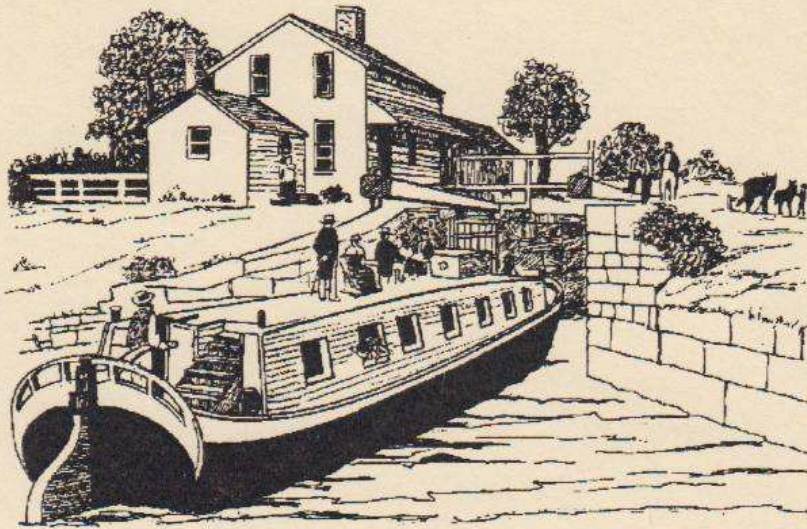


WABASH & ERIE CANAL WABASH COUNTY, INDIANA

CANAL SOCIETY OF INDIANA



**"WAIT TIL YOU
GET TO WABASH"**

April 17-19, 2009

By Thomas E. Castaldi

Logo design: Nate Tagmeyer

Tour Committee: Tom Castaldi, Jim Ellis, Cynthia Powers, Bob & Carolyn Schmidt

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Wabash County Tour: "Wait Til You Get to Wabash"
April 17, 18 and 19, 2009 Holiday Inn Express

Friday April 17, 2009:

Car Tour

R = Right L = Left Direction to Turn

US = United States Highway

SR = State Road

CR = County Road

N = North, S = South, E = East, W = West

● = Site of interest with text in Italics.

Start: 2:30 pm Depart Holiday Inn with caravan of cars following *guide*
and presenter **Cynthia Powers**, CSI Board Director

R on SR 15 N

L on SR 16 W

Friday Stop 1: 3:00 pm: Arrive Stockdale Mill Roann Indiana.

- 3:00 pm: *Col. John Anderson moved his family up the Eel River from Logansport in 1835 and settled on Squirrel Creek about a mile from Squirrel Town which was the Indian name for Stockdale, a small village on the north side of Eel River. In 1836, Anderson established a saw mill at the village of Squirrel Town. Other settlers followed and in 1839 a settler, Thomas Goudy platted the town of Stockdale. Goudy built a saw mill on Eel River and later a flour mill which stands today. In 1856 the mill was washed away by high waters but was promptly rebuilt. In 1916, a new dam was built and the mill continued business down through the generations of the Deck family who purchased the mill in 1902. At one time Stockdale consisted of a blacksmith shop, several saloons, wagon shop, two hotels, drugstore, a school, a church and two doctors. In 1871 the Detroit, Eel River and Illinois Railroad began operation through the nearby town of Roann, and Stockdale's business gradually diminished. Ironically today, the flour mill still stands among a few residences.* – [From pages of *History* by Hazel Mowrer Flock 1985.]

During the heyday of the Stockdale Mill, 50 barrels of flour a day could be expected. During the Civil War, the mill was leased to a company to supply flour and meal to the Union Army. It is an excellent example of the early mills that supplied the early settlers to the area. [From *Shadows of Wabash* – Woodward & Harvey]

Roann Bridge. Roann's first bridge over the Eel River – a stream that rises near Fort Wayne and empties into the Wabash at Logansport – was built in 1841. It

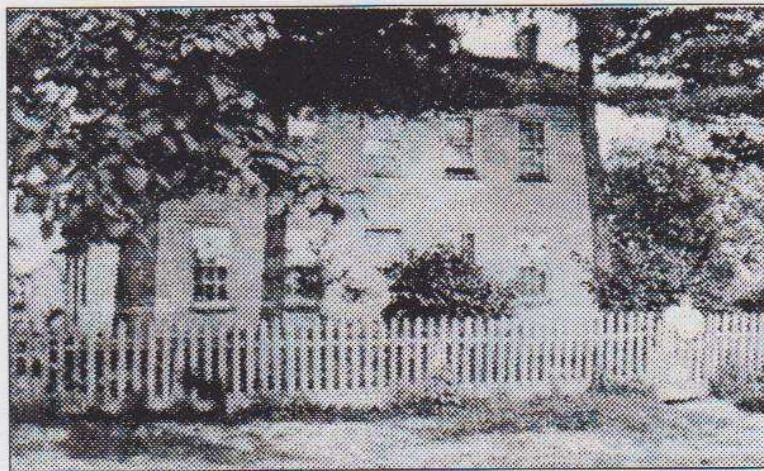
washed away and a second bridge was built in 1845; it was washed out in 1847. In 1856 a third bridge built as a covered bridge but destroyed by high waters in 1876. In 1877, a new covered bridge was built that in 1953 was improved with a new floor and in 1972 the entire bridge was renovated becoming an important Wabash County historical site – [From pages of *History of Wabash Atlas 1884* Helm.]

3:25 pm: Depart Stockdale Mill

L on SR 16 E proceed about 15 miles

R on CR 500 S.

Friday Stop 2: 3:45 pm: Gene Stratton Porter Hopewell Cemetery at intersection of CR 500 S



Stratton Home, from *History of Lagro*, Suzan Lawson Hamilton

“Here on August 17, 1868, was born Geneva Stratton, who later became the world famous author Gene Stratton Porter. Her famous novel, Laddie, is a true story of her childhood days in this community and a true description of the Hopewell church and school house. Her old home was just north [? west] of the church. The old house and barn have both been burned. Geneva was the 12th child of Mark and Mary Stratton...she lived here until she was 11 years old when she moved to Wabash. Her marriage to Charles Darwin Porter was in 1886. Then she moved to Decatur and later to the little town of Geneva, Indiana where she became know to the world as Gene Stratton Porter. She died in December, 1924.” – [From pages of, *Centennial History of Wabash County* - Otho Winger].

Laddie or Leander, and her parents are buried in Hopewell cemetery. Gene died in California and was buried there, however, she was re-interred to her Indiana home on Lake Sylvan at Rome City which now is an Indiana Historic Site managed by DNR with Indiana State Museum.



