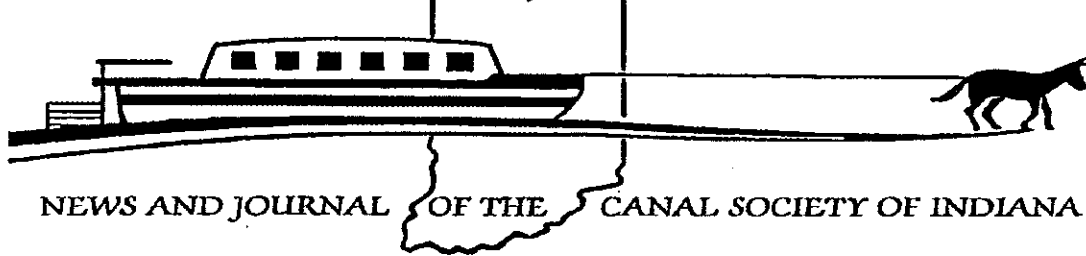


THE  
**HOOSIER-PACKET**

ISSN 1545-421



VOL. 9 NO. 7

P.O. BOX 40087 FORT WAYNE, IN 46804

JULY 2010

## CSI INVESTIGATION



CSI (canal site investigators) Stephen Jackson, Chuck Huppert, Bob Schmidt, Dale Cook, and Winston stand atop the towpath built for the Central Canal north of Anderson, Indiana. Photo by Lynda Huppert

### *Features*

1. CSI Investigates Central Canal Remnant
3. Notable Outlaws & Historic Canals: Birthplace Of "The Sundance Kid," Kurvach Shares W&E Lock 59 Pictures
5. Final Days Of The Whitewater Canal
6. Members Photos From "Hoosiers On The Move" Tour
7. Whitewater Canal Map
8. Canawlers At Rest: Capt. William Ropa
11. Evolution of Huntington's Canal Era Hotel
16. News From The Past: Ohio Canals Leased, Comparet Hubbell Ad, Ship Canal Across Isthmus, C&O Tunnel
17. One Man's Mission: Ellsworth Smith Vs. Garlic Mustard
18. News From Delphi: Indiana Land Survey Topic Of Annual Meeting
19. Welcome New Members, It Takes A Village
21. "Bridging The Tuscarawus"

### CSI INVESTIGATES CENTRAL CANAL REMNANT

By Carolyn Schmidt

On the beautiful spring day of April 22, 2010, Canal Society of Indiana (CSI) investigators met at the farm of Dale and Lois Cook north of Anderson, Indiana, to see the towpath that was built for the Central Canal. The canal was never watered through this portion. After assembling near their home, Dale Cook; Steve Jackson, Madison County Historian; Chuck Huppert, CSI Past Vice-President; Lynda Huppert; Bob Schmidt, CSI President; and Carolyn Schmidt, CSI Editor; hiked

EDITOR: CAROLYN SCHMIDT

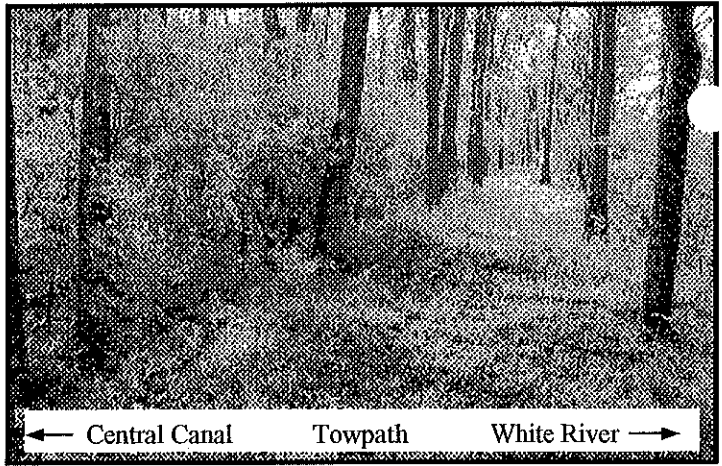
5908 CHASE CREEK CT. FT WAYNE IN. 46804

260 432-0279

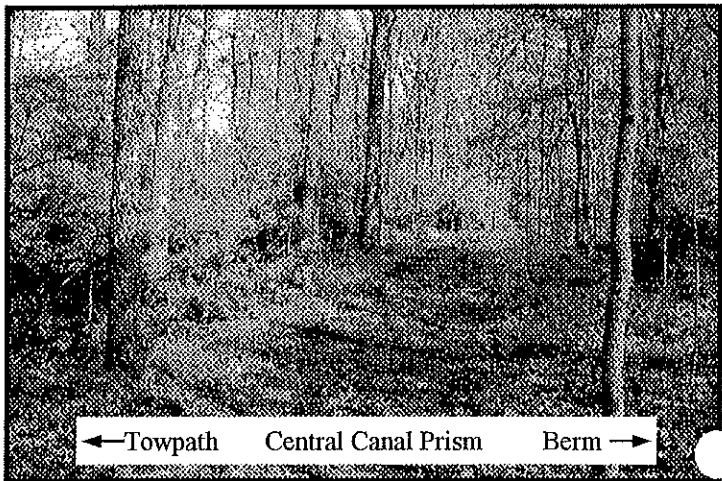
about a half mile past a huge field to reach the remains. Cook keeps this area nicely mowed and walking was easy. When this section of canal was built there was a great drop-off from the higher fields to the river. Engineers took advantage of this. They took soil and gravel from the field side, moved it the proper distance to create the towpath and canal prism, and let the remaining higher field serve as the berm side. This was not an uncommon practice. It saved building the berm.

Over the years gravel that had been deposited by glaciers was taken from an area on the berm side creating and even wider prism at one end of Cook's property. The investigators noted that when there is a lot of gravel a canal will not hold water well unless lined with clay. It is likely that if this section of the canal had been watered it would have had problems retaining water.

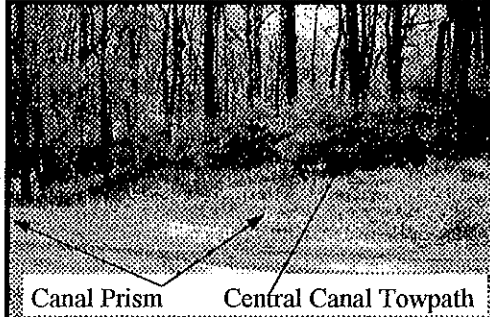
Leaving Cook's home they proceeded down the road, turned toward the White River and crossed another portion of the Central Canal towpath. It was clearly visible in front of a home with the canal prism being used for the driveway. They then went to more diggings that were so overgrown that no photographs were taken.



← Central Canal      Towpath      White River →



← Towpath      Central Canal Prism      Berm →



Canal prism used for driveway near Anderson, IN.  
Photo by Bob Schmidt

Canal Prism      Central Canal Towpath

Top: Looking south along the towpath      Photos by Bob Schmidt  
Bottom: Looking north along the canal prism where the soil for the towpath was removed from the higher field on the berm side to create the canal prism - the higher field was the berm

**CANAL SOCIETY OF INDIANA**  
P.O. Box 40087, Fort Wayne, IN 46804

Phone & Fax: 260-432-0279

E-mail: [indcanal@aol.com](mailto:indcanal@aol.com)

Web: [www.indcanal.org](http://www.indcanal.org)

**Officers**

- |  |   |  |  |  |
|--|---|--|--|--|
| <p><b>President</b><br/>Robert Schmidt<br/>Ft. Wayne, IN<br/><a href="mailto:Indcanal@aol.com">Indcanal@aol.com</a><br/>Speaker—Indiana Canals</p> | <p><b>Vice-President</b><br/>Charles Whiting, Jr.<br/>Lawrenceburg, IN<br/><a href="mailto:cwhiting01@comcast.net">cwhiting01@comcast.net</a><br/>Speaker— Whitewater Canal</p> | <p><b>Secretary</b><br/>Sue Simerman<br/>Ossian, IN<br/><a href="mailto:simerman46777@msn.com">simerman46777@msn.com</a></p> | <p><b>Treasurer</b><br/>James Ellis<br/>Ft. Wayne, IN<br/><a href="mailto:ruthel1938@msn.com">ruthel1938@msn.com</a></p> | <p><b>Editor</b><br/>Carolyn Schmidt<br/>Ft. Wayne, IN<br/><a href="mailto:indcanal@aol.com">indcanal@aol.com</a><br/>Speaker Indiana Canals</p> |
|--|---|--|--|--|

**Directors**

- |  |  |   |  |   |
|--|--|---|--|---|
| <p>Sandy Billing<br/>Terre Haute, IN<br/>(812) 466-2187</p>  | <p>Gail Ginther<br/>Metamora, IN<br/><a href="mailto:metamora@gmail.com">metamora@gmail.com</a></p>                          | <p>Jeffrey Koehler<br/>Center Point, IN<br/><a href="mailto:koehlerjfm@verizon.net">koehlerjfm@verizon.net</a><br/>Speaker Wabash- Erie Canal</p> | <p>Dan McCain<br/>Delphi, IN<br/><a href="mailto:mccain@carlnet.org">mccain@carlnet.org</a><br/>Speaker, tours -appointment<br/><a href="http://wabashandiericanal.org">wabashandiericanal.org</a></p> | <p>Frank Timmers<br/>Carmel, IN<br/><a href="mailto:ftimmers@yahoo.com">ftimmers@yahoo.com</a></p>  |
| <p>Richard Brown Jr.<br/>Okemos, MI<br/><a href="mailto:rbbfamily@sboglobal.net">rbbfamily@sboglobal.net</a></p> | <p>Don Haack<br/>Ft. Wayne, IN<br/><a href="mailto:donbettyhaack@yahoo.com">donbettyhaack@yahoo.com</a></p>                  | <p>Lynette Kross<br/>Plymouth, IN<br/><a href="mailto:lynettelskross@yahoo.com">lynettelskross@yahoo.com</a></p>                                  | <p>Mike Morthorst<br/>Cincinnati, OH<br/><a href="mailto:gongoozler@fuse.net">gongoozler@fuse.net</a></p>  | <p>Mick Wilz<br/>Brookville, IN<br/><a href="mailto:mick@sur-seal.com">mick@sur-seal.com</a><br/>Speaker - tour Whitewater Canal (765) 647-6457</p> |
| <p>Thomas E. Castaldi<br/>Ft. Wayne, IN<br/><a href="mailto:tlcastaldi@yahoo.com">tlcastaldi@yahoo.com</a></p>   | <p>Charles Huppert<br/>Indianapolis, IN<br/><a href="mailto:cbh@iquest.net">cbh@iquest.net</a><br/>Speaker Central Canal</p> | <p>Gerald Mattheis<br/>Cambridge City, IN<br/><a href="mailto:obkhouse@verizon.net">obkhouse@verizon.net</a><br/>Speaker Whitewater Canal</p>     | <p>Brian Stirm<br/>Delphi, IN<br/><a href="mailto:stirmb@purdue.edu">stirmb@purdue.edu</a></p>   |   |

# WANTED DEAD OR ALIVE

## NOTABLE OUTLAWS & HISTORIC CANALS

by Richard F. Brown, Jr., AICP

This is the second in a series of articles on notable outlaws and their ties to historic canals.

### Chapter II: The Birthplace of "The Sundance Kid"

Gunfighter and outlaw Harry Alonzo Longabaugh, a.k.a. "The Sundance Kid" was born in 1867 at 122 Jacob Street in the village of Mont Clare, Pennsylvania; then known as Quincyville (wikipedia). The back yard at this address directly abuts the Schuylkill Navigation Canal. Harry was the youngest of five children (three boys and two girls) of Josiah and Annie Longabaugh. The navigation canal operated between 1825 and 1931 (American Canal Society).



SUNDANCE KID

Longabaugh left home for Colorado with his cousin on August 30, 1882 when he was just 15 years old (genealogy.com). Following his arrest for stealing a horse, saddle, and pistols, Longabaugh spent 18 months in the Sundance, Wyoming jail (wildbunch). Upon his release Harry Longabaugh adopted the famous alias of "The Sundance Kid" (genealogy.com). He later teamed up with Butch Cassidy (a.k.a. Robert Leroy Parker) to form one of most famous outlaw gangs in the Old West; "The Wild Bunch." They were also known as "The Hole-in-the-Wall Gang."



#### SOURCES:

American Canal Society. *Canal Information & Data Sheets*.

