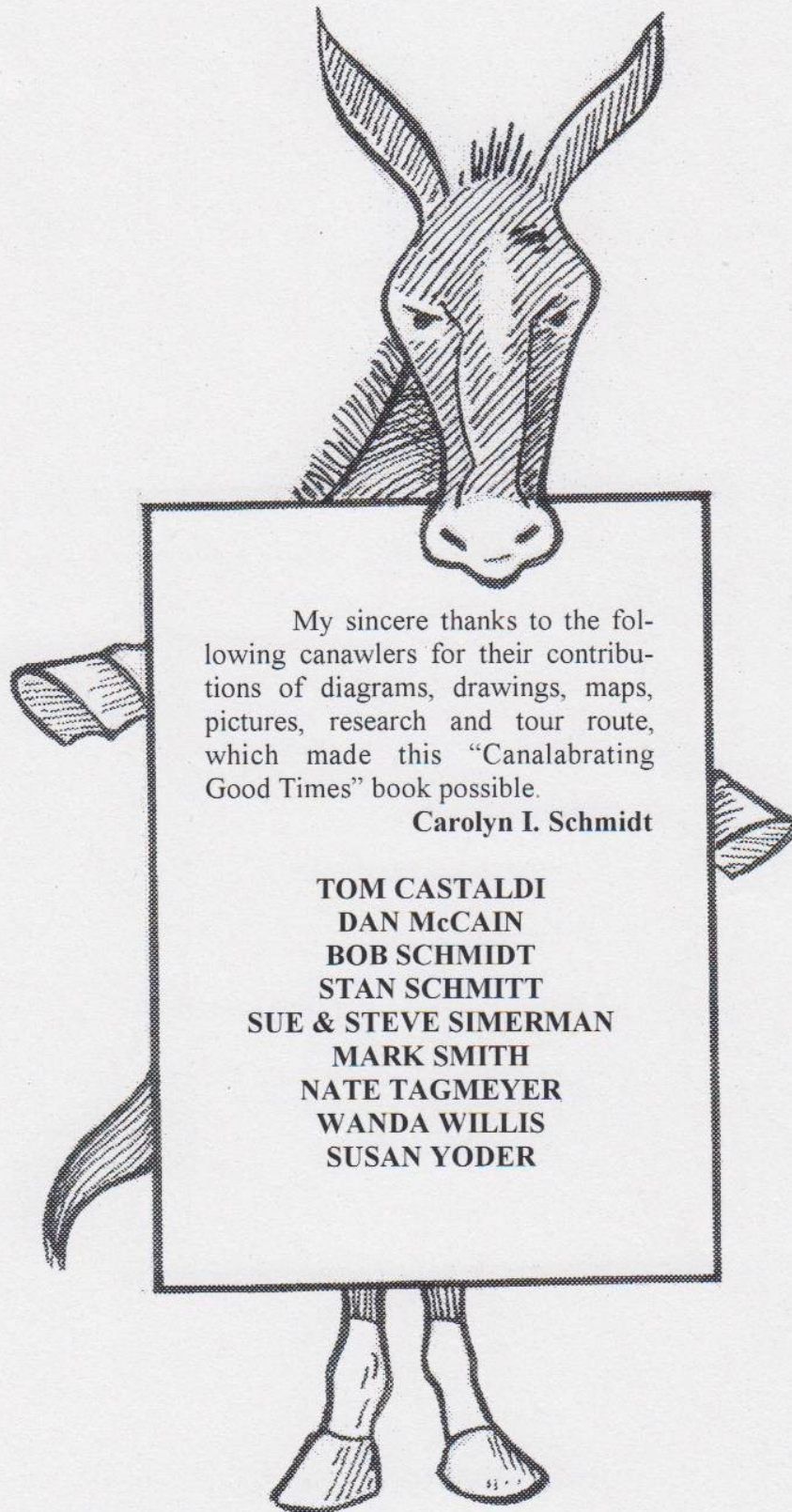


WABASH & ERIE CANAL

CARROLL AND TIPPECANOE
COUNTIES, INDIANA



CANAL SOCIETY OF INDIANA PO BOX 40087 FT WAYNE, IN 46804

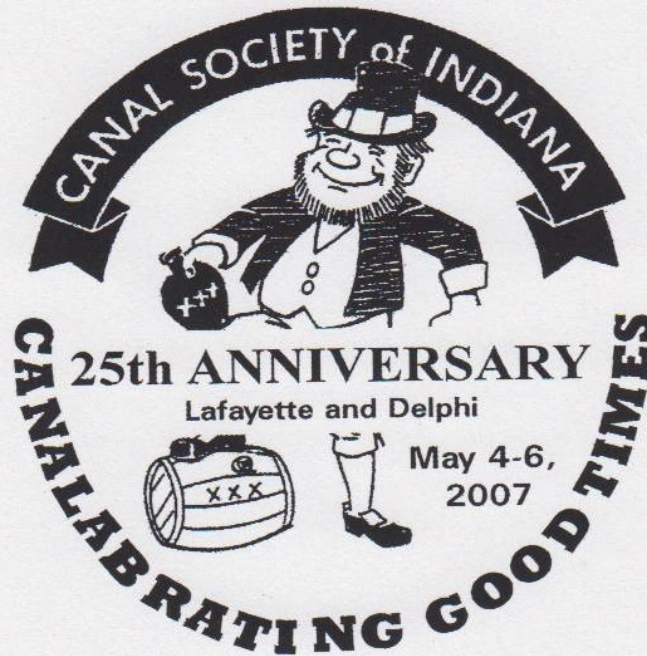


My sincere thanks to the following canawlers for their contributions of diagrams, drawings, maps, pictures, research and tour route, which made this "Canalabrating Good Times" book possible.

Carolyn I. Schmidt

**TOM CASTALDI
DAN McCAIN
BOB SCHMIDT
STAN SCHMITT
SUE & STEVE SIMERMAN
MARK SMITH
NATE TAGMEYER
WANDA WILLIS
SUSAN YODER**

**WABASH & ERIE CANAL
CARROLL & TIPPECANOE
COUNTIES, INDIANA**



EDITOR:
CAROLYN I. SCHMIDT

RESEARCHERS:
BOB SCHMIDT
CAROLYN SCHMIDT
SUSAN YODER

LOGO DESIGN:
NATE TAGMEYER
CAROLYN SCHMIDT

Copyright 2007
CANAL SOCIETY OF INDIANA P.O. BOX 40087 FORT WAYNE, IN 46804
E-mail INDCANAL@AOL.COM Website INDCANAL.ORG

All Rights Reserved No portion of this publication may be copied in any way without the prior written consent of the publisher.

FOREWORD

CANALABRATING GOOD TIMES

Each tour given by the Canal Society of Indiana attempts to relate the history of the canal and point out the location of its structures in a particular area of Indiana or in a neighboring state. The tours also include other canal related buildings and the early history of the counties and towns being toured. They usually have a theme - something that ties the area together.

On this tour we will see what remains of a portion of the Wabash and Erie Canal in Carroll and Tippecanoe counties in Indiana and learn more about the canawlers who built, operated the canal and are buried in the area. We will learn about archeological digs that helped unearth the canal past and see trails and parks being built along the canal at present.

This is the 25th anniversary of the Canal Society of Indiana. We have many accomplishments to "canalabrate" and many remembrances of "good times" spent together on previous tours. Therefore "Canalabrating Good Times" seemed an appropriate theme for this anniversary tour. We look forward to many more "canalabrations" in the future.

Welcome aboard!

Carolyn I. Schmidt



TABLE OF CONTENTS

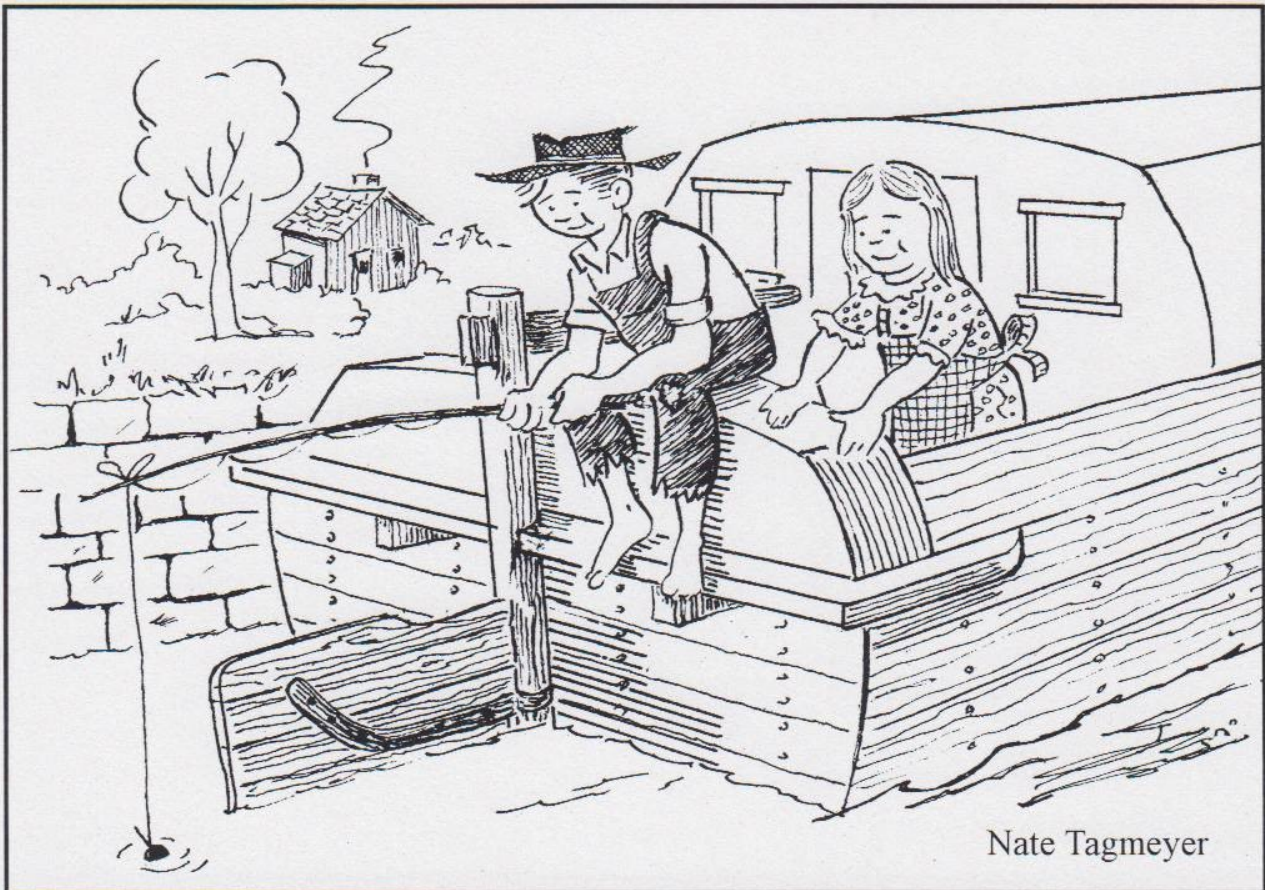
Page

1. The Canal Dream
3. 1847 Chief Engineer's Report
9. W & E Canal By Indiana County - Carroll County
13. W & E By Indiana County - Tippecanoe County
17. Carroll County Past and Present
18. Lockport
19. Carrollton
24. Delphi
27. Canal Era Begins / Canal Commerce
29. End of an Era
31. Beginning Anew / Carroll County W & E Canal Village Structures
33. Further Land Acquisition
35. Wabash & Erie Canal Conference and Interpretive Center / Canal Equipment
36. Delphi Historic Trails
37. Historic Bridges on Trails
40. Archaeological Survey at Delphi
42. Pittsburg
53. Tippecanoe County Past and Present
53. Americus
56. Lafayette
58. Canal Lands / Wabash & Erie Canal / Wild Cat Creek
61. Lafayette's Business Boom
64. Canal a Source of Power
67. "Red" Canal Warehouse
68. Purdue Block
69. Moses Fowler House
70. Canal Wharf Uncovered
76. Wea Creek
77. Granville
80. Canawlers At Rest: Cyrus Ball
84. Canawlers At Rest: Reed Case
86. Canawlers At Rest: Thomas Coleman
89. Canawlers At Rest: John R. Cunningham
91. Canawlers At Rest: Robert Deardorf
93. Canawlers At Rest: William Digby
97. Canawlers At Rest: Albert S. White
103. 25 Year History of the Canal Society of Indiana
115. 1982-2006 Canal Society of Indiana Annual Reports
133. Bibliography
136. 25th Anniversary Tour Route

MAPS

Page

- 2. Canal Systems of Indiana and Ohio
- 10. Wabash & Erie Canal Structure Locations in Carroll County
- 14. Wabash & Erie Canal Structure Locations in Tippecanoe County
- 16. A Portion of Carroll County, 1876
- 18. Lockport
- 19. Carrollton
- 24. Paragon
- 25. Delphi, 1876
- 26. Delphi, 1862 with 1999 Canal Sites
- 30. Wabash & Erie Canal through Delphi
- 36. Delphi Historic Trails
- 39. Wabash & Erie Canal Park in Delphi
- 43. Pittsburg
- 52. Tippecanoe County, 1876
- 55. Lafayette, 1876
- 65. Lafayette, 1876 with Mill Sites



The Canal Dream

Following the success of the Erie Canal from New Albany to Buffalo in New York, Indiana's leaders had a dream of digging a state-wide network of canals to connect with those of other states to the east. Several attempts were made before and after Indiana was granted statehood in 1816, but all failed for lack of funds. The first Hoosier lottery was conducted in 1819 with the hope of raising the necessary funds to build a canal around the Falls of the Ohio, but the game garnered only \$2,536. This was considerably shy of the dollars needed to begin construction. It was the Internal Improvements Act of 1836 that appropriated a time-sensitive 6 million dollars for canal building and other improvements that launched Indiana into the Canal Era.

Several weaknesses were inherent in the young state's implementation of the congressional act enabling the waters of Lake Erie to unite with the Wabash River. The first was allowing the purchase of Federal lands with only 1/7 of the cost in cash. The remainder was to be paid in six equal annual installments. Because of the insufficient influx of cash, the State found it necessary to borrow \$600,000. As sectional jealousies surfaced, legislators were lobbied to include their constituencies in the public works. Consequently, only seven counties in the state were *not* included among those intimately touched by the proposed improvements scheme.

Only two canal systems were successfully completed in Indiana:

1. The 76 mile Whitewater Canal from Hagerstown to Lawrenceburg that was joined at West Harrison, Indiana/Harrison, Ohio by the Cincinnati and Whitewater Canal for an additional 25 miles to Cincinnati, Ohio

2. The 468 mile Wabash & Erie Canal from Toledo, Ohio, to Evansville, Indiana, on the Ohio River — the largest man-made structure in the United States. The W & E Canal was the second-longest canal in the world only surpassed by the Grand Canal of China.

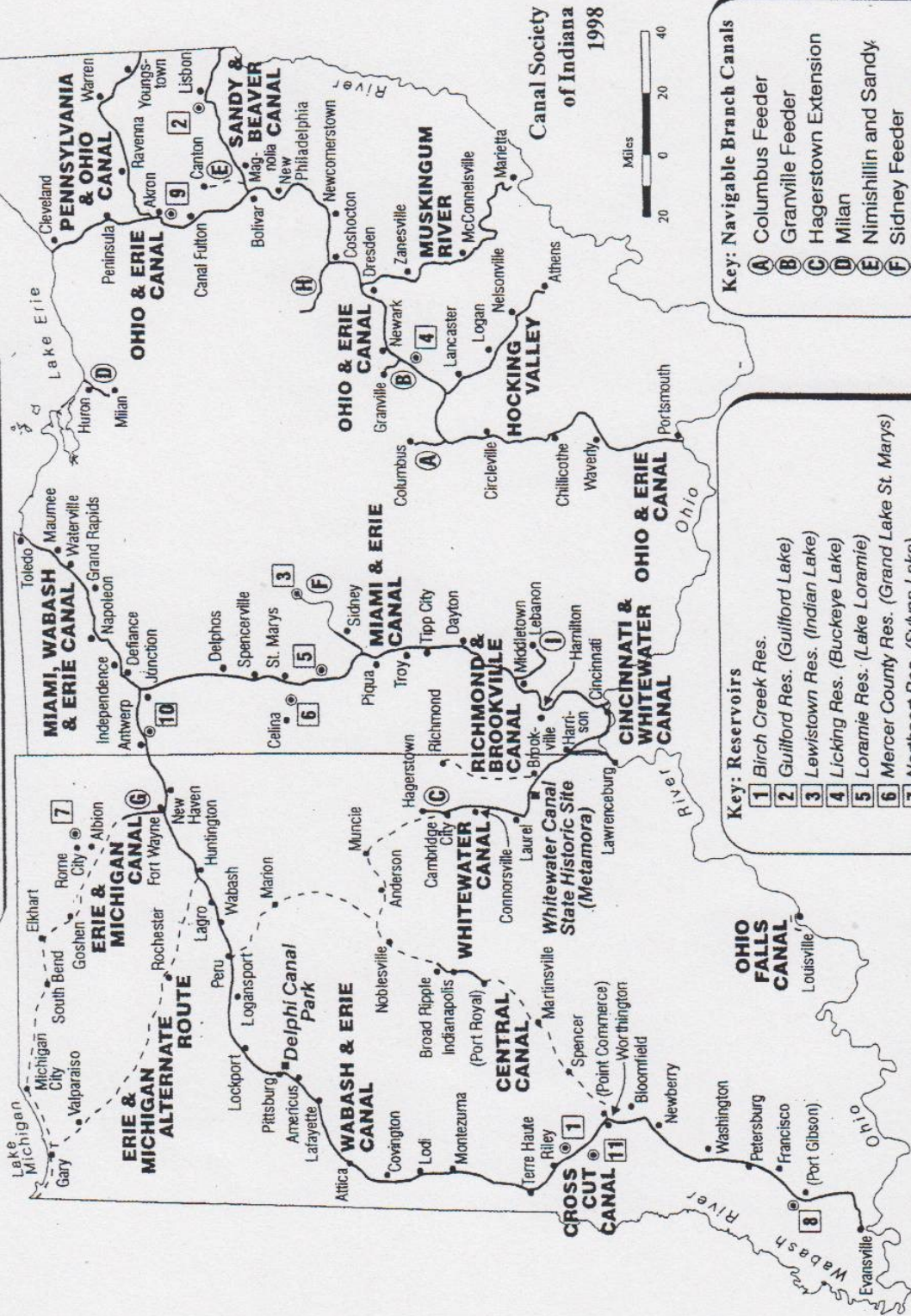
This book covers the Wabash and Erie Canal and its structures in Carroll and Tippecanoe counties in Indiana. It shows how the dream was fulfilled with the influx of settlers who farmed the land and established businesses thus creating canal boom towns such as Pittsburg. It also shows how the dream was dashed to bits by the coming of the railroads.

Today the dream lives on in places such as Delphi where a canal park has been established through countless volunteer hours. In Carroll and Tippecanoe counties canal structures and canal era buildings have been placed on the National Register of Historic Places as more and more people recognize the importance of saving our history. Many of these structures are being rehabilitated or restored. Archeological work has been carried out in Delphi and Lafayette with great success in learning more about the Wabash and Erie Canal, how it was built and how people lived during the canal era.



CANALABRATING GOOD TIMES

Canal Systems of Indiana and Ohio



Key: Navigable Branch Canals

- (A) Columbus Feeder
- (B) Granville Feeder
- (C) Hagerstown Extension
- (D) Milan
- (E) Nimishillin and Sandy
- (F) Sidney Feeder
- (G) St. Joseph Feeder
- (H) Walkhonding
- (I) Warren County

Key: Reservoirs

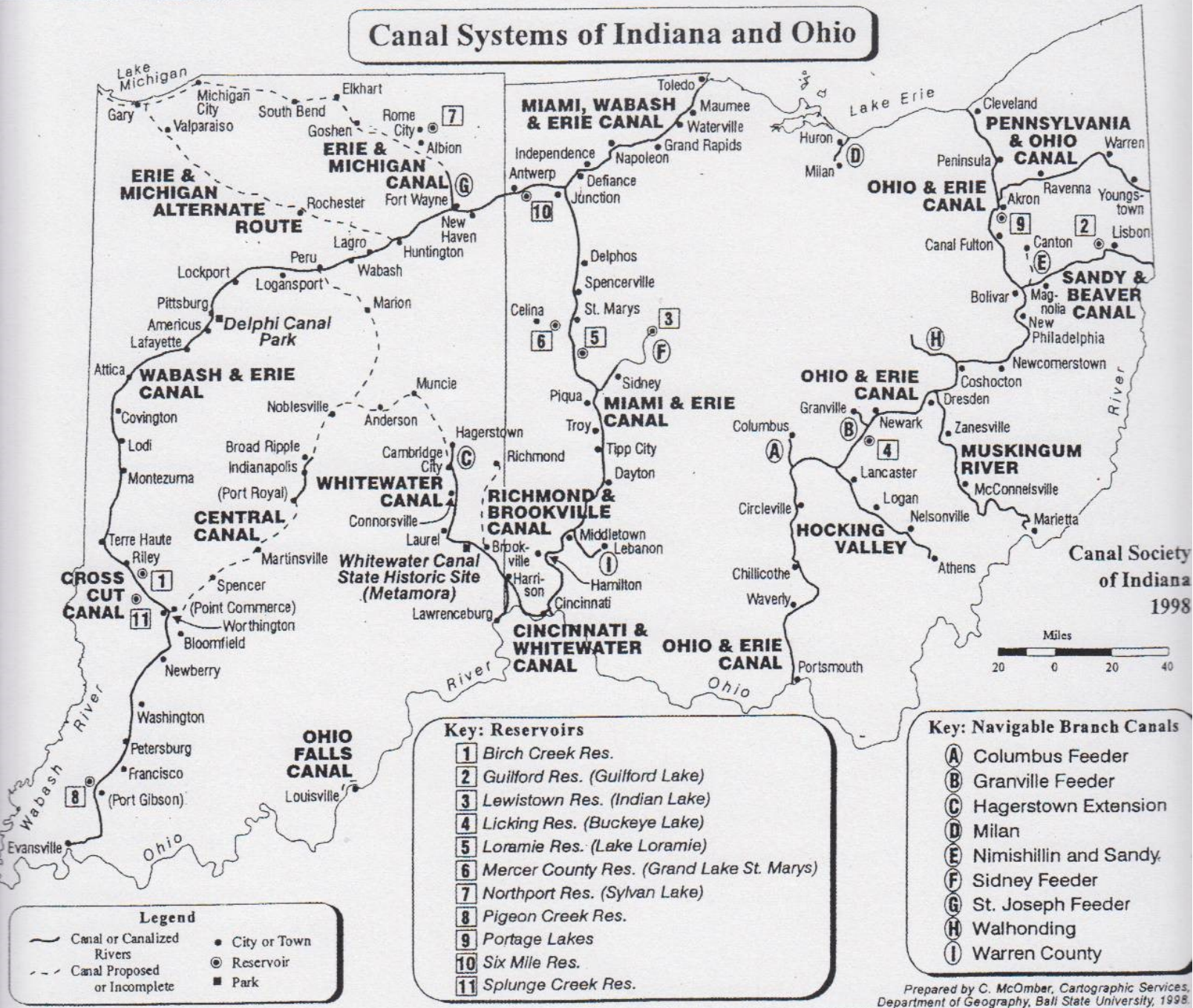
- 1 Birch Creek Res.
- 2 Guilford Res. (Guilford Lake)
- 3 Lewistown Res. (Indian Lake)
- 4 Licking Res. (Buckeye Lake)
- 5 Loramie Res. (Lake Loramie)
- 6 Mercer County Res. (Grand Lake St. Marys)
- 7 Northport Res. (Sylvan Lake)
- 8 Pigeon Creek Res.
- 9 Portage Lakes
- 10 Six Mile Res.
- 11 Splunge Creek Res.

