy Hook Road across the Potomac River from Harper's Ferry. We drove along this narrow road trying to find a short cut to Hagerstown, Maryland, and there to catch the Interstate toward Indiana. To my wonderful surprise we found ourselves paralleling the Chesapeake & Ohio Canal. The canal is dry there, but there is plenty of structure.

We stopped a couple of places and I took pictures. This one is that of old lock 34 (Goodheart's Lock). Then we headed north towards Sharpsburg and the killing fields of Antietam.

As time progresses it is my hope that more frequent trips to visit our grandson will result in our exploration of the C & O Canal with frequent reports back to CSI.

In *The C&O Canal Companion* by Mike High this lock is at mile marker 61.5 and is described as follows:

"As the canal enters the Great Valley, we find the first lock built largely of the distinctive gray limestone of this region. The Limestone for Locks 34-36 was boated down from a quarry in (West) Virginia, about 5 miles upstream."

CLUPPER PINPOINTS W&E LOCK #17

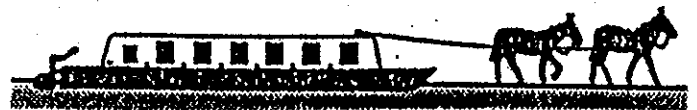
Harold Clupper, CSI member from Westchester, PA and at one time from Wabash, IN, pinpointed the location of a piece of the Stearns Fisher Lock 17, which he collected years ago, via the topozone maps. He writes:

"Following your suggestion, I did find the loca-

tion of lock 17 (Stearns Fisher). Around 45 years ago a short segment of old route 24 was moved to the SE to accommodate the approach to a new RR bridge. The lock was covered up with road fill, but a few weeks before this happened, I collected a bit of the stone wall showing the wear due to a gate. As shown on <http://www.topozone.com/>, the UTM coordinates are: UTM 16 592179E 4515514N (NAD27). I can't think who else would want this info - but, at least, I can now catalog my rock.

Just for grins I determined the coordinates of the Kerr Lock in Lagro. They are: UTM 16 607487E 4521223N (NAD27).

Another site that you have probably seen is: <http://geonames.usgs.gov/pls/gnispublic/f?p=171:1:1119859038478890113> which provides access to satellite imagery via the "GNIS Database Interactive with Google Map". Here, the Kerr lock displays about two inches long on my monitor. The Lagro images are particularly good. Others are not so detailed. I spent some time looking toward the west for the Ditton lock without success. It is possible, however, to trace the interurban and power-line path which followed much of the canal towpath.



KANKAKEE CANAL

After reading the article "John Beard and His Illinois and Michigan Canal Connections" by Charles Davis and noting the section about "Kankakee City, Town of Kankakee, McIntosh Subdivision" on pp 19-20 in the May 2007, Vol. 6 No. 5 issue of *The Hoosier Packet*, CSI member John Geyer of Hamilton, Ohio, checked his file on the Kankakee Canal. He found a copy of a 7 type-written 8.5" x 11" page item with map he purchased for 75 cents in 2001 from the Illinois & Michigan Museum, 803 S. State St., Lockport, IL 60441. It gives details of the 5 locks, 4 dams and aqueduct stating their locations and conditions. He thought that some CSI members might be interested in reading it.

Entitled *The Kankakee Canal*, it was written by William W. Schofield in Joliet, Illinois in 1967, published by the Will County Historical Society in the summer of 1978 and republished in the winter of 1991. Perhaps your local library has a copy or you may get one through inter-library loan. If not it might still be available for purchase from the Will County Historical Society at (815) 836-5080.

