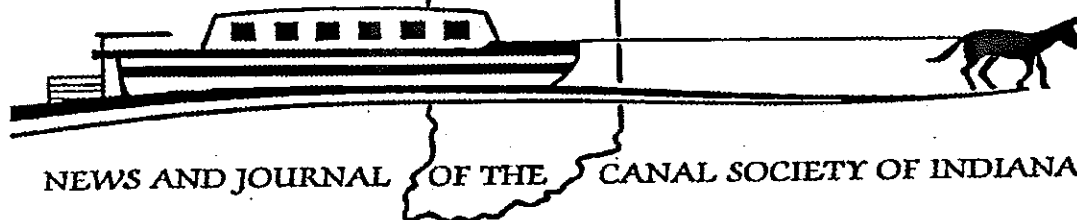


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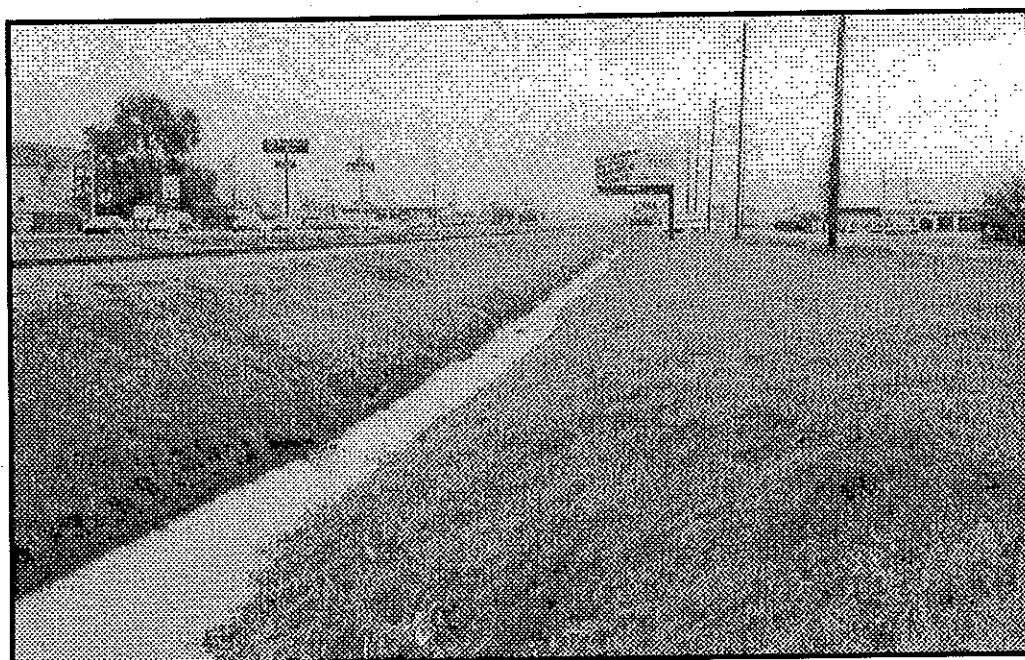
P.O. BOX 40087 FORT WAYNE, IN 46804

SEPTEMBER 2007

# CANALS ARE INTERESTING

**CELEBRATING  
OUR**

**25TH  
ANNIVERSARY**



The Wabash & Erie (formerly Central) Canal is still seen as a ditch with a railroad track on the towpath about 1 mile west of I-164 looking east at Evansville. An article about the canal peaked interest in the Tri-state area around Evansville.  
Photo by Phil Bennett

## *Features*

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3. Navigation Canals Of Canada
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7. Canawlers At Rest: Christopher & John Stopher
11. Illinois & Michigan Canal Opening, 1912 I&M Inspection Trip
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15. E-Bay Items: W&E Fiscal Paper; 1897-1926 Early Wabash, IN, Documents; Louisville & Portland Canal; W&E Logansport Letter
16. Whitewater Canal News, Whitewater Canal Trail
17. Wabash-Erie Canal Corridor W&E Canal Towpath Plan
18. Eastern Canals Visited
23. News From Delphi: Bridge Work, Bakken Donates Research For Central Canal Book, \$10,000 From Andersons, Canal Days Festival, Free Trip Sponsored to I&M Canal

## **ARTICLE STIRS INTEREST**

An article in the *Evansville Courier & Press* on June 24, 2007, entitled "Once a Major Thoroughfare: Canal Street" created a stir with many calls and E-mails to reporter John Lucas. His article told about the signs of the forgotten Wabash & Erie Canal in Warrick & Vanderburgh counties, Indiana, (a portion of which was originally built for the Central Canal) that still remain and can still be seen if one knows where to find them. It included a map of the canal route from Terre Haute to Evansville, a map of its route through downtown Evansville to Pigeon Creek, a picture of the ditch along Morgan Avenue, and a map showing its route from

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Evansville to Toledo, OH.

The reporter had been urged by his managing editor to write an article explaining why Evansville has a street named Canal even though articles about the canal have been in the paper in recent years. He used sources at the Willard Library (CSI "Great Expectations" tour guide and "Hoosier Packets" can be found there) and the Evansville Museum as well as talking to CSI member Stan Schmitt of Evansville and Dr. Darrell Bigham, a local historian.

After all the E-mail queries and phone calls, Lucas wrote a follow-up article entitled "Interest Runs Deep In Wabash And Erie Canal" for the June 29 issue of the paper. In it he answered questions he had received such as why the canal had stopped at Pigeon Creek rather than entering the Ohio River. He explained that the depth of the canal had to be maintained at 4 feet to float the boats filled with cargo. To drop the canal the additional 50-60 feet into the river would have required several locks and more precious water loss. This portion of the canal was kept watered by a 2,500-acre reservoir at Port Gibson near present day Fort Branch. Often there was not enough water without adding the problem of additional locks.

He said the canal water was used as a water source for Evansville once the canal traffic ended. It was filled in around the time of the Civil War when it was thought to be diseased ridden and the city had to develop a water treatment plant.

During the canal era, the Wabash & Erie Canal

actually divided the town with the rich folks living closer to the river. The poorer families lived beyond the canal (5th street today).

A problem with the map in his first article showed the town of Warrickton as Warrenton. His readers quickly noticed the error. One response told him that the "Great Expectations" book from the Canal Society showed the town clearly as Warrickton.

Many readers thanked him for the educational article. Others suggested that the canal be rewatered or have water taxis to augment Evansville's revitalized riverfront. They wanted the canal to be acknowledged in some form.

Today not much remains of the canal that fueled an economic boom for the town of 1,200 residents increasing the population to over 5,100 residents before the first canal boat "Pennsylvania" ever floated on its waters. Canal Street is atop the old canal bed, a marker tells about the Canal Basin in the old courthouse yard, and vestiges of the canal prism can be seen in Wesselman Woods and along Morgan Avenue in Evansville. Prior to the canal, the fledgling community focused its trade to the South and had a southern viewpoint. It changed to a "northern slant."

Although the railroad replaced the canal, many of its tracks were laid atop the old towpath. This meant that there was a greater rail (also road) connection between Evansville and Terre Haute than there was between Evansville and Indianapolis. This lack of connection should be changed by I-69 when completed.

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## NAVIGATION CANALS OF CANADA

by Richard F. Brown, Jr., AICP

The chart on the next page provides a list and basic details on the navigation canals of Canada.

### CHART FOOTNOTES:

\* Does not include dam locks unless they are part of a navigation system.

(a) Year completed

(b) Part of the St. Lawrence Seaway (total length of 190 miles and total lift of 211 feet)

(c) Planned artificial water way length of 20-30 miles.

(d) Artificial waterway length of 12 miles.

(e) Information about this canal is sketchy. Some sources indicate the canal included locks which lifted canoes into the fort.

Included among the list is the canal where the first lock was constructed in North America; which was built as part of the Coteau du Lac Canal. (Parks Canada) Canal lengths in the country range from a brief 120 feet for the Trou du Moulin Canal to more than 10,500 times longer for the 240 mile Trent-Severn Waterway. An even more ambitious project, which was surveyed but never built, was the Georgian Bay Ship Canal. Planned in 1908, the 440 mile waterway would have linked Montreal with Lake Huron's Georgian Bay, bypassing Lakes Ontario, Erie, St. Clair, and the southern part of Lake Huron. ([www.ourroots.ca](http://www.ourroots.ca))

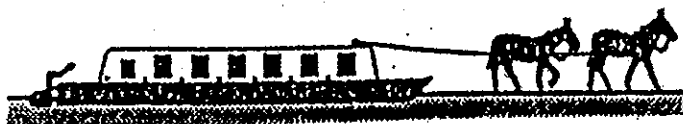
A particularly interesting aspect of Canadian canal history pertains to the construction of a series of canals in the Ottawa River valley for military purposes. The Carillon, Grenville, Chute-a-Blondeau, and Rideau canals (known as the "military canals") were conceived after the War of 1812 and completed between 1832-34, to provide a navigable alternative to the St. Lawrence River between Montreal and Kingston, in case of another war with the United States. ([laurentian.quebecheritageweb.com](http://laurentian.quebecheritageweb.com))

Other interesting facts about Canadian canals include:

North America's only operating marine railway; the Big Chute Marine Railway, which is located along the Trent-Severn Waterway near Coldwater, Ontario, was constructed in 1917 and was rebuilt in 1977. (Parks Canada and wikipedia)

The highest lift-lock in the world along the Trent-Severn Waterway in Peterborough, Ontario. Lock 21 was completed in 1904 and has a lift of 65 feet. (Parks Canada)

The only curtain bridge-dam built in North America and the largest ever constructed at the St. Andrews Bypass Canal in Lockport, Manitoba. ([www.pch.gc.ca](http://www.pch.gc.ca))



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The following chart provides a list and basic details on the navigation canals of Canada.

CANAL *	PROVINCE(S)	YEAR (a)	APPROX. LENGTH	LOCKS	TOTAL LOCK LIFT (feet)
Baie Verte (never built)	New Brunswick	n/a	n/a	n/a	n/a
Baillie Grohman	British Columbia	1889	1.0 mile	1	unknown
Beauharnois (Old)	Quebec	1845	14.9 miles	0	unknown
Beauharnois (New) (b)	Quebec	1959	unknown	2	unknown
Burlington	Ontario	1832	0.5 mile	0	0.0
Canso	Nova Scotia	1955	0.8 mile	1	unknown
Carillon (Old)	Quebec	1833	2.0 mile	3	unknown
Carillon (New)	Quebec	1880's	unknown	2	unknown
Cascades	Quebec	1805	1,500 feet	2	unknown
Chambly	Quebec	1843	11.8 miles	9	74.0
Chute-a-Blondeau	Quebec	1834	0.3 mile	1	unknown
Cornwall	Ontario	1843	11.0 miles	6	48.0
Coteau du Lac	Quebec	1781	328 feet	3	6.6
Desjardins (Dundas)	Ontario	1837	unknown	0	0.0
Farrans Point	Ontario	1847	0.8 mile	1	3.5
Fort Frances (never completed)	Ontario	n/a	800 feet	1	unknown
Galaps	Ontario	1847	2.0 miles	?	10.0
Georgian Bay Ship (never built) (c)	Ontario	n/a	440 miles	27	697.5
Grenville	Quebec	1833	13.0 miles	5	unknown
Huntsville Lock	Ontario	1874	unknown	1	unknown
Lachine	Quebec	1825	9.0 miles	7	45.9
La Faucille	Quebec	1785	410 feet	1	unknown
Magnetawan Lock	Ontario	1886/1911	0.4 mile	1	unknown
Morrisburg (Rapide Plat)	Ontario	1905	3.7 miles	1	11.5
Murray	Ontario	1889	5.2 miles	0	0.0
Muskoka Locks	Ontario	1873-4	unknown	2	8.0
Newmarket (never completed)	Ontario	n/a	13.0 miles	3	unknown
Peninsula Lake	Ontario	1888	unknown	0	0.0
Point Iroquois (b)	Ontario	1847/1959	3.0 miles	1	5.5
Pointe Fortune	Ontario	1818	unknown	1	unknown
Port Sandfield	Ontario	1872	600 feet	0	0.0
Rideau (d)	Ontario	1832	125.6 miles	45	441.0
St. Andrews Bypass	Manitoba	1910	1.0 mile	1	18.0
Sainte-Anne-de-Bellevue	Quebec	1843	500 feet	1	variable
St. Marie among the Hurons (e)	Ontario	1639	unknown	(e)	unknown
St. Ours	Quebec	1849	500 feet	1	5.0
Saint Peter's	Nova Scotia	1869	0.5 mile	1	variable
Sault Ste. Marie	Ontario	1798	1.0 mile	unknown	9.0
Shubenacadie	Nova Scotia	1861	51.6 miles	9	unknown
Soulanges	Quebec	1899	14.0 miles	5	82.0
South Shore (b)	Quebec	1959	unknown	2	unknown
Split Rock	Quebec	1783	unknown	1	unknown
Sulpician's (never completed)	Quebec	n/a	unknown	0	0.0
Tay	Ontario	1887	6.2 miles	2	22.9
Tor Bay	Nova Scotia	1849	unknown	0	0.0
Trent-Severn	Ontario	1920	240.0 miles	44	858.0
Trou du Moulin	Quebec	1785	120 feet	0	0.0
Vaudreuil	Quebec	1816	unknown	unknown	unknown
Welland I	Ontario	1833	26.8 miles	40	327.0
Welland II	Ontario	1845	27.5 miles	27	327.0
Welland III	Ontario	1887	27.5 miles	26	327.0
Welland IV	Ontario	1932	27.6 miles	8	327.0
Wolfe Island	Ontario	1850's	1.2 miles	0	0.0

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The second chart provided below lists Canadian provinces in order by the number of canal projects which were proposed, started, or completed.

PROVINCE	CANAL PROJECTS*
Ontario	26
Quebec	19
Nova Scotia	4
British Columbia	1
Manitoba	1
New Brunswick	1

\* For canals along provincial borders, such as the Ottawa River, the location is based on which shoreline the project was situated.

