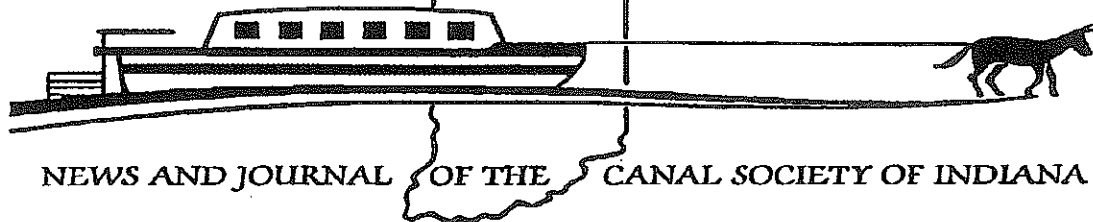


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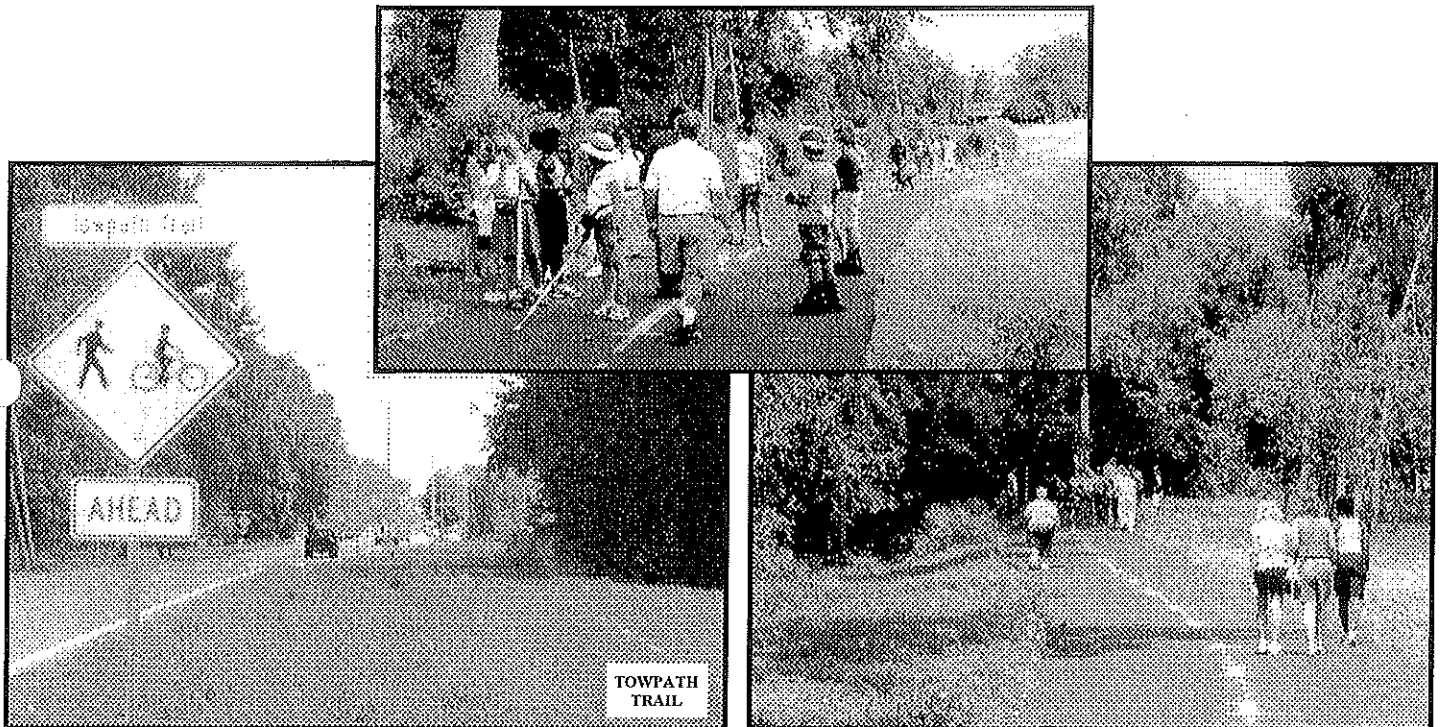


VOL. 8 NO. 10

P.O. BOX 40087 FORT WAYNE, IN 46804

OCTOBER 2009

# TRAILS FOR EVERYONE



Over 30 hikers from the League for the Blind and Disabled, Aboite New Trails, Ft. Wayne Greenways, Canal Society of Indiana and their families hiked a newly opened section of Towpath Trail in Ft. Wayne, Indiana on August 13, 2009. Photos by Bob Schmidt

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## TOWPATH TRAIL OPENED

The newly opened first section of Towpath Trail in Fort Wayne, Indiana between Covington and Smith Roads is so beautifully paved and fairly level that it is wheelchair friendly. Members of a group associated with the League for the Blind and Disabled hiked the trail passing under the leafy canopy of trees along the old prism of the Wabash & Erie Canal with ease using their canes. Some of the people from Aboite New Trails (ANT) and Ft. Wayne Greenways roller bladed or rode their bicycles after learning the rules of courtesy for using the trail from ANT executive director, Lori Keyes. Along the way Roger Goodland, who had the initial idea

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for Towpath Trail, pointed out the foundation of an old interurban station that once serviced trains whose tracks were laid atop the old towpath.

Carolyn Schmidt gave a brief history of the canal saying that it was 468 miles long and ran from Toledo, Ohio to Evansville, Indiana. She explained how they were standing at the summit level and that boats heading west from Ft. Wayne in the direction they were walking would lock down to Huntington while those on the east side of Ft. Wayne would lock down toward Toledo. The canal prism was 40 ft. wide at the water level, 26 feet wide at the bottom and carried 4 ft. of water on which to float the boats. The towpath was located on the side of the canal nearest to the river because it was wider, more substantial, and could keep flood waters from washing out the canal. Some of the group could clearly see the route of the canal by sighting down the electrical lines that follow it.

Due to private land ownership Towpath Trail meanders off the towpath, past fields, over bridges, and then back to the towpath. The prism is smaller than it was originally having been silted in and filled with trees and brush. Hopefully some of it will be cleared out in the future. Plans are underway to have mile markers and specially mark the sections where the trail is actually on the towpath. Later informative signage will relate more of the canal's history and importance. Photos - Bob Schmidt



Top: Lori Keyes ANT director  
Left: Jogging on the towpath  
Right: Towpath Trail bridge



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**Past and Present Canalized Rivers of the United States and Canada**

By Richard F. Brown, Jr., AICP

The following chart lists past and present canalized rivers in the United States and Canada. Please note the states and provinces listed are only those located along the canalized portion of the river. As always, any additions, updates, or corrections are appreciated.

<b>RIVER</b>	<b>TOTAL LENGTH</b>	<b>MILES CANALIZED*</b>	<b>LOCKS</b>	<b>STATES &amp; PROVINCES (a)</b>
Mississippi	2350	854 (upper from Cairo, IL to the Twin Cities, MN)	29	IL, IA, KY, MN, MO & WI
Arkansas	1450	397	15	AR and OK
Brazos	1280	430	3	TX
Columbia	1210	314	4	OR and WA
Snake	1040	140	4	ID and WA
Red (S)	1018	250	5	AR, LA, OK, & TX
Ohio	981	981	20	IL, IN, KY, OH, PA, & WV
St. Lawrence	744	190	7	NY, ON, & QC
White	722	405 originally/30 later	0/3	AR
Trinity	710	501	7	TX
Cumberland	688	300	4	KY and TN
Tennessee	652	652	8	AL, KY, & TN
Ouachita	605	299	3	AR and MO
Red (N)	550	Winnipeg to Lake Winnipeg	1	MB
Wabash	475	127	1	IL and IN
Sacramento	447	43	1	CA
Chattahoochee	436	156	2 or 3	FL and GA
Alabama	420	305	3	AL
Roanoke	410	363	6+	VA
Tombigbee	400	253	10	AL and MS
Green	370	198	6	KY
Allegheny	325	72	8	PA
Kaskaskia	320	35	1	IL
Licking (KY)	320	231	21	KY
New	320	55	0	VA
Coosa	284	169	5/2	AL
Verdigris	280	51	2	OK
Illinois	273	327	8	IL
Duck	269	70	2 started	TN
Grand (MI)	260	To Lyons, MI	1 started	MI
Kentucky	250	259	14	KY
Wolf	240	40	0	WI
Catawba	220	16	Unknown	NC and SC
French Broad	210	40	0	NC
St. Joseph	210	(Proposed/not built from Union City to Homer) 20	Unknown	MI
Cape Fear	202	100	3	NC
Fox (IL)	185	33	1	IL and WI
Rappahannock	184	50	25	VA
Dan	180	82	Unknown	NC and VA

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<b>RIVER</b>	<b>TOTAL LENGTH</b>	<b>MILES CANALIZED*</b>	<b>LOCKS</b>	<b>STATES &amp; PROVINCES (a)</b>
Black Warrior	178	Unknown	17/6	AL
Fox (WI)	176	145	26	WI
Elk	172	Unknown	1	WV
Grand (ON)	165	52	8	ON
Little Kanawha	169	48	5	WV
Big Sandy (Tug Fork)	154	39	1	KY and WV
Flint (GA)	150	To Bainbridge, GA	0	GA
Flint (MI)	142	(Proposed/not built from City of Flint to the Shiawassee River)	0	MI
Big Sandy (Levisa Fork)	140	44	1	KY
Appomattox	137	105	24	VA
Rough	136	29	1	KY
Barren	130	15	1	KY
Schuylkill	130	108	120/71	PA
Monongahela	129	129	9	PA and WV
Holston	120	150	1	TN
Black (NY)	120	78	109	NY
Apalachicola	112	112	1 or 0	FL
Muskingum	111	91	12	OH
Merrimack	116	Unknown	Unknown	MA and NH
Shiawassee	110	Owosso to Saginaw	Unknown	MI
Richelieu	106	12	9	QC
Kanawha	97	91	3	WV
Rideau	91	91	35	ON
Kankakee	90	To Wilmington	6	IL
Rapidan	90	Unknown	Unknown	VA
Cass	80	Proposed/not built (Cass City to the Saginaw River)	0	MI
Charles	80	Unknown	3	MA
St. Mary's	75	75	1	MI and ON
Cataraqui	70	70	14	ON
Smiths	70	50	0	NC and VA
Trent	56	56	18	ON
Coal (Big Coal)	55	40	9	WV
Rivanna	50	20	9	VA
Yahara	45	Madison Area	Unknown	WI
Black (LA)	41	41	1	LA
Stones	39	20	2	TN
Galena	35	6	1	IL
Otonabee	34	?	?	ON
Big Sandy (main)	29	29	3	KY and WV
North	25	20	14	VA
Saginaw	22	22	0	MI
Severn	20	20	3	ON
Mystic	7	Unknown	3	MA
Cut	Unknown	17	0	MA
Georges	Unknown	28	Unknown	ME

<b>RIVER</b>	<b>TOTAL LENGTH</b>	<b>MILES CANALIZED*</b>	<b>LOCKS</b>	<b>STATES &amp; PROVINCES (a)</b>
Hazel	Unknown	20	Unknown	VA
Saranac	Unknown	Unknown	Unknown	NY
Slate	Unknown	30	15 flash	VA
Willis'	Unknown	40	Unknown	VA

**NOTES:**

\* Miles navigable may not equal miles canalized, since some rivers are navigable to a certain point before the canalized portion begins. Examples include the Mississippi and St. Lawrence Rivers.

(a) Only those states where the canalized portion flows.

When a "/" is shown, the number changed during the canalized river's history. The first number is the original amount and the second is the later amount.

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# CANAWLERS AT REST

## CONRAD VIBERG

b. March 6, 1808  
d. June 5, 1893

By Carolyn I. Schmidt

Conrad Viberg was born near Hanover, Germany on March 6, 1808 to Conrad and Caroline Viberg. He was their second son. He came to the United States in 1831 at the age of 23 intending to stay for four to five years. After making many new friends and realizing he could fairly easily acquire land, he settled in Fairfield County, Ohio. He lived there for six years during which time he met Angeline Mariah Abright. She was also from Hanover and had emigrated in 1834 to Fairfield County with one of her three sisters after her parents Christ and Dortha Abright had died. Conrad and Angeline were married on March 6, 1835.

Conrad and Angeline moved to Williams County, Ohio and began clearing a farm of eighty acres on which he lived for three years. However, he was not at home much, for when he learned from his old Fairfield county friend, Col. Lemuel Jones, that the Wabash and Erie Canal was being built in Indiana he sought work on it. He became a canal foreman under Jones, who was in charge of building the lock at Wabash, Indiana, in 1834 and building the section of canal adjacent to the east side of Wabash. He worked with Jones for three years, took a year off to farm, and then resumed his job as foreman with Jones until the canal was completed.