Legend

- Canal or Canalized Rivers
- City or Town
- Reservoir
- - - Canal Proposed or Incomplete
- Park

Prepared by C. McOmber, Cartographic Services, Department of Geography, Ball State University, 1998.

Canal Systems of Indiana and Ohio



- Key: Reservoirs**
- 1 Birch Creek Res.
 - 2 Guilford Res. (Guilford Lake)
 - 3 Lewistown Res. (Indian Lake)
 - 4 Licking Res. (Buckeye Lake)
 - 5 Loramie Res. (Lake Loramie)
 - 6 Mercer County Res. (Grand Lake St. Marys)
 - 7 Northport Res. (Sylvan Lake)
 - 8 Pigeon Creek Res.
 - 9 Portage Lakes
 - 10 Six Mile Res.
 - 11 Splunge Creek Res.

- Key: Navigable Branch Canals**
- A Columbus Feeder
 - B Granville Feeder
 - C Hagerstown Extension
 - D Milan
 - E Nimishillin and Sandy
 - F Sidney Feeder
 - G St. Joseph Feeder
 - H Walhonding
 - I Warren County

Legend

- Canal or Canalized Rivers
- - - Canal Proposed or Incomplete
- City or Town
- ⊙ Reservoir
- Park

Prepared by C. McOmber, Cartographic Services, Department of Geography, Ball State University, 1998.

Canal Society
of Indiana
1998

1847 CHIEF ENGINEER'S REPORT

The following 1847 structure report is that of Jesse Lynch Williams, Chief Engineer of the Wabash and Erie Canal, describing the conditions of the structures. To clarify the report and to make it easier to find each structure, headings have been added before each of his structure descriptions. Some headings include current information. Some are repetitive to his report. Structures are listed under the counties in which they occur.

Jesse Williams sometimes varies his numbering plan. Note that if a structure is no longer of use or has been washed away, Williams does not assign it a number. Also note that the guard locks at the creeks and the dams across the creeks are not numbered. The dams across the Wabash River and some of the guard locks on the river are numbered.

Carroll and Tippecanoe Counties

CARROLL COUNTY

Road Bridge No. 40:

Road bridge No. 40, will last 3 years.

Culvert No. 96:

Culvert No. 96, of wood, 6 feet by 18 inches--submerged.

Culvert No. 97:

Culvert No. 97, 8 feet by 18 inches--submerged.



JESSE LYNCH WILLIAMS

Road Bridge No. 41: (CR 100 W)

Road bridge No. 41--will last three years.

Culvert No. 98:

Culvert No. 98, of wood, 6 feet wide by 18 inches high, not entirely submerged.

Culvert No. 99:

Culvert No. 99, of wood, 2 spans each 10 feet by 18 inches high--submerged.

Culvert No. 100: (Burnett's Creek Arch, East of Lockport, in 1999 wooden steps and marker visible)

Culvert No. 100, over Burnett's Creek, an arch of 20 feet chord, built of hammer-dressed stone--in good repair excepting the ring stone at each end, a part of which are of soft stone and are falling to pieces.

Lock No. 28: (East of Lockport by Burnett's Creek Arch, in 1999 right side of lock visible, left bank destroyed)

Lock No. 28, 10 feet lift, built upon the combined plan the plank facing renewed last winter--the gates also new.

Road Bridge No. 42:

Road bridge No. 42, will last two or three years.

CANALABRATING GOOD TIMES

Lock No. 29: (At Lockport across from Potawatomi Spring)

Lock No. 29, 9 1/2 feet lift, built upon the combined plan, needs immediately new caps and new planking for 3 feet next the top--gates are new.

Road Bridge No. 43:

Road bridge No. 43, will last 3 years.

Culvert No. 101:

Culvert No. 101, of wood, 10 feet by 18 inches--submerged.

Culvert No. 102:

Culvert No. 102, of wood, 10 feet by 18 inches--submerged

Lock No. 30:

Lock No. 30, 7 feet lift, built upon the wooden crib plan. During the ensuing winter the top course and part of the 2nd course with some of the upper planking should be renewed; with these repairs the lock may last 4 years. Gates one year old.

Road Bridge No. 44:

Road bridge No. 44, will last two years.

Culvert No. 103:

Culvert No. 103, of wood, 6 feet by 18 inches--submerged.

Culvert No. 104: (Rattlesnake Creek mill race)

Culvert No. 104, for the mill race at Rattlesnake, built of wood, 8 feet by 2 feet. The covering timber of this culvert cannot be submerged without backing on the saw mill wheel. It will require renewal in 5 or 6 years.

Road bridge No. 45

Culvert No. 105: (Rattlesnake Creek)

Culvert No. 105, 2 arches each 15 feet chord, built of timber. The arches will last 4 or 5 years. The head walls will need some repairs within three years.

Culvert No. 106:

Culvert No. 106, of wood, 6 feet by 18 inches--submerged.

Lock No. 31: (Carrollton)

Lock No. 31, 8 feet lift, built upon the wooden crib plan--with some slight repairs may

last 3 years. The lower gates need renewal in 1849. The upper gate is upon "English Patent plan," which is submerged.

Lock No. 32: (Guard Lock at Carrollton)

Lock No. 32, 9 feet lift, built upon the wooden crib plan, with some repairs may last 3 years--gates renewed last year. This is the outlet lock connecting with the slackwater at the crossing of the Wabash.

A cement Wabash River bridge at Carrollton stands almost in the same location as the towpath bridge, where boats entered the Wabash, were poled across and were towed about 4 miles downstream before entering the canal above Delphi.

Towing path and road bridge across the Wabash River at the head of the slackwater. The superstructure is built upon "Lounge's patent" weather boarded and roofed, and is in all respects permanent. The spans are as follows: 3 spans each 94 feet clear, 1 span 105 feet clear, 1 span 70 feet clear, and one span 43 feet clear for a draw, in all 6 spans. The bridge rests upon 5 piers and two abutments, formed of durable masonry. The stone procured from the Georgetown quarry and the workmanship good.

The next three miles of the canal are formed by the slackwater in the Wabash river, created by the feeder dam opposite Delphi with a towing path constructed on the east bank.

Culverts No. 107, 108, 109, & 110:

Along the slackwater there are four small wooden culverts, Nos. 107, 108, 109, and 110, constructed under the towing path--all of which are submerged.

Wabash Guard Lock: (Paragon)

The next structure is the Wabash guard lock, constructed at the entrance of the canal, where it leaves the slackwater. It is constructed of wood upon the crib plan--will need renewal in 1849. The gates will last five years, being new.

Road Bridge No. 46:

Just below the guard lock is Road bridge, No. 46, used also for changing the towing path from the north to the south side of the canal--will require rebuilding in two years.

CANALABRATING GOOD TIMES

Road Bridge No. 47:

Road bridge, No. 47, crossing the canal where it occupies the Delphi bayou. This bridge is three times the common length. Will need rebuilding in two years.

Road Bridge No. 48: (At Washington St., Delphi)

Road bridge No. 48, at Bowles and Colten's warehouse, double length, will last one year.

Road Bridge No. 49:

Road bridge, No. 49, at Delphi, will need rebuilding in 1848.

Lock No. 33: (On Delphi's Van Scoy Towpath Trail)

No. 33, five feet lift--the walls of extra height to guard against the Wabash floods. Built of wood upon the crib plan--will last three years; gates will also last three years.

Wabash Dam No. 4: (Pittsburg Dam)

Wabash dam, No. 4, opposite Delphi, is 590 feet long and 12 feet high from low water. It is constructed by means of timber cribs--slopes of three to one on the upper and lower sides--filled with stone--the whole resting on rock bottom. The abutments are of timber; the north abutment must be rebuilt during the low water of 1848; and the south abutment during the low water of 1849. This dam answers to the double purpose of forming a pool in which the canal crosses from the north to the south side of the Wabash, and also furnishing the chief supply of water from this point to Coal creek, a distance of over 70 miles. In order to pass forward so large a quantity of water, this dam will require raising permanently about one foot. The stone filling is washed out of a small portion of the crib on the lower side, and should be replaced. These improvements and repairs should be made during the low water of 1848.

Deer Creek Dam: (Delphi)

The next structure is Deer creek dam, erected for the double purpose of a feeder and of forming a pool in which the canal crosses this stream; length 170 feet; height 10 feet from low water; formed of cribs filled with stone, resting on a foundation of brush and trees; abutments built of wood and will require renewal in 1849. The dam may be considered a safe and durable

structure. The pool of this dam forms the upper end of the Lafayette level, and the plan proposed of passing through this level a greater quantity of water for the canal to Coal creek, involves the necessity of adding 15 or 18 inches permanently to its height. Bed of the creek at the dam is sand.

Towpath Bridge at Deer Creek:

Towing path bridge across Deer creek, a simple wooden structure about 10 feet wide, uncovered, resting on one stone pier in the strongest current, and three timber bents--the bridge is in good order, but the portion which is of timber will require rebuilding in five or six years.

Deer Creek Guard Lock:

Deer creek guard lock--built of timber upon the wooden-crib plan--may last until 1850; gates need rebuilding before the winter floods.

Culvert No. 111: (Shaker Run now Bridge Creek also known as Thayer's Culvert)

Culvert, No. 111, over Shaker run, of wood--two spans, each 12 feet by 3 feet--submerged.

TIPPECANOE COUNTY

Guard Lock: (Kites)

Guard lock at Kites, designed to guard against extreme flood in the Wabash when the river is admitted to flow in--built of wood; the cribs will last perhaps four years, gates two years. To pass the enlarged quantity of water some additional sliding gates must be placed in the main gates during the ensuing winter.

Culvert Nos. 112, 113, 114, and 115:

Culvert No. 112, of wood, 9 feet by 18 inches--submerged.

Culvert No. 113, of wood, 6 feet by 28 inches--submerged.

Culvert No. 114, of wood, 9 feet by 18 inches--submerged.

Culvert No. 115, of wood, 9 feet by 18 inches--submerged.

CANALABRATING GOOD TIMES

Each of the last named four culverts is banded with iron, as security against the upward pressure in time of high floods, when the river is higher than the canal.

Road Bridge No. 50: (Americus)

Road bridge, No. 50, at Americus, will last one year.

Culvert No. 116:

Culvert, No. 116, of wood, 6 feet by 18 inches--submerged.

Culvert No. 117: (Sugar Creek Culvert)

The next structure is Sugar creek culvert, No. 117, a large wooden arch of 24 feet chord; the arch springing from the slate rock, in good condition--will last five years, when it must be rebuilt of cut stone. Head walls may need some repairs within two or three years.

Just above Sugar creek a small wooden culvert was constructed for the passage of a mill race. The mill having been abandoned, the culvert may be dispensed with. It is therefore not numbered.

Culvert No. 118: (Buck Creek)

Culvert, No. 118, over Buck creek, of timber, 4 spans, 12 feet by 3 feet, in good order--submerged.

Culvert No. 119:

Culvert, No. 119, 2 spans, 10 feet by 18 inches--submerged.

Flood Gates: (near Wild Cat Creek)

Flood gates near Wild Cat, abutments of wood, not in good order; may last two years.

Wild Cat Dam: (Dam across Wild Cat Creek near Lafayette)

Wild Cat dam, erected for the purpose of a feeder, and also to raise a pool, in which the canal crosses this stream, 221 feet long and 13 feet high, from low water. The dam is formed by means of cribs filled with stone, resting on foundation of brush and trees. The bed of the creek is formed of sand and gravel. This dam is in good and safe condition; abutments of wood, and will require rebuilding, one in 1849 and one in 1850.

Guard Lock: (North side of Wild Cat Creek where tow path and road bridge abutment remains)

On each side of Wild Cat, a guard lock is constructed to protect the canal from the floods, built of wood upon the common crib plan. The guard lock on the north side of the creek, is too low, the walls at the upper gates must be raised four feet during the present summer. One pair of gates to be renewed this season, the other pair will last three years. On the lower end of this lock, is a small bridge on which the towing-path is crossed--will last three years. The walls of the guard lock will need renewing within three years.

Guard Lock: (South side of Wild Cat creek)

Guard lock on south side of creek, constructed in the same manner as the other, was injured by the high floods of last winter, but since repaired, may last two years. Upper gates will last four years, lower gates will last two years.

Adjoining this guard lock, a set of culverts are placed under the guard bank with sliding gates at the upper end, through which the feeder is passed, the culverts are submerged, the whole structure recently re-built, having been washed out by the great flood last winter.

Towing-path, and road bridge across the Wild Cat, this structure was washed away by the floods of last winter. In May last, a contract was made by the State officers for building a new bridge upon "Long's patent," of 160 feet clear span, resting on permanent stone abutments. The total cost will be about \$6,500, and must be paid for the expenditures of 1847-48.

Culvert No. 120:

Culvert No. 120, of wood, 10 feet by 18 inches--submerged.

Road Bridge No. 51: (Crossover bridge)

Road bridge No. 51, used also for crossing the towing-path from the south to north side, must be rebuilt in 1848.

Road Bridges No. 52 & 53: (Lafayette)

In the town of Lafayette, are several street bridges, on two of which, State or county roads are said to cross, these bridges, Nos. 52 and 53 should be re-built during the coming year.

Culvert No. 121:

Culvert No. 121, below the paper mill, of wood, 2 spans, 8 feet by 18 inches, not submerged, to place the timber permanently under water, will cost \$20.

Culvert No. 122:

Culvert No. 122, near large pork-house, 6 feet by 12 inches, not submerged--an expense of ten dollars will place it under water.

Guard Lock: (Wea Bluffs)

Guard lock for the protection of the Wea Bluffs, the necessity for this lock will not much longer exist, and therefore it will not require renewal.

Culvert No. 123: (Durkees Run)

Culvert No. 123, for Durkees Run, of wood, 3 spans, 11 feet by 3 feet, not fully submerged--an expenditure of \$15.00 required for this purpose.

Aqueduct No 7: (Wea Creek)

Aqueduct No. 7, over Wea creek, 3 spans 32 feet each, abutments and piers as well as the trunk, constructed of timber. The foundation was undermined by the great flood of last winter, and the piers were settled as much as two feet. The trunk has been raised to the proper level and the foundation secured with brush and stone. Whether the work will stand in this condition, it is impossible to say, the timber will last six or seven years, when the trunk must be renewed upon the present plan and the abutments and piers rebuilt of stone.

Lock No. 34:

Lock No. 34, 10 feet lift, is located just south of the Wea aqueduct. It is built of timber upon the frame plan, the workmanship very imperfect and wholly unsuitable for canal structures. Owing to the imperfect manner of its construction, this lock with its gates, will probably last but three or four years.

Wea Creek Feeder Canal:

Just below the lock a feeder is introduced from the Wea, it is 25 chains long, constructed with 15 feet width at bottom, the banks of this feeder should be raised one foot throughout to keep out floods.

Wea Feeder Dam:

Wea feeder dam is built upon a temporary plan, being formed wholly of brush and gravel, and will require a small annual expenditure to keep it at proper height, it is about 200 feet long and raised 4 1/2 feet above low water.

To pass through the long level from Wea to Attica, the large quantity of water required below, the upper end of the level must be kept at the height of five feet above the bottom. To meet this requirement one foot in height must be added to the Wea dam, and this expense, together (with) the raising of the feeder banks, must be incurred in 1848.

Culvert No. 124:

Culvert No. 124, of wood, 11 feet by 2 1/4 feet--submerged.

Road Bridge No. 54: (Granville)

Road bridge No. 54, at Granville, will last seven years.

Road Bridge No. 55:

Road bridge No. 55, two miles below Granville. Of this bridge the embankments only are completed, the wood work under contract at \$250, which will be paid in the expenditures of 1848.

Culvert No. 125:

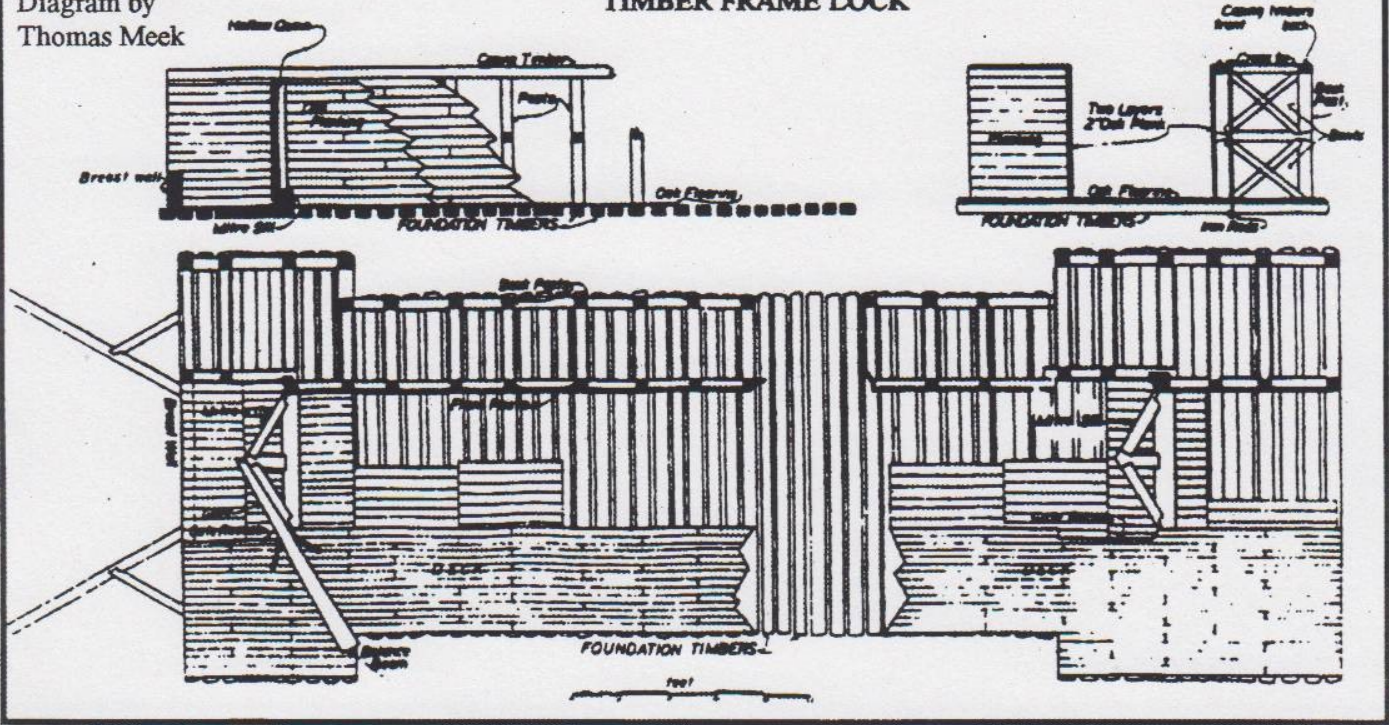
Culvert No. 125, of wood, 2 spans, 10 feet by 2 feet--submerged.

Although the Wabash & Erie Canal was completed through Carroll and Tiptecanoe Counties by 1840, this report by Chief Engineer Jesse Lynch Williams shows that by 1847, a mere seven years later, the canal had already had repairs made to it and to its structures. Other repairs would be needed in the upcoming years. If the canal banks weren't washed out by freshets or destroyed by burrowing animals, the wooden structures deteriorated and had to be repaired or replaced. Much of the money made from the tolls had to be used for repairs rather than for constructing the rest of the canal.