[http://americanhistory.about.com/od/americanwest/a/sundance\\_kid.htm](http://americanhistory.about.com/od/americanwest/a/sundance_kid.htm)

[http://en.wikipedia.org/wiki/Butch\\_Cassidy's\\_Wild\\_Bunch](http://en.wikipedia.org/wiki/Butch_Cassidy's_Wild_Bunch)

Harry\_Longabaugh  
Hole\_in\_the\_Wall\_Gang  
Mont\_Clare,\_Pennsylvania

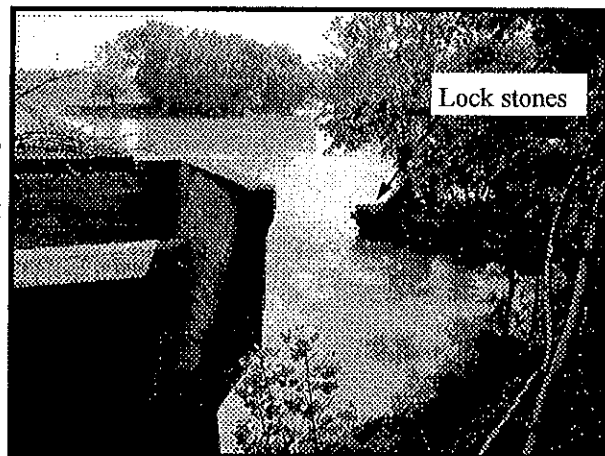
<http://maps.google.com>

<http://wildbunch.historysyndicate.com/>

<http://www.genealogy.com/genealogy/users/l/o/n/Harry-A-Longabaugh/index.html>

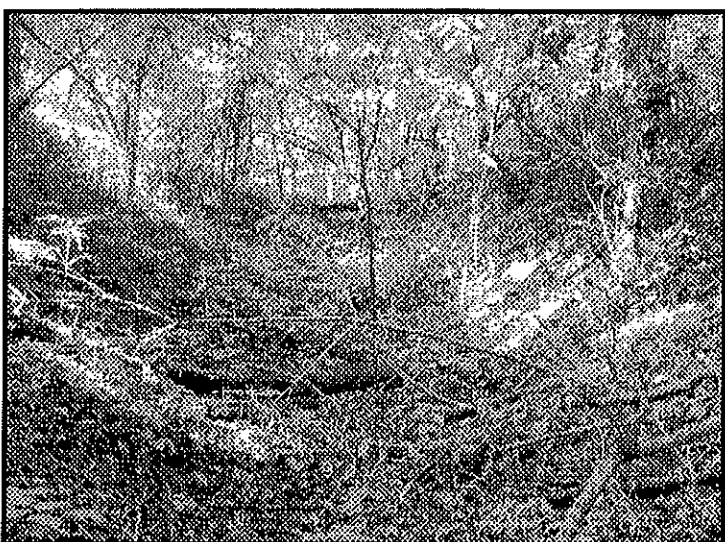
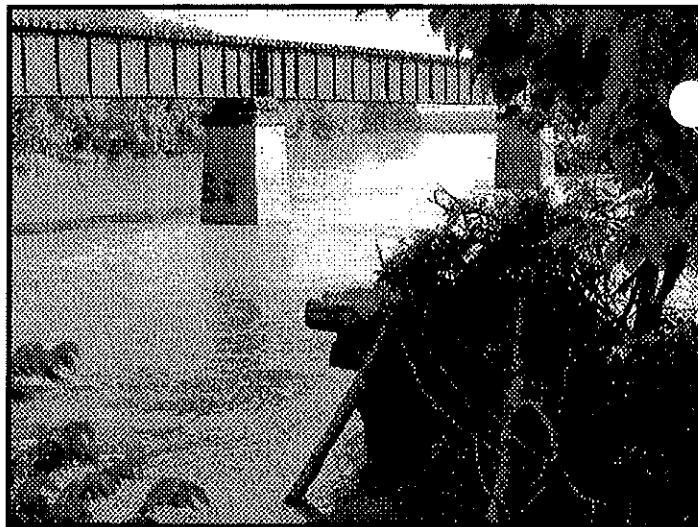
## SHARES W&E LOCK 59 PICTURES

David Kurvach, CSI member from Newburgh, Indiana, forwarded pictures he has taken of Lock 59 to CSI headquarters for members to see. We had hoped to see these remains on our last tour in this area, but we were unable to get a large group down the steep hill. David notes that this is the last lock before slack water navigation on the White River took canal boats down to Newberry, Indiana. These last remnants of the lock are located on the northern (or western) riverbank about sixty feet down river from an abandoned railroad crossing.



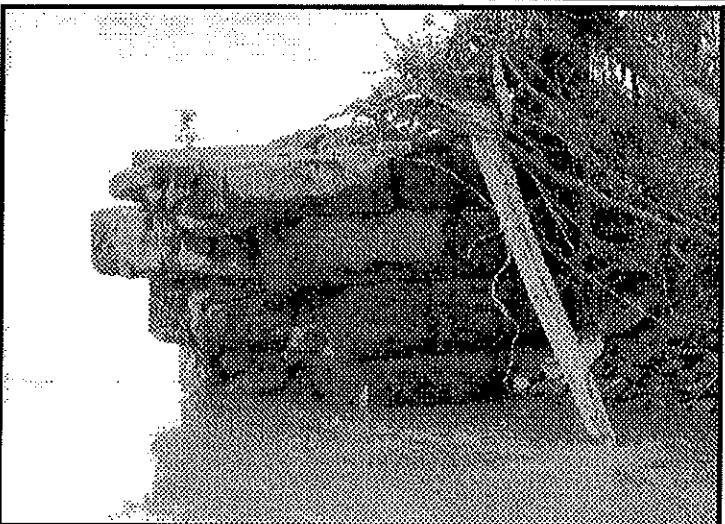
Lock stones

Taken from the northern end of the railroad bridge. This gives a full view of the area.



Almost directly across from the stones is what I believe is the canal prism. I tried to locate some remnants of lock #58, but could not.

These are different angles of the stones from at or near the suspected canal prism.

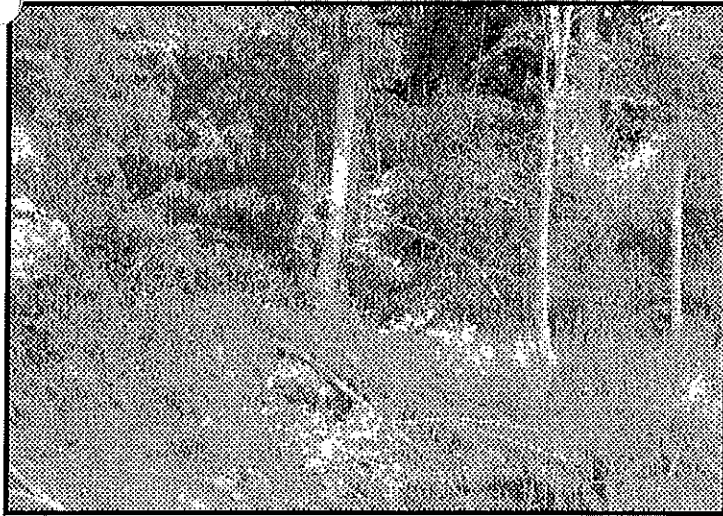


This is a view of the stones from the western edge of what I think is the prism.

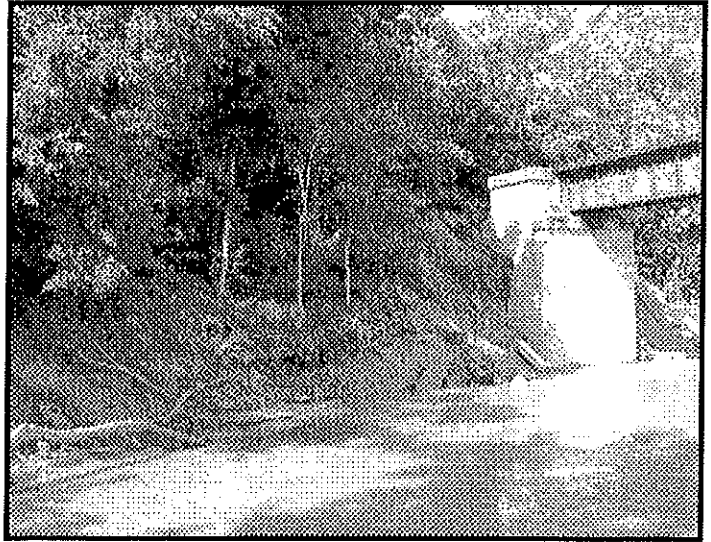
I climbed atop the stones and photographed looking down at them facing outward toward the river. I had just come from the remnants of lock #47 at Riley, IN. The stones at #47 and those pictured here were ex-



tremely similar. There isn't any mortar between the stones and they appear to be water tight.



A view of the suspected canal prism from the stones.



This looks very similar to a photograph that appeared in an earlier issue of *The Hoosier Packet*. In that article the stones were not noted.

## Final Days of the Whitewater Canal

By Bob Schmidt

At the height of its productivity, the Whitewater Canal created major industrial centers along its path. It provided a way of transporting goods on a north south axis when no other major form of transportation existed to accomplish this endeavor. (Potterf) Eventually, the canal became a more costly business venture than a lucrative one. Flooding, insufficient financial returns, and the arrival of the railroad proved detrimental to the canal's existence.

The canal's steep fall of 491 feet in 76 miles from Hagerstown to Lawrenceburg on the Ohio River made it extremely difficult to operate under any condition. (Fatout) Even before it's completion, costly repairs were required because of rising waters.

Due to financial problems and slow progress by the state, the Whitewater Valley Canal Company was formed in 1842 to take over the canal's final construction. This was meant as a solution, but the canal was still riddled with problems. The Whitewater Canal Company spent \$473,000, but the tolls and water rents totaled only \$53,503 in three years. In 1846, the Duck Creek aqueduct was destroyed and cost \$10,000 to rebuild. On January 1, 1847, floods demolished three more aqueducts, damaged canal banks and feeder dams, and destroyed bridges and mills. (Fatout)

In order to pay for the rebuilding, water right lessees paid three years in advance, stock was sold at six

percent interest, and present stockholders were asked for loans. Repairs were made and the canal had two months of promising commerce before disaster struck again. Flooding on the Whitewater River in November of 1847 caused many of the repairs to be undone. The damage was estimated to be between \$30,000 and \$80,000. (Fatout) With stockholders contributing one half of the cost of repairs, the Cambridge City to Harrison portion again reopened by September of 1848. (Fatout)

The canal was not as profitable as was hoped. The earnings were less than \$20,000 from 1839 to 1845. (Fatout) By 1850, the Whitewater Canal Company had debts of \$693,000. The company requested the state to resume ownership and responsibility. The state declined this offer. (Fatout) There were still those who believed the canal could be profitable and functional so they continued to raise funds. But after four floods in six years, the debts were overwhelming.

People along the canal were divided in their opinions. Those who needed water power wanted the canal to remain operational. Others wanted a proposed sale to the Indianapolis and Cincinnati Railroad Company to be fulfilled. In 1865, a compromise was reached and the water right lessees were assured of water for power while the sale to the Indianapolis and Cincinnati Railroad Company would proceed. The sale price was \$147,348.12. (Fatout)

The canal continued to supply waterpower for another one hundred years to areas between Milton and

Connersville, but its days of shipping were over. (Fatout) The Whitewater Canal was once an essential ingredient to the expansion of the Whitewater Valley. The canal "extended and improved social conditions." (Ault) Although the railroad took the place of the Whitewater Canal as the main mode of transporting goods in and out of Wayne County, nothing could ever replace the canal in its important role in history: the establishment of that region as one of the chief industrialized centers in the Midwest.

Sources:  
 Ault, Lee. *The Old Whitewater Canal* (Cambridge City, Indiana: Wayne County Historical Museum, 1900), 10.  
 Fatout, Paul. *Indiana Canals*. West Lafayette, Indiana: Purdue University Studies. 1972.  
 Potterf, Rex M. *The Whitewater Canal Story* (Fort Wayne, Indiana: Public Library of Fort Wayne and Allen County, 1963), n.p.