Hopewell Church and Cemetery from *History of Lagro*

*Hon. Daniel Sayre: "I lived, in those days, on what is now known as the Stratton farm. One morning, just before day-break I was awakened by a knocking at the door, and getting up found a black man, who stated that he was a runaway, hungry and tired. I gave him a loaf of bread and part of a ham, telling him to conceal himself until the following night. In less than an hour afterward, two rough looking riders, with horse pistols in their belts, called me out of the house to inquire if 'I had seen anything of a runaway.' I told them I had, when they demanded to know which way he went, throwing both hands up, one pointed to the right and the other to the left, I answered, 'that way!' One of the riders then drew his pistol and said: 'G-d damn your soul, if you don't tell me which way he went, I will shoot you!' 'My rifle hung near the door of my cabin, and I had it in my hands in a jiffy. Drawing a bead I said: 'Now d-n you, if you don't leave these premises, I will kill you. 'Both were arrant cowards, and away they hustled off the clearing was ludicrous. That night I went through the woods with the fugitive to Manchester, where he was given over and sent on to Canada". [From pages of, *History of Wabash Atlas 1884 Helm*]*

4:05 pm: Depart Hopewell Cemetery

S on CR 500 S to U.S. 24

R on US 24 W

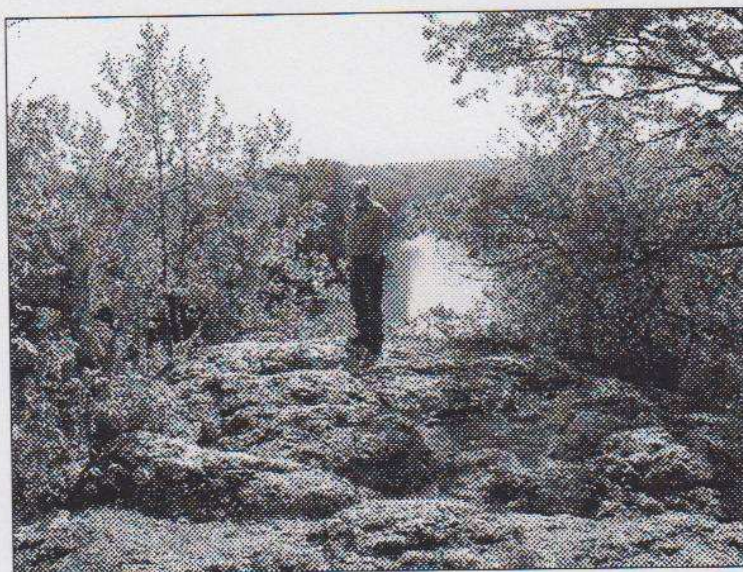
L on CR 400 S

- *Drive by St. Patrick's Cemetery the final resting place for canal laborers and their families.*

R on Blue Star Memorial Highway (old U.S. 24) head west to Lagro.

R on SR 524 (Lagro Road) go 4 blocks and cross over Wabash River bridge and proceed on SR 524 continue til road turns south but stay straight on Hanging Rock Road

4:20 pm: Drive by Hanging Rock.



Atop Hanging Rock

- *A prominent landmark, Hanging Rock which towers some 70-80 feet over the Wabash River is nationally known for its origin as an ancient reef, excellent exposure of early rock features and complex erosion history. It is a 400 million year old remnant of an ancient reef that has undergone the rigors of oceans, glaciers, streams and weathering agents, but mostly by the erosion of the Wabash River. Henry the Hair Buyer Hamilton mentioned Hanging Rock in his letters calling it "Sugar Loaf" and used it as a reference point as he brought 171 British troops and 350 Indians with 40 boats in his attempt to retake Fort Sackville at Vincennes. It has long been a public recreation site with boats taking visitors from Wabash to Hanging Rock for the day. – [From the pages of, *Shadows of Wabash*, Woodward and Harvey. Also, ACRES Hanging Rock Natural Area 1984 pamphlet. Also, *Roadside Geology*, p. 254.]*



Hanging Rock viewed from the Wabash River – History of Lagro, p. 101

4:40 pm: Depart Hanging Rock/Turn Around for Holiday Inn. Caution: Turn around at Hanging Rock should be taken slowly due to the tightness of the turn and roughness of the track.

W on Hanging Rock Road to SR 524

Follow 524 N back to Lagro.

L on SR 524

L on US 24

L on SR 15 and arrive at Holiday Inn.

Friday Stop 3: 5:10 pm: Arrive Hotel

6:10 pm: Depart Holiday Inn for dinner/business meeting

L on SR 13

L on Canal Street and go 2 blocks

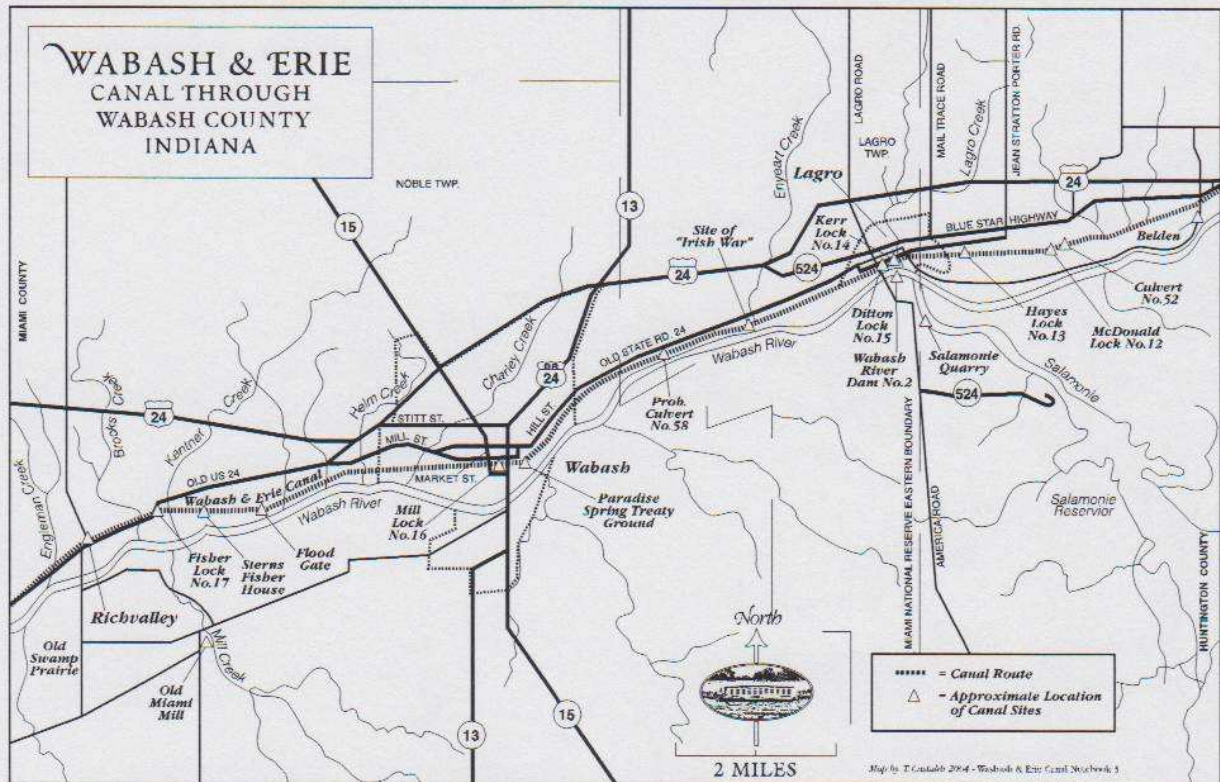
R on SR 13/15. Go across Wabash River 3/4 mile to Knight's Inn. Stay straight ahead on 15 at the SR 13 and 15 split. Knight's Inn with its Ugaulde's Family Restaurant is on the right. Dining room is straight ahead as you enter the Inn.