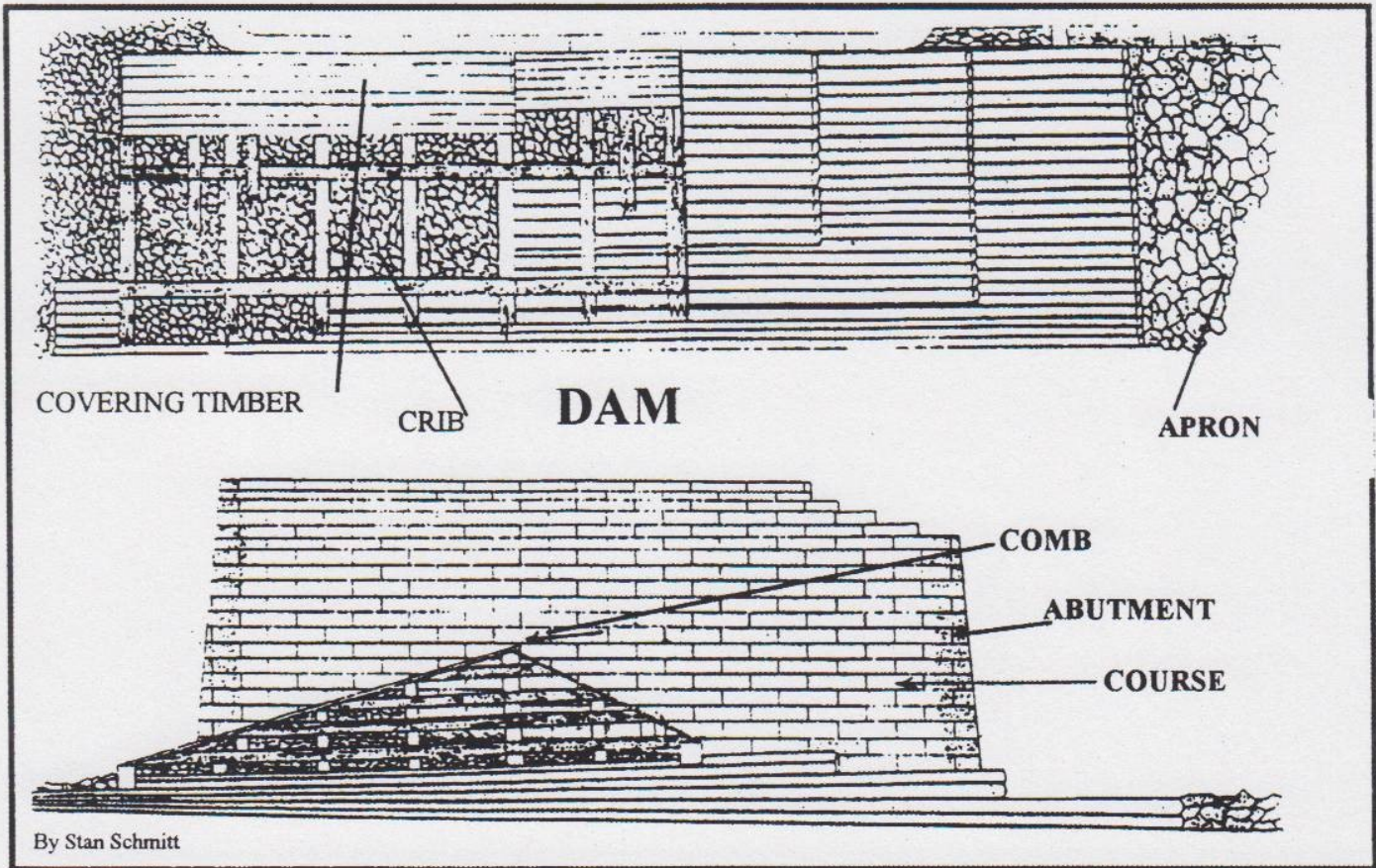
CANALABRATING GOOD TIMES

Diagram by
Thomas Meek

TIMBER FRAME LOCK



WABASH & ERIE CANAL STRUCTURES



Nov 20, 2006

WABASH & ERIE CANAL BY INDIANA COUNTY

CARROLL COUNTY

ESTABLISHED : May 1, 1828
 NAMED FOR: Charles Carroll

(Last living signer Declaration of Independence) died 1832
 SIZE : 372.3 Sq. miles

CANAL TOWNS : Barnesville - James Barnes 1830 Warehouse 1837
 - Lockport 1836 - Burriss Inn 1837
 Rattlesnake - north side canal - 1836
 New Franklin south side - 1838 at Rattlesnake
 Carrollton - 1836 - Mentzer Tavern
 Pittsburgh - 1837 - C.W. Coulton stores
 Paragon - 1836 - Jesse Jackson
 West Delphi - 1836 - Ed Lytle
 Lebanon 1830 to South Delphi 1864 to Delphi 1877

COUNTY SEAT - DELPHI

ESTABLISHED : August 1828
 FOUNDER : William Wilson donated land
 NAMED FOR : Samuel Milroy suggested Greek city name
 Henry Robinson 1st settler in Dec 1824
 NICKNAME :
 W&E reached here 1840

POPULATION TRENDS:
 1840
 1850
 1860
 1870
 Est. 2005 2980

Trail of Death passed Tiptonsport Sep. 9, 1838
 On the Banks of Old Deer Creek - James W Riley 1885

SUMMARY OF STRUCTURES IN CARROLL COUNTY

LIFT	QTY	NUMBERS	LENGTH OF CANAL IN COUNTY
Stone Locks	2	No. 28 & 29	16 = MILES
Timber Locks	4	No. 30 - 33	
County Totals	6		
Guard Locks	2	1 - Paragon, at slackwater, 1 - Deer Creek, just west of creek	
Other Locks	0	2 - Locks at Pittsburg, 1 - Steamboat lock, 1 - Lift Lock to enter Pittsburg sidecut	
Aqueduct - Open	0		
Aqueduct - Covered	0		
Stone Arches	1	No. 100 - Burnett's Creek	<u>Pittsburg Dam</u> Built 1838 - 1840
Timber Arches	1	No. 105 - Twin Arch at Rattlesnake Creek	Contractor Case & Spears
Box Culverts	13	No. 96 - 99, 101 - 104, 106-110	Steamb. Lock Built 1841
Feeders to main Canal	2	Pittsburg Dam & Deer Creek slackwater	Dynamited Feb 9, 1881
Slackwater Crossings	2	Wabash (3 Miles) & Deer Creek	
Dams	2	Dam No. 4 - Pittsburg on Wabash & Deer Creek	<u>Deer Creek Dam</u> Collapsed 1874 (after June)
Road Bridges	10	No. 40 - 49	Black Driver dies

CANAL TOWNSHIPS

Adams
 Tippecanoe
 Deer Creek

TOWNS

Lockport, Rattlesnake, & Carrollton
 Pittsburg
 Paragon & Delphi

WATERWAYS

Burnett's & Rattlesnake Creeks
 Wabash River
 Wabash River & Deer Creek

5 - CANAL LEVELS

Lock 27	TO	Lock 28
Lock 28 & 29	TO	Lock 30
Lock 30	TO	Lock 31 & 32 - Wabash Slackwater
Lock 31 & 32 - Wabash Slackwater	TO	Lock 33 - South of Delphi
Lock 33 - South of Delphi	TO	Lock 34

21 miles



CHARLES CARROLL

CARROLL COUNTY

ESTABLISHED : May 1, 1828
 NAMED FOR: Charles Carroll
 (Last living signer Declaration of Independence) died 1832
 SIZE : 372.3 Sq. miles
 CANAL TOWNS : Barnesville- James Barnes 1830/Warehouse 1837
 - Lockport 1836 - Burris Inn 1837
 Rattlesnake -north side canal - 1836
 New Franklin south side - 1838 at Rattlesnake
 Carrollton - 1836 - Mentzer Tavern
 Pittsburgh - 1837 - C.W. Coulton stores
 Paragon -1836 - Jesse Jackson
 West Delphi - 1836 - Ed Lytle
 Lebanon 1830 to South Delphi 1864 to Delphi 1877

COUNTY SEAT - DELPHI

ESTABLISHED : August 1828
 FOUNDER : William Wilson donated land
 NAMED FOR : Samuel Milroy suggested Greek city name
 Henry Robinson 1st settler in Dec 1824
 NICKNAME :
 W&E reached here 1840
 Trail of Death passed Tiptonsport Sep. 9, 1838
 On the Banks of Old Deer Creek - James W Riley 1885

POPULATION TRENDS:
 1840
 1850
 1860
 1870
 Est. 2005 2980

SUMMARY OF STRUCTURES IN CARROLL COUNTY

	<u>LIFT</u>	<u>QTY</u>	<u>NUMBERS</u>	<u>LENGTH OF CANAL IN COUNTY</u>
Stone Locks	19.5	2	No. 28 & 29	16 = MILES
Timber Locks	29.0	4	No. 30 - 33	
County Totals	48.5	6		
Guard Locks		2	1 - Paragon, at slackwater, 1 - Deer Creek, just west of creek	
Other Locks			2 - Locks at Pittsburg, 1- Steamboat lock, 1 - Lift Lock to enter Pittsburg sidecut	
Aqueduct - Open		0		
Aqueduct - Covered		0		
Stone Arches		1	No. 100 - Burnett's Creek	
Timber Arches		1	No. 105 - Twin Arch at Rattlesnake Creek	
Box Culverts		13	No. 96 - 99, 101 - 104, 106-110	
Feeders to main Canal		2	Pittsburg Dam & Deer Creek slackwater	
Slackwater Crossings		2	Wabash (3 Miles) & Deer Creek	
Dams		2	Dam No. 4 - Pittsburg on Wabash & Deer Creek	
Road Bridges		10	No. 40 - 49	

Pittsburg Dam
 Built 1838 - 1840
 Contractor Case & Spears
 Steamb. Lock Built 1841
 Dynamited Feb 9, 1881

Deer Creek Dam
 Collapsed 1874 (after June)
 Black Driver dies

CANAL TOWNSHIPS

Adams
 Tippecanoe
 Deer Creek

TOWNS

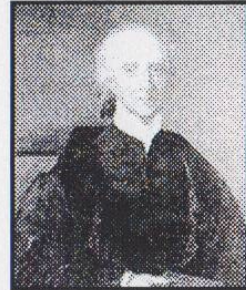
Lockport, Rattlesnake, & Carrollton
 Pittsburg
 Paragon & Delphi

WATERWAYS

Burnett's & Rattlesnake Creeks
 Wabash River
 Wabash River & Deer Creek

5 -CANAL LEVELS

Lock 27	TO	Lock 28	
Lock 28 & 29	TO	Lock 30	
Lock 30	TO	Lock 31 & 32 - Wabash Slackwater	
Lock 31 & 32 - Wabash Slackwater	TO	Lock 33 - South of Delphi	
Lock 33 - South of Delphi	TO	Lock 34	21 miles



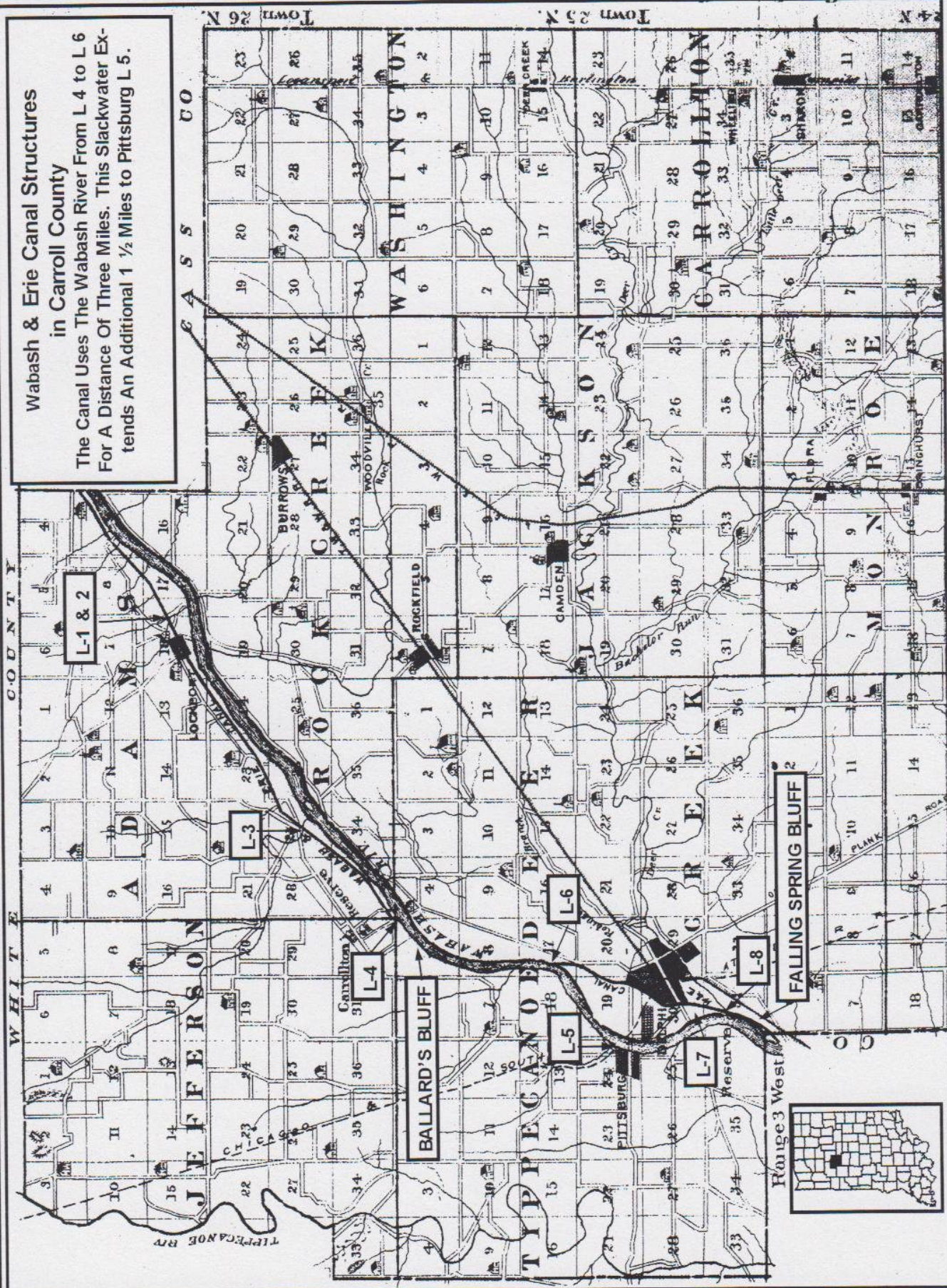
CHARLES CARROLL

CANALABRATING GOOD TIMES

A PORTION OF CARROLL CO. 1876 SEE DETAILS FOR LOCATIONS (L) ON NEXT PAGE

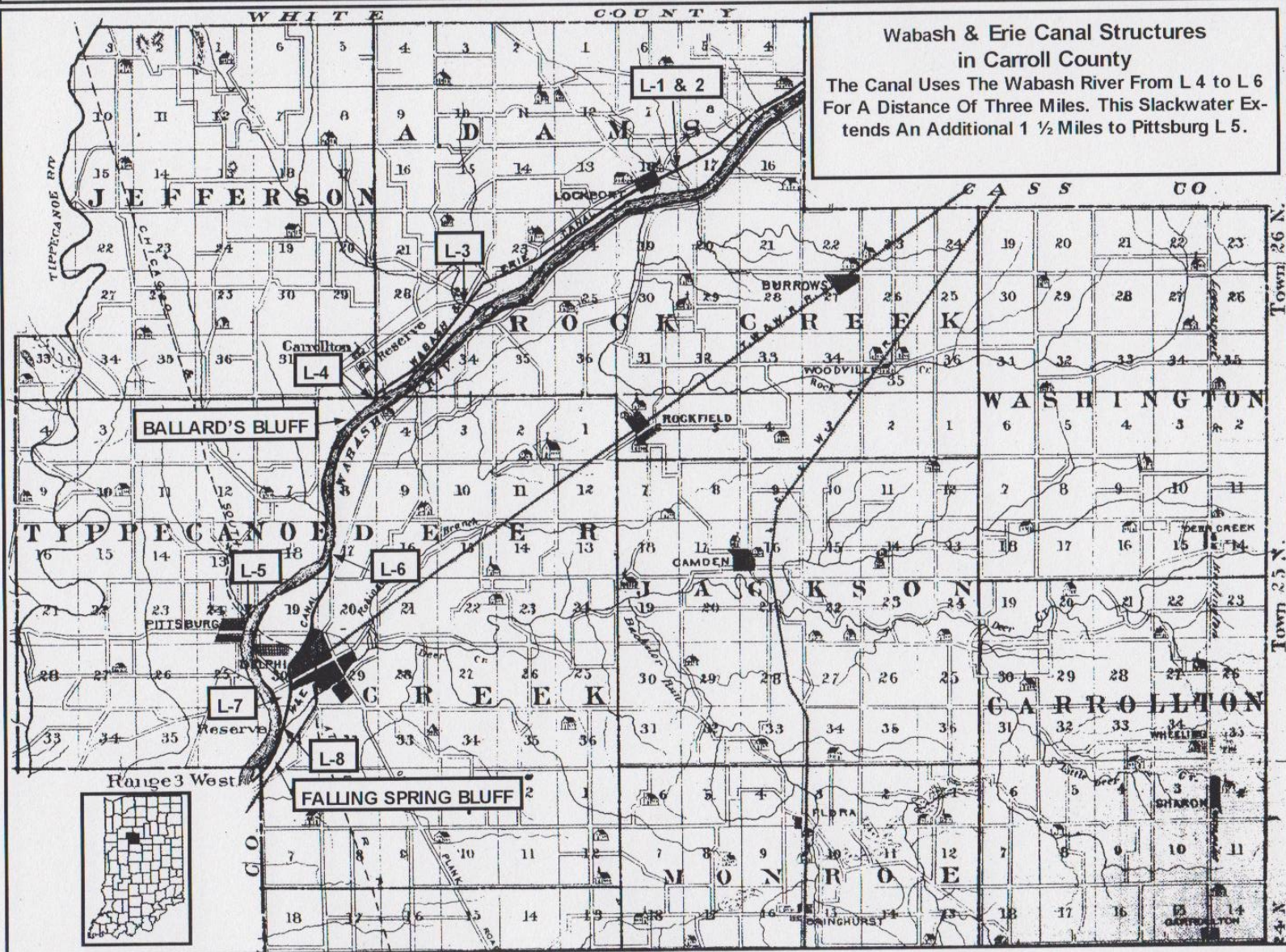
Wabash & Erie Canal Structures
in Carroll County

The Canal Uses The Wabash River From L 4 to L 6
For A Distance Of Three Miles. This Slackwater Ex-
tends An Additional 1 1/2 Miles to Pittsburg L 5.



A PORTION OF CARROLL CO. 1876

SEE DETAILS FOR LOCATIONS (L) ON NEXT PAGE



Wabash & Erie Canal Structures in Carroll County
The Canal Uses The Wabash River From L 4 to L 6 For A Distance Of Three Miles. This Slackwater Extends An Additional 1 ½ Miles to Pittsburg L 5.