*Members Photos from the "Hoosters On The Move" Tour*

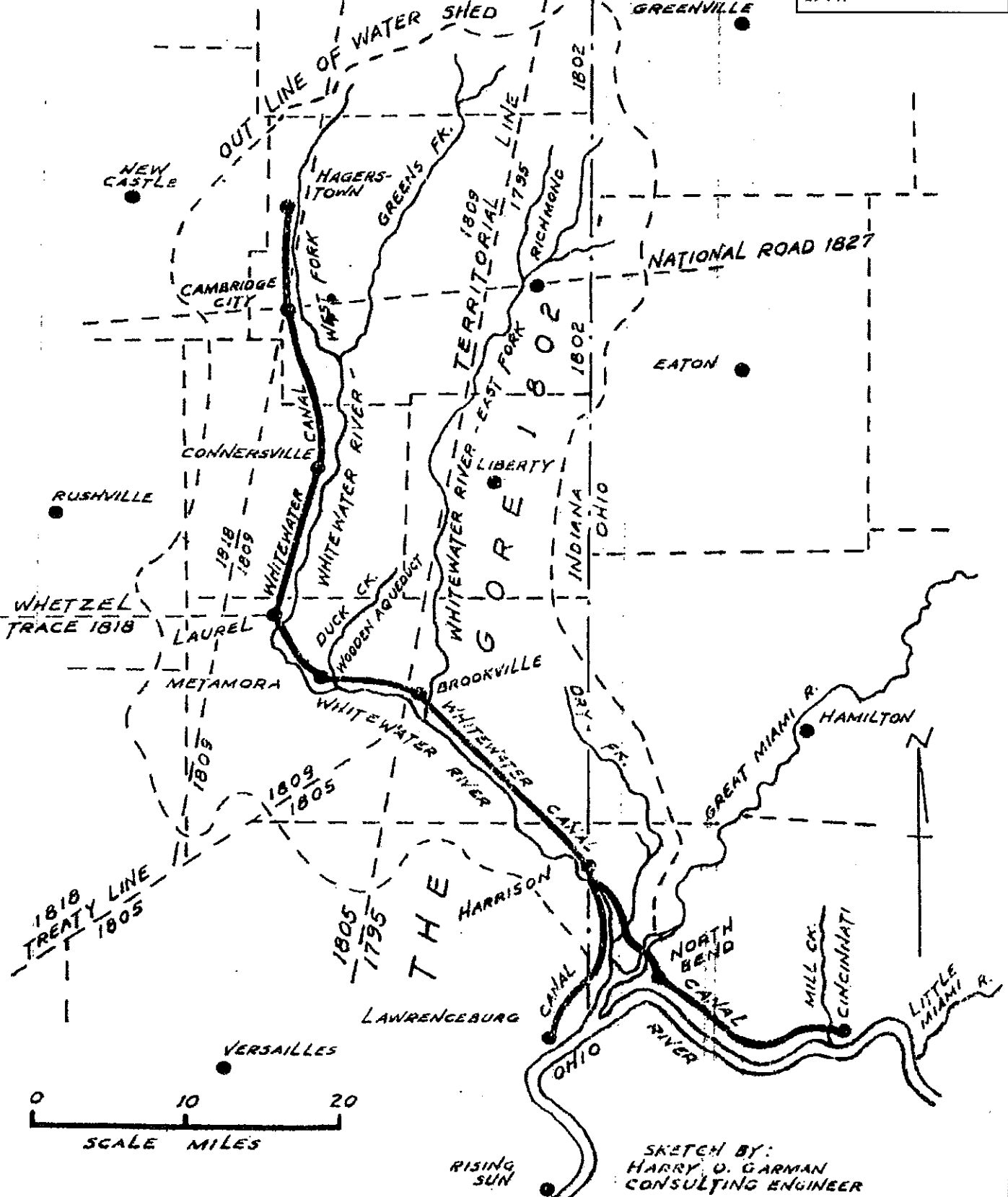
Lowell Goar LG, Gerald Hulslander GH, Sue Simerman SS



# WHITEWATER CANAL

UNDER CONSTRUCTION 1836 TO 1847

From: Garmon, Harry O.  
Whitewater Canal: Cambridge City to Ohio River.  
1944.



CANAWILERS  
AT REST

**CAPT. WILLIAM  
ROPA**

**b. December 8, 1834  
d. May 3, 1918**

**By Carolyn I. Schmidt**

William Ropa was born in Prussia on December 8, 1834. At age 19 he left home, sailed to the U.S. and upon arrival traveled directly to Ft. Wayne. There he began working on a canal boat on the Wabash & Erie Canal in the early 1850s. He soon became captain and owner of a boat that traveled between Fort Wayne, Toledo and Cincinnati.

William married Sophia Gerke (b. ca. 1843, d. 3-28-1875) of Adams county on September 25, 1862 in Fort Wayne. William was 28 and Sophia was 19 years old. Together they had seven children: Herman, Frederick, William, Mena, George, Henry and Julia. Sorrow came to the family when Julia, who was less than eight months old, passed away. Death struck again about a year later in 1875 taking Sophia at age 32.

With a family of six young children to rear, William married Sophia Emme (b. ca. 1840, d. 6-22-1899) on February 6, 1876. William was 42 years of age and Sophia was 36. Besides acquiring a new wife in 1876, Fort Wayne's mayor, Charles H. Zollinger, appointed William to a minor office, that of Market Master sometimes called Weigh Master. He served in that office from 1876-1910. He was listed as a wheat buyer in the 1880 Federal Census.

Sorrow again befell the family in 1899 with the untimely death of Sophia Emme Ropa only nineteen years after her marriage to William. It was quite a shock to the family and the community. Her obituary carried the grizzly story of her death:

*The Fort Wayne News* Thursday June 22, 1899

**A FOUL MURDER.**  
MRS. WM. ROPA EXPIRES FROM

THE EFFECTS OF A CRIMINAL  
ASSAULT.

**CHOKED BY BURLY TRAMP.**  
UNABLE TO SPEAK AFTER HER  
TERRIBLE EXPERIENCE WITH  
INHUMAN MONSTER.

**SHERIFF IS ON HIS TRAIL.**  
TERRIBLE STORY OF AN AGED WOMAN'S  
DEATH AT THE HANDS  
OF A MURDERER.

Mrs. William Ropa, wife of the market-master, died today from the effects of a villainous assault committed in the barn at her home by an inhuman brute who is at large.

The entire police and sheriff's forces are working on the case, but there are small hopes that the fiendish brute will be apprehended, as he has such a long start of the officers.

Mrs. Ropa is an aged woman, who has been in ill health. She went to the barn this morning to feed the chickens, when a fellow jumped from the loft and seizing her by the throat, choked her and otherwise maltreated her.

For a long time she lay in the barn unconscious, and when she finally crawled into the yard and was discovered by a neighbor she was unable to tell the sad story in detail. Drs. Porter and Sweringen were called and exhausted the resources of medicine in her behalf, but to no avail. At 1:30 this afternoon she died from shock and fright. Never in the history of Fort Wayne has such a fiendish murder been committed.

**TRAMP IN THE BARN.**

For several weeks a tramp has been sleeping in the barn near the Ropa residence, 27 Wall street. He has been sleeping in the barn of Mr. Zimmerman, and yesterday Mrs. Zimmerman ordered him off the premises and said that if he returned he would be arrested. The tramp retired with a threat. The fellow is described as of good height, smooth faced and wearing a dark suit of clothes. It is thought from the evidence that this is the murderer and that he thought he was wrecking vengeance on Mrs. Zimmerman when he assaulted Mrs. Ropa.

**THE TERRIBLE STORY.**

Mrs. Ropa, who is 59 years of age, was noted for her kindly nature and love of pets. She looked after her chickens every day, and although she had been in feeble health she went every morning to feed them. This morning at 7:30 she went to the barn for this purpose. She was so engaged when suddenly she felt herself grasped from behind and the dirty fingers of the burly tramp closed around her throat, stifling the screams of horror that she was about to utter. Mrs. Ropa made a feeble resistance to the fiendish brute and remembered no more. At least she was not able to tell it.

**DISCOVERED BY A NEIGHBOR.**

Just how long the unfortunate victim lay in the barn is not known but she finally regained enough strength to crawl out into the yard and stagger against the fence. Mrs. Miller, a next door neighbor, saw Mrs. Ropa and surprised at her appearance, said to her:

"The heat seems to affect you, Mrs. Ropa."

"It is not the heat, a man has choked me," gasped out Mrs. Ropa and again collapsed.

**NEVER REGAINED REASON.**



Mrs. Miller quickly gave the alarm and the surprise of the occupants of the house who had been unconcerned while the beloved wife and mother was the victim of this awful tragedy, only a few feet away, can hardly be imagined. Loving hands carried her into the house and physicians were quickly summoned. Mrs. Ropa seemed dazed and there is reason to believe that she was never fully conscious of what was going on about her. All she could tell of the occurrence was that as she was seized she heard a voice say:

"I'll get even with you."

She was unable to give a description of the fellow and her condition was such that it was cruel to press her. Drs. Porter and Sweringen could give but little hope. They administered medicines to no effect. The villain had done his work well and at 1:30 surrounded by her sorrowing family Mrs. Ropa passed away. Her end was peaceful after the indescribable suffering that she must have gone through.

**THE BEREAVED FAMILY.**

Mrs. Sophia Ropa was the wife of Market Master Wm. Ropa. She was born in Germany, but has long been a resident of Fort Wayne. She leaves besides her husband a number of grown children. They are: Herman, who is in the west, Frederick, William, Mrs. Minnie, wife of Christian Daseler, George and Henry, all of this city. She also leaves one brother, William Emme, of this city. She was a devoted wife and mother, a woman of many noble qualities of mind and heart and the whole community will sympathize with the family in their sudden awful bereavement.

**WORKING ON THE CASE.**

Sheriff Melching and a posse of deputies and Lieutenant Lapp were working on the case this afternoon. The only clue to the direction taken by the murderer was given by a number of small boys who saw a man about 7:45 running across the flats and across McCulloch's park in the direction of the railroad. It is extremely probably that this was the brute sought for. The officers will spare no trouble to apprehend the fellow.

In the 1900 Federal Census William was the head of the household. His son Henry, daughter Minnie Daseler, and son-in-law Christian Daseler were living

with him. It is not known when William broke up his household, but the 1910 Census shows him living with his daughter and son-in-law Christian Daseler.

Death again visited William Ropa's family in 1905 when his son George died. In 1915 his son Frederick died.

William underwent an operation for a tumor on May 3, 1915 and succumbed. His obituary follows:

*The Fort Wayne Journal Gazette*  
Saturday Morning, May 4, 1918

**OLD PIONEER CANAL BOAT CAPTAIN DIES**

William Ropa, who Came to Fort Wayne  
in the Early Forties (Fifties), passes Away.

William, Ropa, old-time canal boat captain in the days when Fort Wayne was just beginning to reach the dignity of a city, and for twenty-four years market master, died at 7:30 o'clock last evening at the residence of his daughter, Mrs. C. L. Daseler, 2144 Broadway, with whom he had made his home for some time. Mr. Ropa was born in Germany on December 8, 1834, and came to the United States when nineteen years of age. He immediately came to Fort Wayne and during the early forties (fifties) was captain of a canal boat on the old Wabash and Erie canal, plying between Fort Wayne, Toledo and Cincinnati. He also served long and faithfully as market master, being appointed by Mayor Charles H. Zollinger, and served continuously for twenty-four years, until eight years ago, when he retired. He was married to Sophia Gerke, of Adams county, who died forty-three years ago, and was then united in marriage to Sophia Emme, who died nineteen years later. Four children survive. They are Herman Ropa, in the west; William F. Ropa of Fort Wayne; Mrs. C L. Daseler and Henry W. Ropa, of South Wayne avenue. Mrs. Charles Waitemath, of Lafayette street, is a sister, and Mrs. George Ropa, of this city, is a daughter-in-law.

Mr. Ropa was operated upon for a tumor Friday morning and

U.S. FEDERAL CENSUS								
Name	1870		1880		1900		1910	
	age	occupation	age	occupation	age	occupation	born	age
William Ropa	35	Boat Captain	46	Wheat Buyer	65	Market Master	12-1834	74
1. Sophia (Gerke) Ropa ( b. ca. 1843, d. 3-28-1875) m. 9-25-1862 children:	27	Keeps House						
Herman (b. ca. 1864, d. )	6		16					
Frederick (b. ca. 1865, d. 11-7-1915)	4		14					
William F. (b. 2-6-1868, d. )	2		11					
Mena (Minnie) (b. 11-/-1869, d. )	6/12		10		30	m. Christian Daseler		age 39
George (b. ca. 1871, d. 3-18-1905)			9					
Julia (b. ca. 1874, d. 1874 age 7m. 5d. buried in Section K Lot 129 Grave 1)								
Henry W (b. 3-?-1875, d. )			5		25	Clerk R. R. Shop		
2. Sophia (Emme) Ropa (b. ca. 1840, d. 6-22-1899 murdered) m. 2-6-1876			37	Keeps House				

never rallied. He was widely known throughout northern Indiana and was known everywhere as Captain Ropa during his sixty-five years of continuous residence here. The funeral announcements will be made later.

*Fort Wayne Journal-Gazette*  
May 6, 1918

CAPT. WILLIAM ROPA. This afternoon at 2 o'clock from the late residence, 2144 Broadway, and at 2:15 o'clock at the Emmaus Lutheran church. Rev. Philip Wambsganss officiating. Interment in Concordia cemetery.

William's undertakers were Wellmann & Ulmar. Old Concordia Lutheran Cemetery is located on Anthony Blvd. between Washington and Jefferson in Fort Wayne.

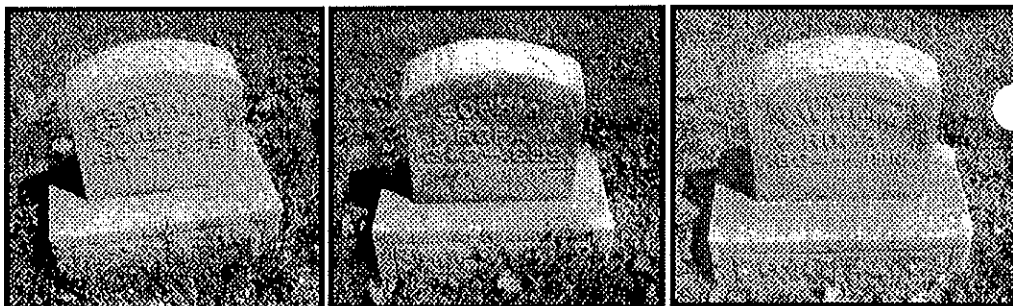
The following is a little information about some of William and Sophia Gerke Ropa's children:

Herman Ropa (b. ca. 1864, d. ?) in 1880 Federal Census was working in a foundry.