Canada has a population which is approximately one-tenth of the United States, but contains more than 50 historic canals. As is evident from the charts, these are primarily located in the eastern half of the country. Fortunately, there has also been a significant effort in Canada to preserve, protect, and interpret these historic resources. Canals which are part of the Parks Canada National Park system include:

- Carillon Canal National Historic Site
  - Chambly Canal National Historic Site
  - Lachine Canal National Historic Site
  - Peterborough Lift Lock National Historic Site (part of the Trent-Severn Waterway)
  - Rideau Canal National Historic Site
  - St. Andrews Lock & Dam National Historic Site
  - Sainte-Anne-de-Bellevue Canal National Historic Site
  - St. Ours Canal National Historic Site
  - Saint Peter's Canal National Historic Site
  - Sault Ste. Marie Canal National Historic Site
  - Trent-Severn Waterway National Historic Site
- (Source: Parks Canada)

The Rideau Canal has also been nominated as a UNESCO World Heritage Site. (Parks Canada)

## SOURCES:

<p><i>A Background Study for Nomination of the Ottawa River Under the Canadian Heritage Rivers System, Ottawa River</i></p> <p>Heritage Designation Committee, 2005</p> <p>Brown, Jr., Richard F., "St. Andrew Bypass Canal, Lock, and Dam: Lockport, Manitoba, <i>The Hoosier Packet</i>, Canal Society of Indiana, September, 2006, pages 14-15.</p> <p><a href="http://en.wikipedia.org/wiki/Big_Chute_Marine_Railway">http://en.wikipedia.org/wiki/Big_Chute_Marine_Railway</a></p> <p><a href="http://en.wikipedia.org/wiki/Desjardins_Canal">http://en.wikipedia.org/wiki/Desjardins_Canal</a></p> <p><a href="http://en.wikipedia.org/wiki/Murray_Canal">http://en.wikipedia.org/wiki/Murray_Canal</a></p> <p><a href="http://en.wikipedia.org/wiki/Rideau_Canal">http://en.wikipedia.org/wiki/Rideau_Canal</a></p> <p><a href="http://ezinearticles.com/?British-Columbia--The-Story-of-Canal-Flats&amp;id=221527">http://ezinearticles.com/?British-Columbia--The-Story-of-Canal-Flats&amp;id=221527</a></p> <p><a href="http://fortress.uccb.ns.ca/parks/canal_e.html">http://fortress.uccb.ns.ca/parks/canal_e.html</a></p> <p><a href="http://laurentian.quebecheritageweb.com/article_details.aspx?articleid=5">http://laurentian.quebecheritageweb.com/article_details.aspx?articleid=5</a></p> <p><a href="http://members.allstream.net/~max-com/And.Lower.Ott.Waterway.html">http://members.allstream.net/~max-com/And.Lower.Ott.Waterway.html</a></p> <p><a href="http://waynecook.com/ahamilton-wentworth.html">http://waynecook.com/ahamilton-wentworth.html</a></p> <p><a href="http://www.americancanals.org/Canada/British%20Columbia/Baillie%20Groham.pdf">http://www.americancanals.org/Canada/British%20Columbia/Baillie%20Groham.pdf</a></p> <p><a href="http://www.americancanals.org/Canada/Manitoba/St%20Andrews%20Lock.pdf">http://www.americancanals.org/Canada/Manitoba/St%20Andrews%20Lock.pdf</a></p>	<p><a href="http://www.americancanals.org/Canada/New%20Brunswick/Baie%20Verte%20Canal.pdf">http://www.americancanals.org/Canada/New%20Brunswick/Baie%20Verte%20Canal.pdf</a></p> <p><a href="http://www.americancanals.org/Canada/Nova%20Scotia/canso%20canal.pdf">http://www.americancanals.org/Canada/Nova%20Scotia/canso%20canal.pdf</a></p> <p><a href="http://www.americancanals.org/Canada/Nova%20Scotia/St%20Peters%20Canal.pdf">http://www.americancanals.org/Canada/Nova%20Scotia/St%20Peters%20Canal.pdf</a></p> <p><a href="http://www.americancanals.org/Canada/Nova%20Scotia/Shubenacadie%20Canal.pdf">http://www.americancanals.org/Canada/Nova%20Scotia/Shubenacadie%20Canal.pdf</a></p> <p><a href="http://www.americancanals.org/Canada/Nova%20Scotia/Tor%20Bay%20Canal.pdf">http://www.americancanals.org/Canada/Nova%20Scotia/Tor%20Bay%20Canal.pdf</a></p> <p><a href="http://www.americancanals.org/Canada/Ontario/Fort%20Francis%20Canal.pdf">http://www.americancanals.org/Canada/Ontario/Fort%20Francis%20Canal.pdf</a></p> <p><a href="http://www.americancanals.org/Canada/Ontario/Newmarket.pdf">http://www.americancanals.org/Canada/Ontario/Newmarket.pdf</a></p> <p><a href="http://www.americancanals.org/Canada/Ontario/Peninsula%20Lake%20Canal%20Rev.pdf">http://www.americancanals.org/Canada/Ontario/Peninsula%20Lake%20Canal%20Rev.pdf</a></p> <p><a href="http://www.americancanals.org/Canada/Ontario/Port%20Sandfield%20Canal.pdf">http://www.americancanals.org/Canada/Ontario/Port%20Sandfield%20Canal.pdf</a></p> <p><a href="http://www.americancanals.org/Canada/Ontario/St%20Marie.pdf">http://www.americancanals.org/Canada/Ontario/St%20Marie.pdf</a></p> <p><a href="http://www.americancanals.org/Canada/Quebec/Chambly.pdf">http://www.americancanals.org/Canada/Quebec/Chambly.pdf</a></p> <p><a href="http://www.americancanals.org/Canada/Quebec/Culbute%20Canal.pdf">http://www.americancanals.org/Canada/Quebec/Culbute%20Canal.pdf</a></p> <p><a href="http://www.canadiancanalsociety.org/">http://www.canadiancanalsociety.org/</a></p> <p><a href="http://www.canadiancanalsociety.org/canadian-canals.html">http://www.canadiancanalsociety.org/canadian-canals.html</a></p> <p><a href="http://www.halinet.on.ca/GreatLakes/documents/Hodder/default.asp?ID=s029">http://www.halinet.on.ca/GreatLakes/documents/Hodder/default.asp?ID=s029</a></p>
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<http://www.hhpl.on.ca/GreatLakes/Documents/Gilmore/default.asp?ID=s002>  
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### DAVIS DONATES CANAL BOOKS

Lloyd Davis, CSI member from Evansville, IN, recently donated his collection of canal materials to the CSI archives. We thank him for this wonderful addition to our library.

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...and 13 other pamphlets and maps. **HIP HIP HOORAY!**

# CANAWLERS AT REST

## CHRISTOPHER STOPHER

b. Approx. 1793  
d. April 30, 1841

## JOHN STOPHER

b. August 2, 1833  
d. February 8, 1908

By Carolyn I. Schmidt

John Stopher was the son of one of Fort Wayne, Indiana's early pioneer families. He had the forethought to keep a notebook, which details his life's activities and his relationship to people in northern Indiana along the route of the Wabash & Erie Canal. He and his wife Adelia wrote their autobiographies around 1900 as follows below with some spelling corrected for this article:

Autobiography of John Stopher  
Obtained by H. W. Stopher

I was born in Ft. Wayne Aug. 2, 1833. At that time Ft. Wayne had a population of three hundred. *The Sentinel*, which is now the oldest paper running in Ft. Wayne, was established Jan. 1, 1833, the same year, I was born.

I cannot remember very much about my father. I do, remember, however that he had been a soldier in the War of 1812. Altogether, he served thirteen years in the army, or rather in the service of the United States Army.

Enlistments were taken at that time for terms of six years. He served one term, enlisted again, and served his time, and after that, he served one year for another man for which he received a horse, saddle, bridle and a small amount of money, though I do not remember just the exact amount.

During the greater part of the time of his enlistment he acted as a mail carrier and scout. He carried messages between Ft. Wayne and Ft. Dearborn

(Chicago) and then he sometimes went on up to Green Bay, Wis. In all his journeys, he traveled afoot. There were no roads at all, then, and he followed the trails of blazed trees through the woods.

He had an Indian guide, whom he always took with him. I used to know his name, but cannot recall it now. All this was told me, by a man named Simon Edsell, who came here about the same time that my father did. [Simon Edsall was the brother of Samuel, John, and William S. Edsall. Besides being a prominent farmer, he and his brothers actively helped develop Fort Wayne and Allen County.]

My father [Christopher Stopher] was born in Pennsylvania I do not know just where, nor when, but think he must have been about forty when I was born, which would make the date of his birth about 1793. He had a Bible, which I now have, but record of his birth was never entered there.

He never had a home. He was raised by an Aunt, but, disliking domesticity, he entered the Army, when quite young, possibly, when he was about fifteen years of age. As I remember him I think he was a little above the average height, about five feet, ten inches high. He was straight, a natural soldier in his carriage, and black hair hung down over his hazel eyes. He must have been an officer for I remember that all the men about the Fort [Ft. Wayne] called him, "Captain." He had one thumb off. He lost that in front of a cannon at a military drill, which was a common enough form of amusement in those days on Washington's birthday.

He was married in Ft Wayne in 1830 to Jane Conner at the home of her parents. I do not know where my mother was born, but it was probably at St. Mary's, Ohio. She was one of fifteen children. Her name was Jane Conner, daughter of George Conner, who lived in the site of Bloomingdale. [Bloomingdale is a neighborhood west of Wells Street in Fort Wayne.] The name shows Irish descent, but the family talked Dutch. I do not remember much about mother's mother, except that she died, when I was five years old from the effects of bee stings. She died on the farm owned by her husband just west of, and adjoining John Bass's big farm east of Ft. Wayne. My mother's father lived until I was at least fifteen years old, but of him, I remember very little.

This is the record kept on the flyleaf of my father's Bible.

Christopher Stoupar - Died April 30, 1841.

As nearly as I can find out his name was spelled Stoupar and must have been changed to Stopher before my father's death for the other entries are all "Stopher."

Children born to Christopher & Eliza Jane Stoupar (Stopher):

John Aug 2, 1833

Joseph Jan. 22, 1836

David Dec. 12, 1837

Eliza Jane June 15, 1840 & died Sept. 27, 1840

The family moved to Roanoke when I was about one year old. At that time the old Wabash-Erie Canal was being dug, and the locks were then in the process of construction. The one at Roanoke was called Dickey's Lock. From that place to Ft. Wayne, a distance of sixteen miles, was called the Sixteen Mile Level, and was the longest level on the entire canal. Dickey's Lock to East Lock [Moots Lock] was called, "The Summit Level." Ft. Wayne afterward came to be called "The Summit City." The lock at Ft. Wayne was called "East Lock" and was near the end of what is now Walton Ave. A feeder emptied near this place. Another feeder situated where Robison Park used to stand, emptied into the canal west of the site of Bloomingdale. [Robison Park was built at the site of the dam for the St. Joe Feeder Canal, which fed the W & E Canal. Trolleys carried visitors to the park on rails laid atop the old tow-path.] From the outlet of this feeder the water ran both ways thus it was called "Summit Level."

It seems that men must have been hard to get at that time. My father was a good foreman and in demand on the canal work. Simon Edsell related to me this incident of my early life.

Edsell had a large interest in the Canal and was very anxious to get Dickey's Lock in. He came to my father for help, stating that this was a case of emergency, and he must go. Father had neither horses nor wagon, but Edsell wanted him so much that he agreed to take him to Roanoke from Ft. Wayne, if he would go. Father consented, and they loaded up the tool chest and wife and baby and started. Edsell had a covered wagon but in order to make the load, as light as possible, they took the top off. While on the way a fearful storm came up and Edsell said it nearly drowned me. They stopped in the woods, made a sort of a shelter of the bedclothes to keep the mother and boy dry, and made shift as best they might. Though it is only sixteen miles from Ft. Wayne to Roanoke it took us two days to reach our destination; the rain had detained us somewhat, however, I think we must have staid [sic] in Roanoke, about one year. Joseph was born during our stay in that place. We came back to Ft. Wayne and father took a piece of land for his pay for the government was then holding stock in the canal. This land, eighty acres, lay about three miles west of town. I remember a few little incidents of our life while there in the woods.

Once while we were eating dinner, mother was

holding Joe and I was sitting on the edge of a tub of water. Presently I fell backwards into it, and well, of course, I remember that very well.

The Indians bothered a good deal, too. I remember that mother once took Joe and me up into the little loft, and set us down in a corner, while a large party in paint and feathers went by. But, they did not offer to molest us. While there my father cut a great deal of timber for axles.

After a short time, the claim was sold to Steven Young, and we went back to Ft. Wayne. It still had a population of only about three hundred, for it grew slowly in those days.

My father was sort of a carpenter. His chief occupation was that of making cradles. John Schaefer remembers having seen fifty in his shop at one time. Mr. Rogers of New Haven says that my father had his Shop at Fairfield Mills, and that he used to go there, to mill, when a boy before 1831. Father and another man, Moses Yearin, owned a shop in partnership, father making cradles, and Yearin making cowbells.

About this time father bought two lots and built a house and shop of his own, on the corner of Berry and Fulton Sts. A large stone church stands there to day. My father was hurt, while building this one story frame house by falling from a scaffold upon a palling fence. Two ribs were broken and he was also injured quite badly, internally. The house was never finished, and my father died April 30, 1841.

On April 26, 1842, my mother married Eli Lake and I went to live with John Klinger, who lived on the St. Joseph River just north of the site of the Feeble-Minded Institution. Klinger was a farmer and my guardian. I did not stay at his home more than six months. I tended the baby, rocked the cradle, and churned. I remember how I hated these tasks. I thought I surely must staid [sic] there several years, but later, found to my astonishment that I had spent only six months there.

At the end of that time I went to Nathaniel Brownell's, a farmer, too. I was probably put there by Klinger, and must have staid [sic] there two years at least. I could not have been more than ten years old.

Once just after I went there, in harvest, I don't remember whether it was wheat or oats, I was set to carrying the bundles. I carried a pile together and then lay down to sleep. Brownell's told me that snakes would bite me, if I slept that way, but I had no fears on the score. This was in 184(?). While here I did not go to school a day, though. I had gone some in town before my father died.



My mother came for me in the spring of 1843, and took me to her home near Huntington, near the forks of the Wabash, where the Wabash and Little River unite. In the fall of 1843, I came with Curtis Lake to the place where Chancey Lake, now lives.

I went to School the winter of 43 and 44 to Edward Knight. Knight afterwards became a lawyer at Leo and we two became great friends. Later, he went to Edgerton Williams County, Ohio and there died. In him, I lost a true and staunch friend.

I lived with Nathan Lake, my step-father's father, or my step-grandfather, the Summer of 1844 and the next winter, I again went to school to Edward Knight. I had come to Nathan Lake's, because there was little or nothing for me to do at Huntington. Eli was in a sawmill and Curtis and I did very little, but fish in the Fork of the Wabash. In the summer of 1845 I went back to Huntington and then moved with Mother and Eli Lake to Roanoke. I attended school, the winter of '45 and 46, going on the ice on the canal, a distance of about two miles.

I always liked school and never had any trouble with the teacher. I had about the usual number of boy's scraps. I guess the same as all boys, or course, but remember, the cause of none of them. While here in Roanoke, then a cluster of only a few log cabins, Joe and David and I cleared off the ground, where Roanoke now stands. That was in the summer of 1846.