In 1842, Conrad moved to Huntington County, Indiana. He purchased "Roanoke Farm" from Col. Jones and was one of Jackson Township's earliest settlers. There he served as township trustee for two years.

Conrad also kept a hotel near Roanoke prior to 1852. In all likelihood it served canal travelers. The *History of Huntington County* says "his house was a favorite stopping place for several years."

Roanoke in Huntington County, Indiana, was a result of the Wabash and Erie Canal being built through the county. The building of the Dickey Lock No. 4 in 1834-35 began settlement in the area

Roanoke became the major canal shipping point between Ft. Wayne and Wabash, Indiana. However, the town was not platted until September 11, 1850. In November 1851 and June 1852 additional lots were platted. In 1853 more "additions were made to Roanoke by Messrs Viberg and Dinius, the former consisting of twenty-one and the latter of eight lots."

Conrad and Angeline had nine children. They were Lucinda, Harmon B., Sophia, Mary E. Russellas, Eliza A., Lemuel A., George H. and Sarah J. By 1889 only 4 of them were living - Sophia, Russellas, George and Sarah. Eliza A. died in 1846 and was buried in Roanoke Cemetery, Huntington County, Indiana. Her sister, Mary E., died in 1852 and was also buried there.



Conrad and Angeline's daughters Eliza A., age 2 Y 6 M 21 D died on Nov. 25, 1846, and Mary E., age 12 Y 8 M 20D died on Feb. 28, 1852. They lie at rest in the old Roanoke Cemetery on Roanoke Rd. and 850 N. Photo by Bob Schmidt

Around 1855-57 the Vibergs moved to Cedar Creek Township in Allen County, Indiana. They were

### Jackson Township, Huntington County, Indiana - Early Settlers

John & Isaac Ager	Charles Haywood	George Shank
Joseph Blount	Benjamin Hoover	Peter & Abraham Simons
Benjamin & Leonard Bowers	John Jester	Andrew Sours
Andrew & James Branstrator	John H. McTaggart	William Tate
Artis Campbell	Ellsworth Morrison	L. D. VanBecker
Thomas F. & Elias Chaney	John Newman	<b>Conrad Viberg</b>
Joseph Collins	William Parrott	David Voorhees
Charles Comstock	William Peyton	John Weaver
Benjamin Ebersole	James Purviance	Daniel Welker
Peter Erick	S. C. Putnam	Jonah Wire
Jacob France	Charles Robbins	Frederick & Emanuel Yahne
John & Thomas Hackett	D. H. Rose	
William Hall	James Salisbury	

both prominent members of the New Lutheran Church. Conrad was a Democrat in politics.

The Cedar Chapel Methodist Episcopal Church built a frame building on land purchased from Mr. and Mrs. George West for \$10 on June 9, 1862 on the west side of Viberg Road. It was finished about 1867. Its first trustees were John Stoner, Conrad Viberg, John R. Moody, Edmund Freeman and Samuel Douglas. Although records show Conrad Viberg was a New Lutheran by faith, he apparently attended this church later in life.

The 1860 and 1880 United States Federal Census' show Conrad's family living in Cedar Creek Township, Allen County, Indiana. The post office was at Leo. See chart below

The Agricultural Schedule of Allen County Indiana for 1860 shows Conrad owning 319 acres in Cedar Creek Township. The 1880 schedule shows he owned 120 acres in Cedar Creek Township. According to the 1880 census Conrad was a retired farmer.

Conrad was also a Mason and belonged to Leo Lodge No. 224. He was one of eight Master Masons who attended the first three meetings of the lodge: Edwin L. Knight (W. M.), Jacob Brickart (S. W.), Conrad H. Viberg (J. W.) , John W. Hollowpeter (Treas.), William M. Daily (Sec.), John Dever (J. D.), Samuel Mercer (J. D.) and his son, Harmon B. Viberg (Tyler). The lodge received Dispensation on February 1, 1859.

In 1871 George H. Viberg, Conrad and Angeline's son who was also a farmer, married Mary Schambaugh, a native of Ohio born July 1853. They had two children:

Russellas b. Jan. 1872

Daisy C. b. Dec. 1882

George H. worked for the Democratic party and was a Mason and a member of the Knights of Pythias.

In 1887 he was appointed sheriff of Allen County to fill a vacancy. Then in November 1888 he received a majority of 4,286 votes to remain sheriff. He was re-elected to the position once again in 1890, when he, along with Chief of Police Frank Wilkinson, Deputy Sheriff Thomas Wilkinson and Officer John Kennelly of the Fort Wayne police force, captured Marvin Kuhns after Kuhns had severely wounded Kennelly in a hand-to-hand revolver fight.

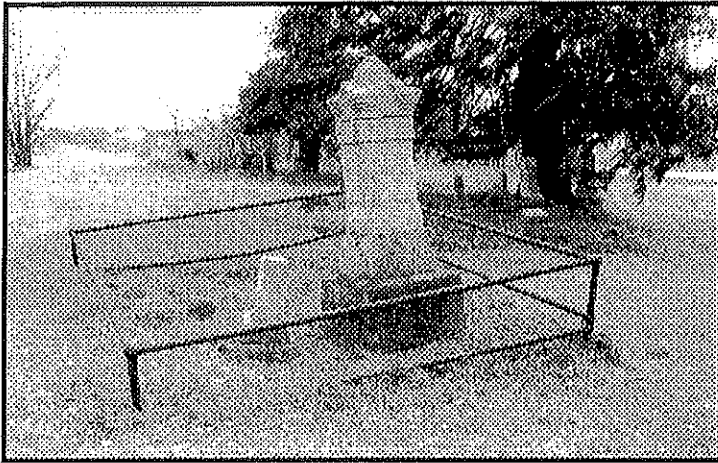
Marvin Kuhns, who had been born near Churubusco, Indiana and had already served a penitentiary sentence at age eighteen, had broken out of jail at Albion, Indiana, been arrested at Huntington, Indiana, and escaped while officers were putting him in jail, then had been arrested at Prospect, Ohio for horse stealing, had drawn his revolvers and scattered the crowd at his trial in Ohio. He then murdered William Campau, his companion, for money. He went to Fort Wayne on December 6, 1890, and was riding in a road cart with James Mease toward Churubusco when the Fort Wayne officials overtook them. He received four shots from their guns but managed to escape after wounding Kennelly. They later took him into custody from a farmhouse. Kuhns served a term in the Ohio penitentiary, was involved in several criminal enterprises, escaped from the Columbus, Ohio prison, was recaptured near Lafayette, Indiana, and eventually was killed at Van Wert, Ohio, during a running battle with officers.

Conrad and Angeline's daughter Sophia Charlotte married Torrence Samuel Douglass, who was born in Allen County, Indiana in 1837 and died in Red Bluff, California on August 7, 1915. He was a minister in Anderson in 1898, a minister in Red Bluff, California in 1902, and a capitalist in 1908. They had three daughters:

Hettie M. Douglass Peterson born 1865 in Indiana, married October 22, 1888 in Tehama County to John Edward Peterson, born 1856 in New York, died May 16, 1908 in Red Bluff California.

Flora Douglass Woods born February 9, 1871 in Indiana, died March 24, 1950 in Red Bluff, California,

	1860	1870	1880	Occupation	Born	Birth Date	Death Date	Married
Conrad H. Viberg	52	62	71	farmer	Hanover	3-6-1808	6-5-1893	Angeline Mariah Abright 3-6-1835
Angeline Mariah	49	60	69	keeping house	Hanover	1810	8-28-1884	
Lucinda					Ohio			
Harmon B.	25			farmer	Ohio			
Sophia Charlotte					Ohio	2-14-1836	2-9-1924	Red Bluff Torrence Samuel Douglass
Mary E.					Ohio		2-28-1852	12y8m20d
Russellas L.	18			laborer	Ohio			
Eliza A.					Indiana		11-25-1846	2y6m21d
Lemuel A.	13				Indiana			
George H.	12				Indiana	7-8-1848		Mary Shambaugh
Sarah J.	8				Indiana			Samuel McCrory
Sarah J. Park	13			serving	Ohio			
Andy Yahne			12	grandson				
Elizabeth Klinger			16	house keeper				



Conrad Viberg's inscription is on the south side of the large grave stone and faces Schlatter Road to the right of the picture. Angeline's information is on the north side of the stone.

Photo by Bob Schmidt



This building replaced the first frame Viberg Chapel. It is now occupied as a family residence and is on the west side of Viberg Road across the road from the grave stone.

Photo by Bob Schmidt

married June 2, 1893 Arthur E. Woods, born February 15, 1862 in California, died September 24, 1927 in Red Bluff, California.

Irene E. Douglass Madison born 1876 in Indiana, married March 6, 1902 in Tehama County to George W. Madison, Jr. born 1867 in Illinois.

Conrad's wife, Angeline Mariah Viberg, died on August 28, 1884 at the age of 73 years 6 months and 20 days. She was laid to rest in Viberg Chapel Cemetery. She was a member of the New Lutheran Church.

*The Ft. Wayne Daily Times* Monday, September 1, 1884

The funeral of Mrs. Conrad Viberg, mother of George Viberg, occurred at Leo, yesterday. Many persons from this city attended.

Conrad Viberg died at age 85 years 2 months and 25 days on June 5, 1893. He was laid to rest in Viberg Chapel Cemetery near the corner of Viberg and Schlatter Roads in Cedar Creek Township, Allen County, Indiana. The cemetery, which is no longer in use, was the cemetery for Viberg Chapel 1838-1906 located across the road. The brick chapel, which replaced the earlier frame building, still stands and is occupied by a family as their home.

Conrad's obituary was not found. The Ft. Wayne newspapers of 1893 were destroyed. An old county history said he was a prominent farmer of Cedar Creek township, one of the prominent citizens of Allen county since his residence there, and was universally respected.

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*Valley of the Upper Maumee River*. Madison, WI: Brant & Fuller, 1889.

<http://altarstarumc.org/profile.html>

<http://interment.net/data/us/in/huntington/roanoke/roanoke.htm>

<http://search.ancestry.com/cgi-bin/sse.dll?indiv=1&rank=1&gsfn=George&gsln=Viberg&=&f23=...>

<http://www.osuchico.edu/lbib/spc/lingenfelter/D/ling>

### RAY'S 1903 CENTRAL CANAL REMINISCENCE

"We have here in Marion County, the relic of "The Central Canal" connecting the ancient town of Broad Ripple with the Capital of Indiana. To us it speaks of "the dam" (no profanity), "bass fishing," "big cut," "skating," "ice," and the possible hope of supplying water to the city in the event of a great fire, when the pumps of the Indianapolis Water Company fail to fill the water-mains of the city.

"Some of the oldest inhabitants remember the transportation of passengers, lumber and wood. Many recall the fishing parties and frolics in the flatboats that used to ply the water of the 'raging canal.'"

Source:

Ray, Jonathon W. "Early Transportation Facilities of Indiana, in the Days of Auld Lang Syne." *Transactions of the Indiana Horticultural Society for the Year 1903*. Indianapolis, IN: Wm. B. Burford, Contractor for State Printing and Binding, 1904.



**CANAWLERS LISTED IN  
1850 CENSUS OF  
ALLEN COUNTY, INDIANA**

The following list shows the names, ages, and nativity of men assumed to be connected with the Wabash & Erie Canal in Fort Wayne and Allen County, Indiana. Ground was broken for the canal in Fort Wayne in 1832. The early 1850s was its heyday. It lasted until about 1872 in Fort Wayne, but was closed much earlier in its southern reaches. The census records are difficult to read and probably some of these names are misspelled such as Barthite (the Bartholds had a boat building yard), Compart (probably Comparat), Nemire

(probably Niemeyer). It does give us a good idea of how many people's livelihoods depended upon the canal and how young most of them were, especially the packet drivers (hoggees). Although they have been listed in alphabetical order, in the census they were listed by household or boarding house. Many of these young men came alone to work on the canal and earn enough money to get married or bring their families. Those who were head of households have their family members listed in the census.

This list will be useful when headquarters gets a request asking if the caller's ancestor had something to do with the canal. Lists need to be made for other counties along the W & E, Central and Whitewater canals. Anyone interested in helping call (260) 432-0279.