Friday Stop 4: 6:30 pm: Ugalde's Restaurant 1950 S. Wabash Street, telephone, 260/563-9197. Dinner buffet includes: salad bar, mashed potatoes, green beans, roast beef, roast pork, dessert coffee, ice tea and soft drinks.

7:30 pm. Dinner speaker Ron Woodward Wabash County Historian.

Return to hotel.

L on SR 15 and follow signs to US 24 and Holiday Inn.



Wabash & Erie Canal Through Wabash County Indiana
From Wabash & Erie Canal Notebook III, p. 100

Saturday April 18, 2009:
Tour thru Wabash County's Canal Country

Bus Tour: 8:00 a.m. til Noon

R = Right L = Left Direction to Turn

US = United States Highway SR = State Road CR = County Road

N = North, S = South, E = East, W = West

● = Site relates to the text in Italics.

STOP indicates a stopping point.

Restrooms are available on the bus or at stops noted along the tour

Continental Breakfast at hotel before boarding the bus.

Saturday Start: 8:00 a.m. From Holiday Inn Express

R on SR 15

R on US 24 and proceed eastbound 15 miles.

As time permits: view *Journey Through Time* DVD as a prelude to our visit to Wabash Co Historical Museum.

8:20 am Drive by Silver Arch in Huntington County and make turn around.



Stone Arch Culvert No. 45 over Silver Creek *Notebook I p. 89*

Silver Creek was originally known as Woodward's (some spell it Woodworth) Creek until a bandit stole the Indian annuity payment and fled east until the militia caught up with him. Knowing he was to be captured he hid the silver he had stolen and confessed that he hid it under a rock in the bed of Silver Creek. The

search began and it has gone on til today, yet no treasure has been found. This arch was first constructed with wood "in a semicircle of 24 feet chord" but once the canal reached Georgetown good building stone was obtained, sent by barge back to this point and this semicircle was rebuilt. Historian F.S. Bash noted that Charles Foster said that he had contracted in 1862 to rebuild the timber culvert with stone.

A few yards west of the arch where you see the trees is the site of Cheesbro Lock No. 11. It was made on the wooden crib plan and provided a 6 feet lift. We know of no extant photographs of the lock that stood on property owned by Joseph Cheesbro. It was a stopping point for Captain Murray's trading post now lying under the west bound lane of U.S. 24. Murray is credited with having laid out the communities of Huntington and of Lagro. He is a nephew of Samuel Huntington a signer of the Declaration of Independence for whom the county is named.

L on CR 750 E.

R on SR 524 that is Blue Star Memorial Highway to the Canal town of Lagro [For more about Lagro see pp. 26-27 in *Notebook III*.]

Lagro served as a Canal Toll Collection station site. Fort Wayne is the next Collection Station to the east and Logansport to the West. Largo was 58 miles from the Indiana-Ohio state line and 142 miles from Toledo.

Lagro was platted in May 1834 by General John Tipton and first settled in 1835. Originally the land for the Miami village on the north bank of the river and across from the mouth of the Salamonie granted to Chief "LeGros" hence the name Lagro. The name comes from the French to mean "Big Body" because he was very heavy. He was granted a treaty house by the U.S. which is now gone. It stood at the site of present-day Lagro's American Legion Post 248.

"LaGros was a noted chief who once lived at Fort Wayne. Later he located at the mouth of the Salamonie where the treaty of Paradise Spring at Wabash in 1826 gave him a number of sections. The government built him a good brick house. When the old chief died in 1831 his house and lands passed into the hands of early settlers." – [From Otho Winger 1935.]

L on Canal Street under RR viaduct with 14 feet clearance.

- *As we pass under the railroad bridge straight ahead is the line of the Wabash & Erie and beyond the tree line is the Wabash River.*

L on Washington Street to Kerr Lock Park.

- *Ahead beyond to the east inside Wabash County but not accessible by bus are several canal structures such as remnants of Culvert 52 and McDonald Lock No. 12 and Lock No. 13. [See pp. 18-19 in *Notebook III* for photos.]*



Culvert No. 52- *Notebook III*, p. 18

Because it is in the middle of a farmer's hog lot, it is off limits to visitors due to the fear transferring and transmitting harmful livestock viruses. Culvert 52 made of wood, 2 spans each 10 feet by 2 feet.

Lock No. 12, James McDonald, is an "8 feet lift, built of cut stone from the Salamania (Salamonie) quarry."

Having so many locks in this area is due to the increased drop in topography.

Lock No. 13, Curly Hayes, once raised and lowered canal packets and barges a full 7 feet yet survives – partially because it is constructed of cut stone, "from the Salamania quarry." Lock 13 can be seen from the road standing behind a house that has used the lock chamber as a refuge dump for the past several years. In this picture you can see a utility pole that marks the towpath. Ahead in the distance is Kerr Lock No. 14.



Hayes Lock No. 13 as it looked in 1937 - *Notebook III*, p.24

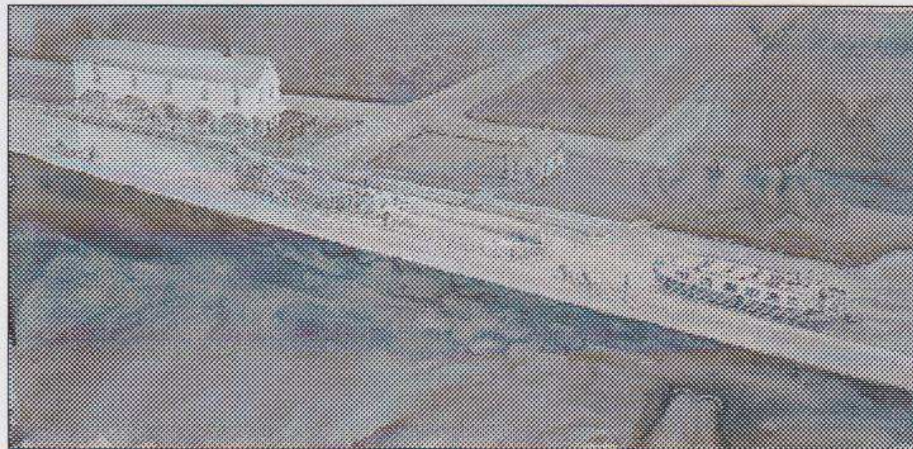
- Cross Lagro Creek and make the turn into Kerr Lock Park: A Marker reads:

KERR LOCK
*Important Business Center
 on the old Wabash & Erie canal.
 This Site Presented to the Town of Lagro
 by Charles Edward Nottingham
 to be presented (preserved) as a
 Historical Monument.*

Saturday Stop 1: 8:45 a.m. Kerr Lock No. 14 *Presenter: – Bob Schmidt, CSI President.*

Disembark bus and walk the short distance to Lock No. 14 a 6-foot lift cut stone lock. “The stone procured from Salamania quarry.”
 [See pp. 33-34. *Notebook III.*]

Lock No. 14 is featured in a mural by Terry Lacy for the Canal Center Lobby in Delphi. Lacy also painted this lock for the Wabash County Historical Museum. It includes the adjacent stone arch Culvert No. 54 as it must have appeared when it once passed Lagro Creek under the canal. We’ll be visiting the museum later. It was in 1837 that Captain Dana Columbia from Fort Wayne guided the canal packet Indiana the first boat to arrive in Lagro.



Kerr Lock No. 14 and Culvert No. 54 double stone arches.

- **9:15 am:** Depart Kerr Lock.
 L on Washington Street.
 L on Dover Street (on R is American Legion Post 248.)

Chief Le Gros's house once stood approximately where the American Legion now stands. He died in 1831 and is buried in the Odd Fellows Cemetery.

R on Basin Street

Passing the Indiana Service Corporation's Lagro Interurban Siding Sub-Station now marked with a sign reading "Family Pantry Warehouse Groceries." The interurban electric traction rail line utilized the towpath after canal closed its business. A utility pole stands in front of the Station. South of the pole was once the site of the interurban rail line and north of the pole stood Ditton Lock No. 15. This line had several names under various owners such as the Fort Wayne and Southwestern Traction Co., Wabash Valley Route and the Indiana Railroad System.

*Wabash County enjoyed the electric railroads for 37 years which commenced in Lagro in 1902 when Ft. Wayne and Southwestern Traction Company ran its first car into Wabash. Generally, it followed the Wabash Erie Canal towpath from Ft. Wayne through Huntington and Lagro to Wabash. The last run was in September 1938. [From pages of, *History of Lagro* – Hamilton]*

*Lock No. 15, James Ditton, like Lock 14, was a 6 feet lift made of cut stone from Salomania quarry located directly to the south across the Wabash about 2 miles. [See *Notebook III*, pp. 37-38.]*



Houses that once overlooked Ditton Lock No. 15. – *Notebook III*, p. 38

- *Wabash Dam No. 3, once located on the Wabash River behind the present-day interurban station was a 280 feet long and 7 feet high structure. Water collected behind the dam entered the canal through a short feeder a few yards west of the highway bridge that crosses the river which you can see ahead. It is thought that although Ditton Lock No. 15 served duty as a lift lock it had a dual responsibility of a guard lock normally positioned upstream of a feeder into the canal main line to serve as a protection against flooding. [See *Notebook III*, p. 41.]*

- *In Wabash Erie Canal lore, Lagro is the town of surprises. Captain Dana Columbia of Fort Wayne aboard his boat the Indiana was the first to arrive in Lagro and intended to be the 1st to arrive on July 4, 1837, in Wabash town. Surprising everyone the Prairie Hen under Master Captain Ed Patchen, hitched a mule to an old craft (some say with a grape vine to a dugout canoe), and under the cover of darkness made the trip, and snatched the honor of becoming the first to arrive in Wabash town. [See Notebook III, pp. 74-75]*
- **9:35 am:** Depart Ditton Lock No. 15 re-board bus

R on SH 524

L on Main Street



Federal style structure at Main and Davis is dated c. 1840. – *History of Lagro*, p. 45

At the left turn on to Main Street see the first building on the left that is the Old Town Hall, a Federal Style structure built about 1840 that may have been referred to as the “Court House” during the days when Lagro was competing with Wabash town for the honor of serving as the county seat – a contest that Wabash won.

Restroom Break Opportunity at next site.

Saturday Stop 2: 9:45 a.m. St. Patrick Church: *Presenter Paul Bever, local historian, Lagro native and lifelong member of St. Patrick's parish.*



St. Patrick Church with rear of new church in back. – *Notebook III* p. 46

Church was built by Irish canal laborers in 1838 and the original steps to the old church can still be seen behind the current church building. This second church was dedicated on March 17, 1873 and today serves as an Oratory or house of prayer and as part of the diocese of Fort Wayne - South Bend. In front of the newer church is a 2-sided historical marker that tells of the Irish Catholics who built the original church. It was situated on land donated by canal contractor Thomas Fitzgibbon whose house was on southeast corner of the lot.

10:45 am: Refreshments served and depart St. Patrick Church.

Head west on Main Street (out of Lagro, Main becomes, “Lagro Road.”)

For a couple of miles we'll be driving atop the north bluff of the Wabash River valley before descending and crossing Enyert Creek. Somewhere upstream on the creek is a cave that once was home to a nest of rattlesnakes and from time to time folks still walk the stream in search of Enyert's Cave.

Historian Weesner wrote: “Besides rattlesnakes, vipers, adders, and blood snakes there were blue and green snakes in the prairies. One day in going to Lagro from Wabash on the towpath, I killed six large ones.”

- Cross Enyert Creek.

After crossing the creek bridge look to your left. At about 100 yards in the crop field is the site of the proposed Irish War Battlefield. Here hundreds of Irish in two factions, one called the "Corkonians" and the other the "Fardowners" came to do battle with one another on the anniversary of the July 1690 Battle of the Boyne River that pitted the British and Irish in Ireland. It was led by James II against England's William II. Was it an excuse to re-fight the battle among a group who were always ready for a scuffle? Or, was it a labor-benefits issue that festered and erupted when the "Corkonians" found that the "Fardowners" were receiving additional jiggers of whiskey supposedly to ward off the ague or fever. The two factions came together in July of 1835 a full 145 years after Boyne. Had they not been interrupted by militia forces, a bloody battle would surely have erupted. One hundred insurgents were arrested and their leaders headed on foot to Logansport to meet the Michigan Road for a forced march to Indianapolis. Ultimately, 14 ringleaders were arraigned, 8 were released, some sentences handed down and the rest of the Irish laborers were sent back to work digging westward. [For more details see Notebook III pp 45 – 57]

Lagro Road parallels the Wabash Erie Canal route and the towpath is marked with utility poles and lines leading to the City of Wabash.