Eli Lake had a very roving disposition, and it is hard for me to keep straightened out just how long we stayed at each place, we went.

I know we lived in Peru and that I went to school there a part of the year. We did not stay over winter, however. We might have been in Peru before going to Roanoke. I am not sure about that. We came to Ft. Wayne and lived in the same house, my father had started to build. We did not own it then, and I don't know how we came to get into the house.

It must have been at this time, while I was twelve years old or there about, that I helped put on the first slate roof in Ft. Wayne. The slate was brought on boats on the canal to Ewing's warehouse and all thrown helter-skelter into the window. The slates were twelve, fourteen, sixteen, and eighteen inches long. I spend [sic] nearly all summer sorting all these different lengths, piling them, carrying them to the machine, my partner used to punch a hole in the middle for the nail, and then carrying them back, and piling them again This warehouse was on the northwest corner of Ewing and Berry Streets and was built by Ewing. This house is still in good repair.

Later, we moved out to Wine's Mills in the East End. [Marshall S. Wines established a flouring mill on the Maumee near the present Hanover street in Ft. Wayne where a dam was built across the river.] From here we moved to Lafayette in March of 1847. We stayed in Lafayette until Mother died Nov. 13<sup>th</sup>, 1847. We all pulled up almost immediately, and came to the Chancey Lake place. I was sick nearly all the Fall that Mother died, that is 1847, and the winter following. I was not able to go to my Mother's funeral and never knew where she was buried. We were four or five weeks on the way back to Allen Co. I was then, fourteen years old.

In the winter of '48 I lived with a family named Metsker. That was while I had the typhoid fever, we called it "winter fever" then. This sickness affected me so much, that I was not able to work any, the following summer.

The Herricks lived about two miles west of Ft. Wayne, at this time. One of them "Aruna" had come to a place near Maysville, then consisting of three log cabins. They stood where Thomas Hood, Henry Boulton, and John Zimmerman, the hardware man, now live.

Adelia Herrick came to visit her brother "Aruna" and I met her there. I was just getting over the typhoid fever and my hair was just coming in, when she saw me. She afterwards said she tho't then, I was about the ugliest mortal she had ever seen. I guess she must have changed he mind afterwards, for we were married in her father's home above Cuba [Indiana] in 1852, by Reverend Truman Pattie, a pioneer minister, who lived where Robert Harding, now lives.

I never hunted much but I did shoot a deer once, and I guess it was the only one I ever shot, and that was on Sunday, too.  
Married Aug. 15, 1852.

#### Autobiography of Adelia Herrick Stopher

My mother's name was Susan Robins. She was born in Canada. Grandfather Robins was an Englishman. During the Revolutionary War, he remained neutral, but he went to Canada for a long time, which makes me think he must have sympathized with the English.

I remember very little of my mother and never knew very much about her people, because she always seemed unwilling to talk of her home folks. She had some older sisters who worked out while she was kept at home as housekeeper. Her father was very angry, when she married.

They lived only a short distance from the St. Lawrence River. She sometimes told stories of their crossing the river on the ice, and of once in particular, when they came nearly drowning. They sometimes raced horses on the ice, too

Our home was in the state of New York two miles from Lake Ontario, one mile from Three Mile Bay, and six miles from the St. Lawrence River, at Cape Vincent. My old home was three or four miles from the present town of Three Mile Bay. Most of the country was very stony. The people made a living by dairying.

We moved to Indiana in September 1835 after I was eleven. In the following spring 1836 Susan died at the age of nineteen. She had had the Scarlet Fever (then called the canker rash), which left her quite deaf.

I remember Aunt Rebecca who was quite old, and was quite a smoker.

Christopher died in April 1841. His obituary and stone have not been found.

John Stopher died at the age of 74 on February 8, 1908. A Fort Wayne newspaper carried the following obituary:

**JOHN STOPHER**

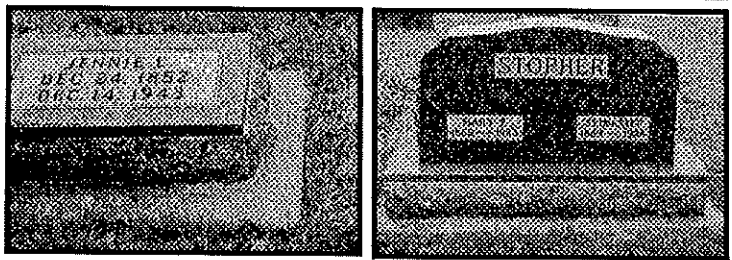
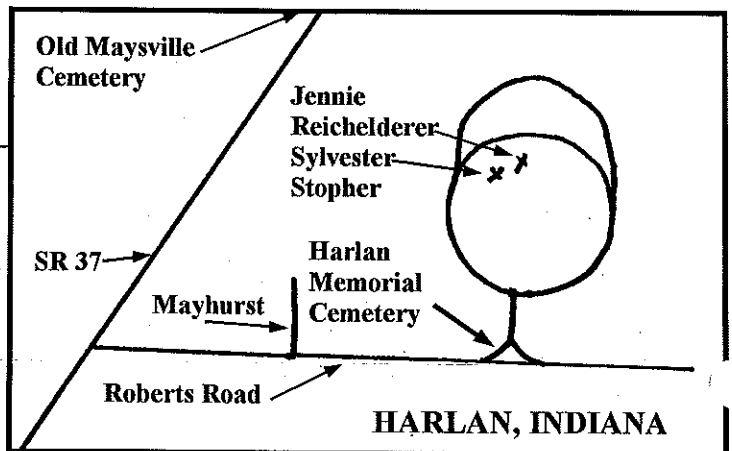
"John Stopher was born in Ft. Wayne, Ind., Aug. 2, 1833 and died at Harlan, Ind. Feb. 8, 1908, aged 74 years, 6 months, and 6 days. He lived in Ft. Wayne until his father died in 1841. After that he moved to Lafayette where he stayed for seven years, when his mother died.

"His educational advantages were limited to a few months in the winter during several years, but he was a man of good information. He kept a diary for thirty-five years and many important events have been settled by reference to Uncle John's diary, among them, several pensions.

"He was married August 15, 1852 to Adelia Ann Herrick. To this union were born four children, two sons and two daughters. Those living are Sylvester and Mrs. Wm. A Reichelderfer, Joseph dying in infancy and Mrs. Angelia Grice died Mar. 22, 1873, she leaving one son John. There are nine grandchildren and six great-grandchildren.

"Mr. Stopher lived in the vicinity of Harlan all his married life. He was a man who was held in the highest esteem by all who knew him. He was a member of the Masonic Fraternity having been Worshipful Master for over twenty years. He was a good husband and a kind

Noting from John Stopher's obituary that he lived in the vicinity of Harlan and not finding anything about where he was buried in the library, a walk through both the Harlan Memorial Cemetery and the Old Maysville Cemetery located nearby did not result in finding his grave site. The grave stones of his daughter Jennie E. Reichelderer and his son Sylvester Stopher were located in Harlan Memorial Cemetery and the stone of his son Joseph Stopher was found in Old Maysville Cemetery. Perhaps John's stone was one of those that only the base remained in one of these cemeteries or perhaps he was buried in a family plot somewhere.



Markers for Jennie Stopher Reichelderer and Sylvester Stopher, the children of John Stopher. Photos by Bob Schmidt

The stone for Jennie showed that she was born Dec. 24, 1852 and died Dec. 14, 1943. Sylvester's stone said he was born in 1854 and died in 1936. His wife Mary's stone (1855-1933).

SOURCE:  
Stopher, John. *Some Allen County, Indiana Pioneers: A Notebook Kept by John Stopher.* 1900.

*Indiana Waterways. "John Stopher: Canal Builder." Fort Wayne, IN: Canal Society of Indiana. October 1983.*

## ILLINOIS & MICHIGAN CANAL

The opening of the Illinois and Michigan Canal in 1848 was heralded as a history making event in a Chicago paper as follows:

### "1848 Opening of the Illinois and Michigan Canal"

From the Chicago Journal, Monday, April 17,  
1848

THE MEETING OF THE WATERS.-Yesterday was an eventful period in the history of our city, of the State, and of the West.- It was the wedding of the Father of Rivers to our inland seas-a union of the Mississippi with, Lake Michigan; for the fruits of which union CHICAGO stands sponsor - COMMERCE is its first born-Agriculture and general prosperity its increase. The first boat born on the Illinois Canal passes safely through from Lockport to our city yesterday. At an early hour yesterday afternoon the whole city was in motion. Carriages, wagons and pedestrians were all on the move to Bridgeport, to welcome the first boat from below, while the propeller "Rosssetter," with the Mayor and the committee of reception, accompanied by a large number of citizens, proceeded by the way of the river.

By three o'clock it seemed as if the whole city had been emptied down at "Lock No. 1." The splendid machinery for pumping water into the canal was in operation, and was examined with great satisfaction by all present, working as it did, with such clocklike regularity. About half past four the "GENL. FRY" hove in sight upon the ribbon like sheet of water which stretching far away to the south-west, and a volunteer escort dashed off, carriages, ladies on horseback, and horsemen, to meet her as she came on, crowded to her utmost, with ladies and gentlemen from the interior.

At a little after five she reached the lock, where "three times three" were given for the boat and delegation, and the bands striking up enlivening airs, she passed easily into the river, the FIRST BOAT THROUGH. At this point the committee, through the Mayor of the city, MR. WOODWORTH, extended to them a cordial welcome, and spoke of the triumph that was at last achieved, of the successful accomplishment of the great design, and of the final completion of the Illinois and Michigan Canal, in a very happy and felicitous manner.

The Illinois & Michigan Canal was still in use long after Indiana's canals had ceased operation. The following report of a trip in 1912, shows how the canal was inspected at that time. It is somewhat different from the two engineer's reports inspecting the Wabash & Erie Canal structures in 1847 and 1853 that gave location, type of structure, some measurements, estimated length of life, what needed to be replaced and when the work should be undertaken. This I&M inspection trip was more concerned with inspecting the depth of the canal than it was with conditions of structures. It was sent to CSI headquarters by Gerald Hulslander, CSI member from Marseilles, IL.

## INSPECTION TRIP ILLINOIS & MICHIGAN CANAL

July 23rd and 24th, 1912

Party consisted of Canal Commissioners Rosenfield, Sackett and Anderson, Attorney Meese, Superintendent McDonald, Assistant Superintendent Dimick, Mr. Moulton of the State Civil Service Commission, and Joy Morton, R.K. Warren and R.V. McCroskey of the Morton Salt Company, and several citizens of Joliet, who accompanied the party as far as Morris.

The party left Joliet at 9 A.M. July 23rd, with the Steamer "Aeolus" pushing a flat boat. Arrived Rock Island bridge at 9:05 A.M. This bridge has a clearance of only 11 ft. 6 inches, and should be raised to 12 feet, to comply with Canal regulations. Depth of water at this bridge 6 ft.

Arrived McDonough Bridge 9:08 A.M., plenty of clearance, water 6 ft.; Brandon's Bridge 9:20 A.M., water only 4 ft.; American Steel and Wire Works at 9:25 A.M., water 6 feet. First turn out basin just below this plant.

Arrived Rock Island Railroad gravel pit turn bridge at 9:45 A.M. Canal good here, 120 ft. wide

Arrived Four Mile Bridge at 10:03. Water 7 ft. canal in good condition.

Arrived Rock Run Park at 10:12. Water 6 feet, banks heavily wooded.

Passed Berg's Bridge at 10:30. Water 6 ft to 6 ft 6 in. Canal wide enough for a turn out at this bridge.

Arrived at McCowan's wide water 10:53. Depth of water 8 to 10 ft., 400 to 500 feet wide. This wide water is nine miles from Joliet.

Passed Minooka Bridge 10 miles from Joliet at

## THE HOOSIER PACKET - SEPTEMBER 2007

11:02 A.M. Found 7 feet of water here. Found from 6½ to 7 feet in wide water this side of Channahan.

Arrived Lock #6 (also known as Hortons or Channahan Lock) at 11:10 A.M. Left Lock #6 at 11:20 A.M.

Arrived Lock #7 at 11:30 A.M., left at 11:40 A.M. The DuPage River crosses the Canal, on level, between Locks 6 and 7. These locks could be so arranged that one lock would do if it is found possible to bridge the DuPage River around and cross below Lock #7. Five feet 10 inches on Mitre Sill of Lock #7. Passed Wagon Bridge just below Lock #7 where we found a small bar, but it had 5 feet of water over it. These 2 locks are 11 miles from Joliet. At Dresden Heights found 7 feet of water all along. Passed Dresden Bridge 16 miles from Joliet at 12:45 P.M.; found no shall(ow) water a few places showed 5 feet, better part 6 to 7 feet. 5 feet found under Dresden Bridge. Passed E.J. & E.R.R. bridge; water from this bridge for 2 miles, 5 feet 6 inches. Crossed Aux Sable Aqueduct 1:10 P.M. water on Aqueduct 5 feet 4 inches. Arrived Lock #8 at 1:10 P.M. Aqueduct and Lock #8 only about 100 feet apart. Lock #8 has 5 feet 3 inches over sill and is 18 miles from Joliet.

Left Lock #8 at 1:28 P.M. Passed Peacock Bridge one mile above Morris at 2:15 P.M. Water 5 feet 8 inches. Passed Rock Island Terminal Bridge; found 7 feet water. Two Grain Elevators, at Morris on banks of Canal. Passed Wagon Bridge just beyond R.R. Bridge; arrived Morris 2:35 P.M. Good clearance at both bridges, soundings show 5'8"-6'-6'3". Crossed Morris Steel aqueduct over Nettle Creek at 2:40 P.M. Rail Road tracks on both sides of Canal at this point. Passed Holdom's private bridge 2½ miles below Morris at 2:52 P.M.; found 6'1" of water. Below Morris to Five Mile Bridge water was from 6 to 7 feet all the way.

Passed Five Mile Bridge at 3:30 P.M., 32 miles from Joliet. Passed Holderman's Gravel Pit which shows 5 feet 2 inches, soft bottom. Passed Norwegian Bar at 4 P.M., lowest sounding showed 4 feet 8 inches of water. Bar is 8 miles below Morris. Passed Big Four R.R. Bridge (swing) just above Seneca 4:27 P.M.; 6 feet of water.

Arrived Seneca 4:33 P.M. 11 miles from Morris. Two Grain Elevators on Canal at Seneca. Passed Wagon bridge. Soundings between R.R. Bridge and Wagon Bridge show 5'6"-5'-5'-4'8"-5'-4'6"-4'8"-4'6"-5'-5'6"-5'-4'8" Just beyond wagon bridge found 5'6", then 6' to 6'6".