Frederick W. Ropa (b. ca. 1865, d. November 7, 1915 died at age 50). In the 1880 Federal Census he was listed as age 14, a cigarmaker. He was a machinist at the Wabash shops for twenty years and died at the company's hospital at Peru after a five day illness due to diabetes. He had worked at the Pennsylvania shops and learned his trade at the Bass machine shop. His wife died 3 years prior. He had one living son.

William F. Ropa (b. 2-6-1868, d. ?) married Clara M Keer or Kerr on 2-5-1895, then on 1-22-1912 he married Minnie Wiehe Beuchel (b. ca. 1871, d. 5-15-1931). He was her second marriage and she his. Children: Tina Dondero, Clara Meier, Herbert Ropa, Paul Beuchel.

George Ropa (b. ca. 1872, d. 3-18-1905) died at age 33 of pneumonia and infection-of-the-heart. He was an instrument maker at the electric works where he began as a mere boy. He was a member of Ft. Wayne Electric Relief Union, Bruederliche Unterstcetzungas Verein and Packard Mutual Benefit Association of which he was the



<b>SOPHIA ROPA (GERKE) 1842-1875</b> First wife Section K Lot 129 Grave 5	<b>SOPHIA ROPA (EMME) 1840-1899</b> Second wife, age 59 Section K Lot 129 Grave 6	<b>WILLIAM ROPA 1834-1918</b> age 83 Section K Lot 129 Grave 7
---	---	--

Old Concordia Lutheran Cemetery, Ft. Wayne, Indiana  
Photo by Bob Schmidt looking northeast

secretary. He had three children.

Sources:

"A Foul Murder," *The Fort Wayne News*. June 22, 1899.  
*Concordia Lutheran Cemetery Records 1850-1971*. Ft. Wayne, IN: Ft. Wayne Public Library, 1972.  
*Death Record and Internment Record of Ft. Wayne Lutheran Cemeteries*. Ft. Wayne, IN: Ft. Wayne Public Library, 1971.  
*Fort Wayne Journal-Gazette*. March 19, 1905.  
*Fort Wayne Journal-Gazette*. November 9, 1915.  
*Fort Wayne The News-Sentinel*. May 16, 1831.  
Griswold, B. J. *The Pictorial History of Fort Wayne, Indiana*. Chicago, IL: Robert O. Law Company, 1917.  
*Index to Obituaries in the Fort Wayne Journal Gazette 1900-1918*  
Indiana Marriage Collection, 1800-1941. Ancestry.com  
U.S. Federal Census 1870, 1880, 1900, 1910.  
Wilkens, Cleo, Goff. *Obituary Record in Ft. Wayne Newspapers 1841-1900*, 1962.

## EVOLUTION OF HUNTINGTON'S CANAL ERA HOTEL

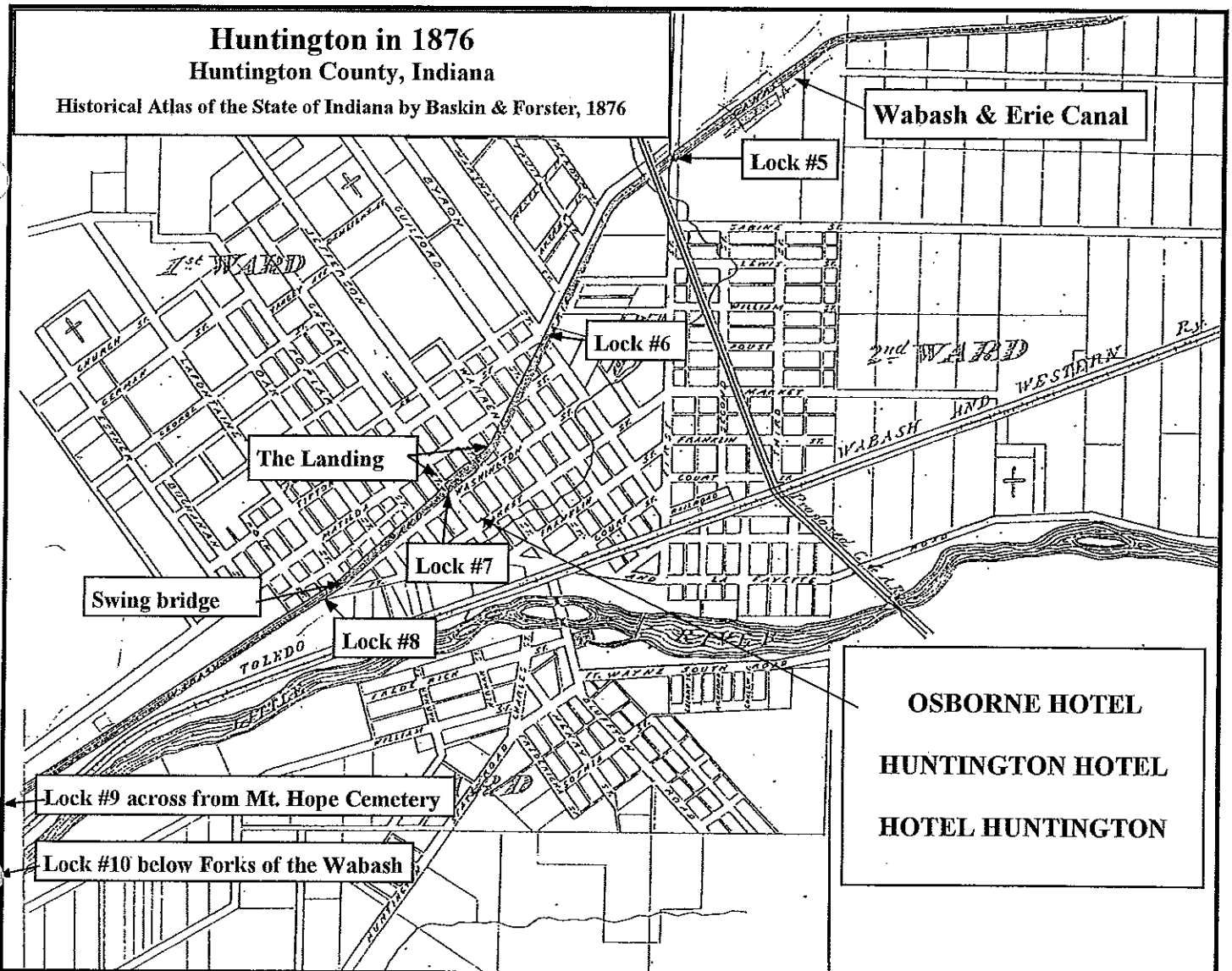
By Carolyn Schmidt

J. E. Taylor, William Delvin, Dr. F. W. Sawyer, Chelsea Crandal, Elias Murray, Thomas Doyle, Mrs. Daniel Johnson, Julius Murry and James Gilleese.

In 1831 Champion and Joel Helvey settled alongside Flint Springs and built a large, two-story, double-log-cabin with one-story additions making its overall length about 100 feet. With the surveying and eventual opening of the Wabash & Erie Canal this building became a house of entertainment known as "Flint Springs Hotel" and was very popular with travelers between Ft. Wayne and Logansport. This "first hotel" sat upon land on which the original plat of Huntington was later laid out. It was succeeded by the Exchange Hotel built on an adjoining lot.

The town of Huntington became the county seat for Huntington County, Indiana in May, 1834. Some of its earliest residents were Martin Roche, David Osborne, William G. Johnson, Patrick McCarty, John McClelland,

In 1835 the Wabash & Erie Canal was opened from Fort Wayne to the upper lock in Huntington. This was Lock #5, located at Tipton and First streets on the northeast side of town. In "Wabash & Erie Canal" in *The Forks of the Wabash*, Tom Castaldi notes the passage of the canal through the town saying, "From there [Lock #5] the route of the canal followed the current Tipton Street to the Burke Lock [#6] just south of the corner of Tipton and Byron streets....The canal made a small bend west at Warren and East Park Drive and followed a westward course through Huntington. Between Warren Street and Cherry Street it widened to allow boats to dock for loading and unloading or to turn around....The Huntington Landing started 120 feet west on Washington Street and continued to the lock at Cherry Street. The next lock, the Davies Lock [#7], was located at Washington and Cherry streets, at the west end of the



loading and turning pool.... Westward from downtown Huntington, there was a canal boat works on Canal Street, now known as Crescent Avenue, near Lafontaine Street. A swinging bridge crossed the canal at the corner of State and Lafontaine streets." Lock #10, the last lock was located at the Forks of the Wabash on the outskirts of Huntington. When the canal was finally finished through town [it reached Wabash in 1837], Locks #5-10 overcame the great change in elevation of 52 feet. All were wooden crib locks except for Lock #7, which was a composite lock built with rough stone and lined with planking. Locks #5, 8, 9, and 10 raised/lowered boats 9 feet while Locks #6-7 had 8 foot lifts. These locks slowed down the passage of the boats, thus many passengers would get off, go into town and often spend the night making hotels necessary.

In 1848, near the height of canal traffic, the Osborne Hotel was constructed at the corner of Cherry and Market streets in Huntington. A later newspaper report said it was first known as the National Hotel, but I could find no other mention of a hotel by that name in Huntington. The first name I found was the Osborne Hotel. There is no record of who built the hotel, but it may have been David Osborne mentioned earlier (David

was still listed in the 1878 *Combination Atlas Map of Huntington County, Indiana* so he must have been there although he could not be found on census records for 1840, 50, 60, and 70).

Unfortunately no description of the original building has been found. In 1883 and 1900, after the canal era, several additions were added that brought the hotel to its present size. In the "Huntington Indiana National Register Brochure" says it was built in 1848 and describes the building as follows:

"Representing a transition between the Greek Revival and Italianate styles, it exhibits both flat stone and pedimented lintels. However, its wide eaves supported by simply carved scrollwork brackets are more indicative of the Italianate style."

Very little is found about this hotel in the several histories of Huntington County. However, later newspaper articles tell of its growth:

*Huntington Herald*  
March 9, 1894

**WILL BUILD AN ADDITION.**

A new addition will be built to the Osborne hotel the coming summer which will add much to the appearance as well as to the convenience of that popular house. A room which will front on Cherry street will be built at the rear of the hotel. The lower floor will be used as a sample room while the upper stories will be converted into sleeping apartments. The dining room part is now only one story high. This, it is understood, will have two stories added which will join the new addition in making the whole building a solid block. Already arrangements have been made to receive bids for the contract of the work. When finished it will furnish plenty of room for the accommodation of all guests.

The hotel was still listed as the Osborne Hotel in the *National Newspaper Directory and Gazetteer* of 1899:

"HUNTINGTON, 1200; Huntington, 27644; 25m SW of Ft. Wayne on Wabash and Erie Rys. Big and Little Wabash rivers furnish fine water power. Here are the Chicago & Erie Ry. Shops, Western Lime Co.,

Cherry Street looking north from W. State Street in 1877. The fire house and city building are at the left, S.S. Peter & Paul church at top, and Osborne Hotel on right.





Huntington White Lime Co., Wesley W. Hawley, lime; The Beck & Purviance Co., lime and cement; Congress Cycle Co, C. E. Briant stove factory; The Withington Handle Co., C. V. Griffith & Sons, plow handles and coiled hoops; The Fotherall, Barker & Brown Co., shoes; and minor industries, employing 500 people. Is trade centre for farming and manufacturing pop. Val. \$2,000,000. Express; Telegraph. First Nat. Bank. The Osborne Hotel."

*Huntington News-Democrat*  
March 30, 1900

HOTEL HUNTINGTON  
Grand Opening Comes Monday,  
April 2nd  
BUILDING JUST REMODELED,  
A. B. La Parie, the Proprietor  
Ready to  
Accommodate the Public.



Hotel Huntington and Clayton Block on West Market Street from *Historic Pictures of Huntington County*. Permission to use granted by Huntington City Township Library Indiana Room.

Hotel Huntington, at West Market and Cherry streets, is nearing completion and Mr. A. B. La Parie, the proprietor, has set Monday April 2nd, as the date for the grand opening. At that time all preparations will have been completed and the citizens of Huntington as well as the traveling public will be proud of one of the neatest, best equipped and most up-to-date hostelries in northern Indiana.

The building familiarly known as "The Osborne" has been transformed in such a manner as to almost conceal its identity. The old hotel of canal days is no longer. It is transformed into a place of beauty — home-like and a resting place for the weary traveler. Additional contracts have been let which will add materially to the outside appearance of the building.

Mr. La Parie was so kind as to accompany a NEWS-DEMOCRAT representative through the various rooms and explain the conveniences of the new arrangements. Both entrances are from Market street, the main one leading into the office which is a model for neatness and comfort. It is finished in the Dutch renaissance style, more specifically described by stating that the dado is Lincrustsa Waltan finished as oxidized silver. The plastic relief lines are finished the same, while the balance of the room is red fabric. The woodwork is of oak and a huge Ionic mantle with fire place are to be found. Office furniture is complete and of oak, while this room, as well as all others in the building, are lighted by both gas and electricity.