<u>WAYNE TOWNSHIP</u>			<u>BOATMAN</u>					
<u>TOLL COLLECTOR</u>			Airgood, John	20	OH	Myer,, William	20	Ger
Morgan, O. P.	26	IN	Antrup, Henery	22	Ger	Nagle, Frederick	28	Ger
<u>BOAT BUILDER</u>			Baker, Henry	21	Ger	Nemire, William	20	Ger
Barthite, Alex	50	PA	Banda, William	19	Ger	Paul, William	26	Ger
Barthite, Alex	17	PA	Barner, Henry	24	IN	Richmond, Rueben	38	NY
Barthite, Fred	22	PA	Beam, Henry	26	Ger-	Rodenbeck, William	26	Ger
Cathcart, William	25	NY	Berry, W.	22	PA	Rodewald, Henry	22	Ger
Conant, John	21	NY	Brake, Charles	28	Ger	Rose, Anthony	30	Ger
Cortethe, Robert	45	Eng	Brinkman, Harry	24	Ger	Roth, James	31	OH
Lankinaw, Francis	33	Ger	Bucholds, Henry	25	Ger	Schmedus, Gerald	50	Ger
Linkenen, Frances	30	Ger	Clark, Wm. S.	39	?	Schmietes, Fritz	40	Ger
Robinson, William	26	OH	Cook, Wilhelme	30	Ger	Sifflier, Henery	55	Ger
Shilling, Jacob	26	Ger	Crumley, Henry	26	OH	Sodole, Peter	34	Fra
Waffle, John	33	Ger	Crumley, William	19	OH	Stuck, Danel	17	NY
When, Michael	50	PA	Davenport, James	40	Eng	Vickers, John	35	PA
<u>BOAT CAPTAIN</u>			Digman, Thomas	24	Ire	Weber, William (Wys)	24	Ger
Compart, Alexander	22	IN	Doherty, Michael	21	OH	Welch, Chauncy	27	NY
Cook, Christian	35	Ger	Eaves, William	27	Ger	Welch, Daniel	23	IN
Cook, William	33	Ger	Faling, Christian	35	Ger	Welch, Mahlon	19	IN
Davis, George D.	35	NY	Goerke, Conrad	45	Ger	Welch, Silas	17	IN
Drover, Henry	31	Ger	Hainsmeir, William	23	Ger	Welch, William	21	IN
Hunt, Wellington	32	NY	Hambert, William	21	OH	Welling, Henry	35	Ger
Lampert, Henry	35	Ger	Hardy, Gildroy M.	18	OH	Wesea, Christian	20	Ger
Powell, William	26	Ger	Harmsweir, William	25	Ger	<b>WASHINGTON TOWNSHIP</b>		
Sutbrink, Henry	32	Ger-	Hauser, William	26	Ger	<u>BOATMAN</u>		
Welch, Chauncey	31	KY	Heimeire, Hendrick	25	Ger	Hunter, James	18	PA
<u>CANAL AGENT</u>			Hetzman, William	50	Ger	Hunter, John	20	PA
Belden, William R.	29	MA	Hitzfield, Henry	30	Ger	Hunter, Robert	16	PA
<u>PACKET BOAT AGENT</u>			Hitzfield, Lewis	37	Ger	Widerberger, Charles	28	Ger
Hoskinson, George	20	OH	Holman, Martin	19	NY	<b>MILAN TOWNSHIP</b>		
Rogers, Aaron	33	NJ	Hooper, John	30	OH	<u>PACKET DRIVER</u>		
<u>PACKET DRIVER</u>			Iba, Cyrus	18	PA	Linkham, John P.	19	IN
Bowen, Ira	16	IN	Knost, Conrad	25	Ger	<u>BOATMAN</u>		
Bowen, Ira W.	15	IN	Leo, Joseph	16	IN	Castle, Robert	23	OH
Denton, Samuel	16	OH	Leo, William	21	IN	Langden, Martin	16	IN
Jones, Lafayette	16	OH	Little, John	24	VA			
Stuck, Manuel	16	PA	McKens, William	33	OH			
			Martin, James	21	UCan			
			Maxwell, Thomas R.	30	OH			
			Metzger, Amos	40	?			
			Monroe, Jack	23	OH			
			Mulvie, Thomas	30	Ire			

# ANNAPOLIS:

## AND ITS W & E CANAL CONNECTIONS

### Part II

(continued from last issue)  
By Charles Davis

This article is a sequel to my earlier articles in *The Hoosier Packet*: "Annapolis: Joe Cannon" November 2003  
"Davis Plots Old Deeds of Annapolis" October 2008

(Samuel Thompson Ensey continued)

Samuel T. Ensey's first purchase at Annapolis was the E½ of lot 2 and 40 feet off the east side of lot 7, both in block 2, 1849. DRB 11 p 238 His second purchase was lot 1 in block 2, 1849. DRB 11 p 522. A bit of history shows that Thomas Woody started the first store here in 1837 DRB 4 p 130, then Woody sold the store lot to James Finney in 1849 for \$110. DRB 11 p 521 Mr. Finney sold it to Ensey in 1849 for the sum of \$260. DRB 11 p 522 Ensey formed a partnership with Robert Ramsey and they ran a pork packing house on the site. Later it was used as Ensey's merchantile store.

At this time Ensey had established a partnership with Robert Ramsey in the canal town of Howard. Ramsey bought lot 50 located in Howard for \$25.00. DRB 12 p 427 Recorded in the *Commissioners and Vendors License Record Book 1844-1850*, No 4 entry in 1850 states: "Ramsey and Ensey, license to Vend Merchandise on Lot number 50, 1850, town of Howard. Then Mr. Ensey bought lot 51 from Hyenus Manwarring at Howard for \$150, April 20, 1854. DRB 15 p 204 Robert Ramsey then sold out lot 50 to Peter Bennage on April 20, 1855 DRB 15 p 607 and left Parke County. Ensey continued his store at Howard on lot 51 until January 19, 1856, when he sold it to Bascomb Evans and Wm. TenBrook. DRB 16 p 192 On January 12, 1859, Ensey bought the lot back from them. DRB 18 p 319

On December 9, 1851 Mr. Ensey bought lot 2 in block 2 in Picketts North Addition in Annapolis from William H. Thompson of Cincinnati, Ohio, for \$100. DRB 13 p 458 Lots 7 and 8 that adjoined lot 2 were purchased by Ensey from Joseph A. Wright of Marion county, Indiana for \$25.00. Same as above At this time Joseph A. Wright was Governor of Indiana. Mr. Ensey formed a partnership with Bascomb [Henry Bascomb Evans] Evans. Together they bought lot 5 in block 2 in 1852. DRB 14 p 432 Except for 3 lots, Ensey owned and had business interest in the rest of that same block as described in all the deeds above in Annapolis. S. T. Ensey built a popular Hotel on lot 2, unfortunately I do not know the date it was erected. However, the first page of the original hotel register reads: "Franklin House, S. T. Ensey

Proprietor" dated September 26, 1871. Other interesting entries include:

Friday June 13, 1873 "Andrew Johnson of Washington City and Gen. Grant of Washington, D. C. Hamilton Brothers - Indian Troupe, two exhibits at Annapolis, Aug. 4, 1873, Dinner at 12, Supper at 6, Breakfast at 5½ A.M. Horses and mules 25. Rutherford B. Hays of Washington D.C. Room 16

The last date in the register is May 22, 1878.

G. W. Hawes' *The Indiana State Gazetteer and Business Directory for 1858-1859* under the heading of "Annapolis" shows the following Alphabetical List of Professions, Trades, etc. Population 350.

Best, David cabinetmaker and furniture dealer  
Campbell, John TenBrook carpenter and builder  
Carty, William - blacksmith  
Coffin, William - blacksmith  
Connelly, David - cooper  
Connelly, David - justice of the peace  
Cook, Everts blacksmith  
Copeland, Andrew J. - carriage and wagonmaker  
Crate, Hiran N. - grocer  
Dare, John S - physician  
Davis, Josiah R. - general store  
Deverter, Geo. T. - blacksmith  
Dunnigan, Leonard - boot and shoemaker  
Ensey, Samuel T. - general store  
Ephlin, John P. - boot and shoemaker  
Ephlin, John P. Rev. - United Brethren  
Evans, Calvin J. - carpenter and builder  
Hadley, Washington - postmaster  
Hadley, Sidney - farmer  
Harrison, Richard W. - tailor and clothier  
Harrison, James H. - stove dealer and tinsmith  
Heidrick, William - cooper  
Hobbs, Willson - physician  
Hunt, Isaac N. - carriage and wagonmaker  
Kelley & Reynolds - grocers  
Laughlin, Crawford W. - stoneware manufacturer [Annapolis pottery]  
McClure, Nelson - painter [cut timbers Sugar Creek canal feeder dam]  
McCall, William D. - blacksmith  
McKey, Elias - physician  
Maris, John - harnessmaker  
Maris, William - farmer  
Millard, T. P. - painter  
Newlin, Kersey - carpenter and builder  
Porter, Daniel A. - carriage and wagonmaker [married Salmon Lusk's daughter]  
Pickett & Hadley - general store  
Rubottom, Laban - carpenter and builder  
Russell, Wm. H. - painter  
Sager, Isaiiah carriage and wagonmaker  
Seymour, James - Daguerrean artist [Daguerrean, an early type of photograph]  
Stanley, Alexander S. - carriage and wagonmaker  
Shipman, Godfrey - prop'r sash and blind factory  
Tucker, James P. - physician  
Welch, John W. - stoneware manufacturer [Annapolis pottery]  
Wheeler, Erastus D. - carpenter and builder  
White, William - blacksmith  
Wooley, Martin N. - blacksmith  
Woody, Thomas - proprietor Temperance House

William Newton "Newt" Ensey (b. 12-8-1843, d. 7-1-1905), the son of Samuel T. Ensey, was born in Russellville, Indiana. He spent most of his life at Annapolis. At a young age he clerked in his father's store. When seventeen years old in 1861 Newt became a member of Company I, 31st Indiana under General Crittenden and fought in the following battles and engagements: Fort Donellson,



William Newton Ensey  
Co. I, 31st Ind. Civil War Vet.  
Photo courtesy Doris Ensey Stevenson

Shiloh, Stone River [wounded in right arm and right knee], Resaca, Chicamauga, Atlanta and many minor skirmishes of that campaign. He received an honorable discharge at Chattanooga in 1864 and returned home. Doris Ensey Stevenson has Newt's Civil War canteen that has a large bullet hole through it. Possibly the canteen saved his life. The hole is the size of a large minnie ball.

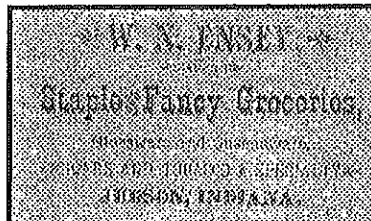
For more history of the 31st Regiment, see *The Canal Society of Indiana Newsletter* article "Wabash and Erie Canal Civil War Connections" by your author in Vol. 13, No. 9, September 1999. In that article, Thomas N. Rice presented the company flag with a brief patriotic speech at Benson's Basin on the canal at Montezuma. Mr. Rice built a very beautiful store on the northeast corner of the square in Rockville, Indiana. It was condemned around 2005 until a person purchased the building.

Newt received his education in the Annapolis district school supplemented by a two year course in the Bloomingdale, Indiana Academy. After coming home in 1865 he entered his father's store in Annapolis as a salesman.

In 1868 Newt was united in marriage to Phoebe J. Russell (b. 10-11-1846, d. ?), the daughter of Joseph Russell, in Hardeysburgh. Phoebe was born in Howard, Parke county. Her father was the 5th owner of a mill called Russell Mills when he bought it.

On December 28, 1872, Newt and his wife bought lot 5 in block 5 in Annapolis for \$350, which was their home. DRB 33 p 239 There will be more about this house later in the story. Advertisements for his store in Judson are seen on this page.

In June 1870, Annapolis and Bloomingdale were in competition for the Indiana North and South Railway



W.N. ENSEY  
DEALER IN  
Staple & Fancy Groceries,  
Glassware and Queensware,  
CIGARS AND TOBACCO A SPECIALTY  
JUDSON, INDIANA

ASK FOR THE  
"HUNTERS"  
TO BE FOUND AT  
W.N. ENSEY'S,  
Judson, Indiana.



from Rockville to the county line in the direction of Attica. There was a notice in the newspaper for Penn township voters to vote no or yes on the railroad for the subject of appropriating the sum of \$13,500 or an amount not exceeding two per centum upon the taxables of said township. *Rockville Republican* May 4, 1870 This did not pan out, thus none of the towns above got the north-south railway. As seen in Samuel Ensey's personal written biography, he heavily invested his own capital in the Anderson, Lebanon and St. Louis Railroad starting in 1873. The Indianapolis, Decatur and Springfield Railroad had reached Montezuma in that year and Montezuma was its terminus. Annapolis was putting up a stiff fight against both Rockville and Bloomingdale to get this A.L. and St. Louis line. It was on the same proposed line survey as the Indiana North and South. Grading was done in the vicinity of Annapolis when its organization went bankrupt. Ensey lost heavily causing the decline in his business interests in Annapolis. Then Annapolis and Bloomingdale had a bitter conflict over getting the Indianapolis, Decatur and Springfield Railroad. Bloomingdale won out and the railroad came through that town in 1878. Citizens of Annapolis held a grudge for several years over losing the railroad and some of this rivalry was published in the *Rockville Tribune of October 2, 1881*.