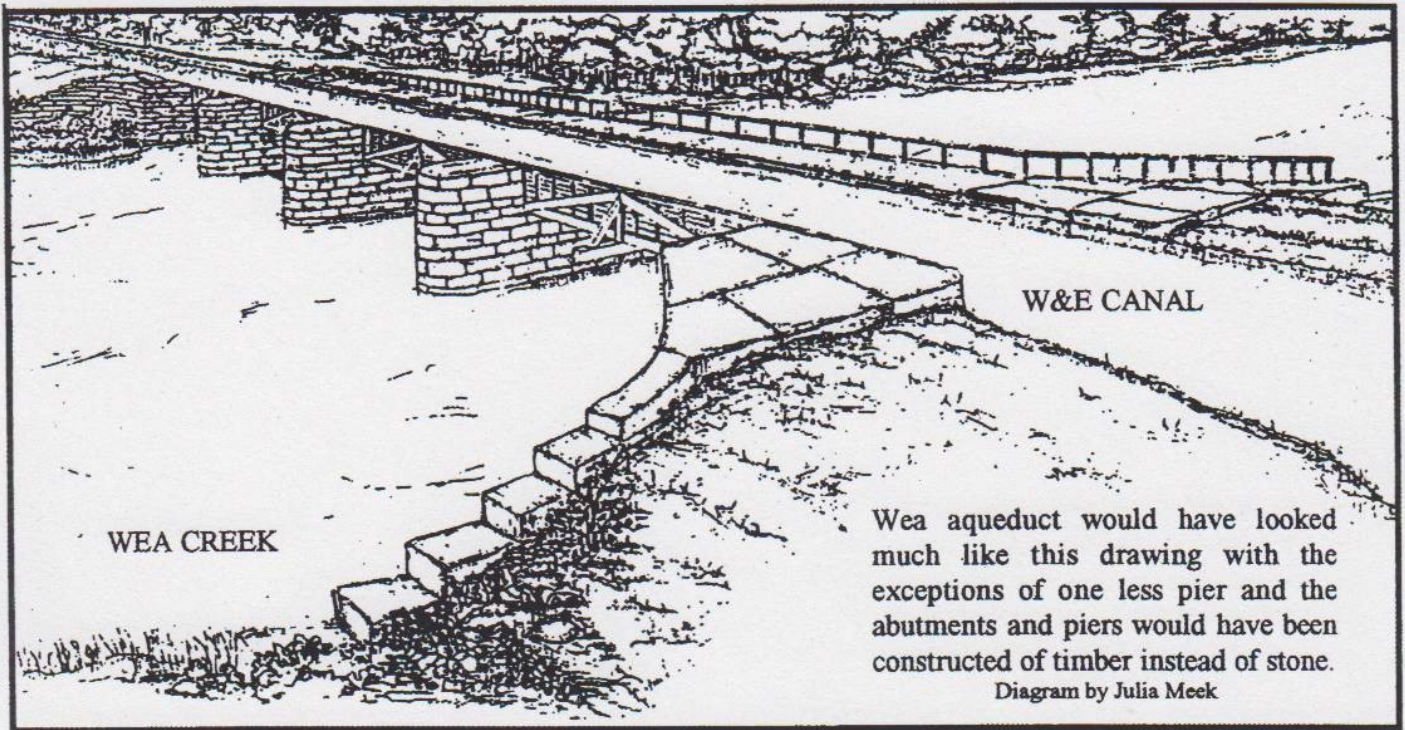


CANALABRATING GOOD TIMES

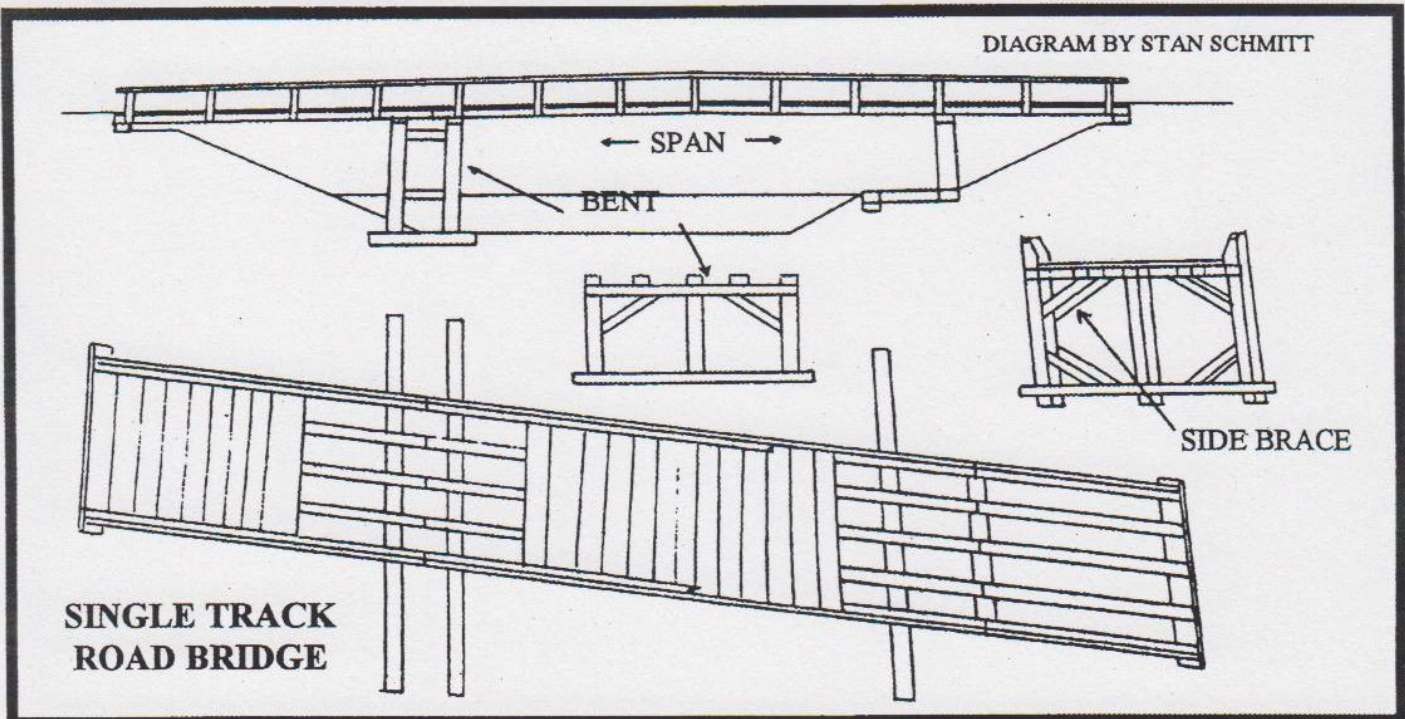
MILEAGE FROM ST LINE COUNTY	GENERAL DESCRIPTIONS Cass County Line	ROAD LOCATIONS	1847 REPORT & MISC DETAILS	TYPE	SPANS / DIMENSIONS
107.0 0			Road Bridge No. 40 Culvert No. 96 Culvert No. 97 Road Bridge No. 41 Culvert No. 98 Culvert No. 99 Culvert No. 100 Lock No. 28 Road Bridge No. 42 Lock No. 29 Road Bridge No. 43 Culvert No. 101 Culvert No. 102 Lock No. 30 Road Bridge No. 44 Culvert No. 103 Culvert No. 104 Road Bridge No. 45 Culvert No. 105 Culvert No. 106 Lock No. 31 Lock No. 32 Road & Towpath Draw-Bridge for steamboats Slackwater in Wabash / towpath east side Culverts 107-110 under slackwater towpath Pittsburg Sidecut Lock - north side of dam Dam No. 4 - across Wabash Steamboat Lock - (Delphi) south side of dam Wabash (Paragon) Guard Lock Road Bridge No. 46 Towpath N(east) to S(west) Road Bridge No. 47 Road Bridge No. 48 (current bridge built in 1905) was road to Pittsburg Road Bridge No. 49 Lock No. 33 Deer Creek Dam & Slackwater Towpath Bridge across Slackwater Deer Creek Guard Lock Falling Spring Bluff	Timber - box Timber - box Timber-box Timber-box Arch-stone Stone - Comb Stone - Comb Timber-box Timber-box Timber - Crib Timber-box Timber-box Timber - Crib Timber - Crib Timber-box Arch-timber Timber-box Timber - Crib Timber - Crib Timber-box Timber-box Arch-timber Timber-box Timber - Crib Timber - Crib Timber-box Timber-box Timber-box Timber-box Timber - Crib Timber Timber - Crib Timber Timber - Crib	6 Ft x 18" 8 Ft x 18" 6 Ft x 18" 10 Ft x 18" 20 Ft chord 10 Ft Lift 9.5 Ft Lift 10 Ft x 18" 10 Ft x 18" 7 Ft Lift 6 Ft x 18" 8 Ft x 2 Ft 15 Ft chord 6 Ft x 18" na 12 Ft High 175 Ft long 38 Ft wide na 5 Ft Lift 10 Ft High 3 - Bends na
110.0 3	X L-1 Burnett's Creek X L-2 Lockport	Towpath Rd over Crk 50 Ft W of Culvert 100 N 300 N N Lockport Dr	Lockport Lock New Franklin Lock New Franklin		
114.0	Rattlesnake L-3 Rattlesnake Creek	W 900 N & Towpath Rd W875N & Towpath Rd			
116.0 9	Carrollton X L-4 Wabash River	Towpath Rd at Bridge (New Bridge 2006/7)	"R. English Patent"		
119.0 12	<----- Slackwater 3 miles +1.5 Miles to Pittsburg X L-5 Pittsburg	Howard St at islands in Wabash (RR cross)			3 miles
120.0 13	L-6 Paragon Near Guardlock Delphi Bayou - near levee Bowles & Colten Warehouse Delphi - Franklin St.	Rd to Right before W Milkhouse Rd 356 N N Washington St Bicycle Rd			
122.0 15	X L-7 L-8 Deer Creek (Passeanong - Place of the Fawn)	Delphi Canal Trail Sunset Point on trail			
123.0 16	Carroll County	SR 25 & CR 900 W			

<u>MILEAGE</u>		X = Visible Remains or Marker									
<u>FROM</u>	<u>IN</u>	L = Locations									
<u>ST LINE</u>	<u>County</u>	<u>GENERAL DESCRIPTIONS</u>		<u>ROAD LOCATIONS</u>		<u>1847 REPORT & MISC DETAILS</u>		<u>TYPE</u>	<u>SPANS / DIMENSIONS</u>		
107.0	0	Cass County Line				Road Bridge No. 40					
						Culvert No. 96		Timber - box	6 Ft x 18"		
						Culvert No. 97		Timber - box	8 Ft x 18"		
						Road Bridge No. 41					
						Culvert No. 98		Timber-box	6 Ft x 18"		
						Culvert No. 99		Timber-box	2	10 Ft x 18"	
						Culvert No. 100		Arch-stone	20 Ft chord		
110.0	3	X L-1	Burnett's Creek	Towpath Rd over Crk		Lock No. 28		Stone - Comb	10 Ft Lift		
		X L-2	Lockport	50 Ft W of Culvert 100		Road Bridge No. 42					
				N 300 N		Lock No. 29		Stone - Comb	9.5 Ft Lift	Lockport Lock	
				N Lockport Dr		Road Bridge No. 43					
						Culvert No. 101		Timber-box	10 Ft x 18"		
						Culvert No. 102		Timber-box	10 Ft x 18"		
				W 900 N & Towpath Rd		Lock No. 30		Timber - Crib	7 Ft Lift	New Franklin Lock New Franklin	
						Road Bridge No. 44					
						Culvert No. 103		Timber-box	6 Ft x 18"		
114.0			Rattlesnake	W875N & Towpath Rd		Culvert No. 104		Timber-box	8 Ft x 2 Ft		
		L-3	Rattlesnake Creek			Road Bridge No. 45					
						Culvert No. 105		Arch-timber	2- arches	15 Ft chord	
						Culvert No. 106		Timber-box	6 Ft x 18"		
116.0	9		Carrollton	Towpath Rd at Bridge		Lock No. 31		Timber - Crib	8 Ft Lift	"R. English Patent"	
				(New Bridge 2006/7)		Lock No. 32		Timber - Crib	9 Ft Lift		
		X L-4	Wabash River			Road & Towpath Draw-Bridge for steamboats					
						Slackwater in Wabash / towpath east side			3 miles		
						Culverts 107-110 under slackwater towpath		Timber-box	na		
				Howard St at islands		Pittsburg Sidecut Lock - north side of dam					
				+1.5 Miles to Pittsburg		Dam No. 4 - across Wabash			12 Ft High	590 Ft	
		X L-5	Pittsburg	in Wabash (RR cross)		Steamboat Lock - (Delphi) south side of dam			175 Ft long	38 Ft wide	
119.0	12	L-6	Paragon	Rd to Right before		Wabash (Paragon)Guard Lock		Timber - Crib	na		
				Near Guardlock		Road Bridge No. 46			Towpath N(east) to S(west)		
				Delphi Bayou - near levee		Road Bridge No. 47					
120.0	13		Bowles & Colten Warehouse	N Washington St		Road Bridge No. 48			(current bridge built in 1905) was road to Pittsburg		
				Delphi - Franklin St		Road Bridge No. 49					
		X L-7		Bicycle Rd		Lock No. 33		Timber - Crib	5 Ft Lift		
				Delphi Canal Trail		Deer Creek Dam & Slackwater			10 Ft High	170 Ft	
122.0	15	L-8	Deer Creek	Sunset Point on trail		Towpath Bridge across Slackwater		Timber	3 - Bends		
				(Passeanong - Place of the Fawn)		Deer Creek Guard Lock		Timber - Crib	na		
						Falling Spring Bluff					
123.0	16		Carroll County	SR 25 & CR 900 W							

CANALABRATING GOOD TIMES



WABASH & ERIE CANAL STRUCTURES



NO. 8 of 19 Counties

WABASH & ERIE CANAL BY INDIANA COUNTY

TIPPECANOE COUNTY

ESTABLISHED : Jan 20, 1826
 NAMED FOR: River & Battle on Tippecanoe - Nov. 7, 1811
 SIZE: 449.8 Sq. miles

CANAL TOWNS : Americus - 1832
 Kingston 1845
 - 1866 to Chauncey
 - 1888 to West Lafayette
 Granville - 1834
 - 1850 to Wheaton

COUNTY SEAT - LAFAYETTE

ESTABLISHED : May 25, 1825
 FOUNDER : William Digby
 NAMED FOR : Marquis de La Fayette
 (French General - American Revol.)
 NICKNAME : "The Star City"
 W&E reached here Fall 1840

May 1840 1st boat "Albert S. White" leaves for Toledo, OH
 Albert S. White - US Senator from Indiana 1839-1845 (Whig)
 1869 John Purdue, Lafayette merchant donates \$200,000 to establish a university
 - Purdue University in West Lafayette

POPULATION TRENDS:
 1840 4226
 1850 8181
 1860 12647
 1870 15396
 Est. 2005 60459

SUMMARY OF STRUCTURES IN TIPPECANOE COUNTY

LENGTH OF CANAL IN COUNTY

28 = MILES

LIFT QTY NUMBERS

STRUCTURE	LIFT	QTY	NUMBERS
Stone Locks	0		
Timber Locks	10.0	1	No. 34
County Totals	10.0	1	
Guard Locks	4		1 - Kites 2 - Wildcat 1 - Wea Creeks
Aqueduct - Open	1		No. 7, Wea Creek
Aqueduct - Covered	0		
Stone Arches	0		
Timber Arches	1		No. 117, Sugar Creek
Box Culverts	14		No. 111-116, 118-125
Feeders to main Canal	2		Wildcat & Wea Creeks
Slackwater Crossings	1		Wildcat Creek
Dams	2		Wildcat & Wea Creeks
Road Bridges	6		No. 50-55

CANAL TOWNSHIPS

Washington
 Fairfield
 Union
 Wayne

TOWNS

Americus & Jewetts City
 Lafayette
 Granville (1850-Wheaton)

WATERWAYS

Bridge, Sugar & Buck Creeks
 Wildcat Creek & Durkey's Run
 Wea Creek
 Lost Creek

2-CANAL LEVELS

Lock 33 South of Delphi
 Lock 34 at Wea Creek

TO Lock 34 at Wea Creek
 TO Lock 35 at Attica

21 MILES
 19 MILES



Marquis de La Fayette
 9-6-1757—5-20-1834
 Albert Smith White
 10-24-1803—9-4-1864



WABASH & ERIE CANAL BY INDIANA COUNTY

TIPPECANOE COUNTY

ESTABLISHED : Jan 20, 1826
 NAMED FOR: River & Battle on Tippecanoe - Nov. 7, 1811
 SIZE : 449.8 Sq. miles
 CANAL TOWNS : Americus - 1832
 Kingston 1845
 - 1866 to Chauncey
 - 1888 to West Lafayette
 Granville - 1834
 - 1850 to Wheaton

COUNTY SEAT - LAFAYETTE

ESTABLISHED : May 25, 1825
 FOUNDER : William Digby
 NAMED FOR : Marquis de La Fayette
 (French General - American Revol.)
 NICKNAME : "The Star City"
 W&E reached here Fall 1840
 May 1840 1st boat "Albert S. White" leaves for Toledo, OH
 Albert S. White - US Senator from Indiana 1839-1845 (Whig)
 1869 John Purdue, Lafayette merchant donates \$200,000 to establish a university
 - Purdue University in West Lafayette

POPULATION TRENDS:

1840	4226
1850	8181
1860	12647
1870	15396
Est. 2005	60459

SUMMARY OF STRUCTURES IN TIPPECANOE COUNTY

	<u>LIFT</u>	<u>QTY</u>	<u>NUMBERS</u>	<u>LENGTH OF CANAL IN COUNTY</u>
Stone Locks		0		<u>28</u> = MILES
Timber Locks	<u>10.0</u>	<u>1</u>	No. 34	
County Totals	<u>10.0</u>	<u>1</u>		
Guard Locks		4	1 - Kites 2 - Wildcat 1 - Wea Creeks	
Aqueduct - Open		1	No. 7, Wea Creek	
Aqueduct - Covered		0		
Stone Arches		0		
Timber Arches		1	No. 117, Sugar Creek	
Box Culverts		14	No. 111-116, 118-125	Bridge, Buck & Lost Creeks & Durkey's Run
Feeders to main Canal		2	Wildcat & Wea Creeks	
Slackwater Crossings		1	Wildcat Creek	
Dams		2	Wildcat & Wea Creeks	
Road Bridges		6	No. 50-55	



Marquis de La Fayette
 9-6-1757—5-20-1834
 Albert Smith White
 10-24-1803—9-4-1864

CANAL TOWNSHIPS

Washington
 Fairfield
 Union
 Wayne

TOWNS

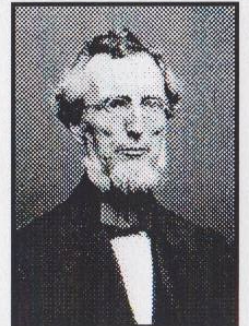
Americus & Jewetts City
 Lafayette
 Granville (1850-Wheaton)

WATERWAYS

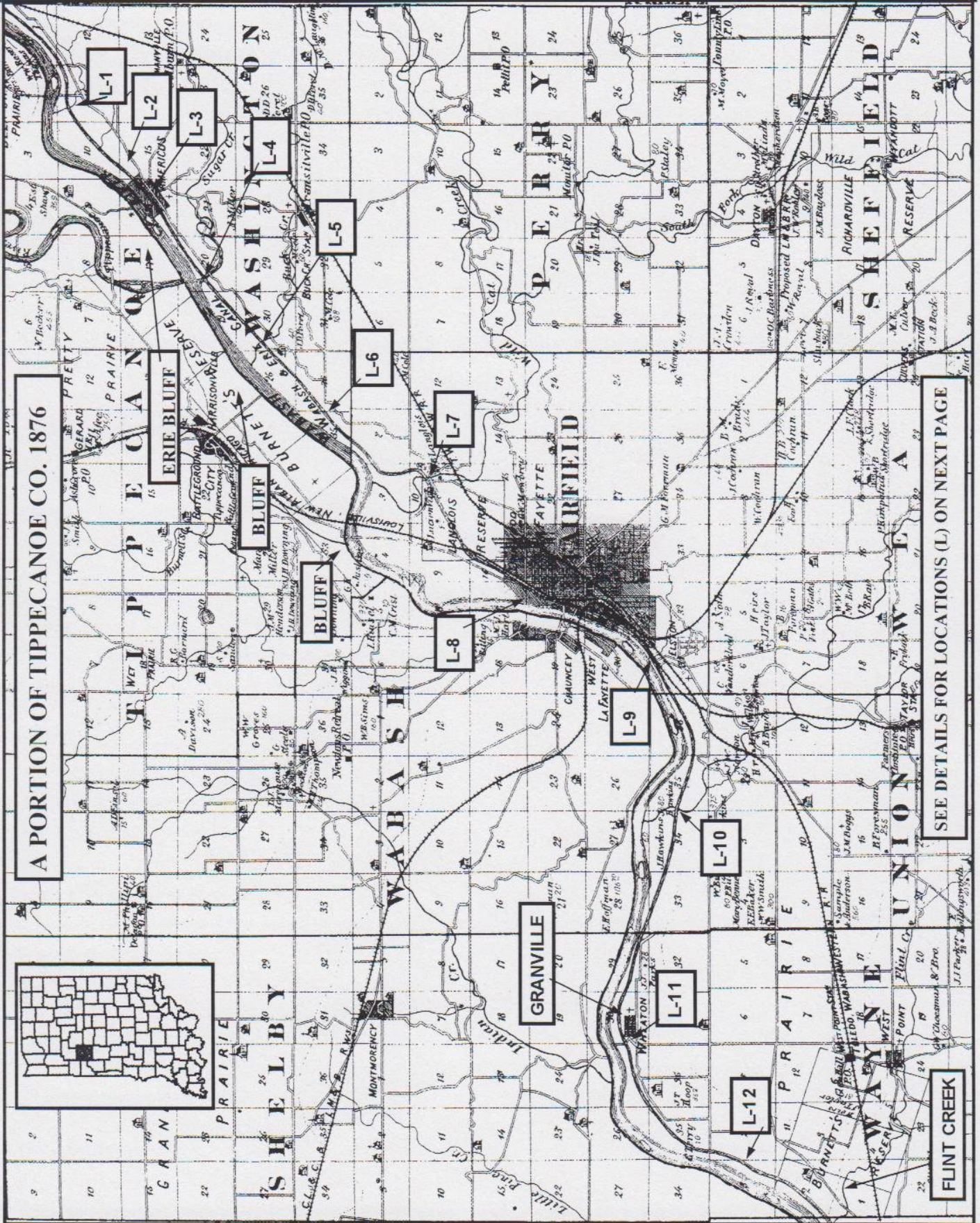
Bridge, Sugar & Buck Creeks
 Wildcat Creek & Durkey's Run
 Wea Creek
 Lost Creek

2 -CANAL LEVELS

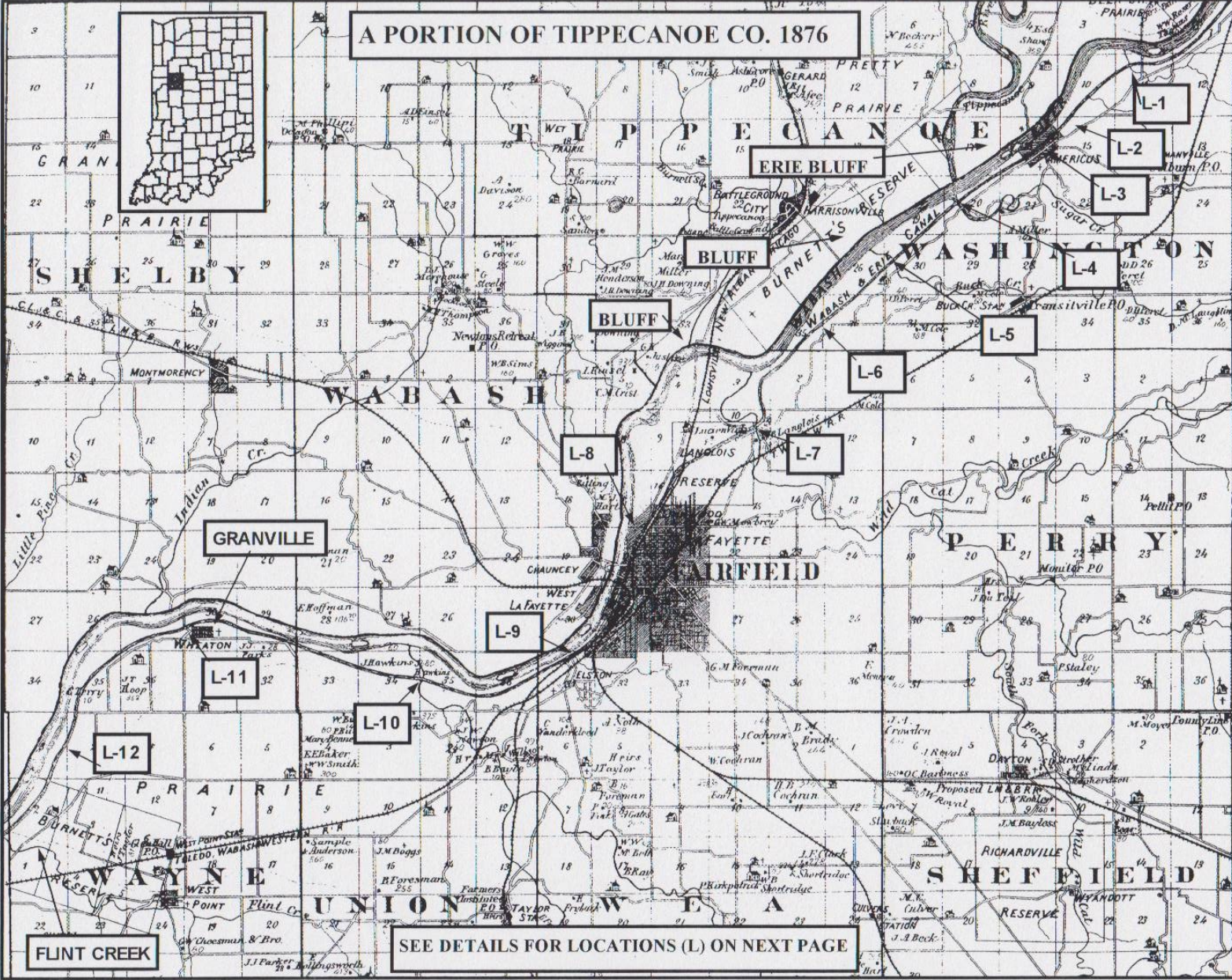
Lock 33 South of Delphi	TO	Lock 34 at Wea Creek	21 MILES
Lock 34 at Wea Creek	TO	Lock 35 at Attica	19 MILES