To the left of the main entrance is the ladies' entrance to the parlor which is papered in green fabric with panels in Persian tapestry. The ceiling is in light green tint with plastic relief. Cherry furniture, uphol-

stered in becoming tints, and a first-class piano add to the cheer and comfort of the room. Entrance to the dining room may be had from this room without passing through the main office.

But the dining room is the delight of every one. It is large enough to accommodate over 100 guests, there being ten tables. A beautiful sideboard and other furniture of antique oak complete the furnishings. Harmonizing with this to a perfect degree are the decorations in which the Miles Wall Paper company, which had the contract for work of this kind, especially tried itself. It is furnished with Romano tapestry on the wide walls with panels of foreign fruit tapestry and is decorated with plastic relief and mouldings.

No expense has been spared on the kitchen range, sub flame boiler, and steam heated carving table, all of which are the best manufactured in the country and will enable Levi Moore, the chef who has been in Mr. La Parie's employ five years, to make his dishes favorites with all patrons of the hotel. A sand or bake oven, a large refrigerator, an ample store room, one double and two single sinks complete the culinary department of the new hotel. Laboratories, bath rooms and laundry, conveniently located, furnished with hot and cold water, the rooms being finished in varnished tiles, make the sanitary department quite complete. Leading from the office is the main stairway to the second and third floors where thirty beautiful rooms are to be found, large, nicely arranged and well lighted and heated, Aside from the elegant furniture, it is worthy of special notice that the floors are of hard wood, provided with rugs, the most sanitary arrangement possible.

The iron bedsteads, furnished with both box and hay mattresses, are guaranteed to give the most rest- less, comfort. All rooms are papered in a fine grade of paper and other conveniences to match.

The entire building is equipped with the well known Kutz system of hot water and steam heating. During the entire time of installing the system Mr. Kutz has given the matter his personal supervision and guests are assured the best of service by the very name of the system. Mr Kutz has rented the Boos building formerly occupied by P. W. Zent, on Warrant street and will make it Huntington headquarters.

The entire work was in charge of Lewis C. Mit- ten, who has managed the work in such a way as to de- serve much credit for promptness and energy.

Mr. And Mrs. La Parie and daughter will have their rooms in the annex on Cherry street and their ex- perience in the hotel business in Kankakee, their pleas- ing ways and businesslike methods will assure the new hostelry the acme of success.

John D. Kern, of Decatur, will assist the La Pa- ries by acting as day clerk, while the position of night clerk has been tendered to Tony Garrett.

May success in every line of the business and this to the fullest extent attend the new enterprise.

We do not know how long La Parie was the pro- prietor. An article in the *Ft. Wayne Journal Gazette* states that was owned by Mrs. D. M. Hamilton in 1906 when she sold it. And an article in the *Huntington Her- ald* a few days later reports a fire.

*Ft. Wayne Journal Gazette*  
April 28, 1906

HOTEL HUNTINGTON SOLD.

HUNTINGTON, Ind., April 27. — Mrs. D. M. Hamilton, proprietress of the Hotel Huntington, the lead- ing hotel in this city, has sold the same to M. L. Wal- lace, of Syracuse, N. Y., who takes charge May 1. The hotel will be remodeled.

*Huntington Herald*  
May 7, 1906

FIRE IN THE HOTEL

Starts in Bath Room of Servants' Quarters

MIDNIGHT FIRE ALARM

Two Arrests Made as Result of Visits of Men at Servants' Quarters at Night

Fire threatened complete destruction of Hotel Huntington at midnight Saturday. Persons living nearby were awakened by the cries of "fire" and screaming of women. The alarm was spread to the engine house and in a few moments two streams of water were playing on the blazing timbers. In the bath rooms of the employ- ees' quarters the blaze centered and originated.

By the time the department arrived flames had gained good headway and the heat was intense. Varnish

on doors five or six rooms down the hall was blistered and the leaden pipes to the flush reservoir were melted. Lack of ventilation caused a dense black smoke throug- which it was almost impossible to pass. The lantern, which John Heir carried was extinguished by the dense smoke and had he not reached a window in short order he would no doubt have been suffocated.

One hour had passed before the flames were completely extinguished. Bath room fixtures were en- tirely destroyed as were the individual window awnings which were stored. A hole was gnawed through the ceil- ing by the flames, but heroic work prevented the fire from spreading to the garret. Clothing and furnishings in adjoining rooms were consumed by the fire. Damage to the building has been estimated at \$400 and to the fur- nishings at \$100. Both were well insured.

Disinterested spectators were permitted to see some very amusing scenes during the fire. Men and women, scantily clad in night robes, waded about the upper halls in a manner that reminded one of children playing in a small stream. All were excited. Servant girls bemoaned loudly the loss of their clothing.

Two Arrests Made.

Because of certain statements made by two of the dining room girls during the conflagration, James Moran and Harry Adams were arrested about two in the morning, on suspicion of setting the hotel on fire. These two men were seen about the hotel in the evening and in fact persons living in the vicinity say that they hav- been seen about there several nights past. The men themselves admitted that they were about the servants' rooms in the evening. Firemen heard the girls make statements to the effect that the men were drunk and had set fire to the hotel intentionally. Upon this evidence the two were arrested. An investigation was held before the mayor at two o'clock Sunday afternoon and the men were allowed to go on their own evidence. Their story was that they were in the servants' apartments until 11:15 Saturday night. Just before they left Joe Frien- stein came upstairs in a drunken condition. Joe went into the bath room and came out with a lighted cigar and, as they presumed, the fire was started by his throwing the match among the old paper and awnings stored there. As yet no papers have been issued for Frienstein's arrest.

Frienstein's Statement.

When seen by a Herald reporter this morning Joe Frienstein said that he was not upstairs at the hotel but left Moran and Adams at the foot of the stairs. He went directly to his home and says that he will have no trou- ble in proving by members of the family that he was in bed at 10:30.

The hotel was repaired. It continued to operate until 1967 according to the following article in the *Hunt- ington Herald Press*.

Huntington Herald Press

October 23, 1983

By Cindy Klepper, Staff Writer

Turning Back the Clock at the Old Hotel

A little paint and a few shutters have given the exterior of the old Hotel Huntington, located on the corner of Cherry and Market streets, a new appearance.

The real work, however, is going on inside, where walls are being removed and old paneling and wall coverings are being taken off to expose the original brick walls of the building believed to be almost 140 years old.

But the work is not a restoration of the hotel, say Aaron Biehl and John Trook, under whose guidance the project is being done. Biehl, manager of the adjacent Heidelberg restaurant, plans to transform the first floor of the old hotel, which last housed The Escape night club, into a supper-dance club to be known as the Tipton House. Trook, a local antique dealer, is furnishing the Tipton House with an eclectic mix of antiques and reproductions, reminiscent of an old New England inn.

"We are not restoring the Hotel Huntington," Trook said. "It would be impossible to restore it, because no one really knows what it looked like."

Trook believes the original building was started about 1844. It was in existence in 1870 as the National Hotel, serving canal travelers, and was known as the Hotel Osborne at the turn of the century. About that time, A. B. La Parie came to town and remodeled the building into "one of the neatest, best equipped, and most up to date hostelries in northern Indiana, according to the March 30, 1900 edition of the Huntington News-Democrat. La Parie's Hotel Huntington had its grand opening on April 2 of that year. Hotel Huntington served the city until 1967.

Even though there is no restoration as such, Trook said a lot of Huntington's history will come through.

"We're stripping all the veneers ever put on in the past 90 years, down to the brick in most places," Trook said.

There have been some "finds" along the way. One was the original twin brick fireplaces in the front portion of the old hotel, hidden since the early 1940s. The fireplaces will be refurbished but will be non-functioning, since the chimneys no longer extend through the roof. The embossed metal ceiling, installed around the turn of the century, is also still in place.

When an old boarded-up window was taken out, an antique bottle was discovered hidden in the rafters. The bottle proclaims its contents to have been "Brown's Sarsparilla - For the Kidneys, Liver and Blood."

"That bottle probably hasn't been exposed since Civil War time," Trook said.

Trook and an assistant, Mike Emley, are scavenging old furnishings to be placed in the new restaurant, since the entire project is being done on a "shoestring budget." Emley, Trook said, found a beat-up antique table at a sale and "spent hours putting it back together."

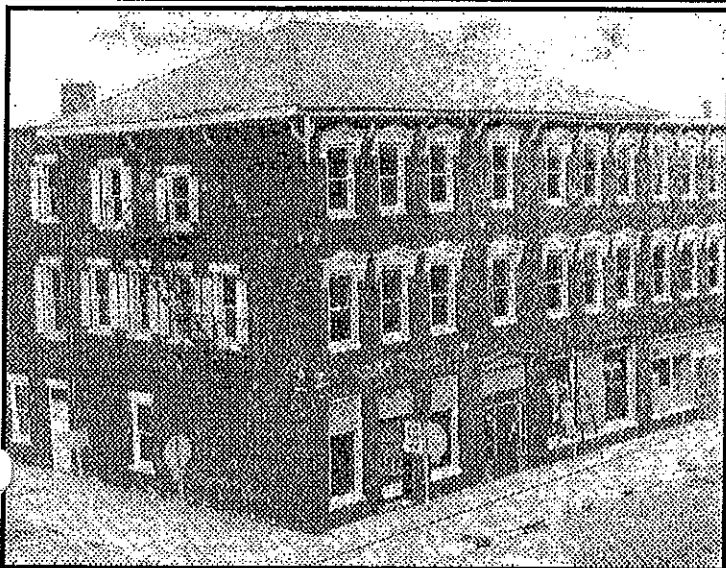
Trook has come up with some other "finds" to lend atmosphere to the restaurant, but he's still searching for an old boat hull, preferable with paint peeling off, and driftwood.

An anchor found on the floor of the Atlantic Ocean, dating from around 1400 or 1500, will be one of the attractions.

He says he's also located the hotel's original pigeonhole desk, but the current owner is still reluctant to part with it.

The new Tipton House, scheduled to open in about three weeks will be open for breakfast, lunch and dinner, serving mainly pizza, sandwiches, and other "finger foods." A stage and dance floor will be installed for use later in the evening. The dining room will have "individualistic" seating, not a restaurant-type, Trook said.

The trim is being painted and shutters added during the transformation of the Huntington Hotel into the Tipton House Restaurant on October 23, 1983. *Herald-Press photo by Denny Klepper*



Over 160 years, several additions, and various occupants this old canal era hotel has evolved. *Photo by Bob Schmidt March 2010*

An open area between The Heidelberg and the Tipton House will be made into a beer garden, where patrons can drink and dance under the stars.

There are no immediate plans to refurbish the upper stories of the old hotel, although some remnants of its grand past are still visible. Hand-turned newel posts and spindles still grace the "hidden staircase" to the upper floors, and one of the second floor rooms houses a rare free-standing pedestal sink with faucets for both "hot" and "city" water.

I do not know how long the Tipton House operated or what other businesses may have been in it. Today the old hotel has a Mexican restaurant in its right corner with the large window in front facing Market Street. The rest of it appears to be abandoned. A step ladder could be seen through a second story window. If it was built in 1848, it is 162 years old.

Sources:

Bash, Frank Sumner. *History of Huntington County, Indiana*. Chicago, The Lewis Publishing Company, 1914.  
 Combination Atlas Map of Huntington County, Indiana. Chicago, IL: Kingman Bros., 1879.  
 Diffenbaugh, Robert; Keefer, Joan, and Bachnivsky, George. *Historical Pictures of Huntington County*. Huntington, IN: Advanced Creative Enterprises, 1988.  
 Ericsson, Dwight & Ann. *The Forks of the Wabash: An Historical Survey*.  
 "Fire In The Hotel," *Huntington Herald*. May 7, 1906.  
 Hawes, George W. *State Gazetteer & Business Directory for 1858-59. History of Huntington County, Indiana*. Chicago, IL: Brandt & Fuller, 1887.  
 "Hotel Huntington," *Huntington News-Democrat*. March 30, 1900.  
 "Huntington Hotel Sold," *Ft. Wayne Journal Gazette*. April 28, 1906.  
*Huntington Indiana National Register Brochure*. Huntington Historic Review Board, 2001.  
 Klepper, Cindy. "Turning Back The Clock at the Old Hotel." *Huntington Herald-Press*. October 23, 1983.  
*National Newspaper Directory and Gazetteer*. Boston and New York: Pettingill & Co., 1899.  
 "Will Build An Addition," *Huntington Herald*. March 9, 1894.

**NEWS FROM THE PAST**

*Dawson's Fort Wayne Daily Times*  
 April 16, 1859

**THE OHIO CANALS TO BE LEASED.**

One of the last acts of the Ohio Legislature, was to pass a law providing for the leasing of the Canals for five years. The act divides the Public Works into five sections, as follows:

- Section 1-Embracing the Miami and Erie Canal.
- Section 2-The Hocking, the Walhonding and Ohio Canal.
- Section 3-The Muskingum Improvement.
- Section 4-The National Road.
- Section 5-The Maumee and Western Reserve Road.