There is a remnant of the Anderson, Lebanon and St. Louis Railroad about one-fourth mile west of Annapolis. It can be seen by looking west from the Annapolis road where the Cannon Historical marker is located. The tree line running north and south marks the spot. Charlie White, who lives on the old Wm. W. Coffin property, pointed this out to your author.

Years later people were still making wisecracks over loosing the railroad as seen in this newspaper quote:

"A citizen of Annapolis and an enthusiastic believer in the Anderson, Lebanon, and St. Louis R. R. was here to exclaim the other day 'We are over the hill now!' "Yes" was the response of a quiet listener. 'I am afraid we are too far over, we will never get back again.'"

There was also a bitter fight over the renaming of Turkey Run by Annapolis, Bloomingdale and Rockville. Annapolis wanted it left as Turkey Run and Rockville wanted it named Parke County Glen. Bloomingdale got its way, naming it Bloomingdale Glens. So the railroad pleasure seekers that called themselves "The Kintergarten Company" accepted the tag of Bloomingdale Glens. But there was so much outrage over this title by locals that the name didn't stick and eventually Annapolis won out when the name Turkey Run was preserved for all time.

On February 13, 1877, George B. Chapman, Sheriff of Parke county and William P. Stanley were witnesses at the October Term of the Parke county Circuit court, 1875. William L. McMillin recovered by judgment of that court in a certain action against S. T. Ensey and his wife Elizabeth for the sum of \$998.97 plus \$52.52 for McMillin's cost expended and a decree for the sale of the Ensey's property, lot 1 block 2 [store lot] , 44 feet off the east side of lot 2 and 40 feet off the east side of lot 7 in block 2 in the north addition. Lot 2 was the site of the Franklin Hotel owned by Ensey. There was also a tract of land that was 17 1/3 poles by 21 poles and 8 links. This tract was 60 feet off of the southeast corner of block 4 [directly south of Hunt's addition]. It later became the property of David and Rebecca Best. Sheriffs Decree Book pp 115-116.

On February 12, 1876, Sheriff Chapman advertised the sale of the above lots and the tract of land at the door of the court house in Rockville by public auction. William L. McMillin bid \$1,051.49 and was the highest bidder. William P. Stanley paid the price of the bid to McMillin and the deeds were signed over to Mr. Stanley on the 14th day of February, 1877 at 9 o'clock a.m. Sam and Eliz. also lost 7 lots in the Hills addition in Montezuma, Indiana by Sheriffs sale to George Wilkins, May 21, 1877. DRB 99 p 100 Just before this Elizabeth Ensey bought lot 5 block 5 in Picketts 2nd north addition from Zimri Maris [Zimri's old home] on February 5, 1877 and the deed was recorded May 3, 1877, after the auction, with Sam T. as co-signer. Shortly after, both Ensey families were moving out of Annapolis. McMillin vs. Ensey, Civil Order Circuit Court Book 12 p 380 and 414 Mortgage of \$990.30

Wm. "Newt" Ensey sold off his home on lot 5 block 5 to William Snyder on September 23, 1881 for \$600.00. DRB 41 p 307 Then on September 23, 1881 Newt's wife Phoebe bought the N 1/2 of lots 5 and 6 in block 6 in Judson, Indiana from William Snyder of Tippe-

canoe county, Indiana. DRB 41 p 313

But before this time, Newt had opened up a family grocery store in Judson. *Rockville Republican* July 30, 1879 At this time Newt had a store in Terre Haute, Indiana and Sam T. Ensey and Elizabeth had moved there. Sam died in Terre Haute and Elizabeth died in Indianapolis, Indiana. Both Sam and Elizabeth are buried at Highlawn Cemetery at Terre Haute on U. S. route 40.

In 1883 Newt took over the McMurtry store room. *Rockville Tribune* May 17, 1883 Then on February 27, 1896, Newt bought the south 1/2 of lots 5 and 6 for \$275.

Three children were born to Newt and Phoebe:

Orien V. died at age 18  
 Newton Hallowell died at age 5 (d. 10-14-1888)  
 Clayton R. (b. 1870, d. 1944) married 7-4-1892 to  
 Claudia R. Starks (b. 1869, d. 1950)

Newt and Phoebe are buried in the Mount Moriah Cemetery, Greene Township, Parke County, on road 100N in Row 61. Their children are also buried there. The Ensey family today continues from the line of Clayton R. Ensey.

The following people later owned the Ensey store and Franklin Hotel:

William P. Stanley to Wm. B. Weaver \$900 on March 7, 1879 DRB 40 [ 131

Wm. B. Weaver to David Floyd \$700 on August 12, 1880 DRB 40 p 378

Davis Floyd to Wm. B. Weaver \$700 on April 16, 1881 DRB 41 p 189

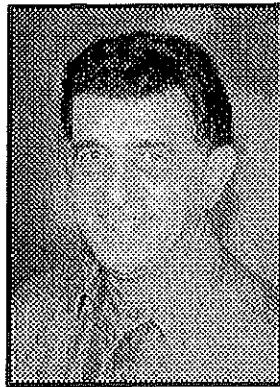
William B. Weaver to Eura B. Goshorn \$700 on July 8, 1881 DRB 41-189 Her husband, Christopher W. Goshorn operated this Hotel just a short time. "Annapolis. The town has two general stores, one drug and grocery store, three blacksmith shops and two doctors, besides a first rate but small hotel. This institution was opened by Alonzo B. Deverter rather for accommodation, as the regular (Goshorn) hotel had closed; but custom has been plenty and customers are well pleased with their treatment. Mr. Deverter's space is somewhat limited, and it looks as if the growing popularity of Turkey Run would make a regular hotel a necessity in Annapolis." *Rockville Tribune* July 7, 1881 by J. A. Gilkey

Lot 2 block 3 was the second hotel, owner and proprietor Alonzo B. Deverter in 1877. DRB 40 p 2 In 2005 it was one of only three buildings left from early Annapolis and was in disrepair. The hotel was across from the train depot and next to the railroad tracks.

(to be continued in next month's issue of *The Hoosier Packet*)

## CASTALDI RECEIVES AASLH AWARD

Thomas E. Castaldi, CSI director from Ft. Wayne, received the prestigious Award of Merit at a special banquet during the 2009 AASLH Annual Meeting in Indianapolis, Indiana, on Saturday, August 29. The American Association for State and Local History (AASLH), headquartered in Nashville, Tennessee, is now in its 64th year. It recognized 59 organizations and individuals from across the United States for their achievement in the preservation and interpretation of state and local history.



Tom was nominated for this award for his help as Archives Committee Chairman of Carroll County Wabash & Erie Canal, Inc. in Delphi, Indiana. He is currently the Allen County Historian, has written many books and articles about the Wabash & Erie Canal, has developed a 26-week Public Radio station series entitled *Canal Notes*, and was named Sagamore of the Wabash in 1994. He serves in various capacities on numerous boards and was the founding chair for the Wabash Erie Towpath Trail project.

Delphi appreciates his excellent guidance, his knowledge of canal history, communication techniques, museum methods of preservation and cataloging, and his contacts both state-wide and nation-wide in fields of historical research and the canal era. Hip Hip Hooray!

## NAVIGABLE FEEDERS ADDED

CSI director Richard F. Brown, Jr. of Okemos, Michigan has been compiling a series of articles with charts concerning canals. Some of them are being placed on the American Canal Society's web pages. Rick always requests readers to send any other information they have. Dave Barber, American Canal Society president, sent the following to add to Rick's table of navigable feeders that appeared in the June, 2009 issue of *The Hoosier Packet*.

**Columbus Feeder:** In addition to the two lift locks, there are two, turf sided, guard locks at the crossing of Big Walnut Creek at the lower end near the junction with the main canal in Lockington. These guard locks remain.

**D & R Feeder:** In addition to the lift lock on the south side of Lambertville, NJ, there is also a connection lock that joins the feeder to the Delaware River. This lock cuts through the towpath just south of the lift lock. This

lock is connected to a rope ferry and then to an inlet lock on the PA side to reach the Delaware Canal.

**Forestport Feeder:** This canal had a guard lock at the point where it left the Black River at Forestport. A control gate structure has now been built on the lock walls.

**Fox River Feeder:** The I & M Canal had 4 feeders. The DuPage, Calumet, Kankakee, and Fox. I'm unclear on the first two, but the DuPage connected the DuPage River to the main canal and may have had a lock (or maybe a misnamed control structure). The Fox River Feeder ran along the west side of the Fox River from upstream of the Fox River Aqueduct to the main canal in Ottawa. It then crossed the main canal on grade to a lift lock and descended through this lock to a pool. It then apparently spilled over a dam into the Illinois River. I'm not clear of the navigability of this feeder upstream of the junction with the main canal. But, I do know that the maintenance facility for the I & M Canal was located on the feeder pool below the lift lock. So the feeder was navigable from the main canal, through the lift lock, and into the pool. This feeder lock is rarely mentioned in accounts of the canal and doesn't exist today.

**Glens Falls Feeder:** The canal has 13 lift locks as you stated. But at its upstream end, where it leaves the Hudson River at a dam west of Glens Falls, there was a fourteenth lock, probably a guard lock. The river wall of this lock with its gate pockets survives, but the other wall has been removed to widen the feeder entrance.

**Kankakee Feeder:** (As opposed to the Kankakee Navigation) had a guard lock at its upstream end at the state dam and a wooden lift lock just before the junction with the main canal.

**Upper Grand Section:** This wasn't a feeder, but the upper grand section main Lehigh Canal. It was a canalization of the Lehigh River through the Lehigh Gorge between White Haven and Mauch Chunk. It had 20 dams and 29 locks. Most of the distance was slackwater in the river, but some short sections of canal were also used. Dam 20, Lock 29 is 25.08 miles above Mauch Chunk.

The Zoar Feeder is very short connecting the river to the canal with just about enough room for the guard lock.

There are also several short feeders with locks connecting the Potomac River to the C & O Canal. These supplied water to the canal from dam pools on the river while allowing boats access to the river pool and docks or other navigations on the far shore. I also know of one such connection between the Juniata River and the PA Main Line Canal near Newton Hamilton.

## FORT WAYNE HISTORY CENTER RECEIVES DONATION OF HISTORIC WABASH & ERIE CANAL MAP

Following CSI's donation of the rare blueprint map of the Wabash and Erie Canal to the Fort Wayne History Center's collection, an article appeared on H-Net. In it Todd Maxell Pelfrey, executive director of the History Center, stated, "We are delighted to receive such a rare glimpse of history from one of the most adventurous and optimistic chapters of Fort Wayne's past, that of the Wabash and Erie Canal. For many generations the canal has intrigued our community and this artifact provides singularly precise information about its route through the city. We look forward to sharing this impressive map with the public through a future expansion of our permanent exhibition galleries."

Walter Font, History Center curator, said that the History Center had an original drawing, eight-foot long, of the route from New Haven to Fort Wayne with names of owners along the route. The blue print supplements the Wabash and Erie Canal map collection and is more detailed than the other map.

## WAYNE STUDENTS STUDY HISTORY

This past June a group of elementary students from Northeastern Elementary School in Wayne County visited the History Room of the Cambridge City Public Library during their summer study of county history. They learned about the Overbeck Sisters Art Pottery, saw Abraham Lincoln's signature, discovered axe heads and arrow heads, read about Buckskin Ben and his Wild-west Show, and most importantly, each student got to ring the bell from the canal boat that plied the waters of the Whitewater Canal in the mid-1800s.

Phyllis Matthies, CSI member, Cambridge City, IN

## LASALLE CANAL BOAT

An article entitled "Canal Boat Ride And Lodge Are Other Good Bets" appeared in the *Quad-City Times* on June 28, 2009. It said the Illinois & Michigan Canal not only revolutionized passenger and freight traffic, it made Chicago one of the greatest cities in the world. The 96-mile-long canal was hand-dug by immigrants and connected Lake Michigan to the Illinois River creating a waterway from New York to New Orleans. Today at LaSalle, Illinois, you may take an hour-long, mule-pulled, canal boat ride on the I&M. Visit Lock 10 Visitor Center at 754 1st Street to purchase tickets — \$12 adults, \$10 seniors, \$6 under 16. Open April 17 — Nov. 9 rides are offered between 10 a.m. — 3:30 p.m.