CANALABRATING GOOD TIMES



A PORTION OF TIPPECANOE CO. 1876



SEE DETAILS FOR LOCATIONS (L) ON NEXT PAGE

CANALABRATING GOOD TIMES

Aug 16 2006

DETAILS OF WABASH & ERIE CANAL IN TIPPECANOE COUNTY

Official distances in bold
MILEAGE
 FROM IN
ST LINE County
 123.0 0

MILEAGE		GENERAL DESCRIPTIONS		ROAD LOCATIONS	1847 REPORT & MISC DETAILS	TYPE	SPANS / DIMENSIONS
123.0	0	L-1	Bridge Creek	Carroll County			
							1 Chain = 66 Feet
		X	L-2	Sec.15 R -on Farm Lane	Canal Inn - John Cunningham home/cemt	2 Story	razed -mid 1990's
					Culvert No. 115	Timber-box	1 9 Ft x 18"
127.0	4	L-3	Bridge at Wabash River	Grant Road	Road Bridge No. 50 - Americus	Timber-box	2 12 Ft x 3 Ft
					Culvert No. 116	Timber	
					Culvert No. 117	Timber-box	1 9 Ft x 18"
129.0	6	L-4	Sugar Creek	Turn on Stair Rd.	Mill race Culvert	Timber-box	1 6 Ft x 28"
					Culvert No. 118	Timber-box	1 9 Ft x 18"
131.0	8	L-5	Buck Creek	Left at 225 E	Jewetts City - Trading Post on Canal	2 Story	razed -mid 1990's
						Timber-box	1 9 Ft x 18"
132.0	9	L-6		Right at SR 25	Birmingham Bluffs	Timber-box	1 6 Ft x 18"
133.0	10				Culvert No. 119	Arch-timber	24 Ft chord
					Flood Gates near Wildcat Creek	Timber-box	4 12 Ft x 3 Ft
					Dam - Wildcat Creek slackwater / feeder		
					Guard Locks E & W of creek		
					Towpath change at first (East)Guard Lock N to S		
134.5	12	X	L-7 Wildcat Creek	SR25 to Country Club Rd	Covered Road & Towpath Bridge	87 Chains	5732 Ft about 1 mile
					Culvert No. 120	Timber-box	2 10 Ft x 18"
137.5	13		L-8 Exchange Bridge at 9th & Road to Davis Ferry		Long's patent		160 Ft
138.0		X	L-9 Canal Basin Remains South of main Bridges	Downtown Lafayette	Timber-box		1 10 Ft x 18"
					Towpath from S to N		
					Road Bridge No. 51		
					Road Bridge No. 52		
					Road Bridge No. 53		
					Culvert No. 121	Timber-box	2 8 Ft x 18"
					Culvert No. 122	Timber-box	1 6 Ft x 12"
					Guard Lock		
139.5		L-9	Durkey's Run	Wabash Ave & S Beck Ln	Culvert No. 123	Timber-box	3 11 Ft x 3 Ft
142.0	19	L-10	Wea Creek	Lilly Rd	Aqueduct No.7	Open-Trunk	3 x 32 Ft 96 Ft
					Lock No. 34	Timber-Frame	10 ft Lift
					Wea Feeder Canal	25/26 Chains	1650/716 F 15 Ft Wide
					Wea Dam	4.5 Ft High	200 Ft
					Culvert No. 124	Timber-box	11Ft x 2.25'
146.0	23	X	L-11 Granville Historical Marker	S 700 W			
148.0	25		- 2 Miles below Granville	W 200 S			
148.5		L-12	Lost Creek	S 850 W			
151.0	28		Fountain County	Reserve Rd			

Note: Canal crosses Flint Creek in Fountain Co.
 Turn into farm drive just after crossing Flint Creek

Official distances in bold

DETAILS OF WABASH & ERIE CANAL IN TIPPECANOE COUNTY

Aug 16 2006

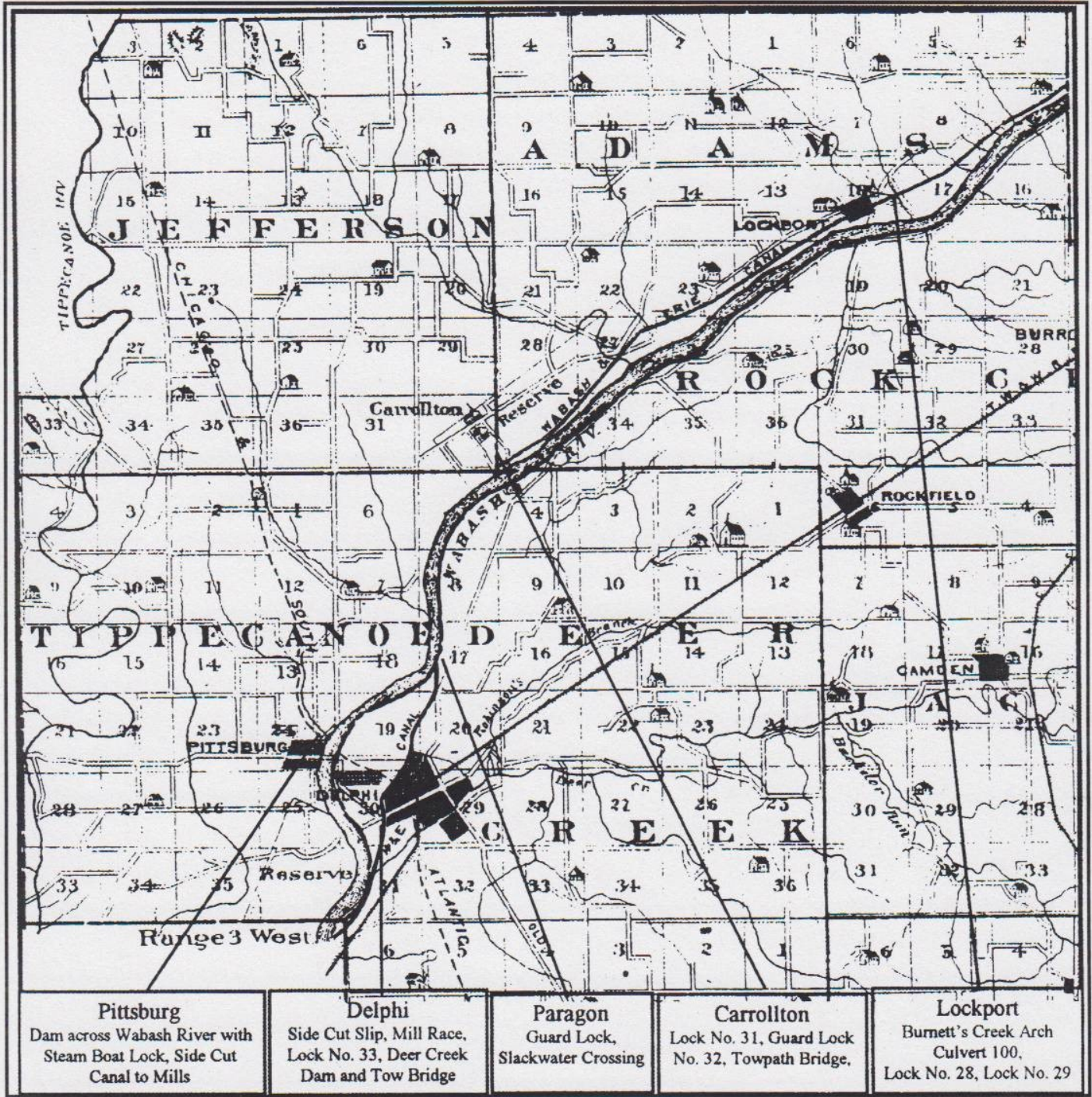
MILEAGE
FROM IN X = Visible Remains or Marker
L = Locations

1 Chain = 66 Feet

<u>ST LINE</u>	<u>County</u>	<u>GENERAL DESCRIPTIONS</u>	<u>ROAD LOCATIONS</u>	<u>1847 REPORT & MISC DETAILS</u>	<u>TYPE</u>	<u>SPANS / DIMENSIONS</u>	
123.0	0	Carroll County	SR 25 & CR 900 W				
		L-1 Bridge Creek		Culvert No. 111 over Shaker Run	Timber-box	2	12 Ft x 3 Ft
				Guard Lock -Kite's contol Wabash backflow	Timber		
				Culvert No. 112	Timber-box	1	9 Ft x 18"
				Culvert No. 113	Timber-box	1	6 Ft x 28"
				Culvert No. 114	Timber-box	1	9 Ft x 18"
	X	L-2	Sec.15 R -on Farm Lane	Canal Inn - John Cunningham home/cemt	2 Story		razed -mid 1990's
				Culvert No. 115	Timber-box	1	9 Ft x 18"
127.0	4	L-3 Bridge at Wabash River	Grant Road	Road Bridge No. 50 - Americus			
				Culvert No. 116	Timber-box	1	6 Ft x 18"
129.0	6	L-4 Sugar Creek	Turn on Stair Rd.	Culvert No. 117	Arch-timber		24 Ft chord
		L-5 Buck Creek		Mill race Culvert			
		L-5	Left at 225 E	Culvert No. 118	Timber-box	4	12 Ft x 3 Ft
131.0	8		Right at SR 25	Jewetts City - Trading Post on Canal			
132.0	9	L-6		Birmingham Bluffs	87 Chains		5732 Ft about 1 mile
133.0	10			Culvert No. 119	Timber-box	2	10 Ft x 18"
		Dam - built 1839		Flood Gates near Wildcat Creek			
				Dam - Wildcat Creek slackwater / feeder			13 Ft High 221 Ft
				Guard Locks E & W of creek	Timber		
				Towpath change at first (East)Guard Lock N to S			
134.5	12	X L-7 Wildcat Creek	SR25 to Country Club Rd	Covered Road & Towpath Bridge	Long's patent		160 Ft
				Culvert No. 120	Timber-box	1	10 Ft x 18"
137.5	13	L-8 Exchange Bridge at 9th & Road to Davis Ferry		Road Bridge No. 51	Towpath from S to N		
138.0	X	Canal Basin Remains South of main Bridges	Downtown Lafayette	Lafayette Downtown			
			" " " "	Road Bridge No. 52			
				Road Bridge No. 53			
		Below Paper Mill		Culvert No. 121	Timber-box	2	8 Ft x 18"
		Near Large Pork House		Culvert No. 122	Timber-box	1	6 Ft x 12"
		Wea Bluffs		Guard Lock	Timber		
139.5		L-9 Durkey's Run	Wabash Ave & S Beck Ln	Culvert No. 123	Timber-box	3	11 Ft x 3 Ft
142.0	19	L-10 Wea Creek	Lilly Rd	Aqueduct No.7	Open-Trunk		3 x 32 Ft 96 Ft
		- Lock just South of Aqueduct		Lock No. 34	Timber-Frame		10 ft Lift
				Wea Feeder Canal 1856 revision	25/26 Chains		1650/1716 F 15 Ft Wide
				Wea Dam			4.5 Ft High 200 Ft
				Culvert No. 124	Timber-box		11Ft x 2.25'
146.0	23	X L-11 Granville Historical Marker	S 700 W	Road Bridge No. 54 - Granville			
148.0	25	- 2 Miles below Granville	W 200 S	Road Bridge No. 55			
148.5		L-12 Lost Creek	S 850 W	Culvert No. 125	Timber-box	2	10 Ft x 2 Ft
151.0	28	Fountain County	Reserve Rd				

Note: Canal crosses Flint Creek in Fountain Co.
Turn into farm drive just after crossing Flint Creek

A PORTION OF
CARROLL COUNTY - 1876



Carroll County Past and Present

Susan Yoder has submitted much of the following history about the Delphi area of Carroll County and additional information has been included.

Carroll County was formed in 1828 and named for Charles Carroll, the last living signer of the Declaration of Independence. The waterways of the Wabash and Tippecanoe Rivers, Wild Cat and Deer creeks and the nearby forests of oak, walnut and poplar attracted trappers, traders, and early settlers. In the 1820s a French fur trading post was still located north of Rockfield.

As the land was cleared Carroll County became an agricultural county with about 95 percent used for farming. Over 120 thousand acres produce corn and over 50,000 acres grow soybeans. The farms within the county are 30% above the state farm's average size. Carroll County leads not only the state but the nation in the production of livestock [hogs and pigs].

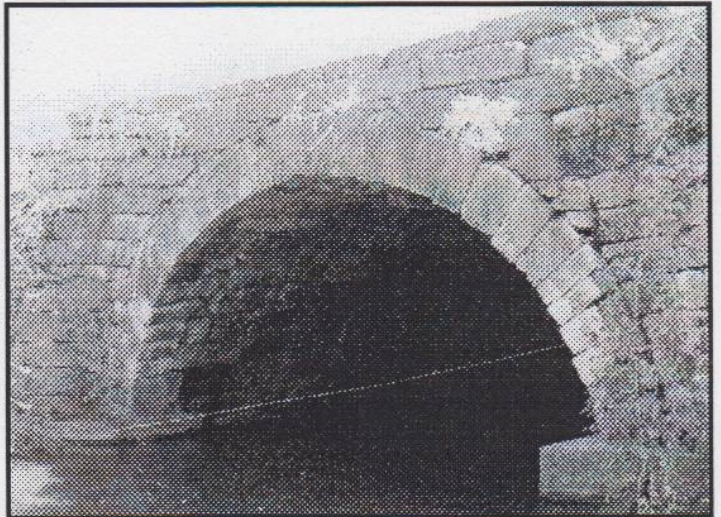
The county has an unusual number of service and hospitality oriented businesses due to the manmade lake and resort area of Lake Freeman. It has more than four dozen wholesalers and many manufacturers. It also boasts of over 20 historical markers. Some are canal related.

Delphi is its county seat. The courthouse has a Civil War monument with a statue on top called "The Color Bearer."

The Wabash and Erie Canal was built through Carroll County from the northeast to the southwest in 1840. Entering Carroll County from the northeast after crossing the Cass/Carroll county line, you are on Lockport Road. Georgetown Road and Towpath Road would have naturally connected as north river road, but County Commissioners wished to follow the line formed by the base of the bluffs and developed Lockport Road instead.

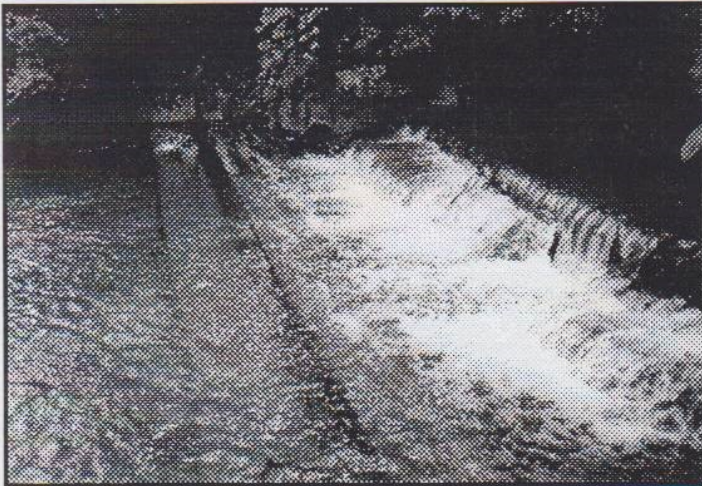
Turing left onto Towpath Road in about 1 mile you will see an exotic and wild animal "zoo" on your right. A mile farther is a Trail of Death maker on the south side of Towpath Road. Along the way the canal prism can be seen on the north side of the road.

At Burnett's Creek the Wabash and Erie Canal crossed by Culvert #100. It is a beautiful arch of 20 feet chord, built of hammer-dressed limestone. Stones were laid over a wooden frame known as "false-work" until the top keystone was in place locking the stones together. After the false-work was removed the canal prism was constructed by placing soil over the culvert. The prism was then lined with a mixture of clay and straw known as "puddle" to help prevent the canal from leaking.

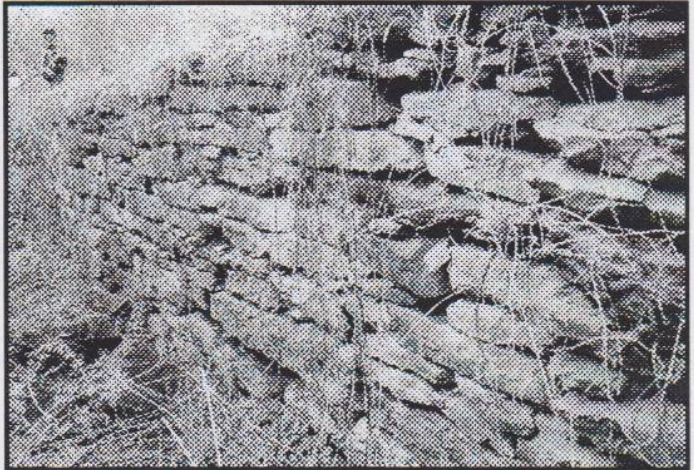


Burnett's Creek Culvert #100
Photos by Bob Schmidt

CANALABRATING GOOD TIMES



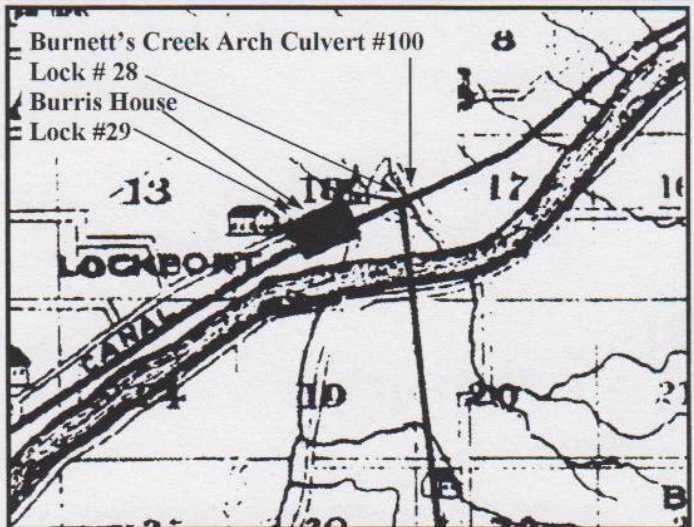
Water flows over the foundation timbers of Burnett's Creek Culvert #100. Photo by Bob Schmidt



Lock #28, a combined lock, has planking and some stones missing. Photo by Bob Schmidt

This structure has been in continual use first as an arch to carry the canal over the creek and later as a culvert to pass the road across the creek. Early canal boat passengers or today's automobile passengers cross the culvert without actually seeing it. Since there is an ongoing dispute between the property owner and the county, the steps built years ago to access Burnett's Creek Arch at creek level have been fenced off. The arch is in fairly good condition. Water running over the floor timbers keeps them from deteriorating.

Immediately to the west of the arch is Lock #28, 10 feet lift, built on the Combined Plan. Although it is in very poor condition, it can be seen from the road. All the plank lining is missing as well as a lot of stones.



Lockport as shown on an 1876 map of the county.

~ Lockport ~

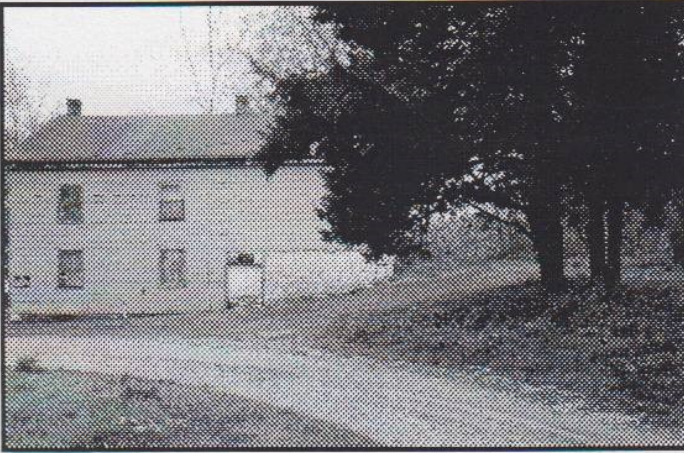
Lockport was originally platted as Barnesville for James Barnes, the community's first settler. The name was changed in 1836 to Lockport when it learned it was to be blessed with two canal locks. Located there is Lock #29, which had a 9½ feet lift and was built on the Combined Plan. It was located directly north of the Burriss House.