The act provides that after properly advertising the same, the Board shall lease these sections for five years at public auction on the steps of the State House, on the 15th August next to the highest bidder. It passed the Senate by a vote of 19 to 14. The House agreed to the Senate amendments by 58 to 40.

We have not room to lumber up our columns with the whole law in detail and we are not *paid* for doing so as our contemporaries down the street are. The above however is the gist of it. *Toledo Times*

*Dawson's Fort Wayne Daily Times*  
 April 18, 1859

The project of keeping the Wabash and Erie ca-

nal in operation by means of private subscriptions is about to prove a failure. The business men of Evansville will not pay up the quota assessed to them. The journal talks to them very plainly concerning their niggardly spirit. *New Albany Tribune*

*Dawson's Fort Wayne Daily Times*  
 April 23, 1859

COMPARET HUBBELL & CO.  
 Forwarding & Commission

**MERCHANTS**

Fort Wayne, Ind.

We Receive, Store and Forward Goods by the  
 Pittsburgh Fort Wayne & Chicago  
 The

Toledo & Wabash Rail Roads, And  
 By the Wabash & Erie Canal,  
 And Deal in all Kinds of

**PRODUCE,**

SALT,  
 FISH,  
 NAILS,

**PORK, BEEF,**

FLOUR,  
 GLASS,  
 COAL,  
 &C. &C.

WE ARE ALSO AGENTS FOR FAIRBANK'S  
**CELEBRATED SCALES,**  
 OUR WARE HOUSE IS WELL LOCATED ON  
 The Canal Basin,  
 At the East end of Columbia Street.



Dawson's Fort Wayne Daily Times  
April 25, 1859

**THE SHIP CANAL ACROSS THE ISTHMUS.**

This great French enterprise has been commenced with much spirit. Two convoys of French engineers, mechanics, laborers, etc. have arrived at Greytown, and set about the work of constructing the great canal. They are said to have abundant financial means at their disposition, besides bringing immense quantities of agricultural and engineering implements of the most valuable description. Besides, every one of the party come well supplied with arms and ammunition. The capital stock of the company is one hundred and fifty millions of francs, with the right of increasing it to three hundred millions. Mr. Belly states that the whole of the capital stock has been subscribed and one hundred and forty francs on each share paid in; the shares are five hundred francs each. The estimated cost of the canal is sixteen millions of dollars. The company is composed of one President and twelve directors — Eight French, four English and one American. Mr. Fells Belly is Director General. *Toledo Times*

Dawson's Fort Wayne Daily Times  
April 27, 1859

Baltimore, April 28.

The Potomac river continues very high, and is thought to be yet rising. The worst fears have been realized as regards the effects of the freshet upon the Chesapeake and Ohio canal. The information derived to day, represents that the large dam No. 4, is seriously washed away near the Maryland shore, and No. 5 is also somewhat injured, and that there is also a heavy slide at the mouth of the canal tunnel. The most favorable accounts say that at least a month will be required for repairs. The full extend of the injury, however, will not appear till the river subsides.



**GARLIC MUSTARD**

Now classified as an "invasive species" in Indiana, Garlic Mustard is a native European plant, which is self-fertile and has a biennial life cycle. Seeds germinate the first year and the seedlings form low clusters of heart shaped leaves that continue to grow during warm periods in the winter giving them a head start the next spring. The second year they produce slender flowers with clusters of small white, four-petal flowers and slender capsules with 400-500 seeds before dying. Leaves and stems smell like garlic or onion when crushed.

**ONE MAN'S MISSION**

By Carolyn Schmidt



Ellsworth Smith, CSI member from Leo, Indiana, is passionate about garlic mustard, a plant that is on Indiana's 100 most invasive plants list because it is so prolific and takes over woodland open areas crowding out the native wildflowers and plants. When Ellsworth found it overtaking the wild trilliums on his property over 40 years ago the battle began. Now at age 75 he not only pulls it on his property but goes around the state volunteering to pull it from state and county parks and ACRES sites. As a year-round activity he sometimes spends as long as 10 hours a day bent over getting rid of it, according to a news article in the *Ft. Wayne Journal-Gazette*.

I learned of Ellsworth's quest at ACRES Hathaway Preserve during the "Wait Til You Get To Wabash" spring tour in 2009 when he stopped short and bent over to pull the weed. I almost ran into him on the slick rocky path to the waterfalls. He then became a teacher and told me how he was pulling garlic mustard from along trails so that wild flowers wouldn't be choked out. Then on our "Pilgrimage to Mecca" tour at Lock 8N last fall he found it near some pine trees and began pulling away. He explained that you must get most of the tap root or it will regenerate. Once again on this spring's "Hoosiers On The Move" tour there was Ellsworth pulling it along the trail through the Whitewater Gorge at Richmond. That's when I learned that his mission was far beyond that of trails just in northeastern Indiana. He told me that the gorge trail was probably his favorite in the state and he would be returning soon to pull again. A few days later, Tom Castaldi sent me the article about 12 volunteers from ACRES Land Trust having their first garlic mustard pull and pesto cook-off in Ft. Wayne. Apparently these events are quite common in other states.

Little did I know that garlic mustard was edible. Ellsworth researched it and found it was grown onboard ships by early settlers to help supply needed nutrients during long voyages. It was also used for medicine. However, it has no predators - neither animal nor insect - in the United States. They don't like the smell.

Checking out garlic mustard on the internet I found several recipes for pesto using it in conjunction with pine nuts or walnuts. Others included one for garlic mustard and spinach raviolis, garlic mustard mayonnaise, and garlic mustard in lemon sauce. Please help Ellsworth in his mission and eat the darn stuff!

# NEWS FROM DELPHI

## INDIANA LAND SURVEY TOPIC OF ANNUAL MEETING

By Bob & Carolyn Schmidt

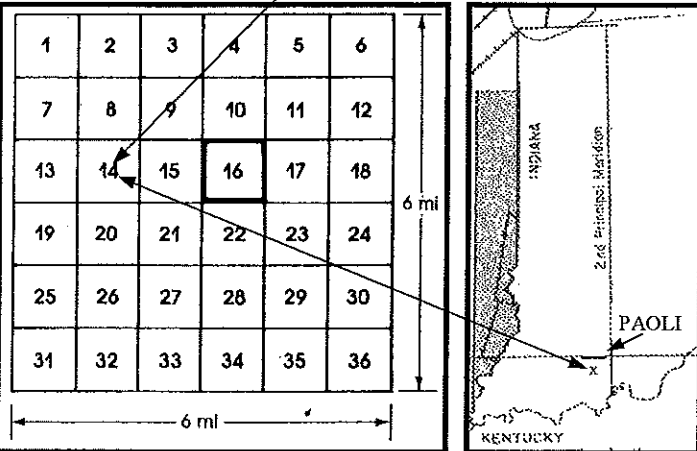
The Carroll County Wabash & Erie Canal Association held its annual meeting on Tuesday night, April 20, 2010, at 7 p.m.. At the meeting President Dan McCain reviewed the accomplishments of the past 35 years and recognized Anadell Lamb for her work in preservation and interpretation of the Reed Case home in Canal Park. She was given a framed copy of the signage that will be placed in front of this historic home. Mayor Randy Strasser was present showing community support. All of the volunteers were praised for their work in making the "Total Canal Experience" come to fruition.

Jim Swift, a registered land surveyor in the Boone County surveyor's office, presented an outstanding program on the Public Land Survey System in Indiana. His job is to verify the original government land surveys for the county and perpetuate the section corners. A resident of Crawfordsville, Jim noted his town was a land sale office for the federal government.

Jim told some interesting accounts of resurveying the land with modern equipment. As it turns out, the original survey was pretty accurate. Reading the old surveyors notes, he was impressed by their skills and stamina.

Even before the Northwest Ordinance of 1787, which defined this area of the Midwest, Congress provided for a system of land survey. This system was de-

A Congressional Township is 6 mi. x 6 mi., has 36 1-mile-square sections, surveyed from Indiana's initial point near Paoli, with section 16 set aside for a school or to be sold to support a school.



vised to overcome difficulties like those experienced in Kentucky, where there were so many problems concerning land ownership that some settlers finally gave up and moved to Indiana territory.

In the Land Ordinance of 1785 the federal government required the land to be surveyed and described with notes before it could be auctioned off at the various land offices. It divided the land into townships each six miles by six miles (36 sections). Each section was to be 1 square mile and numbered from 1-36. Based on the English system of measurements 1 section = 640 acres. Most of the land in Indiana is on this grid system. There are exceptions around Vincennes and Clarksville, which were settled earlier.

Each township was numbered from its distance vertically from a base line and horizontally by range number from a principal meridian. The point where these two lines intersect is called the Indiana initial point and is located seven miles south of Paoli off Indiana 37. Jim noted that these congressional townships are for land description and are completely different than the political townships that are named for notable persons or land features.

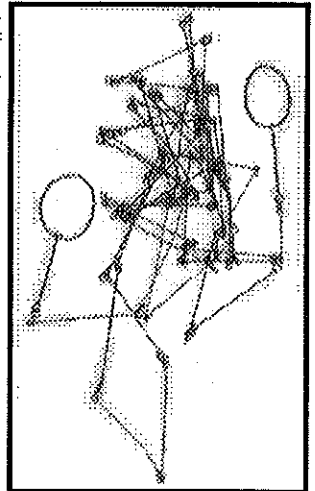
Example: Section 14, Township 2 South, Range 3 West — This would be 2 miles south and 3 miles west of the Indiana initial point

Surveyors used a Gunter chain of 100 links of steel wire that was equal to 66 feet. Each link was equal to 7.92 inches when the chain was made.

$$100 \text{ links} \times 7.92 \text{ inches} = 792"$$

$$792" / 12 = 66 \text{ ft.}$$

After much use these links sometimes stretched and the chain had to be replaced for accuracy. This chain was invented by English mathematician, Edmund Gunter, in 1620.



At every 10<sup>th</sup> link there was a brass tag marker. A marking pin was placed in the ground at each of these points. Once the necessary measurements were made with the compass, they made field notes recording the readings and any features of the terrain, such as springs, marsh land, swamps, etc. Then the crew would follow the point man and pull up the marking pins until they got to the 10<sup>th</sup> pin, where they began the next 66 ft. measurement. To record one mile they had to move the chain 80 times (5280 ft./66 ft. = 80).

Due to the curvature of the earth and minor errors adjustments had to be made. One of these was just north of Indianapolis. If you look at the county maps you will notice slight changes in some of the sections. Irregardless, this system with only minor variations was successful in land surveys throughout the rest of the country.

1 section = 1 square mile or 640 acres  
1 mile = 80 chains 1 acre = 10 sq. chains  
1 section = 6400 sq. chains (80 chains x 80 chains)

Jim noted that those who purchased more than one portion of a section did not necessarily purchase pieces that were adjacent to one another. Instead they would go by the notes and purchase them by the streams that flowed through them, stone that could be quarried, timber that could be felled, etc. The last areas to be sold were the swamps. The purchaser probably had never even seen the land so the notes were of extreme importance.

The Land Law of 1800 allowed land to be purchased on credit. Initially land was sold by sections. By 1820 the minimum size of a land purchase was reduced to half of a quarter section (80) acres. Thus more people could afford to purchase land. Once the land was bought at auction, it could be divided up however the owner wished.

Jim pointed out that when the original Wabash & Erie Canal was planned the Federal Government in 1827 set aside alternate sections 5 miles on either side of the canal route from the Auglaize River (Defiance) in Ohio to the Tippecanoe River (east of Lafayette) in Indiana to be sold to finance the construction of the canal. The idea was that the sections retained by the government would be worth more once the canal was completed. This same plan was later used for railroads.

Land for the Wabash & Erie Canal right-of-way south of Lafayette sometimes had to be acquired from owners who had earlier purchased it from the Federal Government land auction. This was also true for Indiana's other canals, which never received any federal grants. Later, in 1841 and 1845, the Federal Government gave grants of unsold land that was not along the Wabash & Erie Canal route in Indiana to finish building that canal.