Passed Steamer Peerless and Raye Red Wing 2½ miles east of Marseilles at 5:00 P.M. Capt. Farmer reported he was delayed about 2 hours at LaSalle account of break on canal and four hours at Marseilles to take

wale strakes off Red Wing to let her through the bulged lock at Marseilles. Passed Trolley Bridge at 5:20 P.M. water here 6 feet. Bridge is one and a half miles this side of Lock #9.

Arrived Lock #9 or Marseilles Lock at 5:35 P.M. 7 miles from Seneca and 42 miles from Joliet. Left Lock #9 at 5:50 P.M. Lower left hand wall (going down) is badly bulged, part of the stone has been cut off and is very rough. Stone should be taken down and reset.

Arrived Lock #10 at 5:55 P.M. Lock 9 and 10- about 1000 feet apart. Wagon bridge crosses canal between these two locks. One lock could be built to take the place of these two 7 feet of water in canal between the locks. Left Lock #10 at 6:03 P.M. Found only 4'6" of water in Lock #10, should be cleaned out to give 6 feet of water. Passed Marseilles Hydraulic Lift Bridge at 6:20 P.M. Water from Locks to bridge 5 feet to 6 feet 6 inches, 5 feet under bridge 6' beyond.

Passed Marseilles Terminal R.R. Bridge, 6:23 P.M. Water 5' and 5'6". Passed second R. R. Terminal Bridge 6:24 P.M. water 5' and 5'6" Both are swing bridges and about 200 feet apart. Water between them 5'6" to 6'.

From Marseilles to Aqueduct at Ottawa is a 7 mile straight stretch. Good Grain Elevator on Canal at Marseilles. Sounding below taken from last R. R. Bridge and on first wide water below Marseilles about 2400 feet. 5'-4'6"-4'8"-4'3"-4'6"-5'-4'10"-4'8"-4'4"-4'2"-4'4"-4'2"-4'6"-4'4"-4'6"-5'-4'2"-4'-4'6"-4'4"-4'2"-4'4"-4'6"-5' center-4'8"-4'10"-4'8"-4'6"-4'8"-4'4"-4'6"-5' center-4'8"-4'8"-4'4"-4'2"-4'10"-4'1"-5'-4'5" center-4'10"-4'-5'-3'9"-5'-4'1"-4'10"-4'-5'-3'11"-4'10"-4'-4'8" center-4'8"-4'4"-4'6"-4'-4'6"-4'3"-4'-4'6"-4'6"-4'-4'10"-4'7"-5'-5'-5'6"-6' center-5'10"-6'4"-6'4"-7' bottom soft muck. Soundings below taken at second wide water, about 600 feet long. 6'6"-7'-6'6"-6'5"-6'8"-6'5"-6'8"-6'6"-6'10"-6'8"-6'7"-6'2"-6'6"-6'1"-6'-6'-6'-5'10"-6'5'10"-5'6"-5'4"-5'6"-5'3"-5'6"-5'2"-5'-5'7"-6' center-5'4"-5'-5'6"-5'-5'3"-5'6"-5'8"-5'8"-5'5"-5'8"-5'8"-5'8"-6'-6'-6'6"-6'8"-6'2"-6'6"-6'3"-6'6" bottom soft muck. Below second wide water found 6 to 7 feet of water. Third wide water about 1½ miles below Marseilles, found 6' to 6'6". From this point to Ottawa Aqueduct, water is good, nothing less than 5'2" at side of barge, except at wide water opposite brick kiln where water was shallow. Passed White Bridge, 2 miles this side of Ottawa at 7:30 P.M. This is a new wagon bridge, just completed. Opposite Brick Kiln mentioned above, found 3'8" to 4'6" of water from brick kiln to aqueduct found 6 feet. Crossed Ottawa Aqueduct over Fox River at 7:40 P.M. Water 5'6" on Aqueduct, which is 480 feet long. Soundings to bend beyond aqueduct 5'-5'3"-5'4"-5'8"-7' then 4'8"-4'6"-5'6"-5'3"-4'8"-4'11"-4'11"-5'4"-5'3"-4'8"-5'-5'-5'3". Arrived Columbus St. Bridge Ottawa at 7:50 P.

M. Water 5'6"-5'8"-5'10"-5'10"-5'10"-5'1"- in draw 5'8".

Arrived at LaSalle St. swing bridge at 7:52 P.M. and tied up for the night.

Left Ottawa at 9:18 A.M. passed LaSalle St. swing bridge 9:18 A.M. Passed C.B. & O.R.R. swing bridge at 9:23 A.M.; passed Chestnut St. Bridge (swing) at 9:23 A.M. These soundings taken between Columbus and Ottawa St. Bridges 5'-4'6"-5'6"-5'4"-5'10"-6'-5'8"-5'6"-5'6"-5'6"-4'11"-5'2"-5'-5'6"-4-8"-5'-5'-4'-5'-5'88"(this is probably 4'8")-5'-5'4". The following taken for about 800 feet below Chestnut St. Bridge R5'-R5'-L4'-r4'6"-r4'6"-R4'3"-R4'3"-R4'4"-L4'-L4'3"-L4'6"-R4'-R4'3"-R4'4"-R4'6"-R4'6" Center 5'-R4'6"-R5'-L4'6"-R5'.

Passed Prairie Grocery Bridge at 9:34 A.M. water good to this point 5'6" being 1 1/2 miles below Ottawa.

Arrived Lock #11 at 9:40 A.M. water good to this Lock 5'2"-over sill. Lock #11 is 2 miles from Ottawa. Side walls in this lock in bad condition. Twelve foot drops at this lock. The following soundings taken from Lock #11. R5'11"-R5'6"-R5'11"-R4'8"-R4'10"-R5'-R5'3"-R5'-R5'-R5'-R5'-R5'-R4'8"-R5'2"-R4'8"-L5'6"-R5'-L5'4"-L5'6"-L5'4"-L5'6"-R4"-L5'8"-L5'8"-L5'8"-L5'3"-L5'8"-L5'10"-L5'10"-L5'-R5'10"-R5'-L5'10"-R5'-L5'6"-R4'10"-R4'11"-L5'6"-R4'11"-L5'6"-L5'4"-R4'11"-L5'6"-R4'11"-L5'6"-R4'11"-L5'8"-R4'11"-L5'7"-L5'8"-R4'10"-L5'8"-R5'-L5'6"-L5'6"-R4'8"-R4'6"-L5'6"-R4'10"-R4'10"-L5'6"-L5'8"-R5'-L5'6"-R4'10"-L5'6"-R4'7"-R4'6"-R4'5"-R4'3"-L5'6"-R4'6"-L5'6"-L5'-L5'-R4'2"-L5'-R4'3"-L5'-R4'10"-L5'-R4'11"-L5'-R5'1"-R6'3"-L5'6"-L5'8"-R5'4"-R5'6"-L5'8"-L5'6"-L5'8"-R5'3"-L5'10"-L5'6"-R5'4"-R5'4"-L5'6"-R5'6"-R & L5'-R & L 4'11"-R5'3"-L6'-R5'1"-L5'4"-R5'-L5'6"-R5'-R5'-L5'6"-L5'-L5'4"-R4'11"-L5'2"-L5'2"-R5'-R5'1" center-5'1"-L5'-R4'10"-center-5'3" center-R5' center 5'4"-R5'2"-R4'8" center 5'-R4'10"-R3'6"-R3'6"-R4'6"-R4'10"-R5'3"-R3'11"-R4'-L4'8" center 5'-R4'6"- center 5'-R4'10"- center 5'-R4'9"-L5'2"-R4'9"-L4'2"-R4'9"0-L5'10"-R4'6"-R & L denote whether taken from right or left hand side of barge going toward LaSalle.

Arrived at Lock #12 at 10:22 A.M. - this lock is just one mile below Lock #11. Lock #12 has 6'7" of water on sill-6'11" on Breast Wall. Left Lock #12 at 10:45 A.M. 25 feet below this lock water was 4'6" to 4'10". Passed National Fire Proof Bridge at 10:46 A.M. This bridge has been raised to 12'2" from old height of 11' when Peerless hit it on first trip. These soundings taken between Lock #12 and the above bridge 5'-5'-5'5"-5'-4'10"-4'11"-4'11"-4'10"-5'-5'2"-5'4"-5' Found 5'6" below bridge. Passed Moriarity Bridge 10:50 A.M. water 5'9"-5'5"-5'3"-5'6". Arrived Buffalo Rock wide water 11 A.M. Canal 500 ft. wide here, good water; out of Buffalo Wide Water 11:15 A.M. 1 1/2 miles long. Small bar at lower end of the above wide water 4'6" to 4'8". The following soundings taken just below Tow Path Walkers House L4'6"-R5'6"-L4'6"-R5'4"-L5'-L5'6"-R5'6"-The follow-

ing on the straight wooded stretch following above L5'6"-L5'-R6'-L5'-R6'-L5'-R6'-L5'6"-L5'-R5'3"-R5'2"-R4'10"-R4'6"-L4'8"-L4'6"-L4'5"-R4'3"-L4'10"-R4'3"-R&L5'-R & L5' Center 6'-Half mile above Utica find 5'-5'2"-5'-5'3"-Just above Utica find L4'6"-R5'6"-R5'4"-R5'3"-R5'2"-R5'1"-R5'-R4'11"-R4'10" Center 5'6"-R5'6"-R4'10"-R&L5'-R & L5'-R5'2"-L5'-R4'8"-R4'6"-4'4"-4'7"-5'-4'5"-4'7"-4'8"-4'6"-4'1"-5'3"-5'-4'5"-5'-5'-5'-5'-R5'6"-L4'8"-R4'10"-L5'-R4'11"-L4'6"-L4'3"-R5'2"-L4'2"-L4'6"-R5'-R5'-L4'8"-R&L4'10"-R4'10"-L5'-R4'11"-L4'6"-R5'-L4'6"-L4'8"-L4'6"-R4'6"-L5'-L5'-R4'10"-L5'10"-L5'-R5'-L4'10"-R5'-L4'7"-R5'-L4'6"-R4'6"-R4'9"-L5'-L4'6"-R5'-R&L5'

Passed Utica bridge at 12 noon - two grain elevators on Canal at this town. Soundings under bridge 5'-4'8"-5'3"-5'2"- just other side 4'6"-4'8"-5'- Tied up at Utica at noon. Visited State Park at Starved Rock. Left Utica at 4:30 P.M. Arrived Rock Island switch bridge Utica at 4:31 P.M. Water 5' to 5'6"- Soundings at Pecumsaugun Creek 4'6"-5'-4'6"-5'-5'-5'-4'10"-5'-4'10"-4'9"-5'-4'10"-5'-5'-4'10"-5'-5'-4'6"-4'10"-4'6"-4'10"-4'6"-5' Center 5'6"-5'-4'3"-5'-4'8"-3'11"-4'6"-5'6"-4-8"-7'. At Rock island bridge over the above creek water 5'-5'6"-4'4"-4'8"-4'4"- Good water from here to Lock 13 a distance of about 1000 ft.

Arrived at Lock #13 at 4:58 P.M., 2 1/2 miles to LaSalle, known as half-way lock. Water 7'8" on breast wall 6'7" on sill, level above this lock was 2' low when sounded.

Left Lock #13 at 5:16 P.M. Arrived C.O. & P. trolley bridge at Split Rock at 5:22 P.M. This is a high bridge. Soundings here show 5'6"-6'-5'10"-5'-6'-5'6"-6'10"-6'6"- The following taken at Wide Water just below Split Rock 5'8"-5'6"-5'10"-5'6"-5'4"-5'6"-5'6"- The following taken opposite Wide Waters of Illinois River 5'-5'- Center 5'6"-5'-5'-5'-5'-.

Passed first coal Mine High Bridge 5:34 P.M. water 6'-5'8"-5'4"-5'10". Canal is narrow here and a lot of old piling is protruding from the bank on the R. R. Side.

Arrived Aqueduct over Little Vermillion River 5:40 P.M. Water good to this point; found 6' to 5'8" on the aqueduct.

Arrived I.C.R.C. high bridge 5:42 P.M. Water here 5'10"-5'5"-5'6"-4'5"-3'9"-4'6"-6'-4'11"- Center 6'2"-5'4"-5'-5'-6'-5'6"-5'6"- Passed second high Coal bridge 5:44 P.M. water here 5'-5'6"-4'6"-5'4"04'8"-5' - Center 6'-4'10"-5'-5'5"-4'10"-4'6"-5'5"- Center 5'3"-5'3"-5'2"-5'10"-06'-5'6"-5'8"-4'6"-5'10"- Arrived Lock #14 LaSalle at 5:48 P.M. and tied up. Water good from last Coal Bridge to this lock.



PLAQUE AWARDED

The American Canal Society has established a program for awarding plaques of authenticity to canal boat replicas. There is a long check list of requirements for a boat to qualify. On Sunday June 18, the *Lois McClure* was presented the first plaque by ACS president, David Barber. Following the presentation, the boat departed for a 100 day tour of the Erie Canal and its connected waterways. Photos courtesy David Barber

FROG BATTLE



Kay Sheldon, CSI member from N. Ridgeville, Ohio, found the following in Number 6 of *New England Journeys* published by the Ford Dealers of New England in 1958. Since frogs were

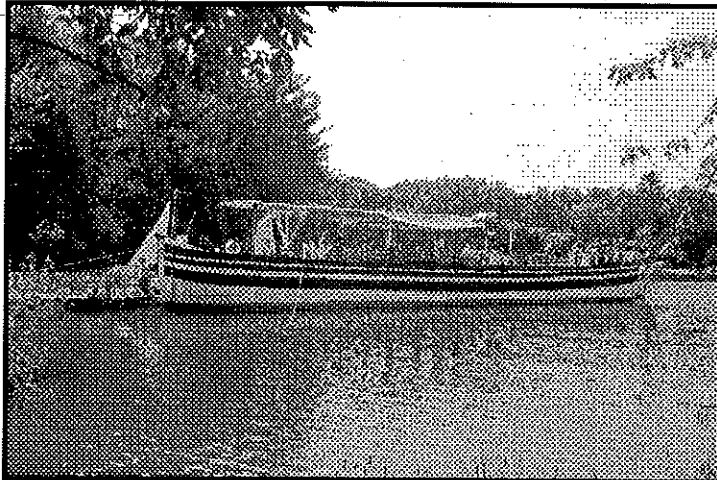
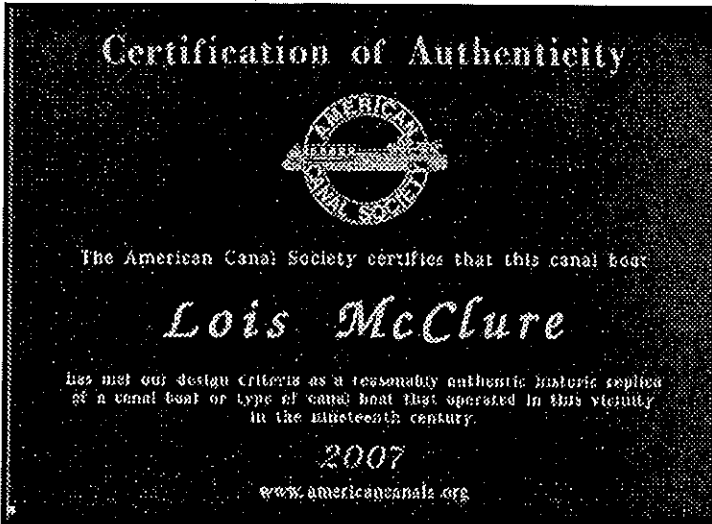
found in Indiana's canals and still keep watch over canal remains, the CSI mascot is a frog. Entitled "The Battle of the Frogs" by W. Storrs Lee, the article is quoted in its entirety.