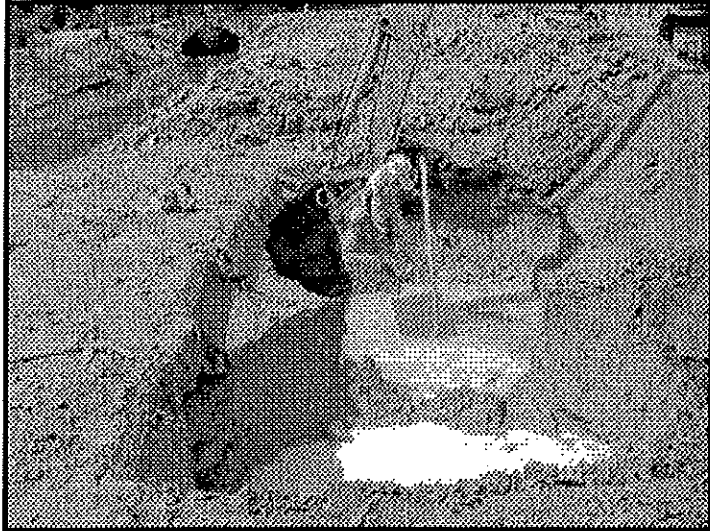
NEWS FROM DELPHI

OLD BRIDGE COMES TO LIFE

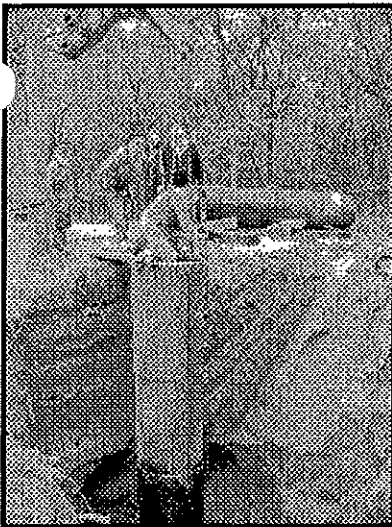
By Dan McCain

Bridge. The first setting of this bridge was in 1905 in Pulaski County as the Big Monon Ditch was being extended into the vast, flat marshes near Medaryville. This bridge had been moved twice before and the last time (about 1913) the workmen poured concrete inside the metal tube. That made it very difficult to move and set in place, but we think in 1913 they never planned to move it again so that is why the concrete and not loose rubble was put inside the tube. The bridge arrived in Carroll County last year on a donated semi trailer. This should be the last time this historic bridge is moved and re-erected.

Restoration work is being assisted by Ross Brown, a blacksmith working at his shop in southern Carroll County. Lately the volunteer work on site in Delphi involves cleaning and painting the approximately 100 pieces of wrought iron making up this 78-foot-long, very rare bridge. This span design was patented by Wm. Stearns in the late 1800s and used as a lightweight bridge capable of being moved by unpinning the component members. Pulaski County officials brought a dozen or so of these structures from the Winamac Bridge Company.



Above: Ed Gruber checked the elevation of a concrete foundation beneath the water table.

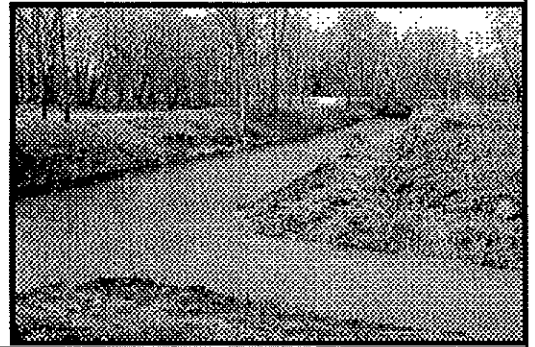


Left: Roy Patrick, Lafayette; Charlie Johnson, Flora; Al Auffart, Cutler; and Ed Gruber, Delphi. Ed is checking for perfect vertical level of the caisson before the concrete was poured around the base.

All photos by Dan McCain

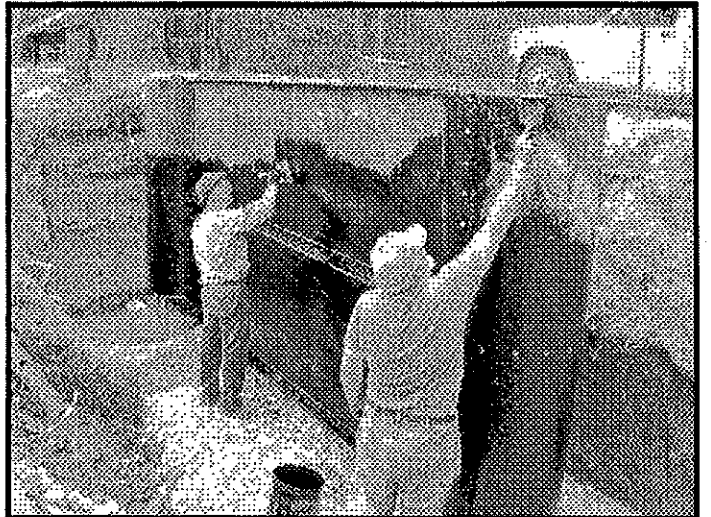
Top: Canal restoration work in this location was about finished but still looked rough until it could be graded and seeded. A layout of the bridge members for re-erection will begin on the east side of the canal (to the right) where land is level and access good.

Bottom: Volunteers Don Smith of Delphi and Al Auffart of Cutler applied a tar coating to this unique foundation.



Volunteers with the Wabash & Erie Canal Association placed one of the four upright metal caissons deep into the side bank of the canal behind Dairy Queen in Delphi in early May. The wrought iron 30-inch "tube" extends 14 feet up from a concrete foundation poured a week earlier. All of this is in the water table so it was necessary to pump out the groundwater before placement and leveling. By the end of that morning 5 more yards of concrete were poured around that single caisson. Thanks to Brim Concrete in Flora for a nice price break.