## WELCOME NEW MEMBERS

The following have joined the Canal Society of Indiana at the single/family membership rate of \$25 unless otherwise noted:

Park Tudor School - Indianapolis, IN

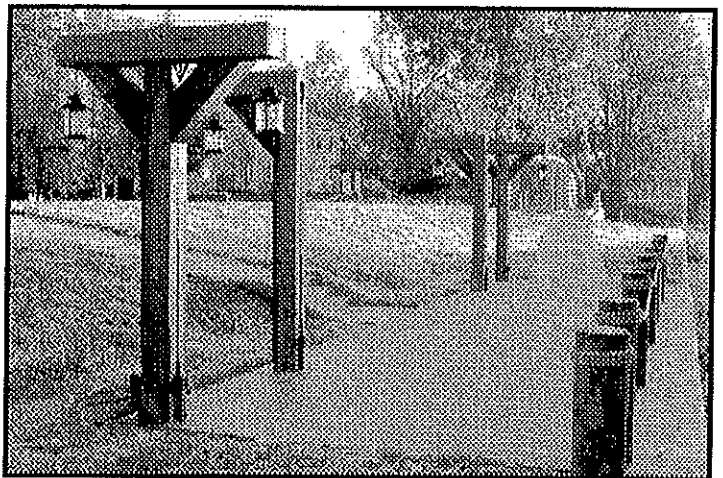
*Welcome Aboard!*

## IT TAKES A VILLAGE

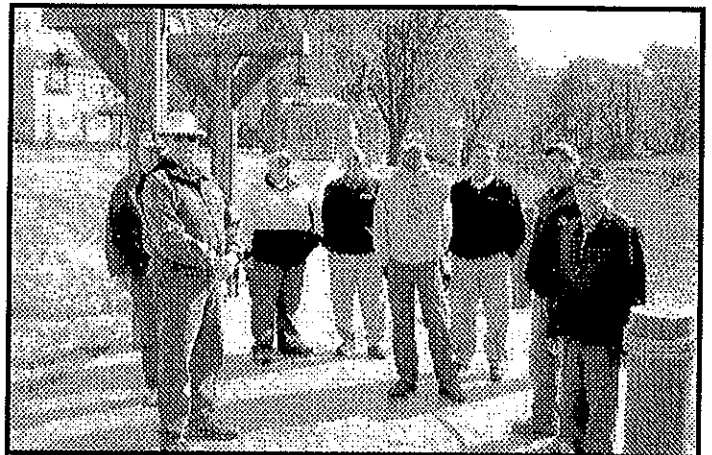
Article and photos by Dan McCain



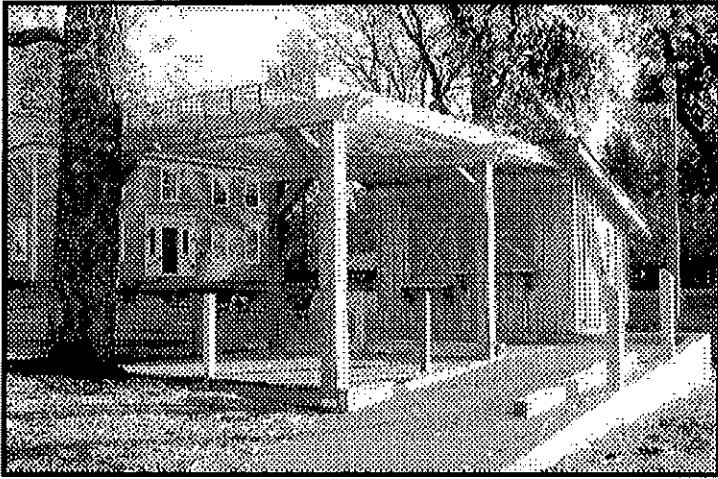
Work along the canal towpath and waterfront in Canal Park is finished. The *Delphi*, our replica canal boat, opened for rides May 29th. Dock work by LaPorte Construction Company left us with a beautiful dock facility and a newly seeded canal bank beside the Village.



Colored patterned concrete work for the dock looks like aged wood decking. The path extends to the Toll Booth where ride tickets and light refreshments will be sold. To the left is the restored 1844 Reed Case House.



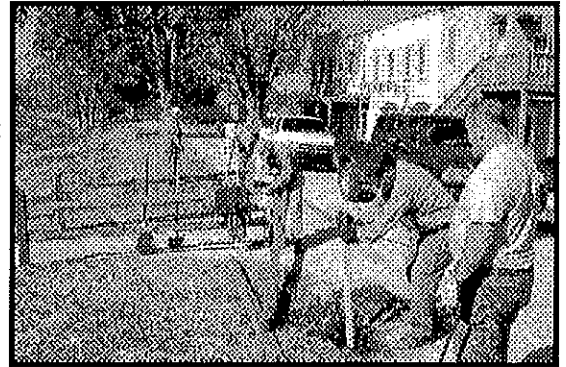
Key representatives of the 'construction task force' assembled to check the contractor's work for the final dock inspection. Canal Association leaders, Delphi Mayor Strasser, a INDOT representative and construction managers from Butler, Fairman and Seufert firm were here April 29th for the review.



Here the Toll Booth is nearly finished. In the foreground is the uncompleted deck for passengers that will be waiting to board. Overhead is the lattice framework that someday will be vine covered to shade them. The ADA concrete ramp leads from this 1850s board 'n batten building down to the new dock.



Volunteers complete a cedar split rail fence at the secondary tow-path trail entryway to the dock and waterfront.



Visitors coming to Canal Park see "interpretive signs" placed at historic places, like this Case House sign.



Volunteers have worked M-W-F mornings since mid-winter creating this Toll Booth. It was framed out in Ed Gruber's barn when weather was cold and blustery. The siding boards were cut from massive Red Oak logs on NICHES property when there was snow on the ground. The crew was happy to see the spring weather.

Ron Scowden and Clay Sledd work on the deck railing. The floor of the 12 x 12 foot deck was made from salvaged recycled plastic planks that were dislodged from the boardwalk in Riley Park during the flood of 2003. With the decking in place over a new frame and after being power washed it looks good as new.

Volunteers take time to rest at the end of the morning. The M-W-F crew works from 8 am to noon.



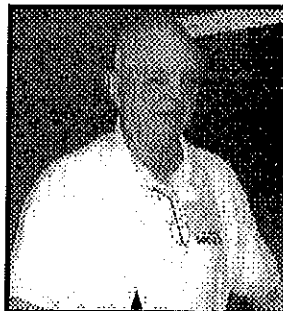
For *The Total Canal Experience* call Dan 765-412-4308.



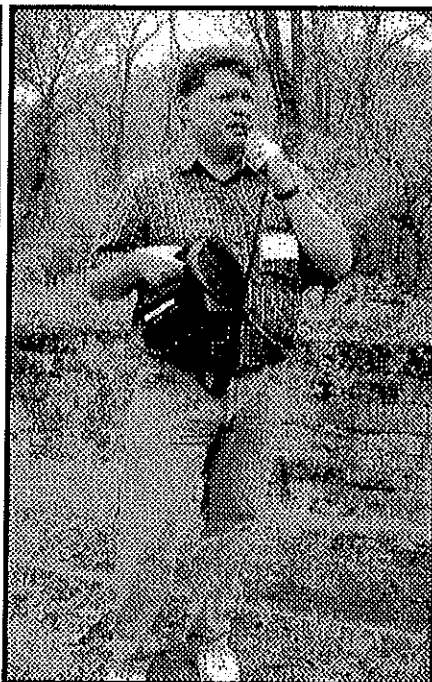
**"BRIDGING THE TUSCARAWUS"**

By Carolyn Schmidt, Photos by Bob Schmidt

The Canal Society of Ohio held its annual spring tour in New Philadelphia, Ohio on April 30-May 2, 2010, to study canal fixtures on the Ohio & Erie Canal near the Tuscarawas River. The seventeen CSI members attending the tour were: Dave Barber, Bob Barth, Scott Bieszczad, Nancy Gulick, Mike Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Kay & Bruce Sheldon, Steve & Sue Simerman, Neil and Diana Sowards, Larry Turner, and Terry & Rosanne Woods.



Terry Woods  
Boone Triplett →



On Friday night tour participants viewed slides of canal structures they would see the next day presented by Terry Woods. Through their tour book written by Boone Triplett, who

along with Larry Turner served as bus docents, they learned that there were 41 miles of the Ohio & Erie Canal plus 7 branch canals in Tuscarawas County, 15 locks overcame the change in elevation, guard locks kept the canal from being washed out during flooding, a huge aqueduct was built at Bolivar, the canal crossed 24 stone culverts, feeder dams were built at Zoar and Trenton to supply the necessary 4 foot depth of water in the canal, and the canal's dimensions were like those used on most of Indiana's canals:

- Prism = 40 feet wide at the surface, 26 feet wide at the bottom, 4 feet deep
- Lock = chamber 90 feet long, 15 feet wide

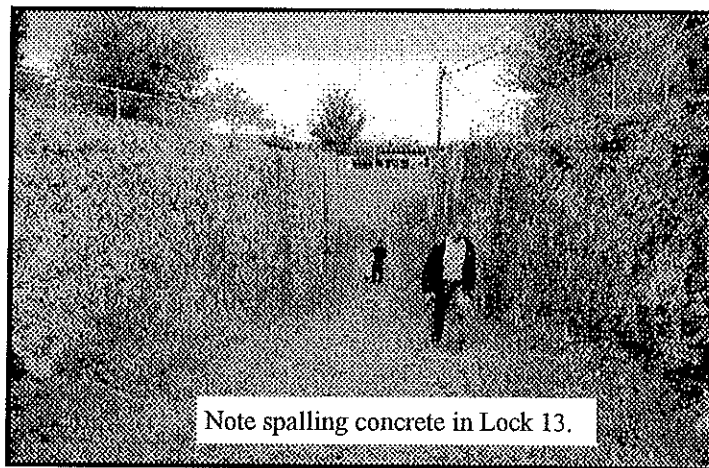
The seven locks visited were in various states of decay. There was an original stone lock with hammer dressed stones at the approaches and rubble stone interior that would have been lined with planking and locks that had been rebuilt with concrete that were in either a great condition or a terrible condition. Some had tumblers, some had tunnel-like bypasses where water entered from within the lock chamber and went around the

lock, and one that had had a tunnel-like bypass where the water entered outside the lock chamber through a chute. At one site the stone that had been removed before the concrete rebuild was beside the trail. The stones rounded out for the quoin posts were easily seen. Many of the stone structures had masons' marks.

Many Ohio Historical Markers have been erected in the county for the canal that gave its history in a concise manner. The first one seen by canawlers on Bus 2 was at Lock 13:

THE OHIO~ERIE CANAL  
1825~1913

Seeking an alternate transportation route to distant markets, many farmers and manufacturers in Ohio wanted to connect the Ohio River to Lake Erie with a canal. Beginning in Cleveland the Ohio~Erie Canal ran south, the length of the state to Portsmouth. The canal was a total of 308 miles long, 40 feet wide at the surface, and 4 feet deep. The Ohio~Erie Canal opened for traffic along its entire length in 1832 and consequently effected great change. Population along the canal increased, and commercial, political, and industrial growth in Ohio boomed. Products grown and manufactured in this previously isolated region now had access to world markets. Profits for farmers and merchants increased, and the entire state economy was bolstered with the rise of railroads in the 1860s, however, canals were destined to become obsolete because the railroad was a faster and more dependable means of transportation. The canal system ceased to operate altogether after a disastrous flood in 1913.



Note spalling concrete in Lock 13.

THE OHIO~ERIE CANAL  
IN TUSCARAWAS COUNTY  
1825~1913

The section of the Ohio~Erie Canal that ran through Tuscarawas County began at Summit Lake near Barbarton and ran through the county to Dresden. This was a drop in elevation of 238 feet in less than 100 miles. The canal crossed the Tuscarawas River and the Tuscarawas County line on an aqueduct north of Zoar, and ran from Lock 7 in Zoar to Newcomerstown, where it leaves the

county below Lock 21. A total of 15 locks were in Tuscarawas County. You are standing in front of Lock 13.

THE OHIO & ERIE CANAL  
IN WARWICK TOWNSHIP

The greatest engineering achievement in Ohio during the pre-railroad era, the Ohio & Erie Canal traversed nearly six miles of Warwick Township Completed in 1830, the canal brought prosperity to the village of Trenton (now Tuscarawas) and to township farmers and merchants. Several warehouses were built at Trenton, serving as shipping points for the area agricultural and mineral products to new distant markets throughout Ohio and the region.

The canal served other uses besides transportation. Mills and factories leased water rights from the state. During the winter months, ice was cut from the canal and stored for year 'round use by stores and taverns. The canal also provided entertainment and recreation ~ fishing, boating, swimming, ice skating and picnicking ~ to area residents.

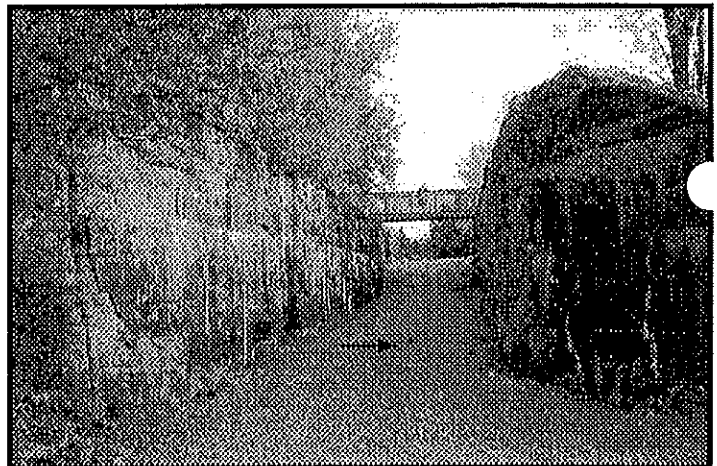
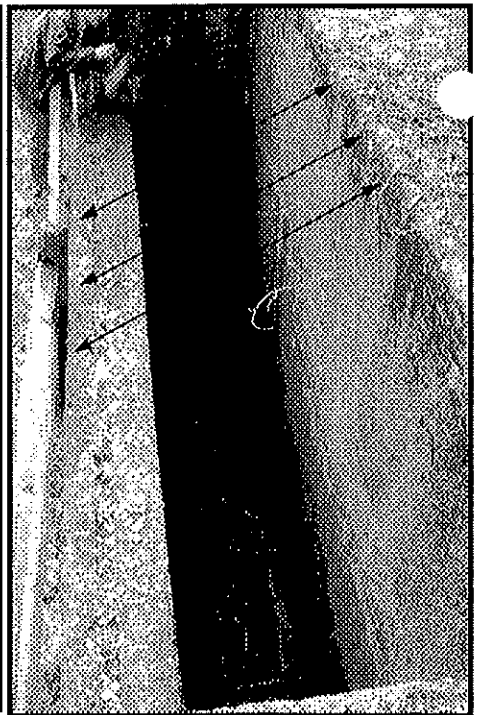
UPPER TRENTON LOCK

The Upper Trenton Lock (Lock 15 South) of the Ohio & Erie Canal was built between 1828 and 1829. Originally built of cut sandstone blocks, the lock was named for the Village of Trenton, now Tuscarawas. Lock 16, or Lower Trenton Lock, lies only 800 feet southwest of Lock 15. The lock tender, who lived in a house on this site, served both locks.