For exactly two hundred years the good citizens of Windham, Connecticut, have belittled or ignored the one notable event which brought them early international fame — the 1758 Batel of the Frogs.

In 1924 the local D.A.R. erected a tablet on the site to commemorate what they called the *legend* of the battle. But it was no "legend" to the Windham forefathers for whom the engagement with the frogs became the most embarrassing example of momentary mass hysteria in New-England annals. Out of it emerged s many varying accounts that no one can be sure of the precise details but a few facts remain: on one July afternoon in 1758 Miller Dyer drained his frog pond to repair his dam; thousands of stranded frogs expressed their disapproval in a deafening chorus and that night started on a migration down the highway toward a more aqueous habitat.

Excitement over the French and Indian Wars was at its height, and since Windham was half expecting an assault, the hideous din was naturally mistaken for war cries from approaching savages. While residents were quaking in their nightclothes, fleeing to hideouts, or loading their muskets, a few intrepid souls formed a scouting expedition only to discover that the assailants were a confused legion of amphibians. Windham capitulated and the battle was over, but the story spread and the battleground became as famous as Concord or Bunker Hill. Distinguished visitors from England and France stopped off at Windham, and satirists, poets and historians wrote their own accounts of the phenomenon.

The bicentennial of such a commotion could not be allowed to pass without mention. The pond is still there east of Windham on State Route 14; so are amphibious descendants of the survivors; and the D.A.R. marker, inscribed 1758, leaves no doubt as to the time and site of the "legend."





**W&E FISCAL PAPER ON E-BAY**

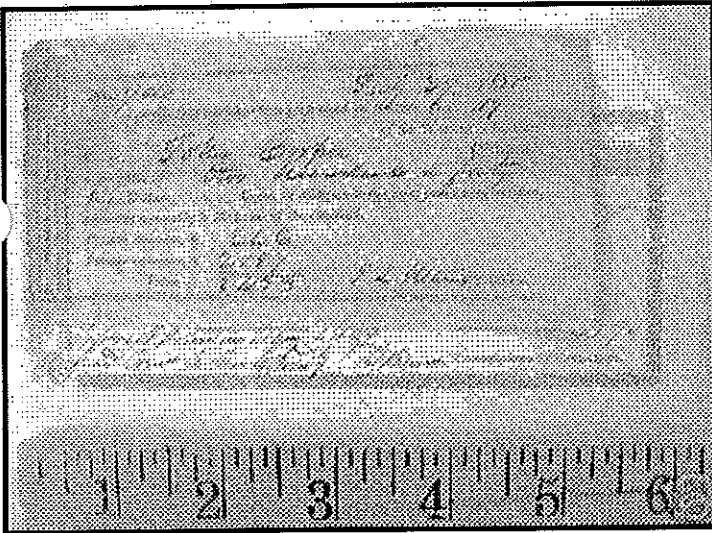
Neil Sowards, CSI member from Ft. Wayne, found the following two dated 1835 pieces of Wabash and Erie Canal fiscal paper on e-Bay. Both are Wabash and Erie Canal marked paper with one being a certification of work performed by contractor John Cooper and the other attached form an authorization to pay him for said work.

July 29, 1835

No. 704 I certify that work has been performed on Section No. 117 of the Wabash and Erie Canal, John Cooper Contractor for the value of two hundred and forty-six Dollars and 0 Cents, in addition to the sums previously certified, estimated agreeably to the terms of the contract.

Present estimate, \$ 246  
 Former estimates \$2,187  
 Total \$2,433

J. L. Williams Engineer



**WABASH, INDIANA**

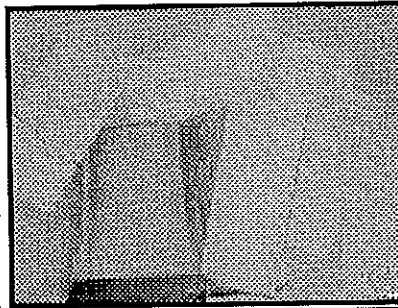
**1897-1926 EARLY CITY DOCUMENTS**

*Neil Sowards, CSI member from Fort Wayne, IN, found these documents on e-Bay:*

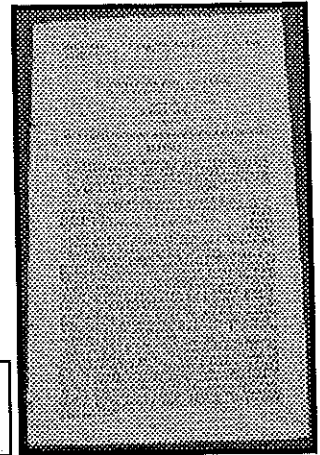
Wabash, Indiana....A total of 6 documents:

- 1898 Resolution for an improvement involving Miami St., Wabash St., Market, & Canal St. plus the blueprint. The document is 16 actual sheets, many handwritten on both sides.
- 1897 Wabash Fuel... 2 handwritten ordinances.
- 1895 Ammendment concerning Wabash Fuel.. handwritten.
- 1903 Eclipse Oil & Gas ordinance to lay Gas Mains...(one of the first to be typed).
- 1926 Lease of Erie Canal to the Wabash Ice & Fuel Company....\$1 for 1 year, "not to be used

for immoral purposes".



Above: Wabash documents  
 Right: Louisville-Portland Canal



**LOUISVILLE AND PORTLAND CANAL**

Neil Sowards also found this report on e-Bay:

LOUISVILLE AND PORTLAND CANAL [TO AC-COMPANY BILL H. R. 342.] [23D CONGRESS, 1ST SESSION. HOUSE DOC. NO. 307]. Wash., Gales and Seaton, 1834. 10 pp. First edition, in very good condition, self-wraps. (removed from a volume containing several other items)

Report, drawn up by the Committee on Roads and Canals, in reference to "numerous petitions and memorials, praying that the stock held by individuals in the Louisville and Portland Canal Company may be purchased by the United States, and the navigation of the Ohio made free to all." Included tables showing the general account of the company, boats passing through and tolls received on the Louisville and Portland canal, and a list of the different named steamboats that passed through the canal in 1833 (including tonnage and toll of each).

**W&E & LOGANSPORT LETTER**

Neil Sowards also found this on e-Bay:

This letter is from Logansport, Indiana and sent to Mr. H. M. (Milford) Heath in Corydon, Inda [Indiana]. The writer provides a wonderful description of Logansport in 1842, business from the just-completed canal (Wabash & Erie) is bringing more travelers and business to town, causing him to add 21 rooms to his tavern house. Doesn't sound like the tavern business will continue, because he talks about how the Baptists and Methodists have been successful in their temperance movement - banning retail liquor sales. He laments that he can't sell or drink a drop without being brought to a grand jury - and confides that his basement is full of liquor! Even while he is adding rooms to his hotel, he laments that times are dull and money scarce. It refer-

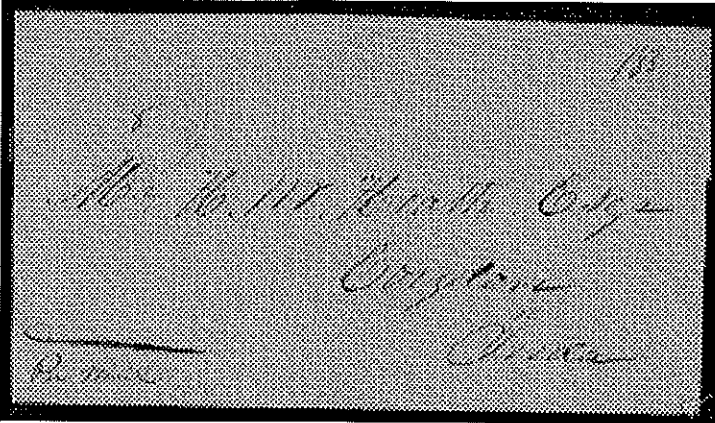
ences a big Sabbath school celebration - 1,600 children gathering astonishing the natives! Political discussion about local elections, the Whigs etc.... This is a very substantive letter, fully intact and in excellent condition. Postmark is a solid red Logansport CDS [la is Indiana not Iowa for this period] with an 18 3/4 cent manuscript rate mark.

# WHITEWATER CANAL TRAIL

The Whitewater Canal Trail organization has created another cornfield maze for its annual fund raising event. Since Brookville, Indiana will be 200 years old next year, they are kicking the celebration off with a maze this fall that pictures the courthouse clock tower and has Brookville 200 cut out below it.

So far this year progress has been made by the volunteers on the construction of the trail atop the old Whitewater Canal towpath running east from Metamora. It will be completed and opened sometime in September or October. Check their website for opening dates.

Mick Wilz, CSI director from Brookville and leader of the trail volunteers, sent these photos of the maze and people using the trail.



Seal: Logansport IA Jul 8 42  
Mr. H. M. Heath, Esqr  
Corydon Inda  
Per Mail

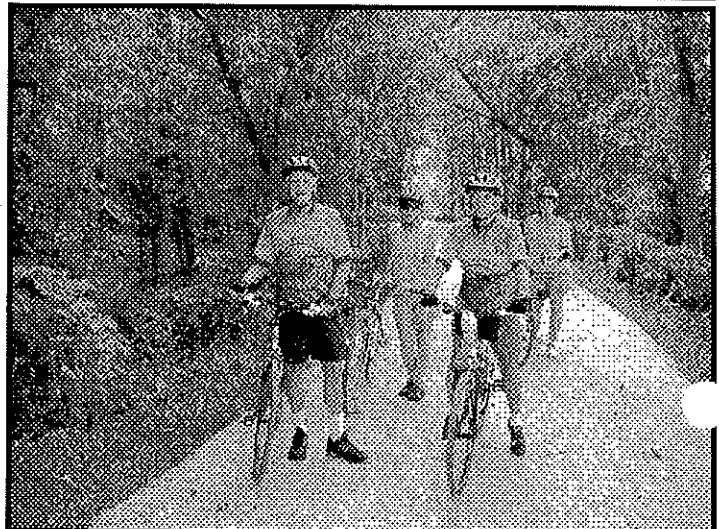
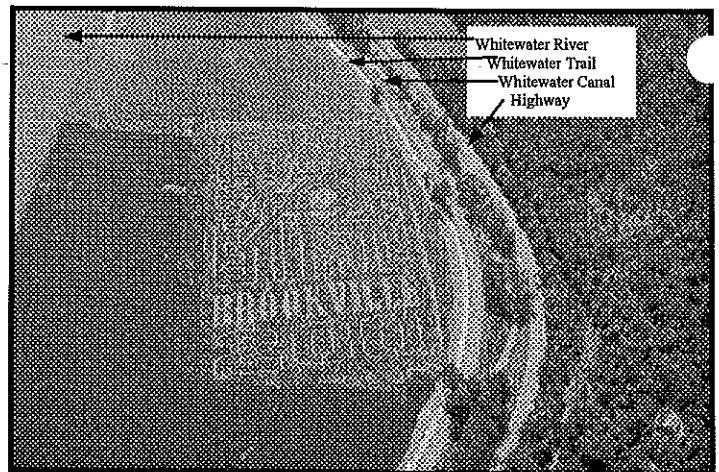
## WHITEWATER CANAL NEWS

By Phyllis Mattheis

Western Wayne Heritage has been working over the past years to fix up the Vinton House, an old Whitewater Canal and National Road inn, located in Cambridge City. The Canal Society of Indiana has contributed funds toward this project in the past. Through the latest efforts of volunteers, the drywall is complete on the west half of the third floor. The photo exhibits will be rehung as soon as they can get the area ultra clean.

Jerry and Phyllis Mattheis, CSI director and members from Cambridge City, have taken down the lath from the 4th floor attic and talked about how to make it into a canal boat, as it is the right length and width. Following the filthy 3-day-long job they looked like refugees. There are still bags of plaster and dirt to dispose of in a huge dumpster.

The Mattheis' also took the three-panel-display poster of the proposed Whitewater Canal Byway that Gail Ginther, CSI member from Metamora, made to the Wayne County Fair for six days and were told that there was much interest in the byway. They want to find display windows for the poster and also show it during the festivals this fall.





## Wabash - Erie Canal Corridor

*People who share an interest in the  
Wabash-Erie Canal in Indiana*

By Thomas E. Castaldi

### Wabash & Erie Canal Towpath Trail Plan

#### BACKGROUND

A Wabash & Erie Canal Corridor following the nineteenth century towpath that became the second longest canal in the world and hailed as an engineering wonder of its day, has strong name-value and historical appeal. By enhancing recreational and economic opportunities through a corridor, we interlace and celebrate its legacy shared by the communities that benefited from its infusion of people and prosperity.

There are many Trails being developed in the Midwest, and the interest in it is high with many people hoping to keep in shape physically and search for a different venue other than the local gym; love the out-of-doors; interested in learning more about the history that took place where they live.

A Wabash & Erie Canal Towpath Trail, in addition to offering fitness and recreation, will celebrate local history. Just as important, these byways offer economic development opportunities; tourist who seek restaurants, lodging, or tours; as well as business attractions to managers looking for quality of life benefits when locating or expanding their operations. Now is the time to begin working together to leave a great legacy to generations that will follow us.

We sit on a gold mine of history that was the Wabash & Erie Canal route and provides many colorful stories during a time it made enormous contributions to the development of Indiana - and the western US. It should not be ignored left to a continual blind development overrun and destroyed from memory.

We are fully aware of some people not happy with pathways that cut across the back of their property and dislike "government" taking over their space... whether they own it or not. More legitimately, we've heard of some who have had unfortunate experiences with vandalism and theft on their rural properties.

It is encouraging to observe the many counties on or contiguous to the old Wabash & Erie Canal route that have produced or are planning a bike/hike/drive byway...

a. Ohio is making progress from Toledo to meet with Fort Wayne along a continuous Maumee River Valley byway...

b. Individual trail work that has been completed in so many counties already...Salamonie, Mississinewa, Little Turtle etc.