Jack Cohee operates the big machinery to lift this very heavy member of the iron Stearns Truss



NATIONAL TRAILS DAY

By Dan McCain

For many people, Saturday, June 2nd was Volunteer Recognition Day in Delphi. For the nation and the public it was called National Trails Day. Either description fit the gathering for the public and all of Delphi's trails volunteers and their families who helped during the past year. Activities have focused on Canal Park, trail maintenance, flower planting and work on the impressive Stearns Truss Iron Bridge restoration project.

For all the volunteers a free lunch began the festivities at 12 noon at the Canal Park Shelter House, 1030 North Washington Street, Delphi. The meal was provided by the local Psi Iota Xi sorority as they have done for many past workdays. After the many volunteers ate, they and anyone else interested in Delphi Historic Trails observed the presentation of special recognition, certificates and clothing awards.

All canal and trails volunteers present received an Earth Team hat or shirt for their efforts. The Carroll County Soil & Water Conservation District and the USDA Natural Resources Conservation Service sponsored these items. Some volunteers had amassed hundreds of hours of service. Special recognition was also given to the youth groups, Scouts and 4-Hers that have been involved with the trails during this past year.

Immediately after the ceremony, at 1 pm, a narrated long hike began. A special treat along the easy walk was a view of the site for placing the old wrought iron Stearns Truss bridge behind Dairy Queen and observation of the historic papermill site. Then the walk progressed south on the VanScoy Towpath to Sunset Point at the confluence of Deer Creek and the Wabash. This year the focus of trail narration was the 1839-40 Deer Creek dam and nearby Irish canal construction camp.

**DELPHI AREA HERITAGE
TRANSPORTATION FESTIVAL**

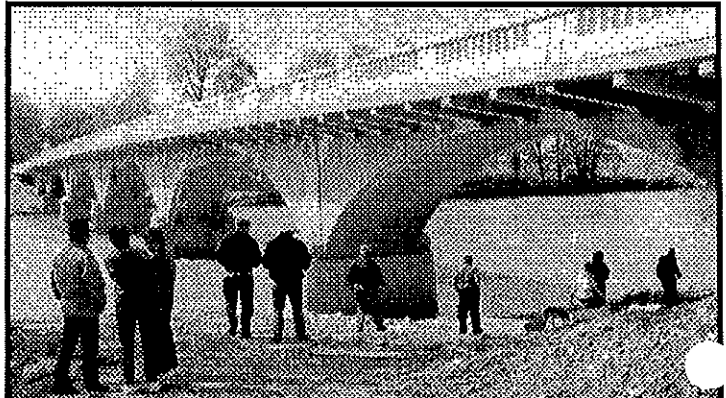
On June 16 and 17, Father's Day weekend, transportation as it was in an earlier era was experienced in Carroll County. The Delphi area, 70 miles northwest of Indianapolis and near Lafayette just off Interstate 65, recreated the methods of transportation that settled Indiana from the mid-part of the 1800s and invited one and all to visit and participate in its third annual celebration of transportation. The festival offered attendees an opportunity to ride in all types of vehicles around Delphi. They could glide down the restored section of the Wabash and Erie Canal on a canal boat, see the downtown in a horse drawn carriage, and listen to the clang of the bell while riding the Interurban Trolley. Plenty of food and period music was on hand along the way, as well as street vendors selling transportation related

odds and ends. Some tried their skill and endurance at the bicycle rally or canoe races.

On Sunday morning they watched a wide variety of airplanes fly around the airport while eating a wonderful home fire cooked breakfast. They saw restored autos and trucks at the Sunday cruise-in. Area businesses displayed their transportation-related products and services.

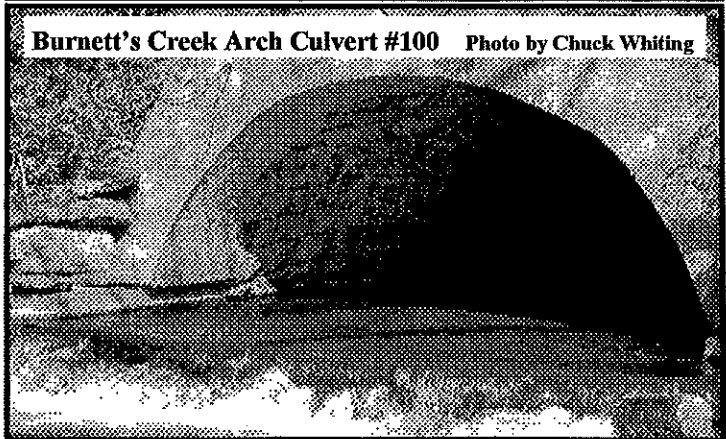
They could also experience the first form of transportation — walking. Delphi is home to a wonderful 10-mile historic trail system that encourages recreational fitness while learning area history.

"CANALABRATING GOOD TIMES"
(Pictures to complete last issue's tour article)



Refurbished Carrollton Bridge

Photo by Lynette Kross



Burnett's Creek Arch Culvert #100

Photo by Chuck Whiting



W&E Lock #28 at Burnett's Creek

Photo by Chuck Whiting