The Burriss House is still standing with some off and on restoration. It was the first property in Carroll County to be placed on the National Register of Historic Places by the U. S. Department of the Interior on September



The gate recess is visible in Lock #28. P—Bob Schmidt

CANALABRATING GOOD TIMES



The Burris House has a National Register marker on the far left and Lock #29 is on the far right behind the trees in the foreground. The towpath is between the house and the lock. Photo by Bob Schmidt

15, 1977. Built between 1837 and 1840, the two-story structure has a limestone foundation that is a full story high on the north side where the building faced Canal Street and Lock #29.

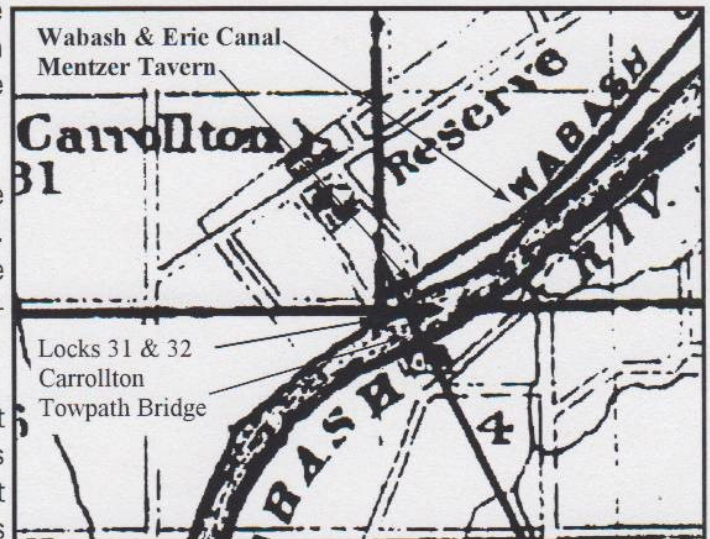
On the north side of the road from the Burris House is the site of Potawatomi Springs. The Indians stopped here for water on the March of Death. The spring is no longer evident, but a stone wall marks the spot.

In the area known as Possum Hollow it is said that anyone who takes a drink from its spring fed waters is sure to return. We do not know where the spring is any more unless it's 200 yards to the south along the Wabash River bank. This is believed by some historians to be the site of Winamac's village. Winamac was a recipient of an 1826 Paradise Springs Treaty land grant. This stretch is said to look much like it must have in the middle 19th century from on board a canal packet.

William, Henry and James Conner's Reserve was once located down the road from Possum Hollow. The ghost town of New Franklin once stood in this area. It was a busy place along the canal and was based around Lock #30, which had a 7 feet lift and was built on the Wooden Crib Plan.

Turning left on S. Carrollton Road the road crosses Rattlesnake Creek where the town of Rattlesnake was once located. Here the Wabash and Erie Canal crossed the creek via Culvert #104. There may be a piece of timber of the culvert visible in the creek bottom, but it is almost impossible to see.

Further down the road the Wabash and Erie Canal had its passage blocked by a huge bluff known as Ballard's Bluff. Rather than having to lock up and down over the bluff canal engineers decided to cross the Wabash River and continue the canal along its opposite bank. To do this they constructed Locks #31 and #32 to lower canal boats into the Wabash River. Carrollton grew up around these locks.

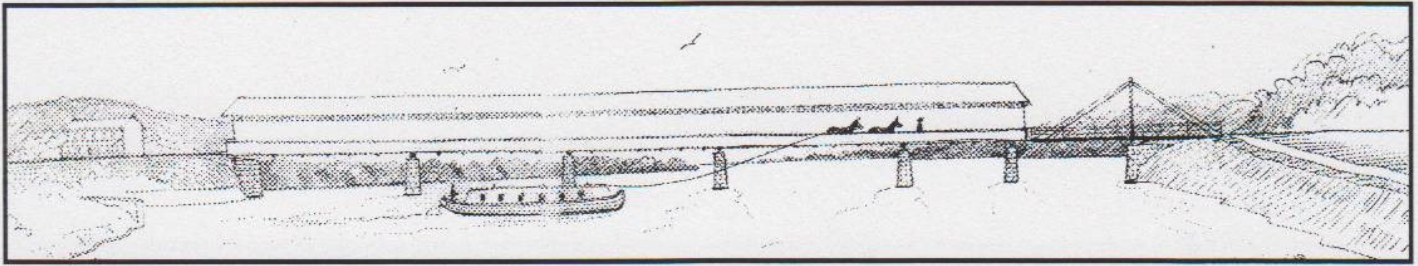


~ Carrollton ~

Carrollton was platted in 1836 by Baker and Dugan. It was established in anticipation of the Wabash and Erie Canal. Its name is somewhat confusing because, for a short time, Delphi was known by that name as well. The area we refer to as Carrollton today was located on the northwest side of the Wabash River. There were 90 lots arranged on either side of where Lock No. 31 and Guard Lock No. 32 were later built.

It was necessary to create a pool of

CANALABRATING GOOD TIMES



The Carrollton Towpath Bridge crossed the slackwater pool in the Wabash River created by a dam built between Pittsburg and Delphi further down the river. The bridge had a draw bridge in it to allow steamboats to go up river to Logansport. The Mentzer tavern stood near the bridge. This drawing by Terry Lacy was one of several drawings made for the Carrollton mural that now hangs in the Canal Interpretive Center in Delphi.

Courtesy of Dan McCain, Carroll County Wabash & Erie Canal, Inc.

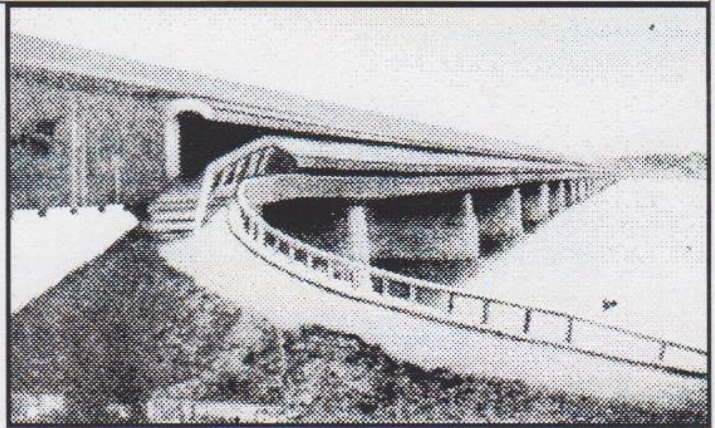
slackwater in the Wabash River for the canal boats to cross from Carrollton to the canal, which then continued along the east side of the river. The canal engineers built a dam across the river between what is now Pittsburg and Delphi. The slackwater pool backed up by this dam extended over 4½ miles upriver and beyond Carrollton. At Carrollton the pool was 8 feet deep. This pool served three purposes:

1. It slowed down or stilled the current in the river so canal boats could be locked into the river at Carrollton, towed across the pool and re-enter into the canal above Delphi.

2. It fed water into the canal above Delphi.
3. It furnished power for manufacturing.

When the dam was being constructed, the citizens of Logansport demanded a steamboat lock be built in it so as not to cut off their town from steamboat navigation. They also demanded that the Carrollton towpath bridge be a draw-bridge for the same reason.

This bridge was necessary so that canal towing animals could tow the canal boats across the river and reach the towpath on the other side. Prior to the construction of this bridge, the boats had to be poled across the river and the animals ferried over. The bridge had a track along its lower side on which a tram car was located. The towing animals pulled the tram car to which the canal boat's



The Carrollton Towpath Bridge was similar to the one in this historic photo only not as long.

towline was attached. This tram was a safety measure in times of strong current. It followed a track and kept the canal boat on course alongside the bridge. Without it, the boat might have pulled the mules or horses into the Wabash River and drowned them.

Chief Engineer Jesse Lynch Williams described the bridge as: "a towing path and road bridge across the Wabash at the head of the slackwater ... built by Robert and Michael English based on Long's patent, weather boarded and roofed. 3-spans each 94 feet clear, 1 span 105 feet clear, 1 span 70 feet clear, and one span 43 feet clear for a draw in all 6 spans. Bridge rests on 5-piers and two abutments formed by Georgetown Quarry stone." When it was finished it was the longest bridge in the state of Indiana.

CANALABRATING GOOD TIMES

At times when the river current was too swift, the canal boats did not enter it. A Mr. Sterling describes such a time in the *History of the Wabash Valley*:

"The Wabash River was very high... (and) was still rising. ...The river was so high the boats were tied up in the locks, and the canal was full of them. The mules and horses were hitched on both sides in the covered bridge."

Tom Castaldi, CSI advisory council member and Allen County Historian, found the following reports concerning this bridge:

Chief Engineer Williams reported on its progress in his "Report to the Board of Internal Improvement" in 1841. He says: "The building of the tow-path bridge at Carrollton has been deferred for the present, though its construction will be necessary in the course of a few years. With the business that may be expected at the commencement, the boats can cross the river without a bridge."

Stearns Fisher, Commissioner of the Wabash and Erie Canal east of Lafayette in 1842, reports: "The 'act to authorize the building of the towing-path bridge across the Wabash at Carrollton, in Carroll county, and for other purposes, approved January 31, 1842,' has not been carried into effect, in consequence of the refusal, on the part of the present contractors, to surrender their contracts which, under the act, was the first step to be taken. At the time the contract was made with R. and M. English, it was designed to rest a plain superstructure upon wooden trussels (sic) placed fifty feet apart. Since then, 'Long's patent' has been adopted for the superstructure, and stone piers one hundred feet apart instead of the wooden trussels.

"This so changes the character of the work, that the present contract prices will not apply to the new plan in a single case. This is the only objection to having the work done by

the present contractors. They are all well qualified to do the work as any person, except perhaps, the patentee or his agents. The bridge will cost about 20,000 dollars; and the policy of having this amount of work done, without a contract price, decidedly bad. It is possible that a new contract might be made with the present contractors, that would be satisfactory, but it is presumed that higher prices must be paid, than if a door was opened for competition."

The delay in completing the construction of the towing path bridge across the Wabash River explains why Charles H. Titus wrote in his 1843 diary that on their canal boat trip they passed "into the Wabash and ran up the river again entered the canal (northbound). The horses were ferried over, and the boat pushed over with poles, the bridge not yet being completed."

Work on the Carrollton Bridge finally moved ahead after a delay concerning the necessity of having to build a raceway near Pittsburg according to Stearns Fisher in 1843: "In pursuance of a joint resolution on that subject [a raceway over the land of an absentee landowner before letting the work], the contract with R. & M. English [brothers Robert and Michael English of Lagro] for building the towing path bridge across the Wabash river at Carrollton, has been amended, and the work now progressing in such a manner as to give evidence of its completion during next season. This will cost about \$25,000 in addition to what had previously been expended. The piers and abutments are being built of an excellent material and in the most substantial manner, and the superstructure will be of the most approved plan."

In 1844 E. F. Lucas, General Superintendent of the Wabash and Erie Canal wrote:

"The towing path bridge at Carrollton, where the Canal crosses the Wabash river, will, if nothing transpires to impede the progress of the work, be completed by the opening of

CANALABRATING GOOD TIMES

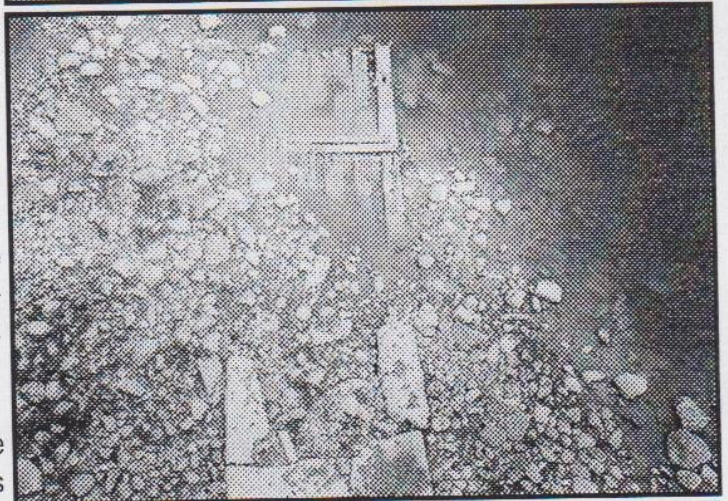
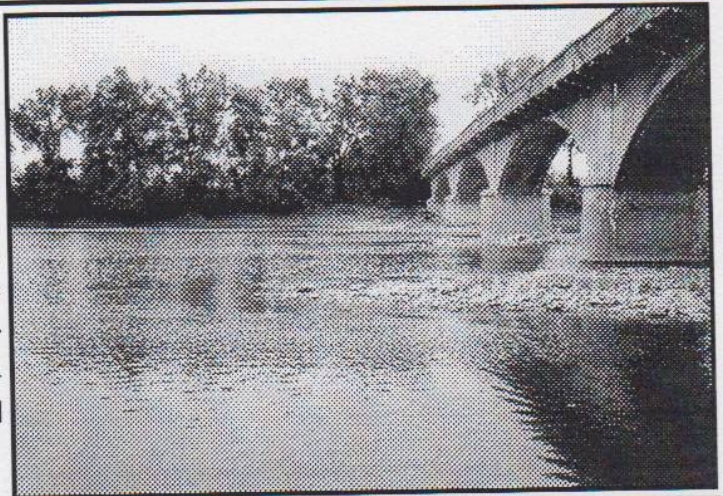
navigation the coming spring. The superstructure has been ready for raising for some time past; but owing to the breaches in the Canal between the bridge site and the quarry from whence the stone were obtained for building the piers, the contractors were unable to progress as rapidly as was anticipated in the early part of the season. After the first opening of navigation, the Canal continued in good repair until about the 15th of June, when, by an extraordinary flood, it was very nearly destroyed for the season, from Lafayette to Logansport."

Finally in 1844 the bridge was opened after some serious delays. E. F. Lucas reports: "The superstructure of the towing path bridge across the Wabash river at Carrollton, was completed about the 1st of October last, so as to admit to be passed over. It displays a fine mechanical taste, and is alike creditable to the State, and to Mr. Burleigh, the builder and architect. The stone work is not yet completed, but will be in a short time."

The bridge was a covered-bridge-style wooden structure. Its northern abutment was part of Guard Lock No. 32. It was blown down on July 4, 1873 by a fierce storm. A five-span iron bridge, which also had a walkway for the towing animals, was then built and used until 1879 when an ice gorge destroyed it.

Several other bridges were built over a period of time. The current concrete bridge designed by Daniel Luten was under the threat of demolition for twelve years. After much study, retaining and rehabilitating it was found to be the most cost-effective. The bridge, which is on the National Register of Historic Structures, has been rehabilitated and will be dedicated in 2007. There is work to be done underneath it this summer. A fisherman access and boat ramp will be built too on nearby property.

At low water, a person standing on the bridge can look down into the water on the upstream side and see the timbers embedded in the river bed that supported the piers of the



Top: The Carrollton bridge is being rehabilitated. Lock #32 was just to the left of it in the depression on the river bank.

Bottom: The footings for the piers of the Carrollton Towpath Bridge can still be seen in the Wabash River

old Wabash and Erie Canal bridge. One can almost imagine the boats crossing the river and re-entering the canal about one-half mile below the bridge at Paragon.

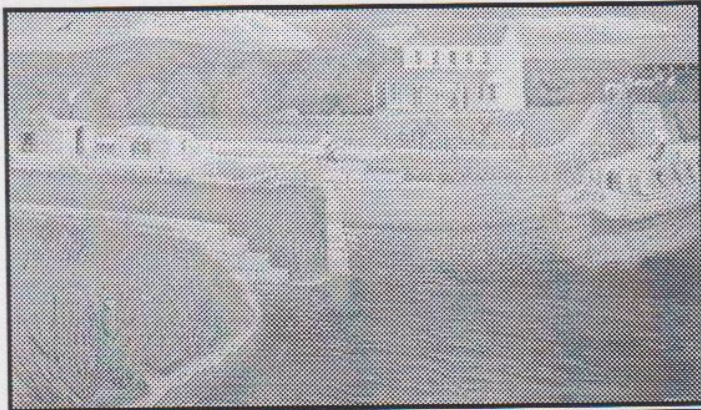
As mentioned before two locks were built at Carrollton to lower canal boats into the river. The upper Lock #31 was a standard lock and Lock #32 (Robert English plan) was a guard lock to protect the canal from flooding when the river was very high.

Chief Engineer Jesse Lynch Williams described the condition of these two locks in his 1847 report:

CANALABRATING GOOD TIMES

Lock No. 31, 8 feet lift, built upon the wooden crib plan —with some slight repairs may last 3 years. The lower gates need renewal in 1849. The upper gate is upon "English Patent plan," which is submerged.

Lock No. 32, 9 feet lift, built upon the wooden crib plan, with some repairs may last 3 years — gates renewed last year. This is the outlet lock connecting with the slackwater at the crossing of the Wabash.



Guard Lock #32 lowered canal boats into the slackwater pool at Carrollton while the towing animals crossed over via a towpath bridge. The Mentzer tavern was located at this busy spot. Note the lock bypass in the foreground. This mural by Terry Lacy now hangs in the Canal Interpretive Center in Delphi.

Photo courtesy Dan McCain, Carroll County Wabash & Erie.

While the canal was being dug in 1838, a post office was established at Carrollton for the canal workers. Isreal (sic) Steel was the first postmaster.

In 1840 George Friday and Ignatious Mentzer built a house on the northeast side of the road at the Carrollton bridge. It was across the road from Lock #31 and Guard Lock #32. It later was used as a cooper shop and then became the Mentzer tavern, which was razed in 1915.

The Speece Brothers' Warehouse and store was located one half mile to the east. Speece was said to have a cut from the tumble water of Lock #31 passed beneath his building. Some earthwork is visible. The place is threatened by the Carrollton Road improvement project at Peterson Hill Road. Its business boomed and provided funds for placing a steam powered boat on the canal. However, the wake of the boat damaged the canal banks, was thought to be dangerous, and was taken off the canal.

Today a marker stands along the northwest side of Towpath Road at the bridge. It says:

CARROLLTON ON THE WABASH

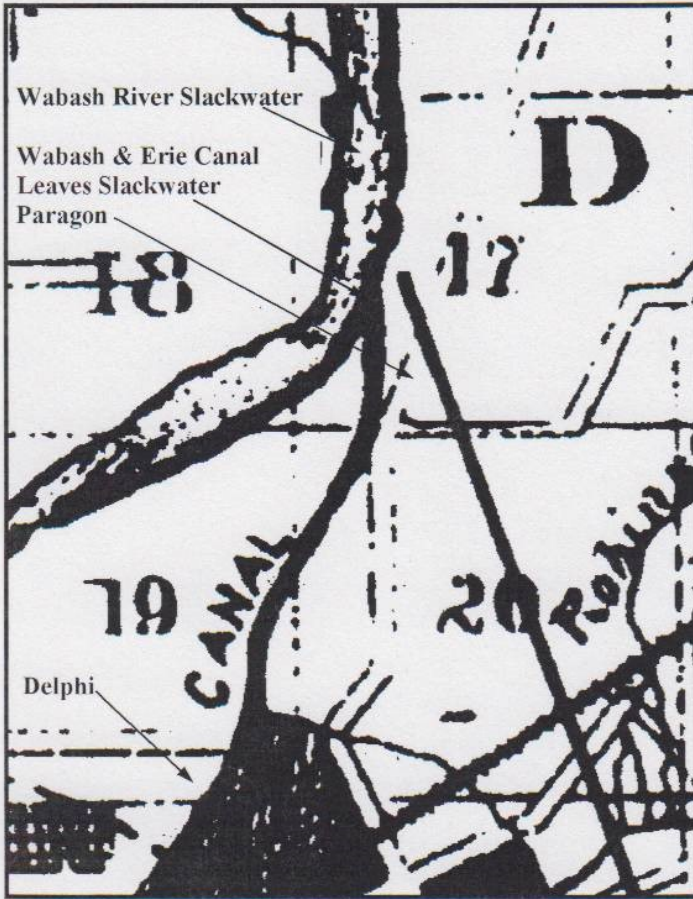
90 lots platted in 1836 on both sides of Wabash-Erie Canal lock. A Post Office in 1838-39. The lock passed canal boats into the river on the pool of the Great Dam at Pittsburg five miles below. The mules carried the towline across the covered bridge to the towpath on the south bank and re-hitched. The Mentzer Tavern stood here until 1915. Speece Bros. Warehouse and the Fort Dearborn Trail were ½ miles east.

While the dam was being built, work also took place on the canal channel on the east side of the Wabash River. The earth dug from the channel was piled ten feet high to create the towpath. For 2½-3 miles the towpath followed the river so the horses or mules could tow the canal boats along the slackwater. They crossed wooden culverts 107, 108, 109 and 110 before reaching the Guard Lock at Paragon about 1½ miles above the Pittsburg dam.

The placement of the towpath on this section of the canal was unusual. The towpath is normally between the Wabash River and the canal and is strongly built to protect the canal. Here the slackwater pool, made up of the river

CANALABRATING GOOD TIMES

and the low land on its western side, flowed south between two visible banks with the tow-path on the opposite side of the canal from the river.



~ Paragon ~

Paragon was platted in 1831 for Jesse Jackson. When the slackwater pool was high during floods the canal had to be closed at this guard lock. Although it is possible to see the depression in the river's bank at the lock site there is no suitable access available.

In Jesse Lunch Williams' report of 1847 he says that the lock will need to be renewed in 1849. He does not assign the Paragon Guard Lock a number like he did the guard lock at Carrollton. It would have been Lock #33, but he assigns that number to the lock located at Delphi.