#### HAS ITS TIME ARRIVED?

a. Is it time to encourage the idea of a trail that would link each county with a marked route that celebrates why in fact we are connected together; what that link means to the enhancement of our towns; and how we each can work together to study if this idea should become a reality?

b. For a route that hikers/joggers can enjoy, that bikers can challenge over long distances, that in a car could approximate the old canal route over its 468 mile length...not to mention the other national trails it may intersect [North Country National Scenic Trail, Potawatomi Trail of Death or the several Indiana Trails proposals] offering new directions to any one who would take the challenge.

Indiana counties between Allen and Tippecanoe are discussing the project and all of those communities that extend to Evansville and to Toledo are invited to join.

#### SITUATION ANALYSIS

In November 2006 a group of twenty persons representing communities from Lafayette to Lake Erie met to discuss the likelihood of a Wabash & Erie Canal Corridor to encompass hike/bike/drive byway.

At the November 2006 meeting, a consensus of those attending agreed that the time had arrived to recall the historic Wabash & Erie Canal Towpath's positive legacy that brought prosperity to Indiana and points both east and west. Among these attributes are: Building the path west for the earliest families; unleashing an agriculture breadbasket to the world; expanding markets for commercial enterprises; and tracking a pattern for our railroads and highways in use today.

Focusing on the corridor offers encouragement to communities - many of which the canal spawned - to connect their existing trails; assist in networking together to examine how they might be linked to enhance healthful recreation, encourage economic development interpret our rich canal transportation heritage.

Enhancing community pride within the cities, towns and between neighboring populations stemming from celebrating our common history and demonstrating to the nation how people of all backgrounds come together here at this time and place to achieve an improved quality of life.

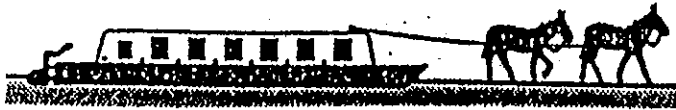
At the March 21, 2007, meeting a resolution was passed authorizing the Forum to join the Banks of the Wabash.

*Resolve That, the Wabash & Erie Canal Towpath Trail Forum become a non-profit chapter member of the Banks of the Wabash, Inc., with the intentions of fostering the mission of establishing a recreational, economic developmental and historical pathway and for those other purposes that are to the mutual advantage of our organizations.*

During the April 2007 meeting it was agreed by consensus that the group would be a chapter of the Banks of the Wabash, Inc. (BOW) with the 'working' name of "The Wabash Erie Canal Towpath Trail Chapter."

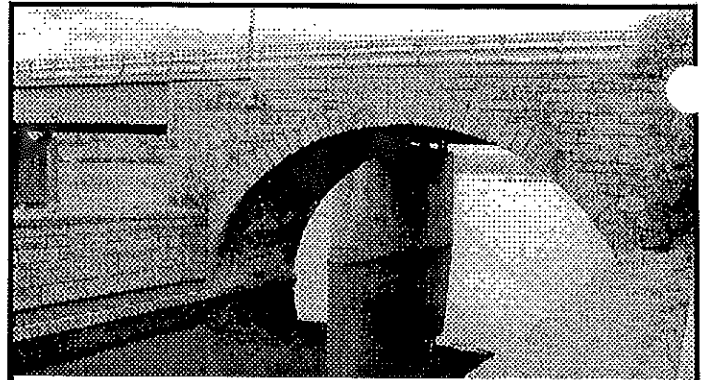
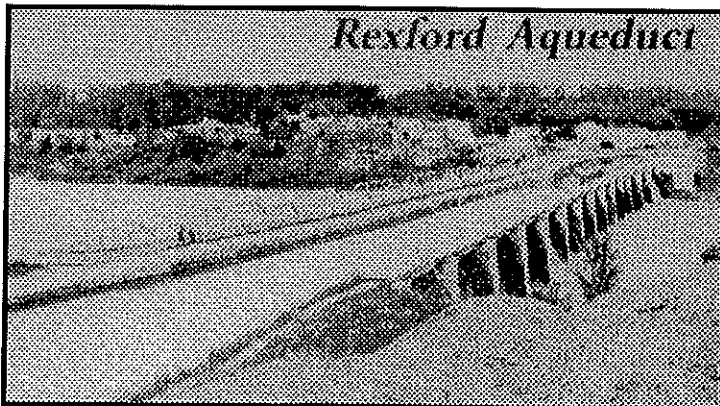
#### VISION

Embrace interconnecting those already established county and community trails that revitalizes a transportation system virtually tracing the historic Wabash & Erie Canal Towpath for a bike/hike/drive route using trail logo markers, informational and directional signs, printed and/or digital information, for fitness, recreational, economic development and historical interpretation.

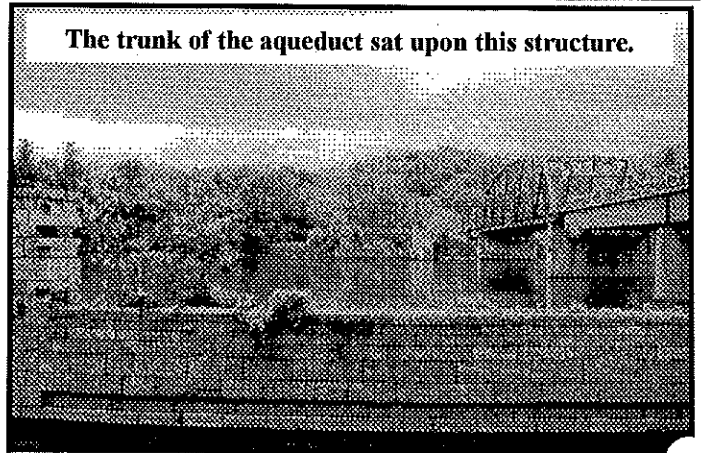


#### EASTERN CANALS VISITED

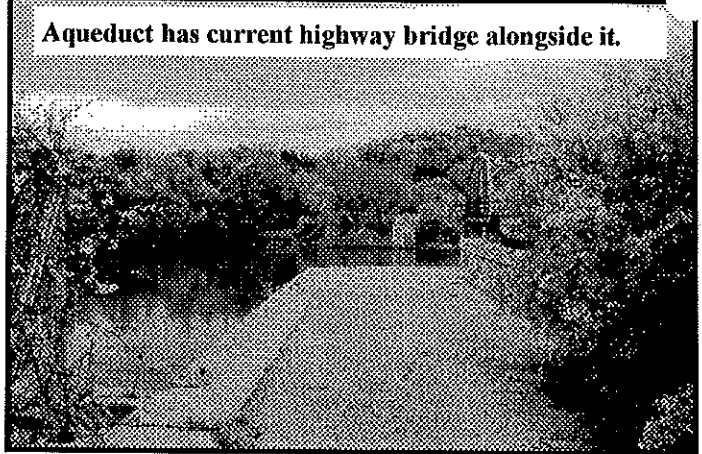
Bob and Carolyn Schmidt attended the American Canal Society Meeting in Schenectady, NY on May 18, 2007 and then spent the following week touring canals in the east. At Rexford, NY, they stopped at the site of the Rexford Aqueduct that was the second aqueduct erected on the site (1842) to carry the Erie Canal across the Mohawk River. They also saw the remains of Locks 21 and 22 and a former canal store located nearby.



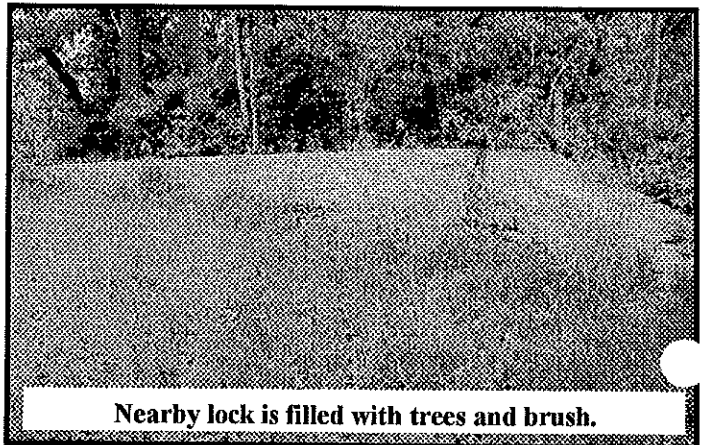
One arch that carried the towpath still remains.



The trunk of the aqueduct sat upon this structure.



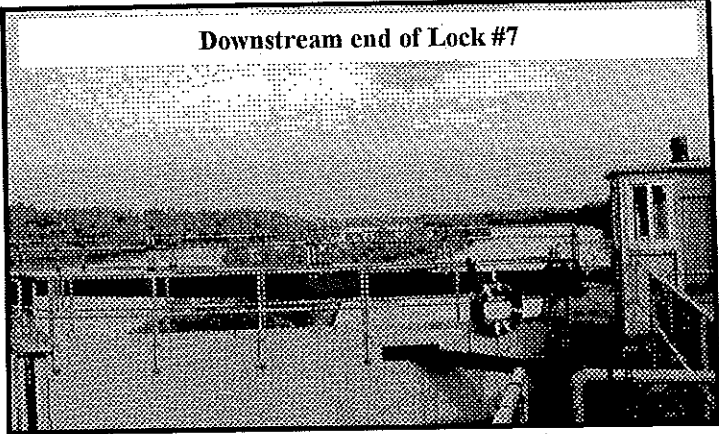
Aqueduct has current highway bridge alongside it.



Nearby lock is filled with trees and brush.

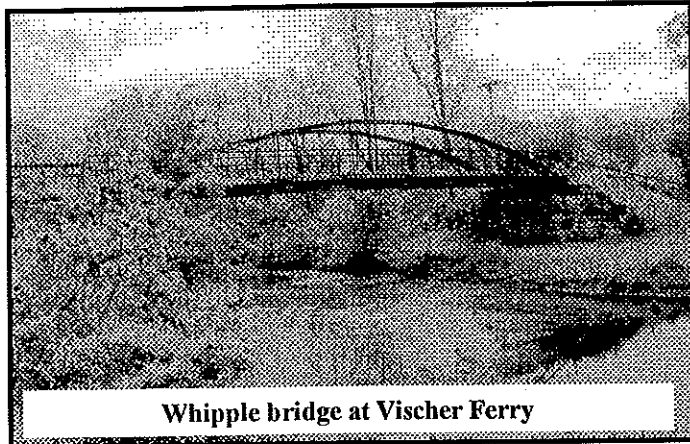
Photographs in this article were taken by Bob Schmidt.

The first Erie Canal was dug in 1822 and opened in 1825 from Albany to Buffalo. It was enlarged in 1842. Remains of both canals can still be found. The Whipple iron truss bridge that was originally built by Squire Whipple across the enlarged Erie in 1869 was moved to Fonda, NY in 1919 and placed across Cayudatta Creek. It was later rehabilitated and commemorated in 1998 as a New York Civil Engineering Landmark. This type of bridge was adopted by the Canal Commissioners in the 1850s as the standard iron bridge to cross the canal. Stone for the abutments are from the Rexford Aqueduct.



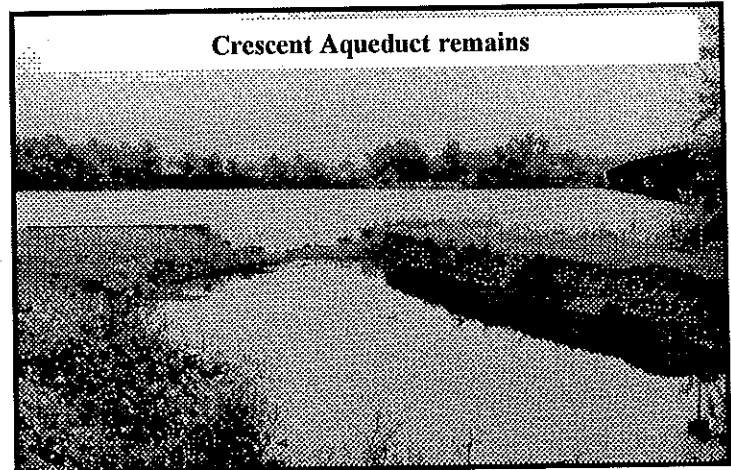
Downstream end of Lock #7

There are stone remnants of the Crescent Aqueduct that carried the Erie Canal over the Mohawk River between 1825 to 1915. They were not as impressive as the Rexford Aqueduct remains.

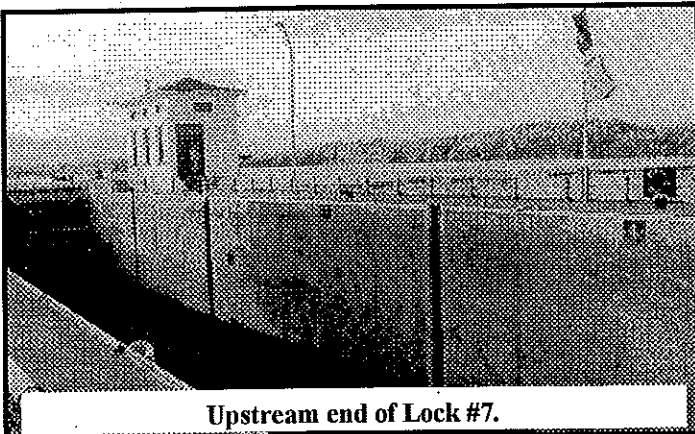


Whipple bridge at Vischer Ferry

Lock #7 of the Erie Barge Canal was seen, but it does not have the traffic it once had. The St. Lawrence Seaway can handle the larger ships of today.