Lynette Kross, CSI director, Plymouth, IN

## CENTRAL CANAL GONDOLA RIDES

Starting on Friday, May 29, 2009, gondola ride opened on the downtown portion of the Central Canal in Indianapolis, Indiana. Old World Gondoliers serenade passengers in Italian as they glide down the canal and experience the beauty; mystique and charm of downtown Indianapolis. The public rides cost \$15 per person for a 15 minute, 3-song ride or \$30 per person for a 30 minute, 6-song ride. Private rides cost \$75 per boat for 15 minutes, \$150 per boat for 30 minutes, or \$300 per boat for one hour. Tickets may be purchased near Buggs Temple at 11th Street.

## CANAL REMENISCENCE

Jonathon W. Ray in a paper read at the Marion County Agricultural and Horticultural Society in 1903 talked about his trip on the Wabash & Erie Canal from Logansport after spending the night at the tavern of Col. Jordan Vigus:

"The 'Wabash and Erie' was of infinite service in developing the lands of the Wabash Valley, furnishing an outlet for timber, lumber, wheat, etc. from Lafayette to Toledo, and a corresponding influx of merchandise, machinery, that make the Wabash Valley one of the most desirable sections of Indiana.

"It was partly navigable from Evansville north to Daviess County. My memory is that a large section of the canal was not used for navigation between Washington, Daviess County and Lafayette.

"From Lafayette to Toledo regular lines of passengers and freight boats were employed for years. This was a relief to the people of those parts of Indiana neighboring on the canal. One trip from Logansport, Indiana to Defiance, Ohio, is indelibly impressed on my memory....

"About 7 o'clock p.m. the horn of the canal boat summoned us, forty to fifty passengers, out of the cabin, on the deck. The cabin boys made up the beds or bunks. Rouse up by daylight. Bunks and beds gave way to the breakfast tables. Good victuals. On Deck. Three horses tandem made about five miles an hour. Scenery beautiful. Air delightful. Quite a difference as compared with the United States Mail coach (on which he had ridden the day before).

"Travel too slow; might do for freight. As it was, the investment in the Wabash and Erie Canal opened up the vast resources of the Wabash Valley and paved the way for the Wabash Railroad on the banks of the canal, with the water power for mills and machinery as long as the banks of the canal stood to contain the water."

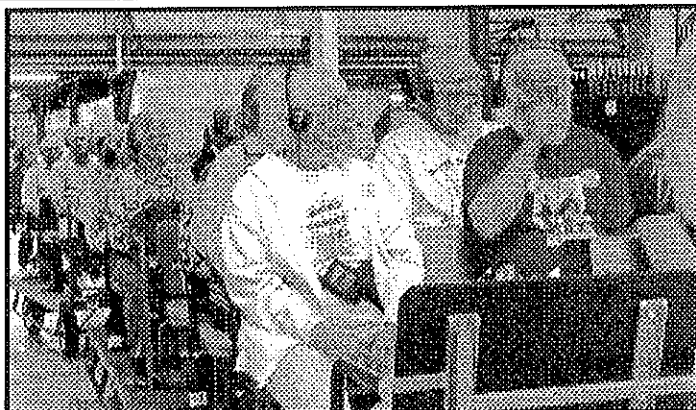
Source:

Ray, Jonathon W. "Early Transportation Facilities of Indiana, "in the Days of Auld Lang Syne." *Transactions of the Indiana Horticultural Society for the Year 1903*. Indianapolis, IN: Wm. B. Burford, Contractor for State Printing and Binding, 1904.

"HIGHFALUTIN" ON THE "TWILIGHT"

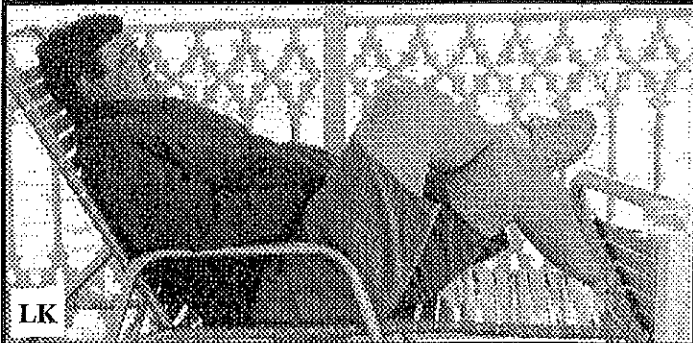
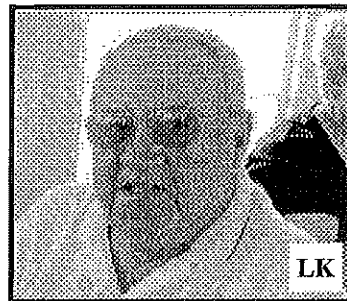
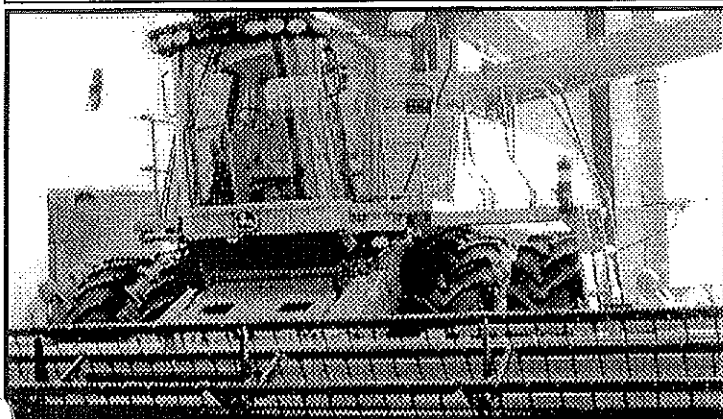
(pictures continued from last issue: GH-Gerald Hulslander, LK-Lynette Kross, BS-Bob Schmidt)

CSI members and friends cruised the Upper Mississippi between LeClaire and Dubuque, Iowa aboard the "Twilight" on June 28/29 and toured the John Deere combine factory on June 30, 2009. The previous *Hoosier Packet* told of the adventures and carried pictures showing the Mississippi locks and dams, wildlife seen on the river, the entertainers aboard the boat, and things seen in Dubuque. This issue will show the John Deere tour and photos of canawlers renewing old friendships and enjoying the cruise.

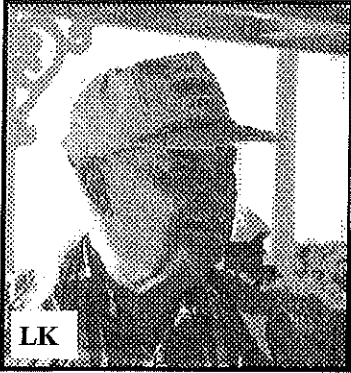


JOHN DEER FACTORY

CANAWLERS & FRIENDS



A finished combine- LK Stag in front of the plant-LK Canawlers listening to the docents through headphones-GH, LK, LK



LK



LK



LK



LK



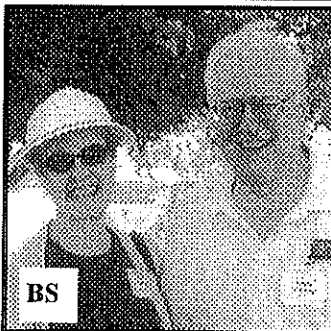
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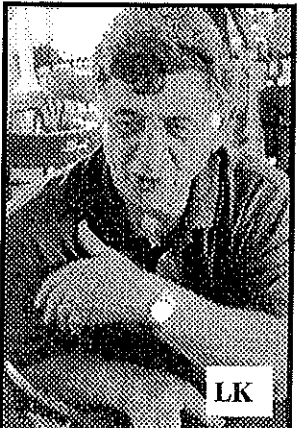
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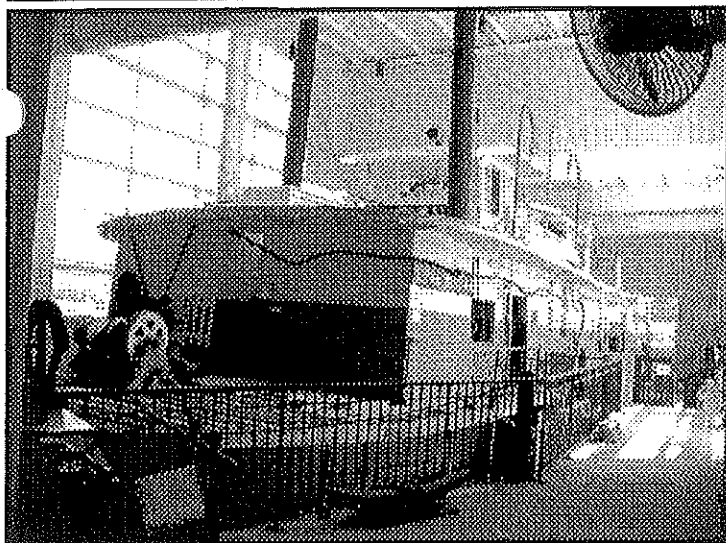
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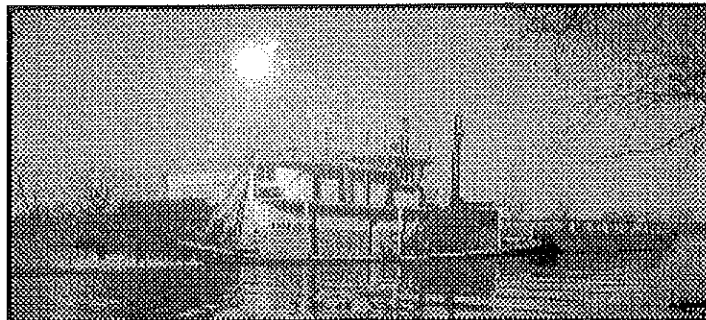
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"Lone Star" exhibit in the Buffalo Bill museum. P-Chuck Whiting



Early photo of Lone Star pushing a barge. Photo by Chuck Whiting

## WHITEWATER CANAL NEWS

### THE LONE STAR

Some of the "Twilight" tour attendees visited the Buffalo Bill museum in LeClaire, Iowa. A new exhibit hall has been attached to it that houses the "Lone Star," the only, wood hull, paddlewheel boat remaining intact that plied the Mississippi River. Built in 1868, the 28 ton, 68.4 x 19.3 x 3.2 boat ran between Davenport and Buffalo, Iowa. Capt. Sam Mitchell soon found that she was not very fast and had limited accommodations. Therefore, after her second season she was withdrawn. In 1876 he sold her to sand dealers in Davenport, who made her into a towboat. She was a side-wheeler and burned wood until 1899 when she was remodeled at the Kalke Boat Yard in Rock Island, Illinois, and changed to a coal-fire steamer. Added at that time were high-pressure tubular boilers, the "Texas" upper deck, and four cabins for the crew. She was taken off the river in 1968, as wood hulls were no longer considered safe.

On April 21, 1968 the "Lone Star" was decommissioned, taken out of service and dry-docked in LeClaire. Her original pitmand arms to turn the paddle wheel, the speaking tubes used before bells were installed to communicate orders between pilot and engineer, the Roman numerals on the bow showing her four-foot draft, and "monkey rudders" placed in back of the paddle wheel to help back the boat more easily are interesting to see. A plaque in the exhibit reads:

"The Steamer LONE STAR built in 1868 has been designated a National Historic Landmark. This vessel is one of the oldest surviving wood-hull dredges and possesses national significance in commemorating the history of the United States of America. 1989 National Park Service, United States Department of the Interior."

Chuck Whiting, CSI director, Lawrenceburg-Greendale, IN

### WHITEWATER CANAL TRAIL

Whitewater Canal Trail, Inc. (WCT) opened two new parks in June 2009. One is Tecumseh Landing just behind Curves off route 52 at the edge of Brookville, Indiana. It is on WCT property and provides access to the west branch of the Whitewater River. It is named in honor of the Shawnee leader.