The following repairs done on the lock

were reported in Tom Castaldi's *The Wabash & Erie Canal Notebook II: Cass, Carroll and Tippecanoe Counties* as follows:

"On June 17, 1847, a contract to raise and enlarge the embankment on top of which the towpath ran was awarded to Patrick Sillis.

"On October 19, 1850, Wilson Smith was contracted to rebuild the Paragon guard lock as well as the guard lock at Deer Creek, the lift lock at Delphi and the south abutment of the Deer Creek dam.

"Other contracts went for work to be done on June 25, 1861 by H. L. Kilborn for \$225 (rebuild); February 8, 1862, by George Townsend for \$38.72 (hewn timbers); May 1, 1862, by Charles W. Gibson for \$188.84 (full repair south side of lock); and December 16, 1863, by J. W. Davidson (rebuild west side of lock). The lock was equipped with an overflow guard for use in periods of high water."

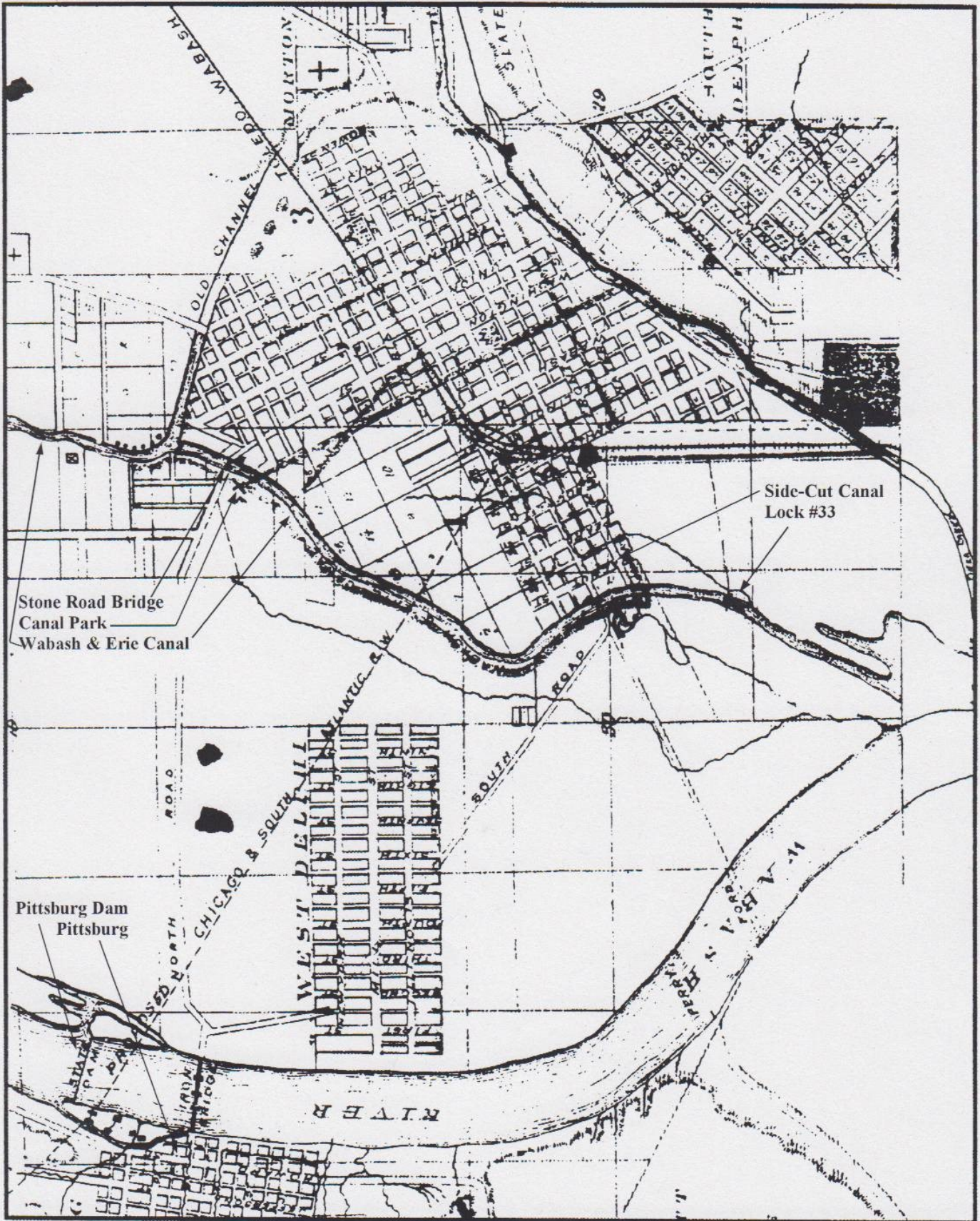
Just below the guard lock was a road bridge that also allowed the towing animals to cross the canal as its towpath changed from (N) northeast to (S) southwest through Delphi, Deer Creek and on toward Lafayette.

Although Paragon played a role during the canal era nothing of it remains today. When the Pittsburg dam was destroyed no slackwater pool was left.

~ Delphi ~

In 1828, Delphi was platted by Samuel Milroy on 100 acres, which were donated for the county seat by William Wilson. It was originally named in honor of Charles Carroll for whom Carroll county was also named. Then a short nine days later its name Carrollton was changed to Delphi on the suggestion of Samuel Milroy, a leader in organizing the county who wanted to honor the ancient Greek city.

DELPHI 1876



CANALABRATING GOOD TIMES

Delphi
in
1999

Canal Park
Archaeological Dig
Site of Warehouses

Wabash & Erie
Canal

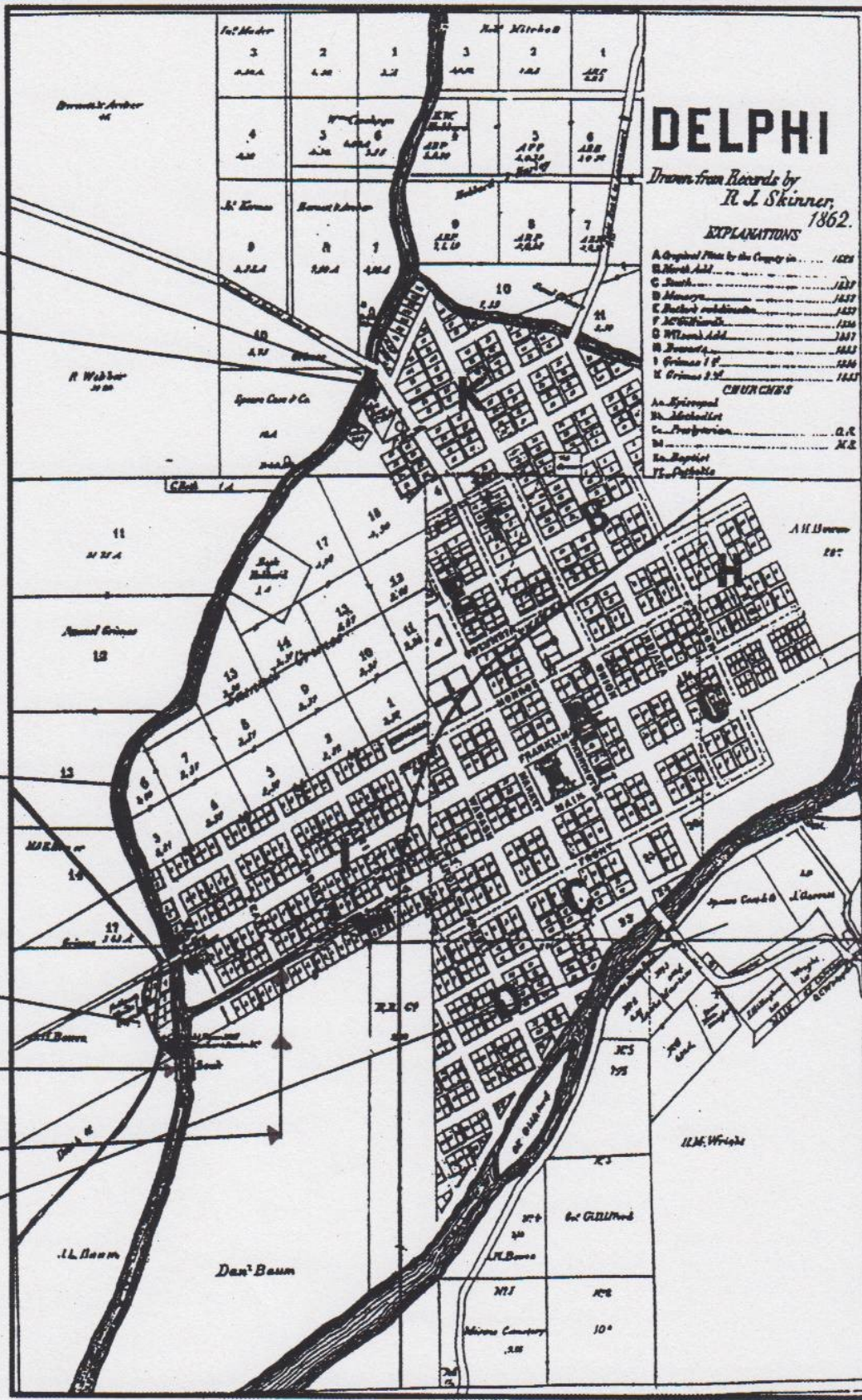
Archaeological Dig
Site of Paper Mills

Lock No. 33

Side cut canal

Riley Park

Location of Wabash
& Erie Canal Camp
Field Oven off map
just above where the
canal crosses Deer
Creek



Delphi in 1862

Note the side cut up Main St. and the mill race with paper mills.

CANALABRATING GOOD TIMES

The Canal Era Begins

On February 22, 1832, the anniversary of George Washington's birthday, the Wabash & Erie Canal was started in Fort Wayne, Indiana. Once completed, it connected Toledo, Ohio [Manhattan] to Evansville, Indiana. The Toledo to Lafayette portion survived longer than the southern section.

In Indiana, the canal was built mostly by Irish immigrants using picks, shovels, stump pullers, wheelbarrows and the horse-drawn slip-scoop. By 1837, there were 1,000 laborers employed on Indiana's canal system. Accidents, cholera, fever, fights and snakebites exacted a heavy toll on the work force. Many of them were buried near where they fell on the towpath.

Swing bridges using a system of counterweights, culverts, dams, locks with tumblers, and waste weirs were built to allow for topographical differences along the route. American ingenuity rose to the occasion as unique engineering solutions were found to meet the particular challenges presented by Indiana's geography. Most of these structures controlled the depth of the water in the canal. It was necessary to have four feet of water to float a canal boat.

Local engineering marvels included a swing or pivot bridge on Franklin Street / Bicycle Bridge Road; the Carrollton drawbridge, which allowed steamboats access above and below it; the Burnett's Creek stone arch, reminiscent of Roman aqueducts, located up the towpath from Lockport; and the 170-foot Deer Creek dam and towpath bridge southwest of Delphi.

The canal reached Logansport in 1838 and Delphi in 1840. An article from Cass County historical records declared:

"The whole town turned out to see the first boat come in on the 'raging canal' drawn

by three mules —made 5 or 6 miles per hour."

Traditionally 40 feet wide, parts of the Delphi portion of the Wabash & Erie Canal were 80 feet wide due to a natural slough. This wider section lent itself as a natural port and a fine area for warehouses, piers, loading, unloading and passing water traffic.

Canal Commerce

Both packets [passenger boats] and line boats were decked in hues of green, yellow, brown, red, white, or blue, complete with coordinating panels and window frames. The Silver Bell was painted white and drawn by a matched team of gray mules in silver harnesses. It was known for its tinkling silver bells and speeds up to eight miles per hour. However, the speed limit on the canal was four miles per hour to keep the wakes of the boats from washing out the canal banks.

Barges [freight boats] were constructed of wood, which was in great supply throughout the region traversed by the "Big Ditch." Farmers, loggers, wagon makers and others made use of the canal with their own canal boats, transporting goods to market and bringing back items on their return. Given the independent nature of these "Westerners," the canal appealed to them more than the railroad because the common pioneer could construct a makeshift canal craft with the tools at hand. Railcars could not be easily fashioned and were often built near foundries, purchased and shipped by water inland. The Wabash River, which had long been a native thoroughfare serving the inhabitants of the area, became alive with water traffic and related businesses. Items exported from this area were grain, logs, pork and whiskey. Numbered among the imports were coffee, salt, manufactured goods and settlers.

Taverns, which also provided sleeping

CANALABRATING GOOD TIMES

rooms were furnished with three to five beds and it was not unusual to have three people in a bed. Curtains hung from the high posts to be drawn for privacy at night. Newspapers were often laid on the tables regardless of how old they were, often with an accompanying admonishment to refrain from stealing them.

The traditional four miles per hour speed limit was seldom obeyed and not adequately enforced. Packet boats, which carried mail and other time-sensitive cargo as well as passengers, were built for speed. They often disregarded the rules for speed, lock entry and departure, and tolls, even though these rules were well defined. When approaching a lock the boat going upstream was to have the right-of-way and a packet had the right-of-way over a freight boat. A raft of logs was at the very bottom of the list. Usually the fighting prowess of the boatmen overruled the written rules as to which boat passed through the lock first.

Speeding and fighting were not the only bad practices on the canal. The ticket price on a canal boat typically included meals and a berth, which hung from the wall, at the rate of about five cents per mile. A canal boat could travel about a mile in twenty minutes excluding lockage. Sometimes at meal time a packet boat was waved down by a pedestrian who would jump aboard. When the meal was served the cheat would consume as much food as possible within the twenty-minute span, pay the captain his five-cent fare and jump off the boat about a mile down the canal.

To appreciate the canal's impact on the population, consider that when the canal began operations, Indiana had a population of 350,000. By 1840, it had 988,000. In 1835, Indiana counties bordering the canal boasted 12,000 inhabitants and in 1850, 150,000. Just in three years following the opening of the canal from Fort Wayne to Huntington, five new counties were created along its route. During this time, many of the newcomers were the people who were attracted by the boom and

moved northward from southern Indiana.

During the harvest season, the canal was an ideal means of transportation for extra crops and livestock. Good roads were nonexistent, as much of Indiana was still a wilderness with well-established towns mostly along the Ohio, Wabash and Whitewater rivers. Before the canal trade opened, it was not uncommon that farmers received ten cents a bushel for wheat or forty-five cents a bushel if it could be transported to Michigan City. After canal trade was initiated, farmers earned a dollar per bushel. Likewise, the cost of imported goods dropped as transportation improved. In a matter of a few years, salt plummeted from ten dollars a barrel to four dollars.

One of the most important uses of local natural resources was the production of plaster and whitening products. Limestone was quarried from near the land surface and placed in tall kilns along with wood as fuel. The "burning" of the lime caused the rock to disintegrate. The final product was sifted, loaded in barrels and shipped via canal boat to destination such as New York City and New Orleans. Delphi had several firms that produced a fine quality lime.

Perhaps the largest industry along the canal in the county was the Spears, Case and Dugan pork packing and grain business. Next to Madison, Indiana, Delphi was referred to as the "junior pork packing center of the West." Delphi's canvas hams were famous worldwide.

On a body of water designed to be virtually without current, the possibility of a catastrophic wreck with loss of life seems ludicrous, but it occurred. Having left Lafayette headed east, on the eleventh of June in 1844, the packet "Kentucky" was approximately five miles from Logansport when disaster struck. Most of the passengers were enjoying supper below deck when a break in a mill dam allowed the escape of a powerful surge of water. The wave propelled the small craft out into the

muddy, flood-swollen Wabash River where it was dashed to bits against trees. Killed in the incident were Mr. Thomas Emerson of Logansport and Mr. J. A. Griffin of Fort Wayne. Although both of their bodies were finally recovered long after the incident, the body of a stranger traveling from Indianapolis was never found.

In 1849 when the incidence of cholera was high in Lafayette and other places along the canal line, Delphi passed the following ordinance, which greatly angered the citizens of Lafayette and caused Delphi to be ridiculed for a long time.

CHOLERA

"Be it ordained by the Mayor and Common Council of the Town of Delphi, That all persons passing or traveling from places infected with the cholera, be prohibited from staying in our midst more than time sufficient to procure a meal or victuals; that all places of public entertainment be required to prohibit the stay of all such persons for a longer time; and that our own citizens, except physicians, be hereafter prohibited from going to, or visiting places, near or distant, where the cholera is prevailing, unless there is absolute necessity for so doing; and that any person or persons offending against or violating any of the provisions of this ordinance, be fined in any sum not less than three nor more than ten dollars, for each offense. This ordinance to take effect from its passage."

After re-entering the Wabash and Erie Canal through the Guard Lock at Paragon, the canal traveled on the same level through Delphi until it reached Lock #33. The lock was located just west of Delphi before reaching the dam across Deer Creek that created a slackwa-

ter pool for canal boats to cross the creek. The lock had a five feet lift. Its walls were of extra height to guard against the flooding of the Wabash River. It was built of wood upon the Crib Plan.

A short distance below Lock #33 the canal had to cross Deer Creek. Chief Engineer Jesse Lynch Williams said in his 1847 report that the Deer Creek dam and its gates would last three years. He describes the dam as follows:

"The next structure is Deer creek dam, erected for the double purpose of a feeder and of forming a pool in which the canal crosses this stream; length 170 feet; height 10 feet from low water; formed of cribs filled with stone, resting on a foundation of brush and trees; abutments built of wood and will require renewal in 1849. The dam may be considered a safe and durable structure. The pool of this dam forms the upper end of the Lafayette level, and the plan proposed of passing through this level a greater quantity of water for the canal to Coal creek, involves the necessity of adding 15-18 inches permanently to its height. Bed of the creek at the dam is sand."

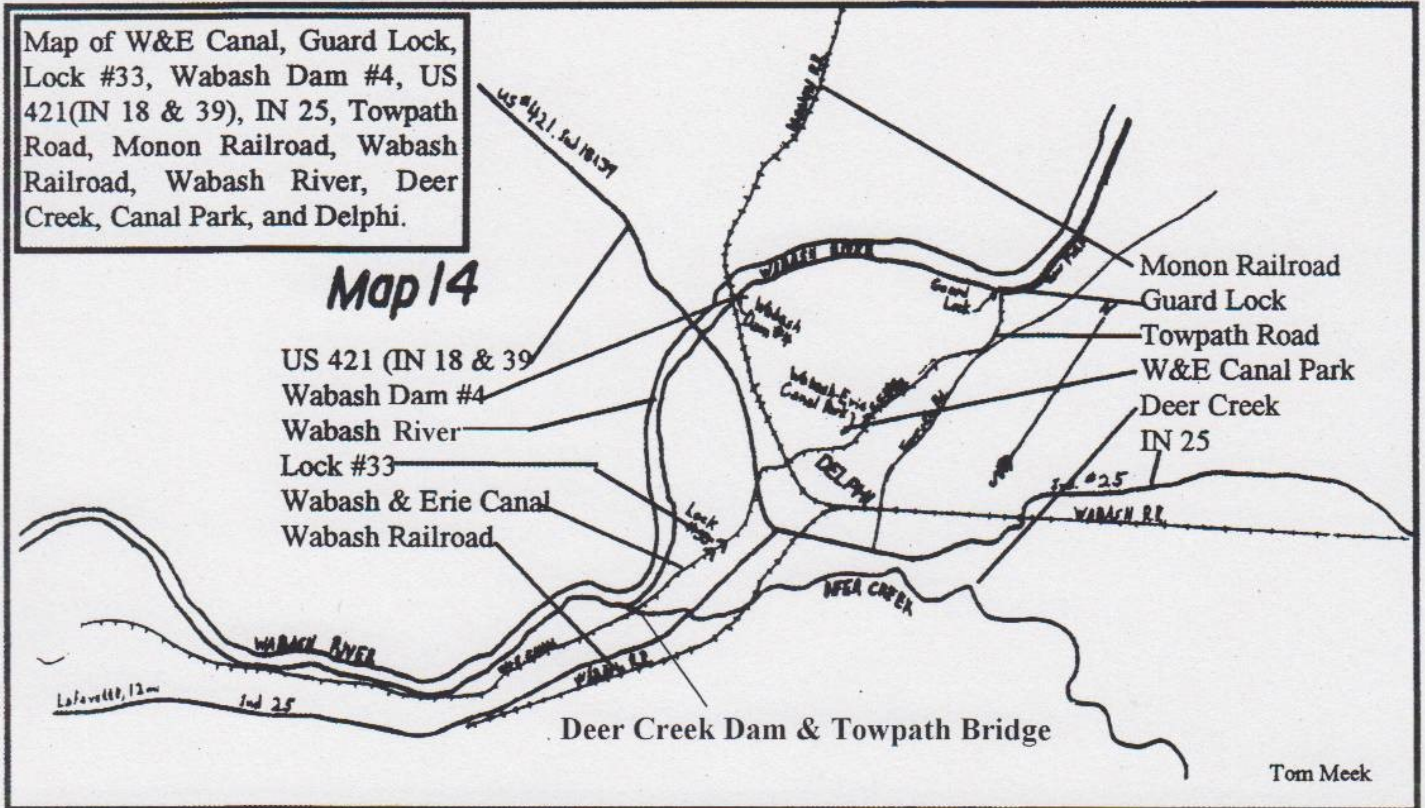
The End of an Era

The cost of carving the canal from wilderness and the expense of the waterway's subsequent upkeep far exceeded the expectation and the funds set aside for the project. Unlike neighboring states, most canal structures in Indiana were constructed from wood and they required constant repair. Indiana weather — floods in Spring, drought in Summer, ice in Winter — hampered canal traffic and reduced anticipated revenue. The State of Indiana faced a staggering \$15,088,146 debt before its twenty-fifth birthday in 1841. This resulted in the present provision in the Indiana constitution that forbids indebtedness.