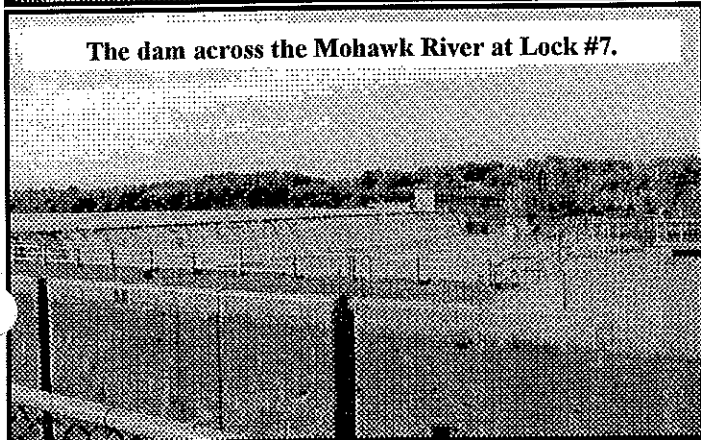


Crescent Aqueduct remains



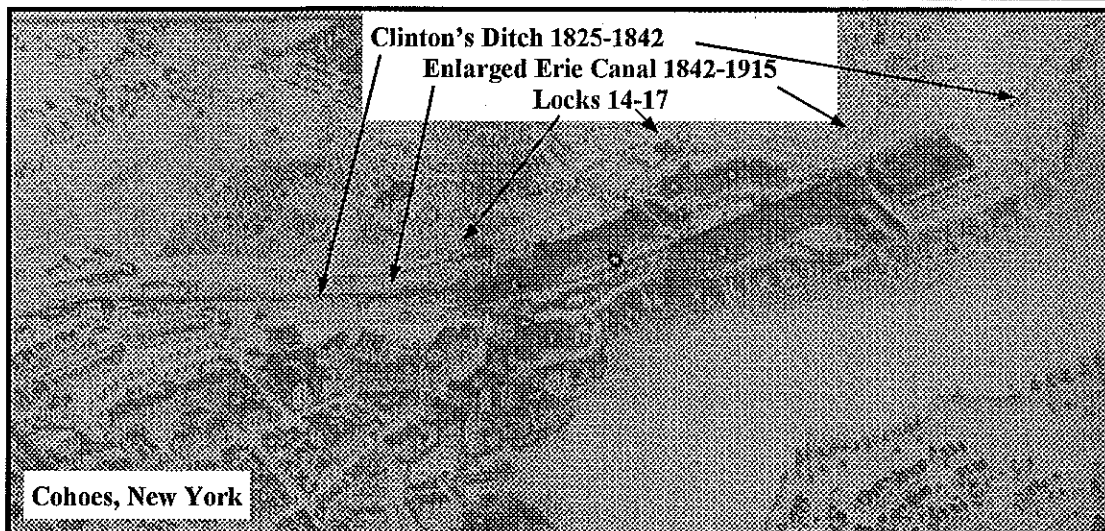
Upstream end of Lock #7.

At Cohoes, NY, Cohoes Falls was exceptionally pretty with a great volume of water flowing over its 169 foot drop due to the rainy spring weather. At Cohoes the power from the falls and the water flowing through the numerous locks, which had to be built for the canal to pass the escarpment, were converted to power canals when the original Clinton's Ditch was abandoned as a transportation canal. The five Harmony Mills were built at this site. Today this area is a historic district. A marker says that in the 1870s, the Harmony Mills had national significance as one of the largest and most technologically advanced cotton factories in the United States. Prior to 1870, no single operation in American equaled the Harmony Mills in productivity.



The dam across the Mohawk River at Lock #7.

The Harmony Mills Company advanced technology developed innovations in factory operations and created an entire corporate community on what came to be called Harmony Hill. Harmony Hill included factory buildings, housing, and places for education and recreation for workers and their families. The company ownership of the complex permitted a level of control over the work force, predominantly women and children, who



Cohoes, New York

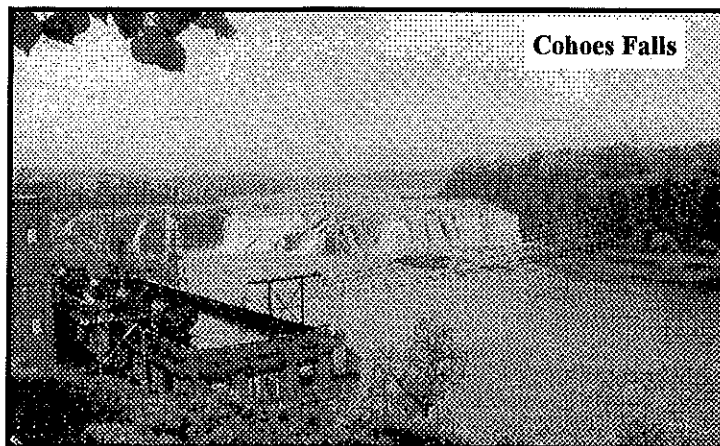
on slackwater that was backed up by a dam. Lock #4 is still in good condition.

A few days later a trip was made to the site of Roebling's Delaware Aqueduct where the Delaware and Hudson Canal crossed the Delaware River. When the aqueduct was no longer used by the canal it became a road bridge. The old tollhouse for the bridge is restored and is

also lived in company housing. Despite these constraints, workers protested against intolerable working conditions, most notably in the labor strikes of 1880-1882. Eventually the cotton textile industry became less dependant on water power, transferred to other regions, and the Harmony Hill complex of housing and mills was sold in 1937.

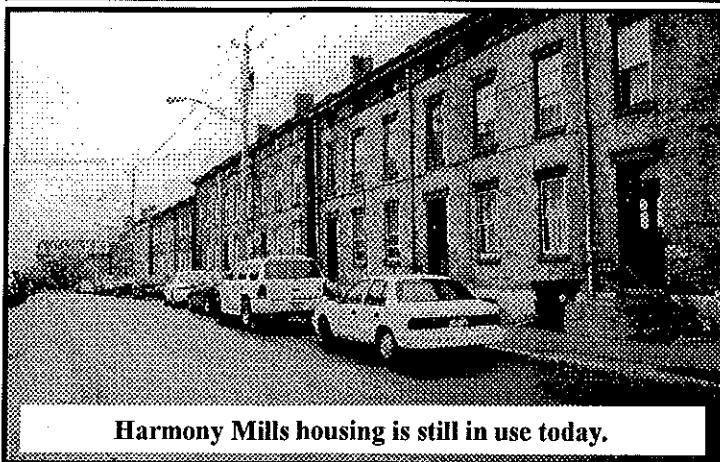
a small information and exhibit space. An exhibit explained why the tollhouse is significant to the local history and in the preservation of the aqueduct. It related the following history:

In 1908, Charles Sparks of Scranton, PA, bought the defunct Delaware Aqueduct for use as a bridge between his lands in Sullivan County, NY and his timber customers in Pennsylvania. As a side business he built a tollhouse to collect fees from local travelers. The building jutted into the roadbed so the toll collector could watch traffic on the bridge and travelers would pay their tolls. Successive owners maintained the business for the next 70 years. Until the 1950s the toll house served as office and residence of those who collected tolls and repaired the bridge. In 1979 the toll operation ceased. The tollhouse became an interpretive center when the National Park Service purchased the bridge in 1980.

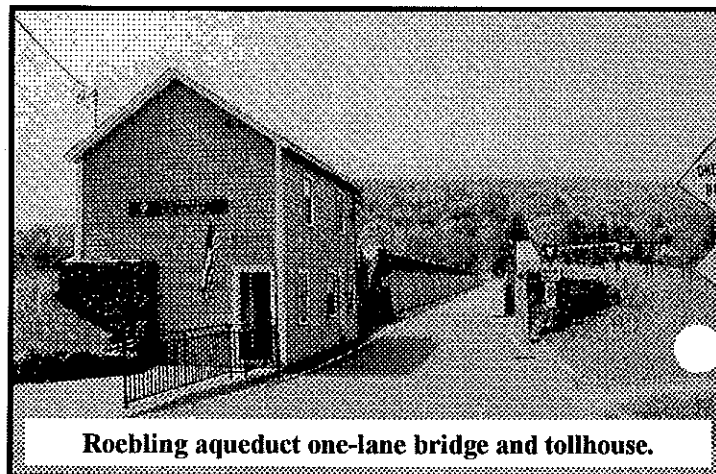


Cohoes Falls

The Delaware Aqueduct survived the closing of the canal system because of its value as a river crossing. The bridge and tollhouse served as a community focal point where neighbors left messages, purchased gas, and crossed between homes, stores and work.



Harmony Mills housing is still in use today.



Roebling aqueduct one-lane bridge and tollhouse.

On the other side of the Mohawk River was the Champlain Canal, which did not have huge aqueducts to carry boats across the river. Boats were floated across



Near the aqueduct was a kiosk with information about the lock tenders entitled "Locks Were Their Lives." The following information was given:

The responsibilities of every lock tender and his family were based on the number of locks that they managed. Some families managed only one lock where others operated up to three at a time. Every day but Sunday, these families would wake before dawn to the sounds of canal boaters waiting to be "locked through." Being "locked through" was a term used by those who worked on the canal, to describe the process where a canal boat would pass through one end of a lock to another.

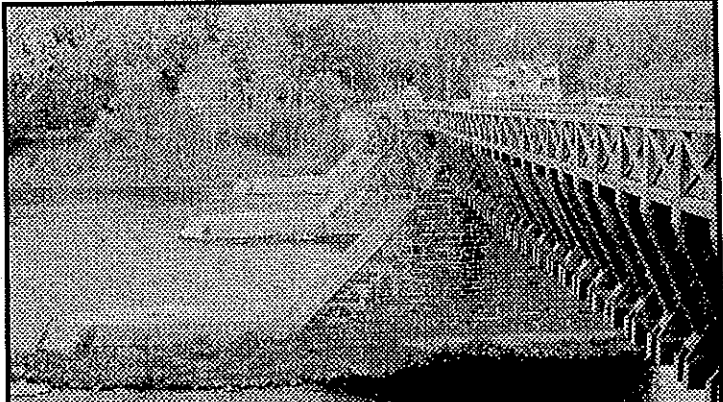
The men who managed the locks for the Delaware and Hudson Canal Company had to be strong, self-reliant, and resourceful. They needed to be capable of opening and closing the locks by themselves, which was a very difficult task. The Delaware and Hudson Canal Company required all of their lock tenders to be married as well.

Chores often overwhelmed the lives of the lock tenders. Having a large family would ease the heavy burden of these chores that related to managing a lock, a farm, and a family home. The lock tender and his family's day began at 4:00 a.m. While the lock tender locked the canal boats through that had been waiting from the night before, the rest of the family would be hard at work running the farm and household.

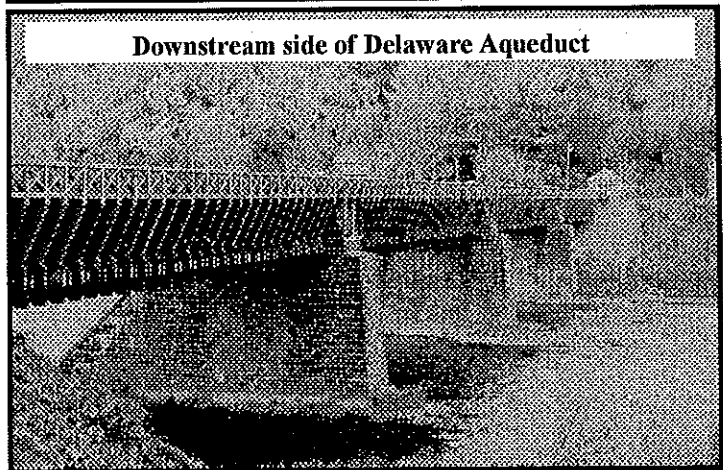
The Delaware and Hudson Canal Company paid each lock tender with a house and a small piece of land to farm and raise livestock. By 7:00 a.m. the family's morning chores were finished and it was time for breakfast. The lock tender families had more of a variety in their diet than the canal boaters. They had access to fresh foods that a traveling canal boater might not have for days at a time. Often, lock tenders traded fresh foods with the canal boaters for coal.

The Roebling Aqueduct was built to overcome major bottlenecks that occurred when Delaware and Hudson canal boats reached the Delaware River. There rafts of timber bound for shipyards and industries in Trenton or Philadelphia down river would be impeded by the coal canal barges cutting across the river pulled by a rope ferry. The ferry operators also had to fight the river's powerful current.

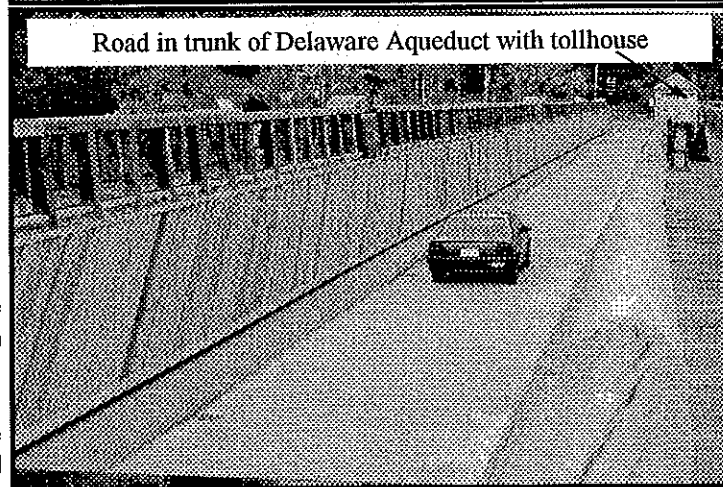
The Delaware and Hudson Canal and Gravity Railroad, a system of transportation between the coal fields of northeastern Pennsylvania and markets on the Hudson River, began operation in 1828. In 1847 The Delaware & Hudson commissioned John A. Roebling to build his suspension aqueduct design, which allowed



Upstream end of Delaware Aqueduct with ice breakers



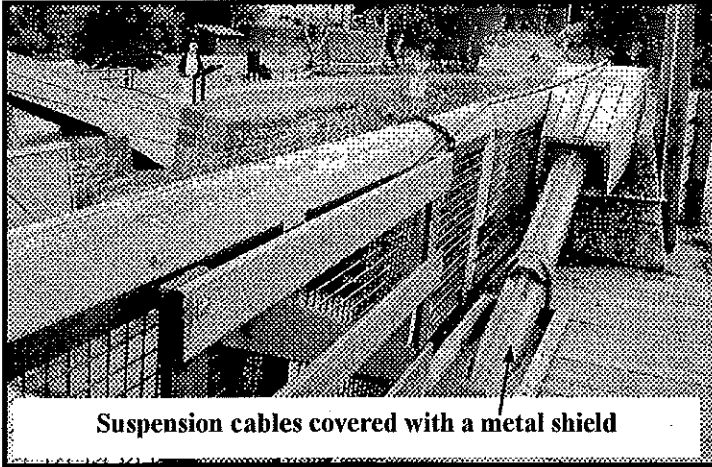
Downstream side of Delaware Aqueduct



Road in trunk of Delaware Aqueduct with tollhouse

more passage room for traffic and ice floes going down river than other aqueduct designs. The \$41,750 aqueduct was completed on April 26, 1849 and opened to canal traffic. He then built another \$18,650 aqueduct nearby across the Lackawaxen River. When both were completed a canal boat's journey through this area was shortened by one day and saved thousands of dollars annually. He also built aqueducts at Neversink and High Falls, NY, two years later. He later built the Brooklyn Bridge and a bridge in Cincinnati, OH.