Beautiful new signage reads on the front and back:

"TECUMSEH LANDING Returning to life on the Whitewater River — Tecumseh Landing, part of the Whitewater Canal Trail, is a 2.6 acre park allowing public access to the Whitewater River. The park combines a picnic area around the historic Brookville Power Plant building with a short walking trail through the woods ending at a public beach. The river has always played an important part in the lives of area residents as Indiana was originally settled by pioneers relying on its waterways for transportation. The Whitewater River was navigable for 40 miles and Brookville was strategically located where the East and West forks meet. Departing from the Brookville area, pioneers were able to travel down the Great Miami to the Ohio river. Early Territory settlers sent produce to market by flatboat to New Orleans, while keel boats with sail, oars or poles were used to move goods up river. With the creation of the Whitewater Canal system, the invention of the steamboat, and the arrival of railways, life changed on the river. Today fishing and recreational canoeing dominate river activities. The U. S. Army Corps of Engineers built the Brookville Lake in the 1970s to control flooding and prevent catastrophic events, such as the 1913 flood which devastated Brookville and claimed over 200 lives in Indiana."

"TECUMSEH LANDING Native Americans in the Whitewater Valley — Pioneers coming to Indiana first settled in the Whitewater Valley, They had traveled west along the Ohio

River and found their way to the Whitewater. Today little evidence exists of permanent Indian settlements prior to the settlers' arrival, but there is evidence of many Indian sites. The Valley was used by Native Americans who either wintered in the area or used it for hunting expeditions. Both the Shawnees and the Delawares used the area as hunting grounds as early as 1779. About that same time, and after the American Revolution, pioneers began settling the Northwest Territory (part of which became Indiana). Once Ohio lands were ceded to the Americans by Indians in the 1795 Treaty of Greenville, Shawnees and other Ohio Indians moved into the Indiana Territory in larger numbers. It took another 14 years and two separate treaties before the Americans would claim title to the entire Whitewater Valley. During those turbulent years white settlers continued to come. Tecumseh, a leader of the Shawnee Indians, attempted to stop the white expansion with the creation of an Indian Confederacy among all the tribes west of the Appalachians. The Shawnee warrior knew that individual tribes had little power, but if they acted in unison they could command great power. Tecumseh believed that no one owned the land except for the Master of Life, the Shawnees' principal God, and that no single tribe had the authority to transfer land to the Americans. He boycotted the 1795 Greenville Treaty

between the Americans and the Indian Tribes of the Wyandots, Miamis, Shawnee, Kickapoo, Weas, Delawares, Ottawas, Chipewas, Potawatomis, Kaskaskias, and Piankashaw. He refused honor treaties in 1805 and 1809. Tecumseh's confederacy of Indian Tribes did not survive, but his vision and spirit continue as we work to preserve the land. This park is a tribute to that spirit."

The second park for which WCT has provided an information kiosk is the fishing park on the Army Corp of Engineers property just north of Brookville. The park allows parking and easy access to the spillway area of Brookville Reservoir for fishing.

Top: Whitewater Canal Trail volunteers stand on new asphalt near kiosk at the new Tecumseh Landing trailhead in Brookville. Bottom: Whitewater Canal Trail volunteers put finishing touches on trail to Tecumseh Landing. The railroad tracks on the left are where the Whitewater Canal once ran and the Whitewater River is beyond the left tree line. The building on the upper right is the old ice house.

Photos by Mick Wilz



Whitewater Canal Trail volunteers prepare to cut the ribbon opening the new kiosk they completed at the fishing park.

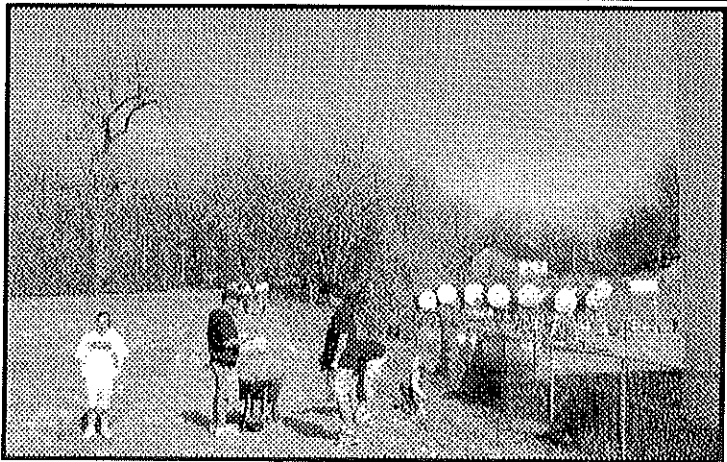
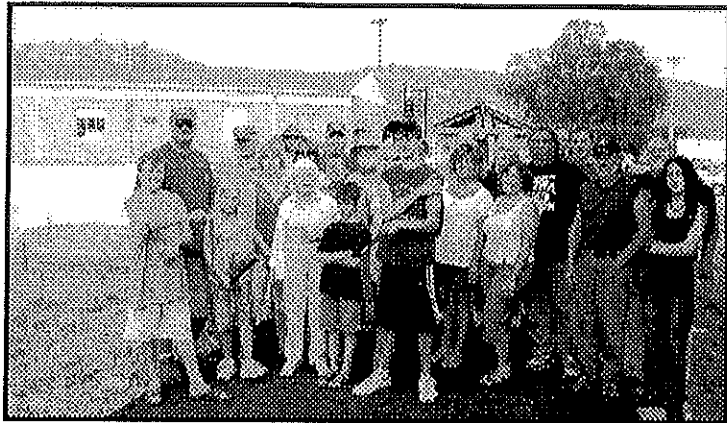
Photo by Mick Wilz

The WCT is having a corn maze again. This year the maze will be bigger than ever and the design will be Clara the Chicken. Clara helps promote Brookville as the chicken frying capital of the world. The 12 acre maze with its 3 miles of trails will be open every Saturday and Sunday in October from 1-5 p.m. to the public. The cost is still just \$5 per person.

As always, there will be a variety of games and activities at the maze, which is located near Metamora, just across from the Hearthstone restaurant on route 52. It will also be open at other times for groups or special events.

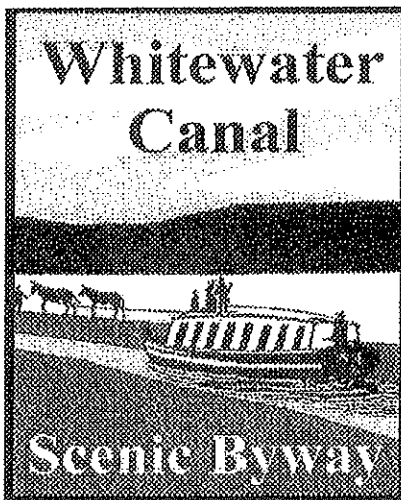
All profits from this event go to Whitewater Canal Trail, Inc. Last year the maze raised \$15,000 for the trail and for projects like the two parks mentioned above.

**HIP HIP HOORAY!**



**WHITEWATER CANAL BYWAY  
ASSOCIATION ACTIVITIES**

During the music festival in Metamora, Indiana, on Labor Day weekend the State Historic Site hosted Kevin Stone-rock in a canal captain first-person interpretation. He developed his act with some help from Ron Morris and Paul Baudendistel.



This past summer the Whitewater Canal Byway Association put up byway signs in Franklin County.

**4TH ANNUAL  
WHITEWATER WALK**

The Whitewater Canal Byway Association conducted its fourth annual Whitewater Walk on Sept. 20-27, 2009. It had a 10-K kick-off walk on Sept. 19 starting at Reid Hospital in Richmond, hiking to the Whitewater Gorge Trailhead, and taking the Gorge Trail to the Starr-Gennett Pavilion for a family friendly evening of music or overnight camping.

Sunday's Sunrise Service in the Gorge started the eight-day, 109-mile journey through the Whitewater Valley. It included canoeing, kayaking, pontoon boating and a visit the Whitewater Valley Railroad at Connersville. The route passed through Wayne, Union, Fayette, Franklin and Dearborn counties in Indiana, and Hamilton County, Ohio.

Some communities organized special "twilight walks" through historical sections of towns or past scenic vistas. Evenings were spent around campfires, roasting hotdogs and marshmallows.

Half of all donations raised from the \$20 participant fee went to local charitable projects selected by each county's organizers. The rest help support the establishment of a Whitewater Regional Interpretive Park.

Business/organizations helped sponsor the walk. Their names were on T-shirts given to participants.

**REQUEST FOR INFORMATION**

I'm seeking 'tall tales', 'folk lore', downright 'lies', about canal days in your area. I'd like to write a paper, tentatively titled, Canal Legends, Lore, & Lies: for presentation at a future World Canals Conference or Annual Symposium on Canal History & Technology. I've recently heard of extensive research in the east that 'proves' the term HOGGEE was never used on US canals, but 'made up' by inventive writers. There is the tale of ex-president Garfield eating lunch in a certain southern Ohio bar, six miles from the canal, when he never traveled further south on the canal as a boatman than Akron. There is the 'true story' of the people of Canton turning down the offer to run the canal through their town due to 'moral' reasons, in spite of the fact that the nearest proposed route was eight miles to the west.

I'd like to hear of similar tales, the wilder the better. If you also know of the nugget of truth that prompted the tales, and there always is one, I'd like to hear that, too.

Terry K. Woods 1-330-832-4621 WoodsCanalone@aol.com

**CANAL SOCIETY OF INDIANA  
BOARD OF DIRECTORS  
MEETING**

**November 7, 2009**

**10 a.m. - 3 p.m.**

**ABOITE FIRE STATION**

**11321 Aboite Center Road  
Ft. Wayne, Indiana**

Followed by a

**3 p.m. Hike on Towpath Trail**

**Canal Society of Indiana  
"PILGRIMAGE TO MECCA"**

**Tour of the Miami & Erie Canal  
St. Marys to Piqua, OH**

**October 16-18, 2009**

**Country Hearth Inn & Suites**  
(419) 394-2710 Block room rate: \$67.51 + tax  
(mention Bob Schmidt and CSI when booking room)

# NEWS FROM DELPHI

## CELEBRATIONS By Dan McCain

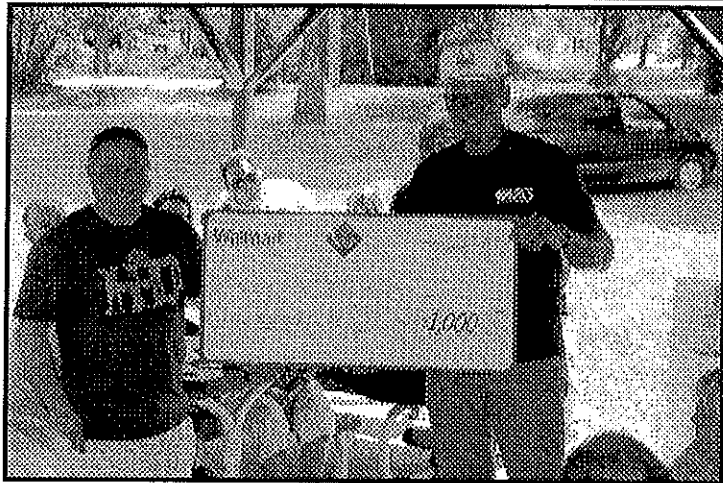
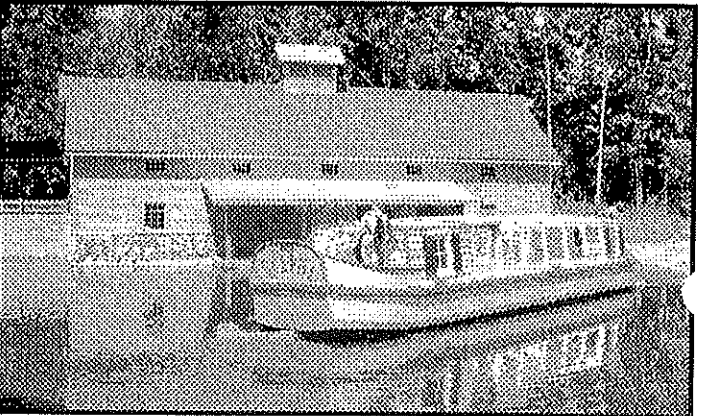
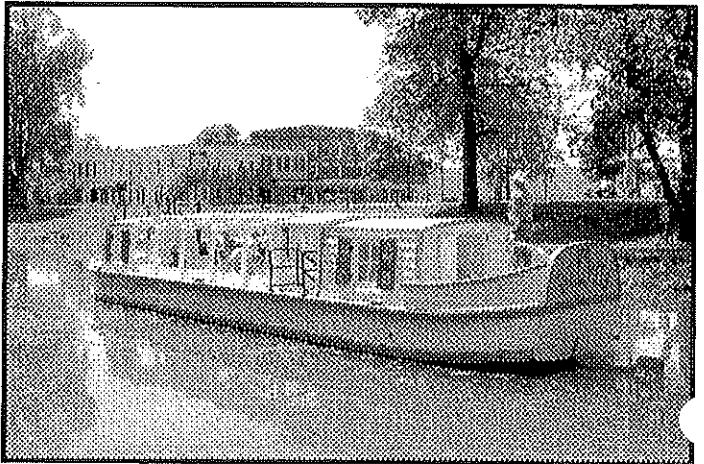
Following the arrival of our new canal boat, Delphi has had much to celebrate. On Friday June 5 we honored our supportive friends from US Aggregates/Delphi Limestone Co. with a full spread dinner, accolades and a ride on the new boat with Steve Gray and Al Auffart driving and Mark Smith narrating an 1850s journey up the historical canal. Marilyn Moore and her sisters provided two carriages and took guests on rides along the canal on a perfectly beautiful evening. Abigail Germond orchestrated the elegant event.