- *Along the way, smaller streams are crossed and on one the base timbers of a culvert are visible. At the Wabash City limits, Lagro Road becomes East Hill Street and it turns left to the south and west.*

Lagro Road Old U.S. 24 becomes East Hill Street at Wabash City Limit.

To your left while driving on East Hill Street, see if you can locate the dirt road you are paralleling about 100 yards to the east which marks the old canal towpath. Several rail lines cross in this vicinity and at the rail crossing look to the left for a view of the Big 4 Deep Cut now no longer accessible to the public.

R on East Hill Street at Hanna Park.

L on Allen Street

R on Market Street

L on Wabash Street

Drive by Site: Cross over Canal Street and at a point before railroad tracks cross over the canal line. To the right on the back of the buildings the limestone wall marks the "Boat Docks" where cargo was handled. Historians have written that from these docks using underground tunnels following the sidewalks of downtown Wabash, goods were delivered to merchants from canal boats.

Cross Wabash River Bridge

R on Lafontaine/Columbus Street

- *We will be following the old traction line. The traction line came in on the north side of Wabash on Manchester Avenue, crossed the Wabash River Bridge. At this point the traction line continued to Columbus Street, out Mill Creek Pike, to Cooper Road over the Wabash River Bridge to Boyd Park.*

L on Vernon Street

R on Pike Street following the Traction RR line to Boyd Park.

Becomes Mill Creek Pike

- *On West Mill Creek Pike see Quaker Cemetery on the left. We are following the old traction line route. There are many stories about the Trolley that extended between Boyd Park and the town of Wabash. Some times young pranksters pulled away the trolley connection with the overhead cable which cut the power off. The motorman had to stop his routine and get out and re-hook to the cable. Young girls were known to put pins on the tracks for the trolley car to mash into tiny x shapes to form a little scissors. Sometimes entire carloads would travel to Quaker Cemetery to pay their respects before returning home again. [From Woodward and Harvey – Shadows of Wabash]*

Directly to the north on the Wabash River is the site of the hospital (pronounced hos-pee-tal) a cave high on the south bank of the river used for protection from foul weather by the Indians and early explorers and very difficult to access today.

Major Hamtramck mentioned the Hospital in 1790. It is approximately opposite the Moon Rock on the south side of the River. Locally it is known as Shanty Falls and a favorite picnicking area. It is about 10 feet above the river and 20 feet from the rim of the escarpment. It is about 3 feet high and inside room enough for four men to lie down side by side. [From Woodward and Harvey – Shadows of Wabash]

R on Cooper Road

- *At this turn: Stop before making the turn right on to Cooper Road look to the south side of Mill Creek Road and notice Mill Creek the stream coming down from the higher ground. It once powered the old Mill which stood back from the present road a few yards. Although there is a log cabin standing near the stream it is believed that nothing of the old mill remains.*

“At the treaty of St. Mary’s in 1818 the US government agreed to build a mill for the Indians.” A place was chosen on Mill Creek. “The mill was built about 1820 and continued in operation for ten years or more. Lewis Davis was the first miller, 1820-1826. He was the first white man to live in Wabash County. He was followed by Gillas McBean, 1826-1828, and Jonathan Keller, 1828-1830, Robert Wilson was a blacksmith at the same mill. It was rudely constructed of logs and was used

mainly for cracking and grinding corn." It ceased operations in the early 1830s.
[From Otho Winger]

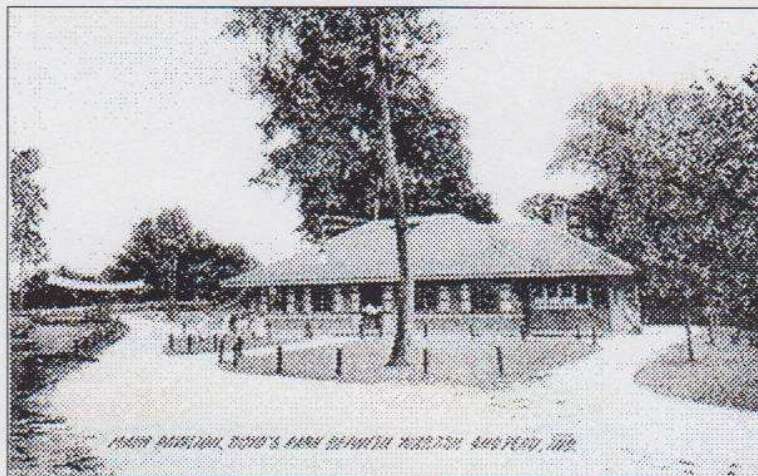
Originally, the mill was built by Benjamin Level at a cost of \$3,600. By 1935, Henry R. Schoolcraft visited the mill and found it "seated on a copious brook in a small valley, buried by the surrounding forest growth." He found no signs of David "nor any traces of the mill having been recently visited, or put into motion." The mill appeared to be in sound condition and well constructed but the dam, however, had been breached and was repaired by October of 1824. [From Woodward & Harvey – *Shadow of Wabash*].

Straight on Cooper Road.

- *To your right is the Wabash River after we moved through some sharp turns in the road coming across the wide valley expanse to Prairie Road.*

R on Prairie Road and cross Wabash River Bridge.

- *On the north side of the Wabash River Bridge on the right was the site of Boyd Park named for Frederick Coleman Boyd the man sent to Wabash to put the traction line in business for the Wabash River Traction Company. In 1891, South Wabash was annexed to the City of Wabash. By 1901, street car tracks were laid through the South Side. These tracks started at the Wabash Street Bridge and extended to Boyd Park.* [From Woodward & Harvey – *Shadows of Wabash*.]



Post Card showing the main pavilion at Boyd Park about 1907

Boyd Park was the traction company barn and where picnic grounds were laid out. Eventually the rail line went west to Peru on to Logansport and to Lafayette following the canal towpath. (That's why when you look to the west the traction bed is still in evidence. However, this is not the canal towpath but a portion of the traction line that diverted from the towpath to reach Boyd Park.) Boyd Park served as more than a picnic grounds. It also provided an amusement ride entertainment destination to encouraged trolley ride travel on 19th century trolleys that once served Wabash town.

R on Old SR 24 or Wabash Road passing Rich Valley town.

As we head for Rich Valley the canal channel was once on the left side of the present highway heading for Peru.

Rich Valley's history extends back to the Treaty of 1818 when a reserve of land was granted to the Miami. It extended 30-miles along the south side of the Wabash River from between the point at which the Salamonie River (at Lagro) empties into the Wabash another 30 miles downstream to Logansport and back 30 miles forming the Great Miami Reserve. As a part of the Treaty, a mill for the Miami was erected on the south side of the river and a miller assigned to assist them. Jonathan Keller came in 1831 to take over the mill operations and moved later to the present site of Rich Valley where he built a home. It became a stop on the canal then on the railroad. During the canal era, John Hubbard and wife were boarders in the home of Aaron French, his wife and 5 children. The French family disappeared and Hubbard who left in the middle of night was suspected of foul play. The French family remains were discovered by the sheriff buried in shallow graves under the house. Hubbard and his wife were tracked down and found guilty and justice served. He was hanged for the crime on the Wabash County Courthouse lawn in December 1855 – the only man to be so executed in the county. His wife handed a life sentence.