Although the other three aqueducts were demol-



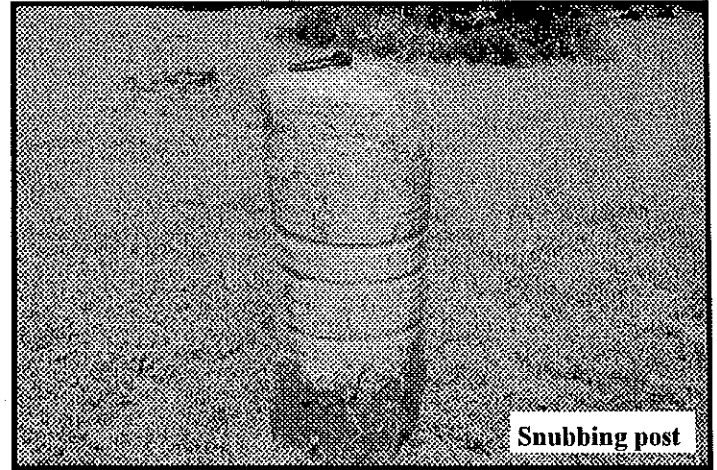
Suspension cables covered with a metal shield

quoins and the iron pins, which once held the planks that lined the lock. The road at this point was atop the old towpath.

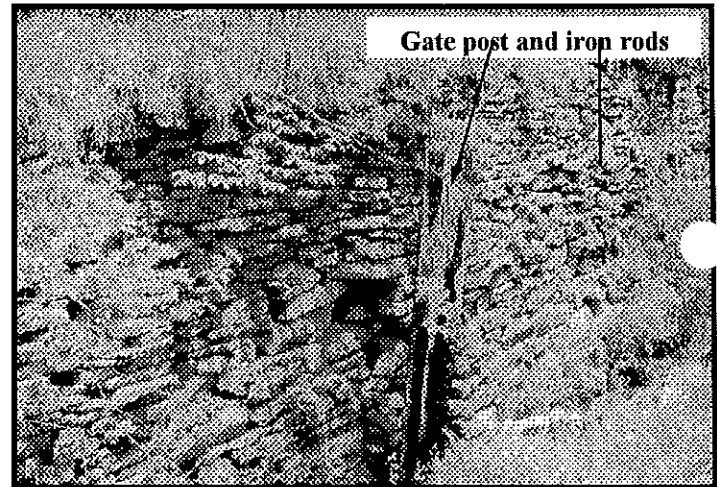
ished when no longer needed, as stated before, this aqueduct had an economic purpose as a wagon and road bridge, which saved it. However, as the bridge changed hands over the next 70 years, the towpaths were dismantled and replaced by a handrail. The deck on the bridge in the old aqueduct trunk was replaced but the side walls weren't. The bridge became unsafe.

The bridge became a National Historic Landmark in 1968. Later the National Park Service took over its ownership and began testing its strength. Restoration of the superstructure's base began in 1985 and was completed according to its original specifications in 1986. By 1995 its walls, towpaths, and wooden icebreakers at its base to protect its piers were finished.

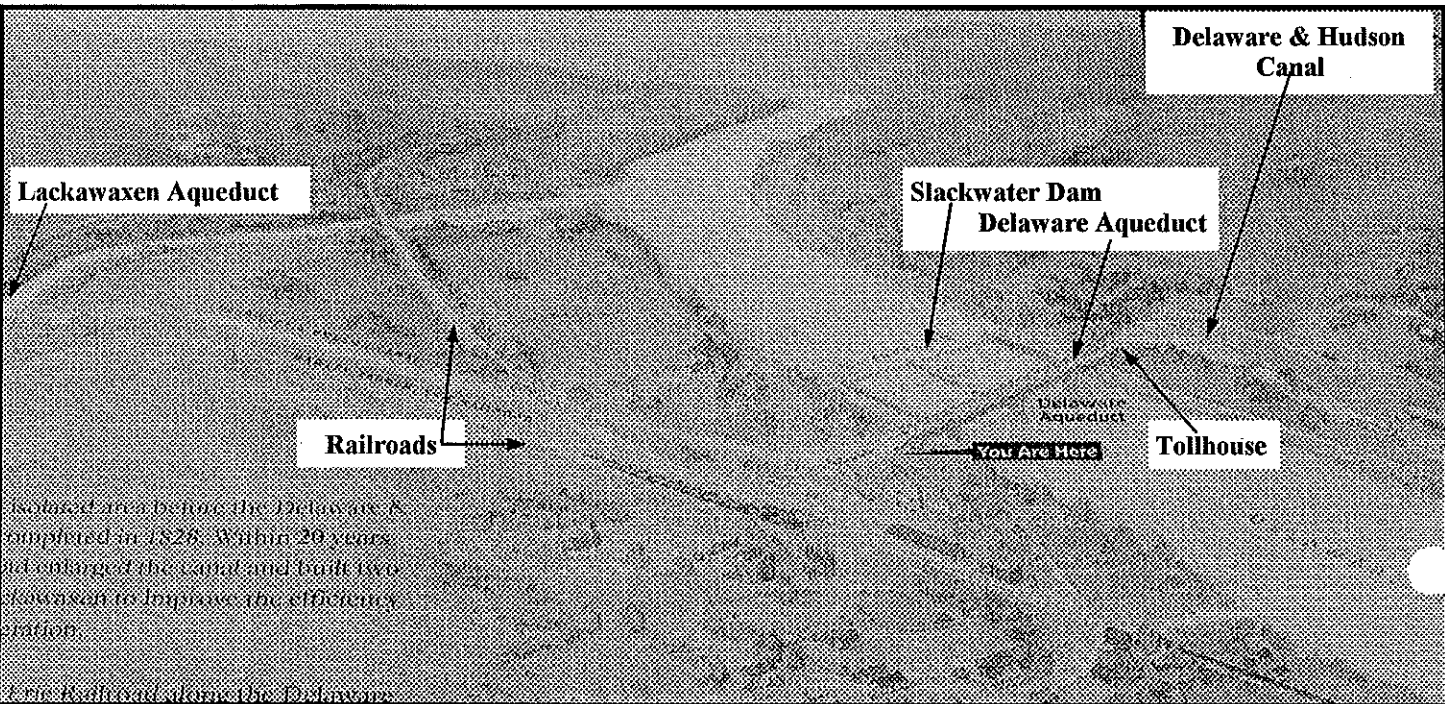
Driving across the Delaware and Lackawaxen Rivers an old snubbing post was seen complete with rope burns. Further along the remains of a composite lock still had the gate posts standing in the hollow



Snubbing post



Gate post and iron rods



Isolated area before the Delaware is completed in 1826. Within 20 years had colonized the canal and built two towns in its improve the efficiency of the canal.

1826 Railroad along the Delaware

## NEWS FROM DELPHI

### BRIDGE WORK

By Dan McCain

We keep plugging along with the old iron bridge. The fellows are practically finished with the metal cleaning and painting. The Blacksmith's repairs are all complete and the site is ready with its unique caisson foundation. Within a couple weeks we will begin assembly on-site. We have a long, flat, perfectly level area out from the east caisson to erect the bridge and then when complete we will lift it over the canal and place it in its final space. All this is becoming exciting to the volunteers and we regularly work M-W-F mornings. Comple-

tion may come as early as fall. There are deck and railing configuration alternatives being studied by Jim Cooper. Painted, completed parts are beginning to arrive at the site in readiness for the assembly. Seeding is visible on the bare areas and many people and the media seem interested in our progress.

### BAKKEN DONATES RESEARCH AND PHOTOS USED IN HIS BOOK

At the May meeting of the Carroll County Wabash & Erie Canal Association's Archives Committee, the members approved the acquisition of the research papers, documents and photographs that author Darrell Bakken, of Indianapolis, used in writing his book *Now That Time Has Had Its Say*. The book describes the history of the Central Canal primarily in Marion County, a waterway that was to connect to the Wabash & Erie Canal.

Basically there are four collections in Bakken's materials: Central Canal in Marion County, Central Canal in Johnson and Morgan counties, the Indianapolis Water Company, and the Old Pump House. He estimates there are 1,000 photos. Bakken is doing the initial cataloging of eight boxes of materials that will then be entered into our Past Perfect archival records system.

This is one of the larger additions to the growing collection of historic items, books, maps and papers that will be stored in the Archives Room at the Canal Center and be made available to researchers of canal history.

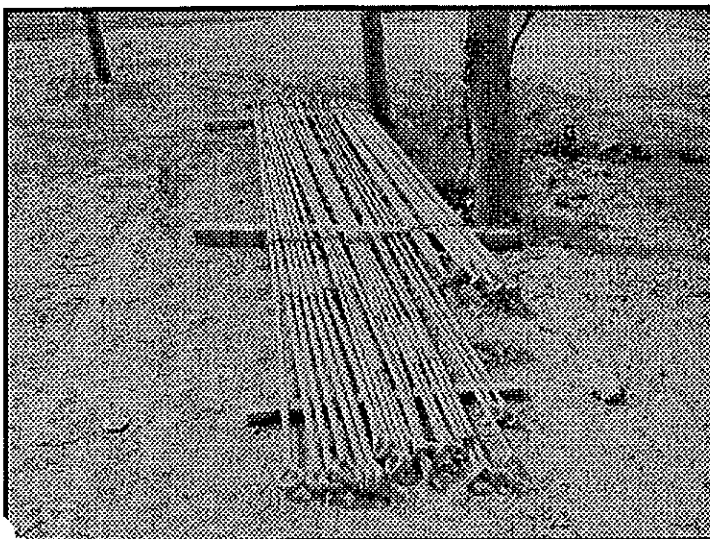
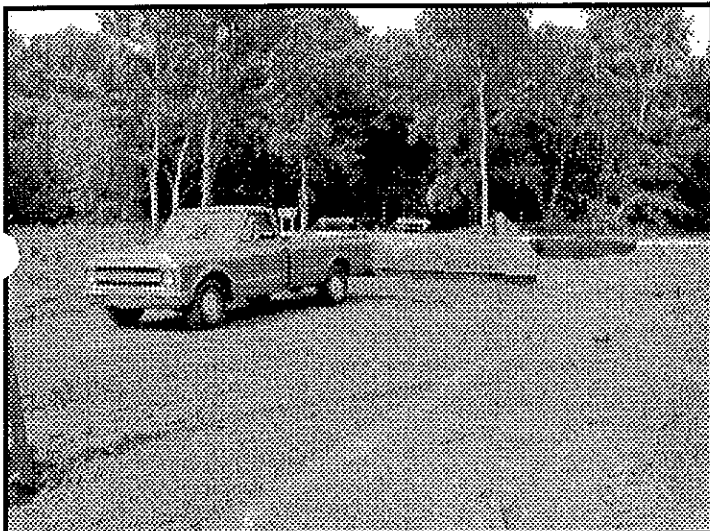
### AWARD WILL HELP PRESERVE CANAL HISTORY AND ARTIFACTS

By Dan McCain

A grant of \$23,938 made by NCHS and distributed through the Tippecanoe Arts Federation to Wabash & Erie Canal, Inc., was announced on June 25, 2007. It will be used immediately to provide proper storage and protection of canal history and artifacts located at the Canal Association's Conference and Interpretive Center in Delphi.

The Tippecanoe Arts Federation administers the NCHS capital grants program and presented this year's awards to five recipients from Tippecanoe and Carroll counties on Friday, June 22. NCHS is a medical services organization headquartered in Lafayette, Indiana, that supports non-profit organizations that are committed to enhancing the quality of life for individuals, families and communities in an eight-county area.

Dan McCain accepted the award noting that



Top: The caissons are in place and covered with tar.  
Bottom: The iron rods have been painted blue and are ready for use in the bridge assembly. Photos by Dan McCain

"the Canal Center in Delphi is fast becoming a repository recognized state wide and beyond for preservation, research and education about the importance of the U.S. canal system, especially Indiana' Wabash & Erie Canal. Just last month we received several boxes of important research papers and perhaps 1000 photos from a canal book author from Indianapolis. Along with papers, documents and artifacts already collected, these newly-acquired items will be cataloged and readied for preservation and research."

The NCHS grant will provide proper shelving and file cabinets as well as a map case for storing large documents, drawings and photos. A part of the grant will be used to enhance the fire protection system for the Archives Room.

Another important item covered by the grant is a microfilm reader. Microfilming is deemed the best means to research newspapers since they are not digitized. Copies of canal corridor newspapers published during the height of canal construction and commerce can be obtained for research, using the microfilm reader. Being able to research the Wabash & Erie Canal's activity from Toledo to Evansville would be a researcher's dream.

Tom Castaldi, a canal authority and author from Fort Wayne, chairs the Canal Association's Archives Committee, which was established two years ago. Volunteers on the committee are already cataloging all historic furnishings, artifacts, paper, maps and books the Association has accumulated to date. Now with proper furnishings and files these possessions can be prepared for protective storage and easy retrieval.

### \$10,000 FROM THE ANDERSONS

Jim Cripe, representing The Andersons, presented a check for \$10,000 to the Canal Association for sponsorship of the Reception Desk in the Canal Center. An appropriate plaque will be installed on the desk to thank The Andersons for this generous gift.

### CANAL DAYS FESTIVAL

Delphi held its 16th annual Canal Days Festival on July 7-8 in Canal Park. There was loads of fun and a reflection of the 1850s with period crafts, I&M Canal Corridor re-enactors from west of Chicago, canal boat and carriage rides, a pony cart and a variety of food booths. The Delphi Lions Club hosted a big street parade at 10 a.m. on Saturday morning. To advertise this event they created a cute poster that looks like those broadsides used during the canal era to attract workers for canal construction.

**CANAL DAYS**  
**JULY 7 & 8**

**Canal Park - Delphi**

Saturday & Sunday 10 a.m. to 6 p.m.

Delphi Lions Club Street Parade Saturday 10:00 a.m.

18th Century Craft Demonstrations - Children's Games

Canal Boat Rides

Carriage Rides

Visit the Historic Reed Case House

Experience the History of the Historic Wabash & Erie Canal in the Interpretive Center

### FREE TRIP SPONSORED

On Wednesday, July 18, 2007, volunteers who have worked at Canal Park and Delphi's Historic Trails were treated to a free full day bus tour to the Illinois & Michigan Canal National Heritage Corridor located west of Chicago as a reward for all the work they have done this past year. Also invited were local businessmen. The Canal Association paid for the 52 passenger bus. Participants were asked to bring their own spending money for food and other incidentals. They left the Canal Interpretive Center at 7 a.m. and returned about 9 p.m.

The tour included a stop at Lockport, IL to tour the Gaylord Building Historic Site and the Illinois & Michigan Canal in the area. An early lunch was enjoyed at the Public Landing Restaurant. They then watched the DVD "Prairie Tides" en route to LaSalle, IL to tour the canal sites there. The next stop was at Utica, IL to tour the LaSalle County Historical Museum and its canal exhibits. They then went to Morris, IL to tour Canal Park. The last stop was a Aux Sable to tour Aux Sable State Park and the canal there. They departed for Delphi at 5 p.m. A wonderful day was had by all. Volunteers were recharged with ideas and ready to continue enhancing Canal Park, building more trails and bridges, and working toward the proposed canal boat, which they hope to have operational by 2009.