On Saturday June 6 many volunteers came to Canal Park for a free lunch, accolades and a surprise visit from Congressman Donnelly. After lunch we all took a ride on the new boat and then Brian's Trolley.

Top: Walmart donated \$1,000. Photos by Kevin Howell  
Bottom: Volunteers picked up their free shirts.



Volunteers ate a free lunch in Canal Park's Spiece shelter. Our new boat, "The Delphi," arrived June 3, 2009.

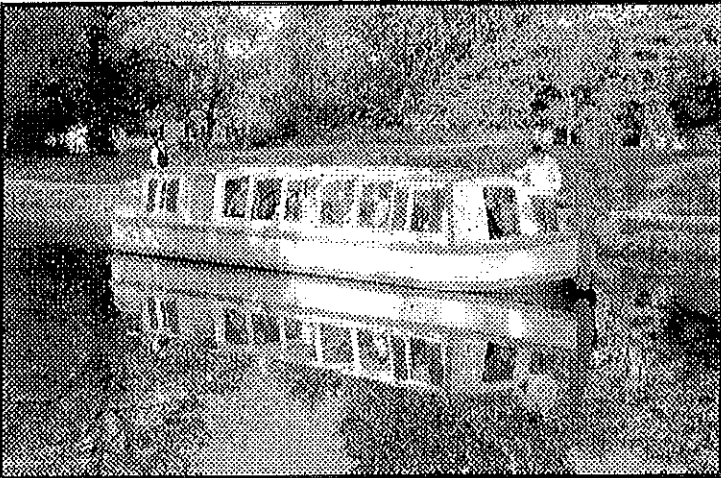
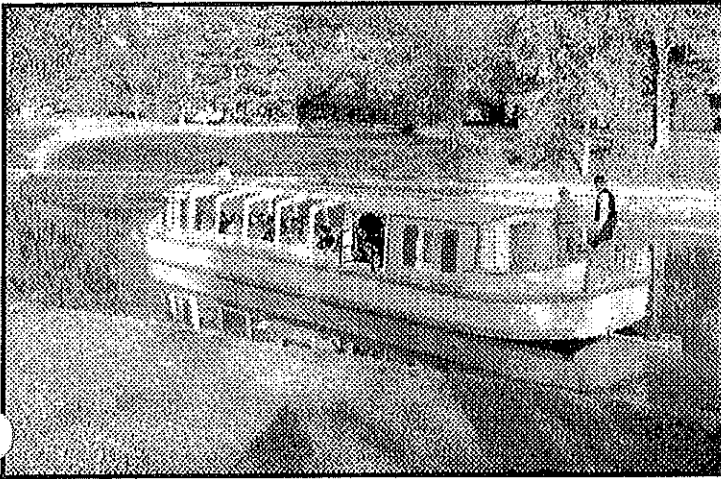
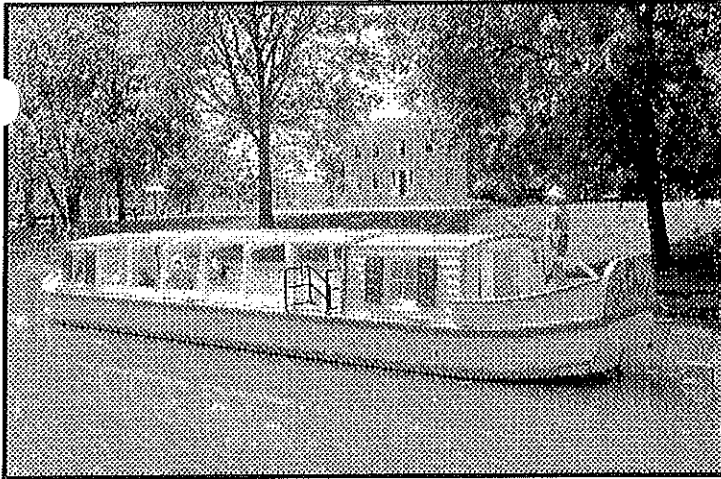


Guard Lock Exhibit

By Dan McCain

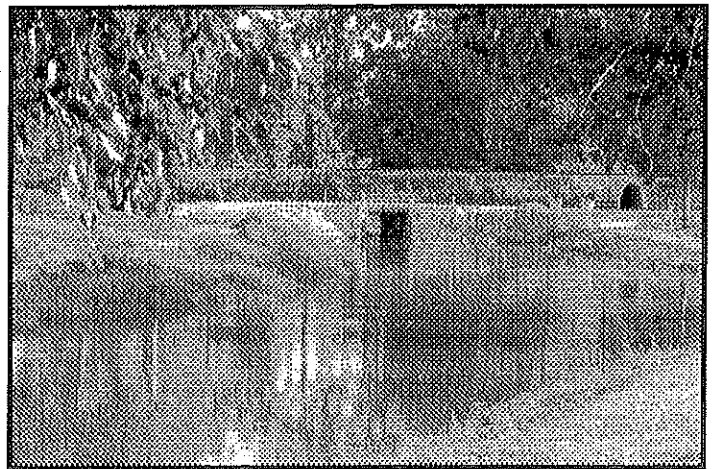
Building the guard lock took many volunteer hours working with these huge cut stones that had been removed in the 1970s from the old County Jail. These stones were irregular in length and thickness requiring inventory and detailed planning to pick compatible stones to make the walls look symmetrical.

A Guard Lock's main purpose is to prevent downstream flooding and harm to the canal whereas a Lift Lock allowed a change in elevation while boats went upstream or downstream. This structure, when completed, will be crossed by a Change Bridge just as the towpath was transferred from one side to the other during the canal era at Paragon. At the base of the lock gates an authentic operational wicket valve has been installed. The metal plate will swing open or closed for demonstration.

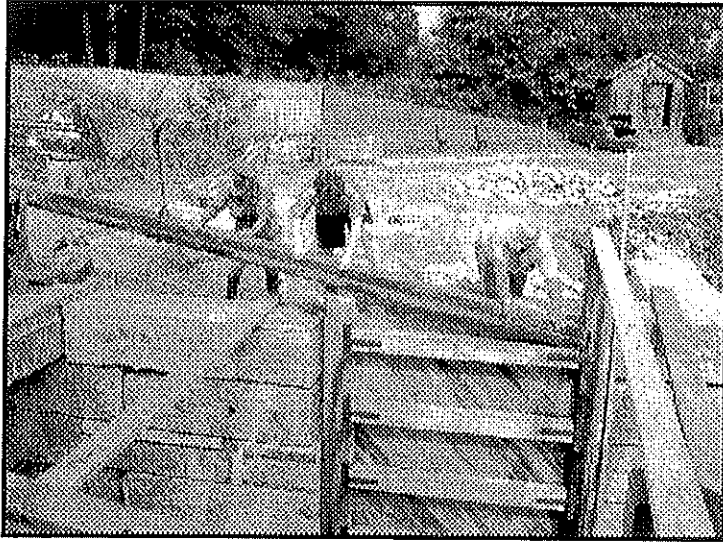


"The Delphi"

The colorful yellow, red and white boat is 54 feet long, 10 feet wide and can carry 42 passengers and crew. A see-through covering can be placed over the open area in case on inclement weather. The boat is built to 2/3 scale in order to accommodate the stone arch bridge and narrow turning spaces. Although powered by a motor it is historically accurate in all other aspects, reflecting a style and structure typical of an 1850s working canal boat pulled by mules or horses with a 100 foot tow line.



Above: The new stone guard lock on the canal and hiking/biking tunnel beneath the railroad, both constructed by Delphi volunteers. Below: Metal wicket will demonstrate how was is let into or out of a lock.



The nearly finished gate is being fitted with a long arm called a "balance beam" used to open and shut the massive heavy timbers. These two gates were built in Ed Gruber's barn last winter by the same volunteers installing them. Gates were manually operated in the 1850s thus this is realistic as an interpretive display. A sponsor has already stepped up to support the creation of an interpretive panel that will explain its operation and purpose.

### Bikes At The Canal

By Dan McCain

The ten miles of trails at the Wabash & Erie Canal Park in Delphi, IN, about 15 miles northeast of Lafayette, has been attracting a growing number of bicycle and hiking enthusiasts in recent years. On July 4 a new business opened at the Park - Noble Bikes at the Canal. Noble Bikes features bicycle rentals - including mountain bikes, cruising bikes, and, coming soon, bicycle surreys and adult tricycles. They also offer trail snacks, water and other beverages, cane poles, fishin' worms, and more.

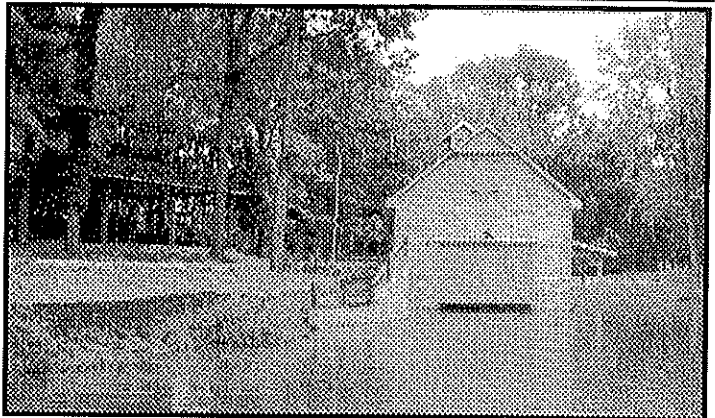
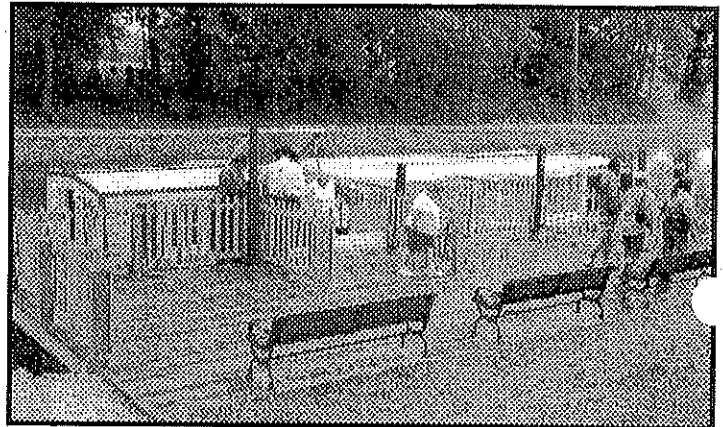
The business, located in the Duke Mule Barn behind the Interpretive Center, will also stock a number of standard bike parts and offer complimentary air and use of a bike stand and tools. Customers will have the opportunity to suggest items they would like to see stocked.

Owned and operated by Carroll County residents Jean and Kevin Howell, Noble Bikes at the Canal will be a delightful addition to visitors at the Wabash & Erie Canal Park, as they take a rented bike ride on the trails before or after a narrated ride on the Park's new replica canal boat. Nobel Bikes will be the first concession to be located at Canal Park. Adding the new boat and the bike concessions will help grow the number of visitors to this historic area.

### 4TH FESTIVAL HIGHLIGHTS

Delphi celebrated the 4th of July with breakfast served at a local church followed by its annual parade. Meanwhile back in Canal Park volunteers prepared for the onslaught of visitors who came to ride the new canal boat, see "Let Freedom Ring," tour the canal museum and other historical buildings in the park, climb on the stationary canal boat, and enjoy the many food and craft booths. The drizzling weather did not dampen spirits.

All six cruises on the canal boat were completely full with 40 passengers per ride. They boarded the boat from a small dock. Dan McCain announced that the larger dock, scheduled to be built in 2012, will be started this fall due to receiving "stimulus money" early since the project was "shovel ready."