- *Old U.S. 24 also called "Wabash Road" rises up a sweeping turn to the east as it follows nearly on top of the Canal towpath. On the highway curve to your right is a new quarrying operation that recently opened for gravel extraction.*



Fisher Lock No. 17 before it was buried. – *Notebook III*, p. 91

- *Several yards to the right is Fisher Lock No. 17 that raised or lowered boats 6 feet. It along with a stone quarry was buried by an earthen ramp constructed for the highway over present-day railroad tracks.*

- *At the south edge of the bridge over the railroad tracks and to your right is the remnant of the quarry for limestone used to construct Fisher Lock No. 17. You can glimpse part of it as you pass by.*
- **11:15 pm:** Pass the junction of CR 530 West and see the site of the Stearns Fisher House. The house stands at the south end of CR 530 facing the old Canal Line. You can see the top of the house and out buildings in the distance on the right.



Fisher Home as viewed today from the canal. – *Notebook III*, p.89

*Stearns Fisher was born in 1804 in Vermont. At age 13 he moved with his family to Ohio where he received his education and by age 16 he took a job as a store clerk. Two years later he became a school teacher and then a laborer on the Ohio Canal. He became interested in engineering and through diligent training earned an appointment to the survey team of the Wabash & Erie in 1833. He became General Superintendent of the Canal, was assigned resident engineer for the line between Wabash to west of Peru and held the position til 1847. As such he controlled the canal construction and state land offices. From 1852 to 54 he managed the survey and location of the Lake Erie, Wabash and St. Louis Railroad through Wabash County. [From Woodward & Harvey, *Shadows of Wabash*]*

Before he died in 1877, Fisher served as a State legislator in the 1860-61 Session and again in 1868. There are two canal era quarries in the vicinity. A quarry east of the Greek Revival Stearns Fisher House is believed to be the source for the limestone used to build the home. Today Jim and Carol Keefaber own the home.

- *Canal line passed the backside of present Aleris aluminum recycling facility. A few hundred yards to the west was once a floodgate used to regulate excess canal water. Today, the floodgate has been buried under a high mound of fill material.*

Pass by SR 115

Saturday Stop 3: 11:30 a.m. Moon Rock.



- *Moon Rock is a site we visited during our Passage Thru Peru in Spring 2000 tour through the area. It is a pudding stone that was carried down by the last glacier from Canada. It is composed of irregular and angular lumps of granite, gneiss, sienite and other rocks. It is 15' x 12' and 5' high. It was first noted by Major John Hamtramck on a 1790 Army expedition to the area. Pioneers tell that here too the Indians left gifts just as they did at Tobacco Rock. Joey and Carl Lampton stand on the stone to give an idea of its size. [Woodward & Harvey, Shadows of Wabash]*

11:45 a.m. Board bus and return west bound on Wabash Road to Mill Street.
Depart for lunch at Women's Club to arrive by noon.

L on Hill Street

L into Women's Club 770 West Hill Street. - Turn into drive marked F.I.S.H
Friends in Service which is a food bank service.

Women's Club building once served as a hospital and an orphanage standing on a portion of the 640 acres granted to Miami Chief Little Charlie. He graciously donated a portion of the acreage to the Agricultural Society in 1856 for a fair grounds – one of its notable directors was Canal Superintendent Sterns Fisher. It remained the county fair site til 1888 when ten acres was given for a city park. After a fire destroyed the orphan's home across town, a building was constructed here in 1889 and opened to the displaced children. Over the next years, 169 made this their home until it closed in 1903 and all were transferred to a new facility. Next, building became a hospital in 1903 and by 1913 was an accredited training school for nurses. Now called Park Hospital, it handled patients during the 1918 flu epidemic. It was here that Gene Stratton Monroe, granddaughter of Gene was born. In 1921 Park Hospital closed, when a new hospital was built, but came to the rescue of residents who were awaiting the completion of their County Home. In

1927, a Council of Woman Club organized and in 1930 moved in and for years after was opened to the public for dining. Members enjoyed card parties, lawn frolics, lectures, art and style shows, but also volunteers to keep for such community projects as assisting the library when it would otherwise have been closed, Red Cross activities, and luncheons much like the one being enjoyed today.

Saturday Stop 4: 12:00 noon. Catered luncheon at Women's Club.

1:00 pm: Board Bus

R on Hill Street

L on Mill Street.

- *House on left is the site of a road toll house prior to the Canal era. In 1828 a road was established beginning at Logansport and running to a point where the Salamonie River enters the Wabash to be 40 feet wide. "This road followed an old Indian Trail up from Vincennes entering from the west...winding it followed the course of Charlie Creek as it neared the Treaty Ground. A toll house was located at a later date about a mile from the court House Square and as time passed, parts of the road were relocated but much of it remains as originally established." [From pages of, Mary O'Hair Thumbnail Sketches of Wabash 1955]*

R on Thorne Street (makes slight jog to right)

L on Factory Street

L on Cass Street.

- *Near Canal Street at the railroad crossing look to right. 120 feet east is the site of Lock No. 16 variously known as "Hipskind Lock," "Cissna Mill Lock" and "Mill Lock." It had a 9 feet lift and was made of cut stone probably from Stearns Fishers Quarry. An example of the immigrants to this area, one German family named Hipskind were stone masons and brick layers and are credited with many structures in Wabash and vicinity. [From Woodward & Harvey, *Shadows of Wabash*] A lock tumble or water bypass once powered the Thompson Flour Mill near the present site of the Plain Dealer newspaper facility. It was built by Sanford Honeywell who came to town in 1843 and became the father of Mark Honeywell founder of the multi-national Honeywell Corporation. Honeywell Center is across the street to the northwest.*



Lock No. 16 as it looked in *circa* 1950. – *Notebook III*, p. 84

The canal could make money for shippers even during the frozen winter months: A Wabash man for example worked out a sleigh designed to carry cargo on the frozen water of the canal.

R on Hill Street. (Dr. Ford Historic Home is on SE corner of Cass and Hill streets. 177 West Hill Street across from the Carnegie Library.)

Saturday Stop 5: 1:15 p.m. Dr. Ford Historic Home. Park along street or in the Presbyterian Church lot to the east. *Presenters director Tyler Handwork and Ann Calland* will split our group because of space limitations. One group will tour the home while the other the garden, barn and meet “Barney” the horse.

Dr. Ford chronicled his 19th century life as a family man, surveyor, agronomist, architect and Civil War surgeon in this 1841 home that was expanded to become a 4,000 square foot residence by the 1870s. The restored home includes period flower and vegetable gardens and a stone barn with buggy and sleigh.