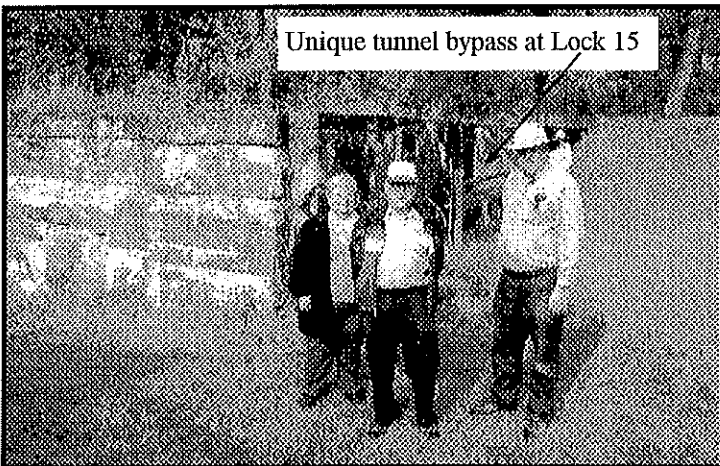
Repeated flood damage prompted reconstruction of Lock 15 in 1907. The deteriorated stone masonry was completely replaced with concrete at a cost of \$6,815. The old stone was used to shore up the towpath. Use of the state owned canal had declined significantly by this point and the great flood of 1913 brought the canal era to an end in Ohio.

Water not passing through Lock 15 fell down this chute and passed around the outside of the lock through a tunnel. A wooden slanted grate placed diagonally across this chute would have kept debris from falling in and clogging the tunnel.

Note the small rabbit that was trapped when canawlers approached from both ends of the lock. The concrete walls are somewhat better than Lock 13.



Unique tunnel bypass at Lock 15



Carolyn Schmidt, CSI Editor; Dan Schuster, tour planning committee; and Dave Barber, President American Canal Society stand near Lock 15 with its unique tunnel bypass.

Canawlers were cautioned not to go into Lock 19 because rattlesnakes lived in the crevices between the lock stones. The last lock to be concreted before the 1913 flood, which closed the canal, was Lock 16. Stones from the top of Lock 19 have been removed.

Once the canal was abandoned as a transportation canal, parts of it was used as a fish hatchery. They saw the remnants of the fish ponds created in the canal prism.

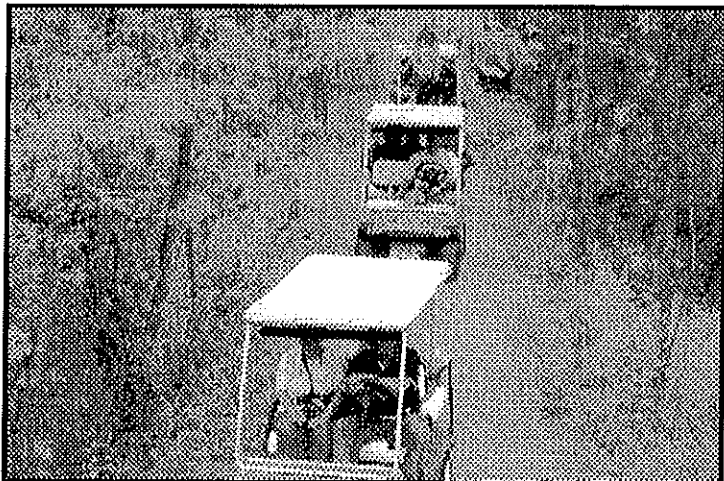
had masons' marks on it, a mill foundation near Zoar, and the remnants of the feeder dam.



Concrete structures like the one in the foreground separated the canal prism into ponds in which to raise fish. These ponds, like the canal, have been abandoned.

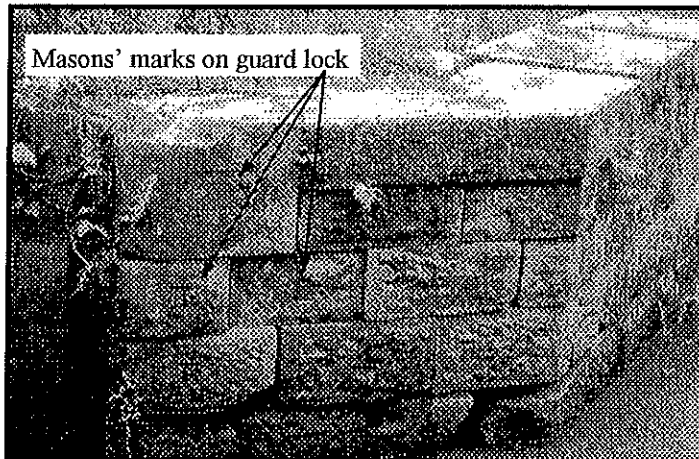
Although school buses took canawlers to structures in various small towns, there was a section of canal over 3 miles long that could only be reached by the towpath trail. It was a great relief to learn that 9 golf carts would take canawlers to see the many structures rather than having to hike to them.

What great fun to see the carts pass beneath a bridge carrying half the group while the other half paused to take their pictures from above before hiking to a dam, mill site, and guard lock. The timing was perfect!

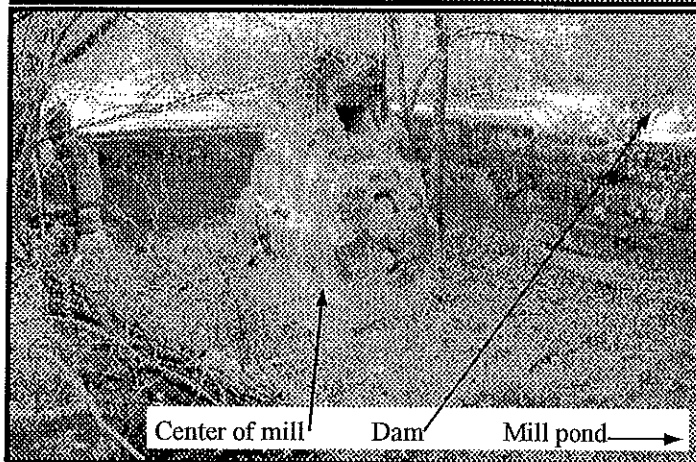


Nine golf carts carried those from Bus 1 beneath a bridge that those from Bus 2 crossed to see a dam, mill, and guard lock.

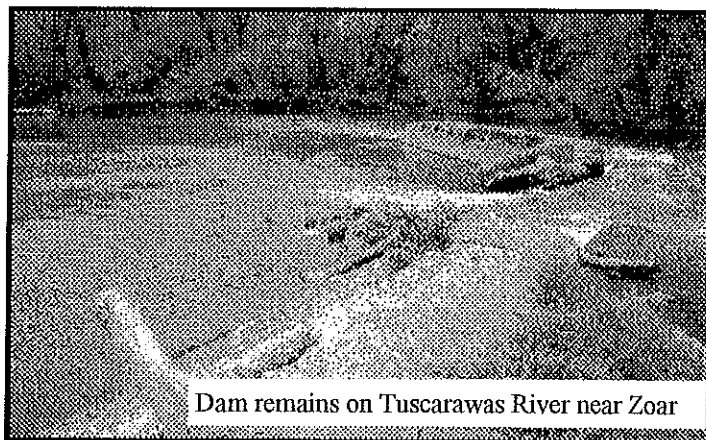
Bus 2 canawlers crossed the old iron truss bridge before reaching the remains of a guard lock that



Masons' marks on guard lock



Center of mill      Dam      Mill pond



Dam remains on Tuscarawas River near Zoar

After eating a box lunch in Zoar Village canawlers explored this separatist community of 31 buildings. They learned that about 7 miles of the canal were built by the Zoarites. They toured the village gardens, bakery, general store, town hall and huge communal house No. 1. One docent said the ladies and children helped dig the canal carrying dirt in their aprons and bonnets. Another said the Zoarites didn't have communal living when they arrived in the valley, but hard times forced them to adopt that style of living in order to survive. Historical markers gave more information about this historic site:

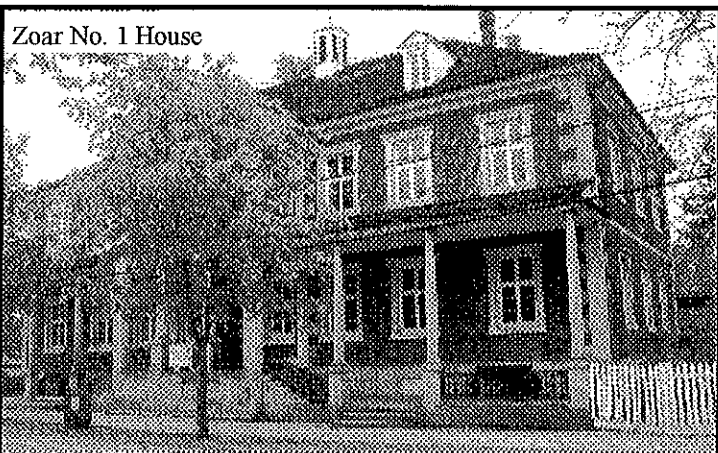
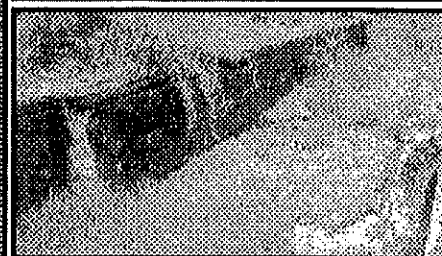
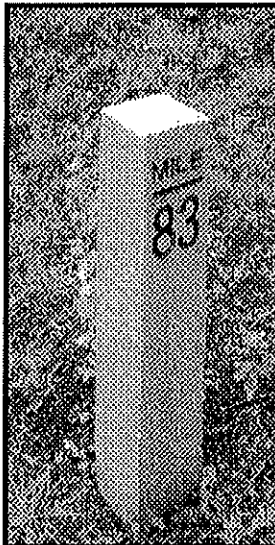


**ZOAR AND THE OHIO & ERIE CANAL**

In 1825, the Society of Separatists of Zoar contracted to build seven miles of the Ohio and Erie Canal, including four locks, just southwest of the village. Payment for the work, completed in 1828, allowed the society to settle its land debt. The canal made a significant economic contribution to the village, bringing packet boat passengers to the Zoar Hotel and providing new outlets for goods produced by the Society. Today the canal is part of the Ohio & Erie Canal National Heritage Corridor.

**ZOAR TOWN HALL**

The Society of Separatists of Zoar built the Zoar Town Hall in 1887 when the village was formally incorporated. Established in 1817 by German religious dissidents, Zoar became one of the most successful experiments in communal living during the 19th century. Early hardships encouraged the Zoarites, in 1819, to establish a communal system to ensure economic and social security. The Society disbanded in 1898. The Zoar Historic District was added to the National Register of Historic Places in 1969.



Zoar Village garden as seen through Number 1 House window



A mile marker along the towpath, two locks along the towpath, Bob Barth at a concrete culvert, horse and hiking bridge over highway to Ft. Laurens, Past Congressman Ralph Regula receives an award for his work on Ohio & Erie Canal Corridor from Jim Guest (right). Jim ordered/coordinated the golf carts.

**FORT LAURENS**

The first and only fort of the Revolutionary War, established within the limits of what is now Ohio, was built here in December 1778 by General Lachland McIntosh, as a defense against the British and Indians, and held until early in August 1779 when it was relieved and abandoned.

It was named in honor of Henry Laurens, President of the Continental Congress.

The small garrison commanded successively by Colonel John Gibson, Major Frederick Ward Vernon, and Lieutenant Colonel Richard Campbell suffered much from hunger and attacks by the Indian allies of Great Britain.

A number of American soldiers were killed here and buried near the fort.

From Zoar, those on Bus 2 rode on the golf carts passing locks and other canal remnants on towpath trail. It was also fun to cross the huge highway bridge to reach Ft. Laurens on the other side. This ended the tour.