1. Passengers disembark "The Delphi" at the current dock.
2. The warehouse protects the boat from the elements.

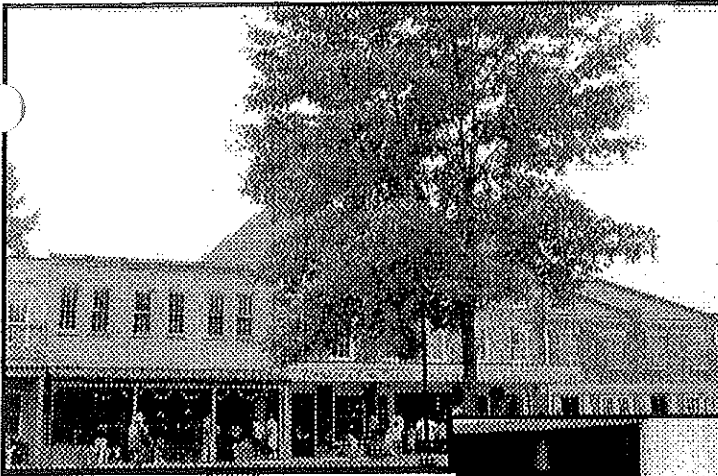
Photos by Don Haack

A total of 79 people enjoyed the three presentations of "Let Freedom Ring," a multimedia presentation by CSI member, Brain Migliore of Ft. Wayne. Helping Brian with the program were CSI members Don and Betty Haack also from Ft. Wayne. Many other CSI members who belong to the local organization worked in various capacities to make the weekend successful.

**VOLUNTEER PROJECTS GO ON AS THE SUMMER PROGRESSES**

Article and pictures by Dan McCain

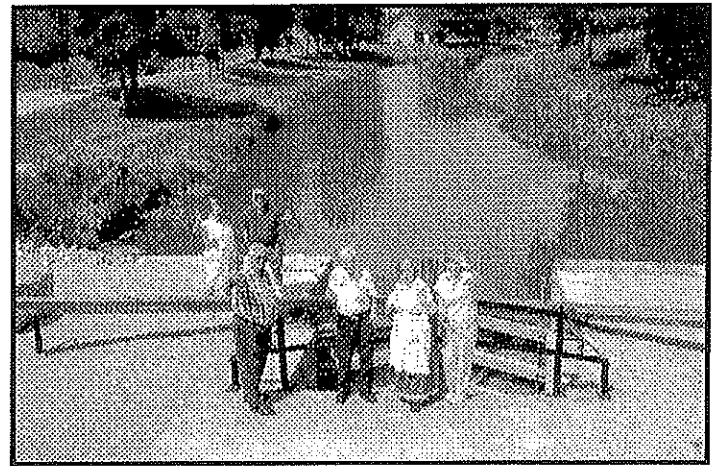
Delphi's Canal Park had visitors from out of state. These volunteers from the Illinois & Michigan Canal Corridor came to check our progress. They are docents /interpretive specialists that portray the 1850s life and times. They perform their dialog in "first person" for groups that come to the I&M corridor west of Chicago.



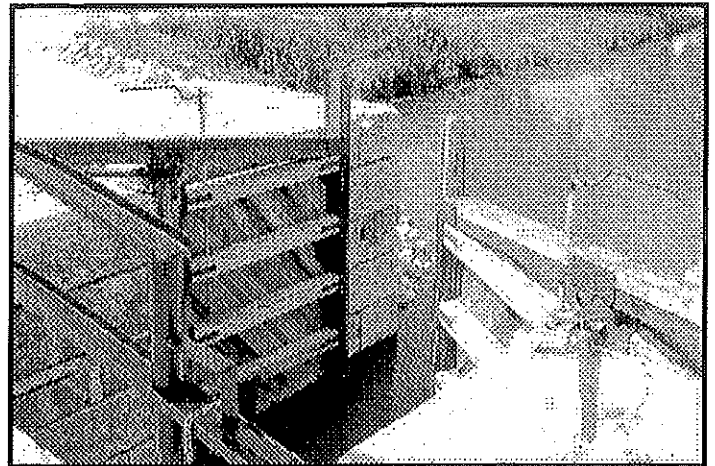
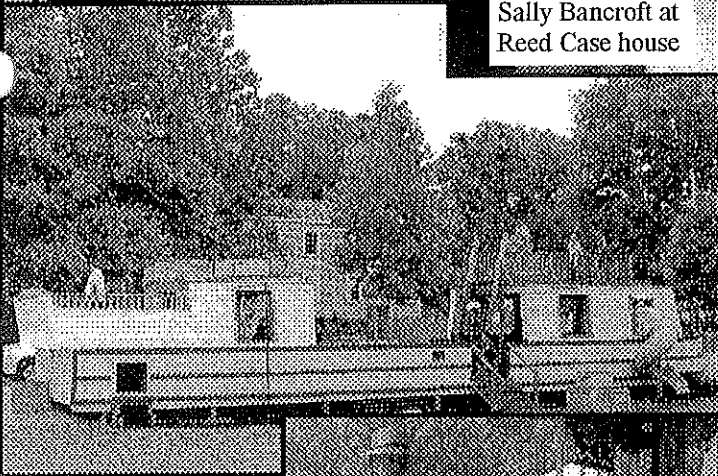
Brian Migliore, Betty & Don Haack



Sally Bancroft at Reed Case house



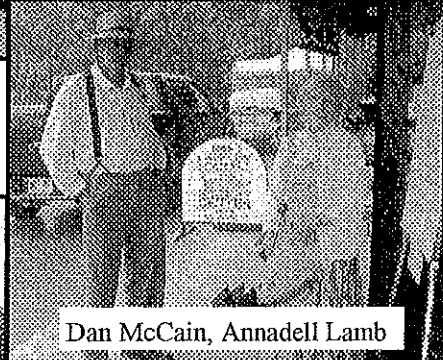
They admired our newly completed GUARD LOCK at the southwest end of our Canal Park in Delphi, IN.



Our Monday-Wednesday-Friday volunteer crew has just about outdone themselves creating this brand new replica stone chamber and wooden gate exhibit where no structure existed before. All the cut stone, gates and iron work was brought in and assembled this spring and summer.

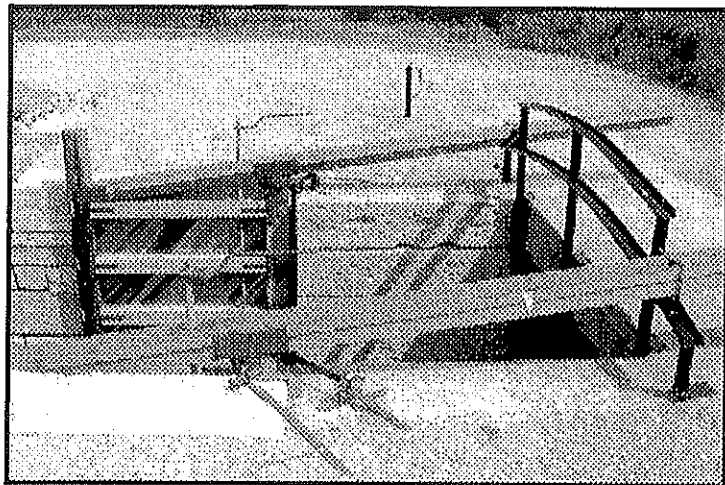
**JULY 4 DELPHI**

Photos by Dan Haack

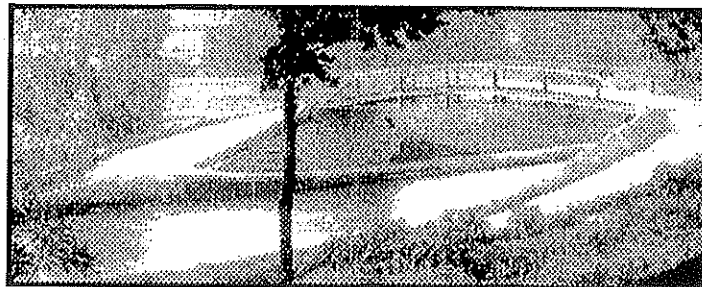


Dan McCain, Annadell Lamb

Detailed features recreating the historic Paragon Guard Lock site two miles to the north include a swinging wicket gate controlled from above with a "key" (lever). All iron work was created by longtime volunteer craftsman Roy Patrick.



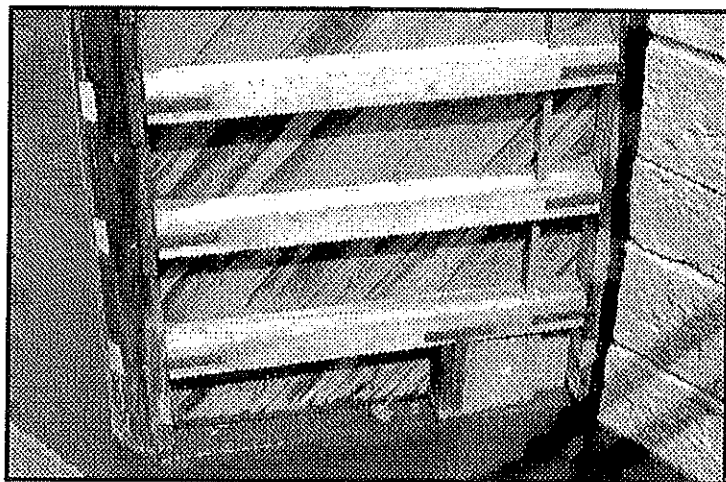
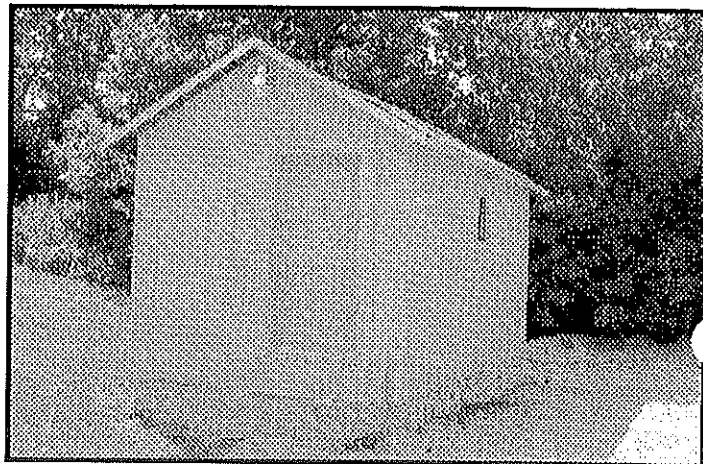
the historic picture below of a "change bridge" along New York's Erie Canal.) It allowed towing animals to change sides without dropping the tow rope as they moved from one side of the canal to the other and went on their way.



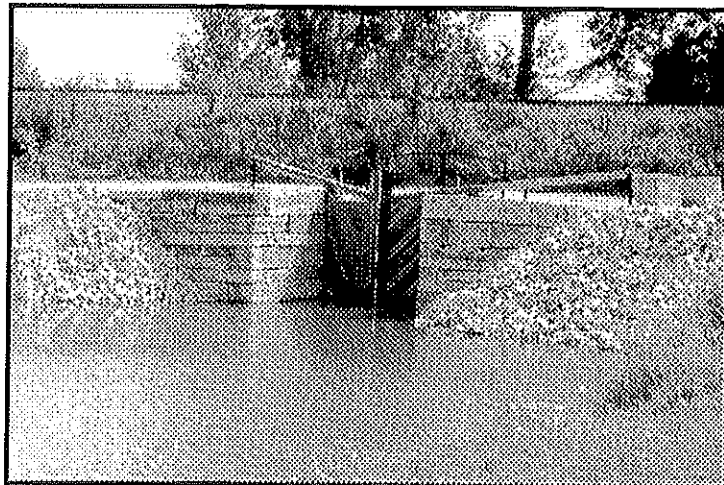
Featuring historic bridges makes us aware of maintaining our 1873 wrought iron "RED BRIDGE" in Canal Park Annex. Recently Bob Tyner volunteered to repaint the fading color and make this beautiful bow-string arch look new again. Ten years ago volunteers moved / restored it as a trail conveyance.



And the work goes on. The railroad baggage building has just been stabilized and painted. Earlier volunteers built the stone foundation. Now the repaired building is ready for a new "standing rib" old fashioned roof. We went shopping for the metal panels this week and a blessing came to us -- Scott and Steve Mathews who own a lumber yard south of Burlington donated enough to complete our restoration.



When gates were closed in a real Guard Lock operation it protected the canal section below during major floods. This replicates the protective structure in the mid-1800s at Paragon at the entrance/exit to the Wabash Lake (slackwater crossing) just west of Carrollton and Milkhouse Roads a mile north of Delphi. The dam built in 1838-39 was downstream at Pittsburg.



In addition to the Guard Gate at Paragon there was an adjacent bridge just above the guard lock chamber (note the arched black iron railing for reference in