2:15 pm: Depart Ford Home for Wabash County Historical Museum.

East on Hill Street.

L on Wabash Street.

R on Elm 54 Elm Street is a home in which Gene Stratton Porter once lived.

R on Allen Street

R on Market to 26 E Market Street

Saturday Stop 6: 2:30 p.m. Arrive Wabash County Historical Museum. Parking for the bus is on the street or in spaces on the east and west of the Museum. Restroom facilities stop.

Presenter Tracy Stewart, Executive Director will host our visit of this museum that has been called the best county museum in the State of Indiana. Be sure to see the canal exhibit on the first floor as well as the interactive exhibits on the 2nd floor which also houses the extensive research and archive center. On display will be the Portraits of Lincoln

Because the Wabash County Court House is closed today, Pete Jones, historical columnist for the *Wabash Plain Dealer* newspaper and museum docent will tell about and Wabash's renowned history as the first electrically lighted city in the U.S.

Wabash was incorporated first as a town in 1849 with a population of about 1,500. Its claim to fame is the distinction of being the first city in the world to adopt the electric light as a city lighting system. During the winter of 1879-80 the city council met up with the Brush Electric Light Co of Cleveland, Ohio. A test was set for March 31, 1880. The night was dark but thousands of people waited in the streets; when the light flashed from the tower of the courthouse, the surrounding neighborhood transformed to light as day. People stood in silence and wonder. Newspapers around the USA and in Europe lauded the accomplishment. The city council decided to make the light permanent and other towns took notice. [From pages of, Otho Winger, Centennial History.]



Next is the appearance of Terrell M. Jacobs (⇐ portrayed by Mike Beauchamp) “The Lion King” “The Man with a Thousand Scars.” Once saved by a lioness named Sheba.

Jacobs, found in Guinness Book for having engaged as many as 52 ferocious breasts in one performance, was raised in this region. As a youngster he wanted to work for the circus in Peru the famous wintering quarters for circus companies. Turned down because of his young age, Jacobs headed for California where MGM saw his daring deeds within the lion's den and put him in the movies. After a successful career, the lion tamer died of a heart attack in his mid 50s and buried in Wabash's Falls Cemetery.

Saturday Stop 7: 4:00 p.m. Depart Museum.

- To *walk* from the museum: L at museum front door and walk two blocks to Paradise Spring Park
To *ride bus* from the museum: R out of museum parking lot.

L on Wabash Street

L on Canal Street

L on Allen Street

R on Market Street into Paradise Spring Historical Park

Saturday Stop 8: 4:15 p.m. Paradise Spring Historical Park.

Presenter Bob Schmidt

- *Here an important treaty was signed to make possible Indiana's Internal Improvements. Without the Miami and Potawatomi peoples' agreement, the Canal could not proceed east or west, nor could the Michigan Road - the main north south road cut through the center of the state - have been possible. An historical marker in the Park states the name:
"Treaty Ground Kin Com A Ong Spring between the U.S. and the Miami held on October 23, 1826."*

The marker originally sat several yards north of its present position near the actual spring, but since has been moved to be more accessible to visitors.

- A second Indiana Historical Bureau format marker reads

Paradise Spring Treaty Ground At treaty ground (two blocks east) in October, 1826. Potawatomi and Miami tribes signed treaties with the United States ceding lands north of the Wabash River. The treaties included provisions for land for a canal and the Michigan Road.

Early Wabash County's first residents were Miami and Potawatomi. When the Canal was begun after the Treaty of Paradise Spring was concluded Irish immigrants and others arrived to do the work with names like Ivory, Barton, Carney, Shanahan, Devine, Kinerk, and left a considerable influence on the community. Others who followed included the Germans with names like Baumbauer, Freisinger, Hauptert, Friedersdorf, Frier mood, and Schultz. Shadows of Wabash - Woodward & Harvey.

Railroad officials have made off limits to what was once an access to popular postal card view of the Wabash Deep Cut. A limestone reef cut to make way for rails to compete with the canal line, but forced to cut through solid wall of stone because the canal occupied the ideal and most convenient route around the reef.

4:30 pm: Board Bus for return to Holiday Inn Express.

L on Market Street out of Paradise Spring parking lot.

R on Wabash Street proceed past Ford Home and Honeywell House

Mark these sites these two homes. We will be driving personal cars from the Holiday Express Inn. For anyone interested in watching a couple of innings of a heritage Civil War-era Baseball Game sponsored by the Wabash County Historical Society stop on your way to dinner at the Honeywell House for the game that will have begun at 4:30 p.m.

Dinner is at 6:30 p.m. at the home of Richard Ford followed by a tour of the Charley Creek Gardens. Plan to arrive between 6:15 and 6:30 p.m.

L on West Harrison Street

R on Cass Street or SR 15 to return to the Holiday Express Inn.

Saturday Stop 9: 5: 00 p.m. Arrive hotel.

For anyone interested in watching a couple of innings of a heritage Civil War-era Baseball Game stop first at the Honeywell House for the game that will have begun at 4:30 p.m.

6:00 pm: Depart Hotel in personal cars.

L on SR 15 heading toward Wabash town.

L on Stitt Street

Stitt Street recalls the memory of Archibald Stitt who came to America in 1809 from County Down Ireland. He was a contractor on the Wabash & Erie Canal. When the line was completed he became Superintendent of the Fort Wayne and Logansport Division of the canal and was so until 1850 when he was elected Treasurer of Wabash County. He and his wife Catherine Simpson Stitt were the parents of Civil War hero Lieutenant William Stitt. [From pages of, History of Wabash County – T.B. Helm]

L on Wabash Street

To Richard Ford home (Charlie Creek Gardens) on the left side of street at 520 N Wabash St. Ford's home is a 2 story half brick and half faced with glass structure. It is the 3rd home from Stitt Street.

Saturday Stop 10: 6:30 p.m. Dinner at Charlie Creek Gardens. Plan to arrive no earlier than 6:15 pm..

Six acres of residential and naturalized gardens featuring a waterfall and ravine garden. Depending on weather conditions we will be eating a buffet dinner under a large tent concluding with tours of Little Charlie Gardens. Golf Carts are available. If weather fails us the buffet will be held in the Garden Building. All compliments of Little Charley Foundation the inspiration of Canal Society of Indiana member Richard Ford.

*Miami Chief Charley and his son, Little Charley, signatories of the Treaty of October 23, 1826, at one time owned the land on which the west part of Wabash is built. Charley Creek and Charley Addition were both named after them. Charley took a prominent part in the second treaty of Greenville in 1814. Little Charley later received large grants of land on the Ke-na-po-co-mo-co near Adamsboro (a small town on the Eel River to the north and west.) – [From Otho Winger 1935. Also, *Indian Affairs Laws and Treaties.*]*

Directions to return to hotel. From Richard Ford's parking lot.

L on Wabash Street

L on Stitt Street

R on Stitt Street

R on Cass Street/Highway 15

R see hotel on right before US 24 stoplight.

Saturday Stop 11: Holiday Inn Express

Sunday April 19, 2009:

Car Caravan Tour thru Wabash County's Canal Country

Sunday Start: 8:00 a.m. Continental breakfast in hotel lobby and check out.

9:00 am: Return to Indiana Highway 15

L on SR 15

L on West Harrison Avenue

R on Wabash Street

Proceed 1-1/2 blocks to Honeywell House drive by on right. Home of Mrs. Mark Honeywell, (Eugenia) widow of Honeywell, Inc. founder. This is located in part of Charlie Creek Gardens.

9:15 am: Pass by Honeywell House traveling south on Wabash Street, which becomes SR 13.

Proceed through town. Drive by Wabash County Court House first electrically lighted town in America; Drive by Reading Room Book Store on right.

Cross Canal Street

After Cross Canal Street and before Railroad crossing is the canal line. To the right behind buildings facing Canal Street is "Boat Row." See limestone foundations that were once the walls of the canal basin. One persistent myth states that from these docks, underground tunnels provided passageways to many buildings making convenient delivery of cargo to busy merchants in Wabash town. Here too is the burial marker of a 3 hours old baby Rebecca Daywaldt who died on a canal boat somewhere between Lagro and Wabash. [See Notebook III, p. 79]

L on Water Street

R on Huntington Street and cross Wabash River Bridge

L on LaFontaine Avenue which comes to West Water Works Road and go straight ahead

L on South Meridian Road go 3/10 mile to rejoin Water Works road.

Proceed 1-3/10 miles at a left turn the road becomes South Baumbauer Road. Proceed 8/10 mile to Hathaway Reserve.

Sunday Stop 1: 9:45 a.m. Hathaway Reserve at Ross Run.

ACRES' latest acquisition dedicated in May 2008. ACRES Land Trust protects over 35 nature preserves in 11 Northeast Indiana counties. Hathaway is a 72 acre parcel less than 1 mile from the Wabash River/Ross Run confluence directly across the river from the Irish War site. It features a 1/2 mile trail passing over geological features of statewide significance. It offers great vistas overlooking the falls and runs of Ross Run Creek through forest and grasslands. Portions of Ross Run contains significant geological features including waterfalls, flumes, pillars reef fossils, 75 exposed bedrock cliffs, an oxbow and a continuously bedrock-floored stream.

Many species of both forest and open-country nesting songbirds and thirteen species of warblers have been observed. The forested portion consists of a mature woods comprised of native species, including Black Oak scattered throughout the property, the largest measuring 59" in diameter. Thirty or more canopy and sub-canopy species can be counted in a small area, including several individuals of the highly specialized blue ash growing on the calcareous siltstone ledges.

Ross Run Gorge: Ross Run has a really steep gradient that cuts through the resistant ledges of chert and limestone, forming a distinct fall zone where it drops some 75 feet in elevation in less than three-quarters of a mile, over a nearly continuous series of cascades and falls. Most of the stream bottom flows on large, smooth ledges of rock. The gorge is lined on both sides by steep bluffs and cliffs that range between 30-50 feet high. Ross Run Gorge is an impressive natural feature that appears to be of uncommonly high value, geologically, ecologically, and aesthetically.

10:30 am: Depart Hathaway Reserve

L on Baumbauer Road

L on East Durnbaugh Road

Proceeding approximately 1 mile on this road to a possible Eagle nesting site drive by. Anyone wishing to spend time here will find this an easy place to return after the morning tour is concluded.

R on South 326 E

L on East Baumbauer Road

L SR 525

Sunday Stop 2: 10:50 a.m. Salamonie Quarry.

At about 2/10 mile northbound on the east side or your right of Indiana Hwy 524 is the remnants of the Salamonie Quarry. This is the location from which stone was taken to build locks 12, 13, 14, 15. We are 1 1/2 miles from Lock 12 (as the crow flies) Historians report that the freight houses in Lagro were built on foundation stones, quarried from here and brought to Lagro on flat boats. It is logical to assume that any rock required for Wabash Dam No. 2 that fed water to the canal came from this location as well as the stone arch used to pass Lagro Creek under the canal at Kerr Lock. It is interesting that Jesse Williams' comments on the stone used at Lock 16 in Wabash and Lock 17 was "less durable" ...they came from the same quarry, which according to local historians was from Fisher's Quarry in the western portion of the county.



Salamonie Quarry – Wabash & Erie Canal Notebook III, p. 20

An entry in the Jesse L Williams, Chief Engineer Report of 1837 to the Canal Commissioner gives an idea of the importance of this quarry to the construction of the Canal.

“I have recommended that the first lock east of the summit, be built of cut stone. The stone can be brought by canal from the quarry at the Salomania to a point within one and a half miles of the lock site, from which they must be taken by land carriage.”

Williams was referring to Moot's Lock No. 3, a 6-1/2 feet lift built of cut stone one mile east of Fort Wayne. Ten years later he was able to state that the stone seem to have withstood the action of the frost very well, much better than most other stone locks on the canal. It may be considered a good and permanent lock for some years to come.

Sunday Departure 3: 11:30 a.m. End of tour. To return to US 24:

Follow SR 524 thru Lagro.

As you cross the Wabash River Bridge, look to your right and see the island probably formed due to the effects of Wabash River Dam No. 2. At the far east end of the island is where Leander Stratton lost his life in a drowning incident as described in Gene Stratton Porter's popular book Laddie.

At the intersection of Blue Star Highway

Note the gas station on the left at the intersection of the Blue Star Memorial Highway. It is an opportunity to gas-up and find restrooms.

L on Blue Star Memorial Highway

L on US 24 and return to Holiday Inn

On your own tour places of interest in Wabash

- ▶ *Honeywell Center – R from Museum 3 blocks L on Carroll Street parking on your right.*
- ▶ *Carnegie Public Library. R from Museum, R on Wabash Street; L on Hill; 2 blocks to library at Cass Street.*
- ▶ *Modoc's Market. R from Museum; L on Miami at southeast corner. A place that's reminiscent of nostalgic days gone by. A small downtown corner market. It's the site where Modoc gained fame as the most famous elephant in America for a week in 1942. It was here that the 1,900 pound circus elephant escaped seeking peanuts at the then Bradley Brothers.*
- ▶ *Reading Room Book Store – R from Museum, L on Wabash Street see store sign on right side of Wabash Street.*
- ▶ *Jack's Antiques. R from Museum, L on Wabash Street, R on Canal. SW corner of Canal and Wabash streets. Open 11:00 a.m. to 5 p.m. on Fri and Sat.*
- ▶ *Canal Antiques. R from Museum, L on Wabash Street, L on Canal. Mid block.*