Railroads gained popularity because they

CANALABRATING GOOD TIMES

Map of W&E Canal, Guard Lock, Lock #33, Wabash Dam #4, US 421 (IN 18 & 39), IN 25, Towpath Road, Monon Railroad, Wabash Railroad, Wabash River, Deer Creek, Canal Park, and Delphi.



could run all winter and were not as subject to disruption of service due to drought and floods. One of the great ironies of history is that the slow-paced mule-driven canal boats transported the rails from foundries for the rail-roads, which closed the chapter on the Canal Era by the 1870s.

The "Keystone State" is said to have been the last boat over the Deer Creek slack-water by the Deer Creek dam. As the dam gave way, both driver and mules plunged to their deaths when the towpath bridge collapsed in 1874. As the water escaped the confines of the Canal, watercraft heavy with merchandise were stranded in the resulting mire.

The Deer Creek dam during its existence had problems. Just a few years after its completion, the canal engineers raised its height during a year of drought. The citizens of Delphi thinking this improvement was to benefit mill owners in Lafayette, went to the dam and removed that portion just completed. Then they had a public meeting and passed a resolution

of September 4, 1847, that said they would "resort of physical force if necessary, to prevent a conversion of the water from this place to Lafayette, for the purpose of propelling machinery." Eventually the engineers raised the dam and no incident occurred.

In 1857 a culvert was built that had gates beneath the guard bank. Its purpose was to wash sand out of the canal.

Canal contracts related to Delphi's canal structures were reported in *The Wabash & Erie Canal Notebook II: Cass, Carroll, and Tippecanoe Counties* as follows:

"On November 3, 1859, Deer Creek Bridge was rebuilt by C. W. Gibson, who was paid \$222.09.

"On April 3, 1862, H. L. Kilborn received \$100.00 for further repair work on the bridge.

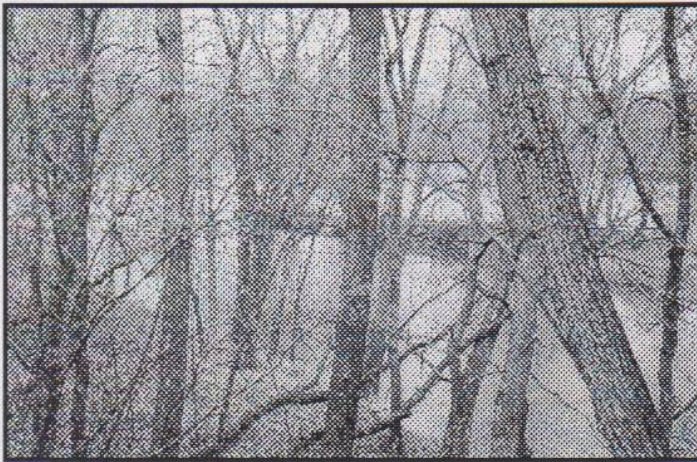
"On March 2, 1863, J. H. Johnson re-

CANALABRATING GOOD TIMES

ceived \$170.00 for timber he used to repair the Deer Creek Dam.

"On April 25, 1864, he once again was given \$358.80 to repair Lock #33.

"On September 15, 1864, C. W. Gibson was paid \$76.25 for the completed work."



The Wabash and Erie Canal crossed Deer Creek seen in the foreground with Wabash River in the background. This was the site where the driver and mules fell to their death when the towpath bridge over the Deer Creek Dam collapsed. Photo by Cynthia Powers

In 1951, a flood control levee was built to protect the northwest section of Delphi, and the canal bed above it was returned to cultivation. With limited water supplied to the remaining canal bed through Delphi, it became weed-clogged, neglected and abandoned.

Beginning Anew

On February 19, 1971, the first local meeting concerning the improvement and preservation of the Carroll County portion of the Wabash & Erie Canal was held at the Thomas McCain residence near the current Canal Park Annex. In 1972, the Carroll County Wabash & Erie Canal, Inc. was formed to preserve the canal in the county and to honor the significance of the canal era in Indiana's history. The founding members recognized the importance of preserving this section of the Wabash & Erie Canal, which still had water in it. The generos-

ity and foresight of Peters-Revington, Inc., who donated the land adjacent to the canal, made the present park possible.

Carroll County Wabash & Erie Canal Park Canal Era Structures Moved To The Canal Village

Kuns Cabin 1981

The Chester Kuns family donated their family's 100-year-old log cabin in 1981. It was originally located in the Flora area. Thirteen family members found shelter under the roof of this cabin with its sharply-angled staircase that led up to the sleeping quarters for the children. Its lean-to kitchen was removed and has served as the refreshment stand for many festivals held in the park.

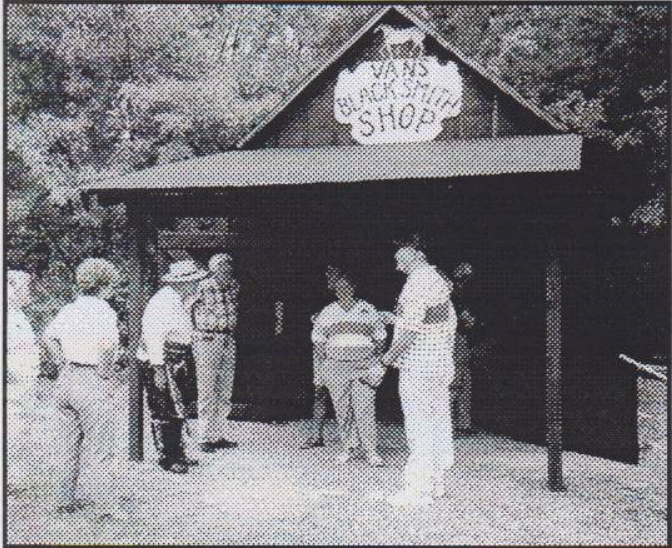
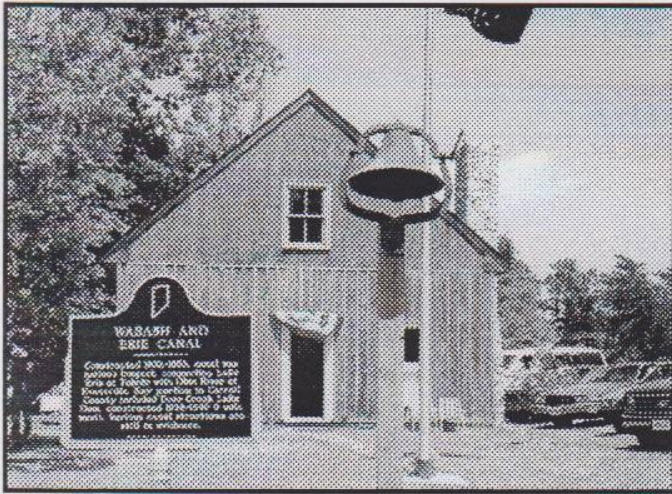
Speece Shelter 1982

With timbers preserved from the 1850 Speece Warehouse located at Carrollton on the Wabash River, the Speece Shelter was built in 1982. The poplar joists and rafters from the warehouse were donated in 1977 by the estate of Josephine Blanchard, one of the Speece granddaughters.

Reed Case House 1986

The 1843-44 Reed Case House, home of canal contractor Reed Case, was donated in 1983 by Jim and June Davis. It was moved from its location on Front Street in Delphi on July 22-24, 1986. It required more effort to move than the other buildings. Porches and fireplaces were removed. Extensive tree-trimming and removal of telephone poles took place before the expensive move began. Spectators lined the streets and held their breaths as the house barely inched across the Washington Street bridge over the canal. Along the way it encountered extensive damage. It took the Carroll County Wabash & Erie Canal, Inc. quite a while to recover from the financial burden of moving the house before they could

CANALABRATING GOOD TIMES



1. Kun's Cabin Photo by Bob Schmidt
 2. Bowen Cabin Photo by Bob Schmidt
 3. Van's Blacksmith Shop Photo by Bob Schmidt

4. Speece Shelter Photo by Bob Schmidt
 5. Robison Smoke House Photo by Bette Lockhart
 6. Fur Trapper's Cabin Photo by Sue Simerman

BUILDINGS IN CANAL PARK

CANALABRATING GOOD TIMES

start restoring it. It is still a work in progress with the main floor restored. More information on Reed Case can be found in the "Canawlers At Rest" section of this book.

Bowen Cabin 1987

The Charles Bowen Cabin was moved to the Canal Park grounds in 1987 and has undergone renovation and considerable restoration. The immense ash logs had been sided first with board and batten, then with clapboard siding at a later date. The house was modernized and occupied until shortly before its removal from the Bowen farm. It stood for two years without benefit of a roof before having the second story replaced and roofed. In 1990 restoration of the building began in earnest. At that time it was decorated as a travelers' inn complete with a huge cooking fireplace and boarding house tables. The limestone used in the fireplace was taken from a spring house along the canal route south of Delphi. The former porch was used as the park's first canal museum and dedicated to Clarence Hudson, a past president of the Canal Society of Indiana and vice-president of Carroll County Wabash & Erie Canal, Inc.

Robison Smokehouse

The current smokehouse is a replica of a building where meat was cured over a slow smoky fire. It was built on site and donated by Lenard Robison. It is used as a refreshment stand at the annual Fourth of July celebration. The iron pot that stands outside it was donated by Gary Parrett.

Van's Blacksmith Shop 1990

A blacksmith's forge and shop were built on park grounds in 1990 to honor Lawrence VanDerVolgen, who made and donated many of the iron pieces adorning structures throughout the park. The blacksmith shod the mules and horses used to pull the canal boats.

Fur Trapper's Cabin

Phyllis Branch, widow of Rick "Reb" Branch of Galveston, Indiana, donated the Fur Trapper's Cabin, furnishings and artifacts to the park in memory of her husband. Trappers stored their furs in windowless shelters to avoid theft.

Further Land Aquisition

When the Martin's private property west of the Reed Case House became available for purchase in 1993, the Carroll County Wabash & Erie Canal, Inc. bought it to enlarge the park and obtain the towpath for trail expansion.

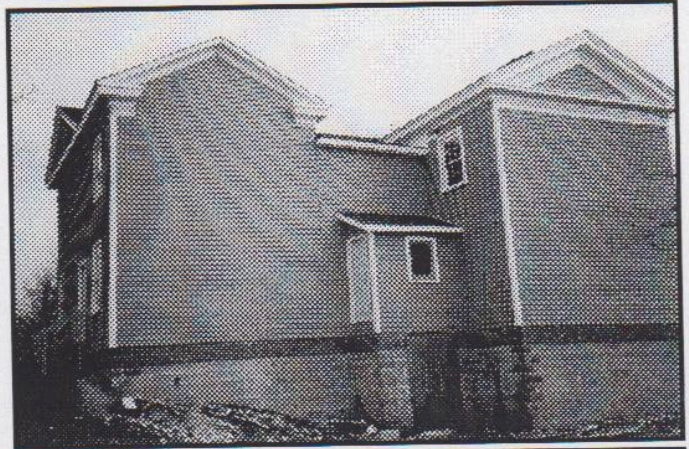
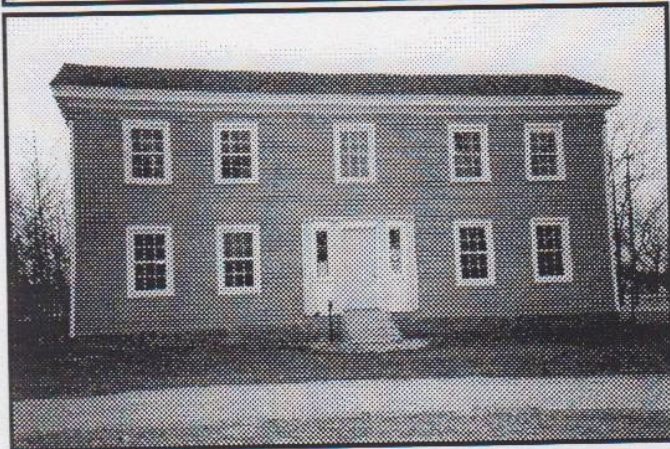
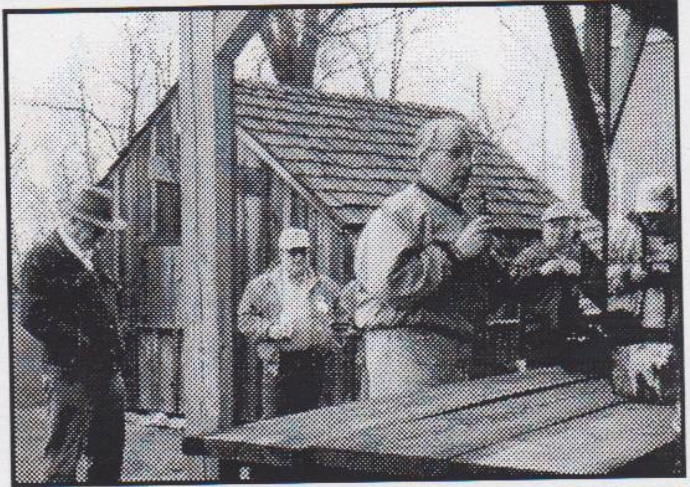
In 1994 the Delphi Limestone Company and its parent company, U.S. Aggregates, donated land, which became Canal Park Annex. It is at the end of Packet Avenue. The canal and the old belt railway bed are visible from this land. At the same time a plan was announced to pump excess water from the nearby quarry into the canal.

In 1996 a construction crew carved out the Peters-Revington access road. It encircles the parking areas in Canal Park and diverts vehicular traffic from the canal towpath.

On March 10, 1997, re-watering the canal became a reality. A 12" pipe from the quarry supplies water to cascade into the canal at Founders' Point, named in honor of those who founded the Carroll County Wabash & Erie Canal, Inc. One million gallons of clear water per day are released into the upper end of the canal.

The existing portion of the Wabash & Erie Canal in Delphi is approximately two and a half miles long. It is the longest water-filled portion of the canal that is publicly accessible in Indiana. Nearly bisecting its length is the 1904 stone bridge built after the canal era that allows North Washington Street passage over the canal bed.

CANALABRATING GOOD TIMES



1. Jim's Carpenter Shop Photo by Bob Schmidt
 2. Reed Case House front Photo by Bob Schmidt

3. Snack Shack Photo by Sue Simerman
 4. Reed Case House rear Photo by Bob Schmidt

5. Wabash & Erie Canal Conference and Interpretive Center Photo by Bob Schmidt

BUILDINGS IN CANAL PARK

CANALABRATING GOOD TIMES

Wabash & Erie Canal Conference & Interpretive Center

In 2002 sand fill was trucked in and leveled to stand for 90 days before construction could begin on the Canal Interpretive Center in Canal Park. Its design included a lobby with an entrance desk, 10 galleries, and 7 primary exhibits of an operating canal model, line boat interior, lock construction diorama, work camp diorama, hardware and general stores, and a millinery shop. The building also had restrooms, a storage room, a catering kitchen, a huge conference room that could accommodate 275 people and smaller break-out rooms. Upstairs there would be room for storage and the museum archives.

While the 2 million dollar building was underway, volunteers constructed displays and exhibits that were funded through a \$200,000 grant from the Wabash Heritage Corridor Fund. In November 2002 two of the larger exhibits were placed inside the building before its outside walls were completed.

Once the building was erected everyone became interested in its façade. It reflected Delphi's history being designed to look like old Delphi storefronts.

As the 12,000-square-foot building neared completion, plans were made for its opening on July 4, 2003. At that time there were still exhibits to complete. An open house was held on October 25, 2003, for those who had not yet seen the fresh new displays.

Canal Boat

In the spring of 2005 the Carroll County Wabash & Erie Canal, Inc. received a \$57,373 grant from the Indiana Rural Development Council for planning a replica canal boat and supporting facilities. Later in the year the Indiana Department of Transportation granted \$554,900 for the project through their federal Transportation Enhancement program with a

local match of 20 % requirement.

Although a canal boat was in the offing, the organization wanted to get visitors on the water before the replica could be built. Three pontoon boats were donated and work began on creating a temporary "canal boat." The Canal Society of Indiana donated \$1,000 toward the pontoon canal boat project.



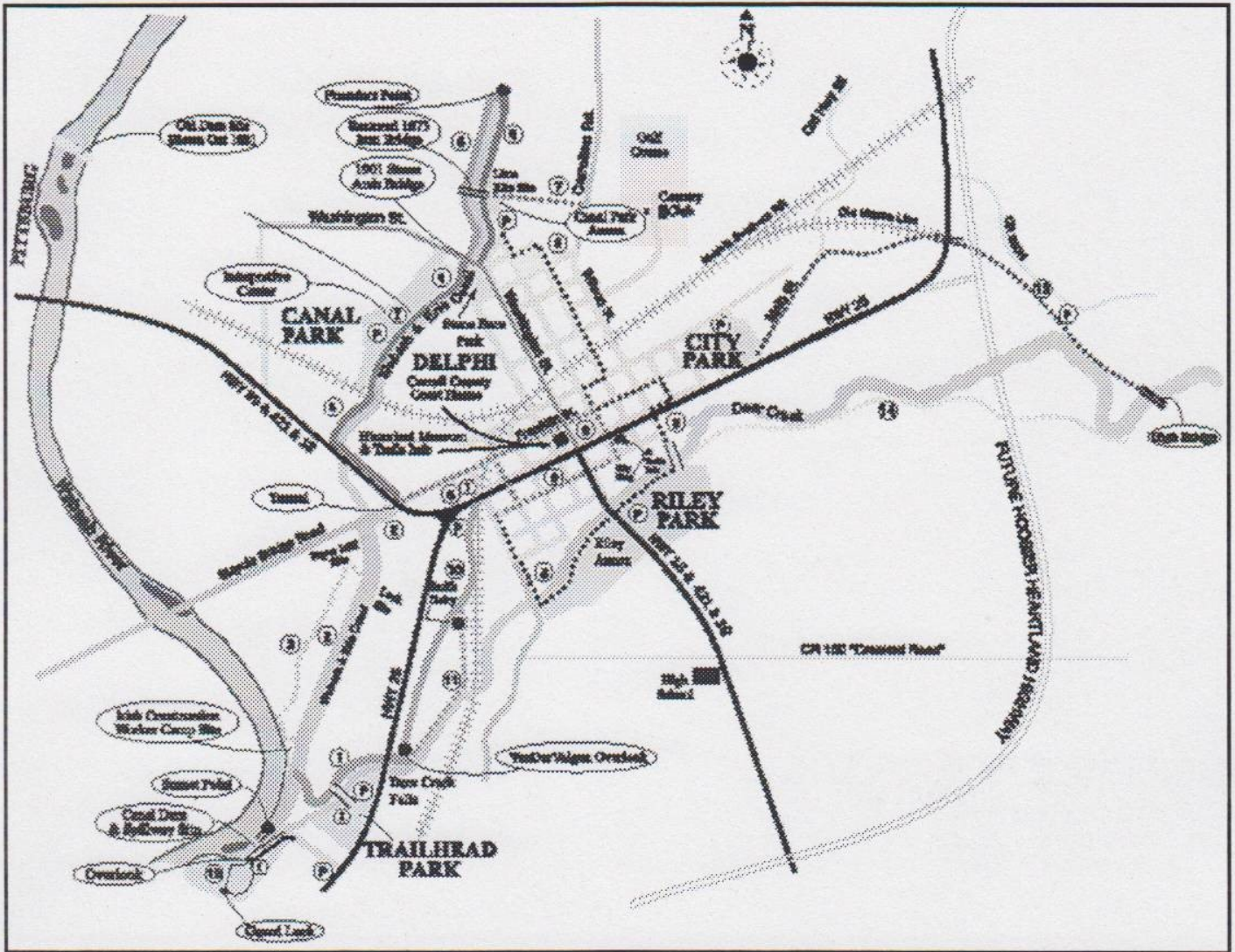
Top: An old pontoon boat was fitted out to give rides on the canal. Photo by Dan McCain

Bottom: A used algae harvester was purchased and rehabilitated. Photo by Bob Schmidt

Algae Harvester

A used "weed wacker" was purchased in 2006 to harvest algae growing in the canal. After rehabilitating it by placing different pontoons under it and building a trailer to haul it, they had spent about \$4,000 versus a new unit that sold for about \$45,000.

CANALABRATING GOOD TIMES



Delphi Historic Trails

The Delphi Historic Trails system comprises more than 10 miles of both rural "open space" trails and urban "street" trails. Trail development began in the early 1990s and has steadily grown in extent through many hours of volunteer efforts and grant money made available by the state. The trails range in length from .5 to 1.5 miles with all but two of the trails interconnecting.

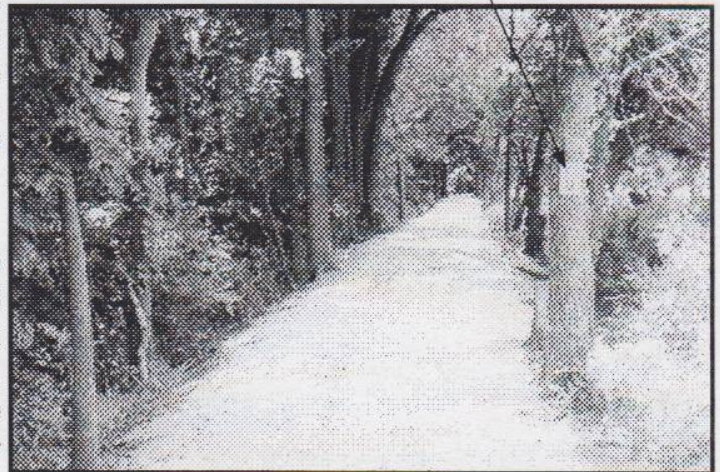
The bold open space trails follow the early transportation routes of the Wabash and Erie Canal, the Interurban Railroad, the Belt Railroad, the Wabash River and Deer Creek. Towpath trails (as their names indicate) are remnants of the old canal's route. Land for

Above: Map of Delphi Historic Trails

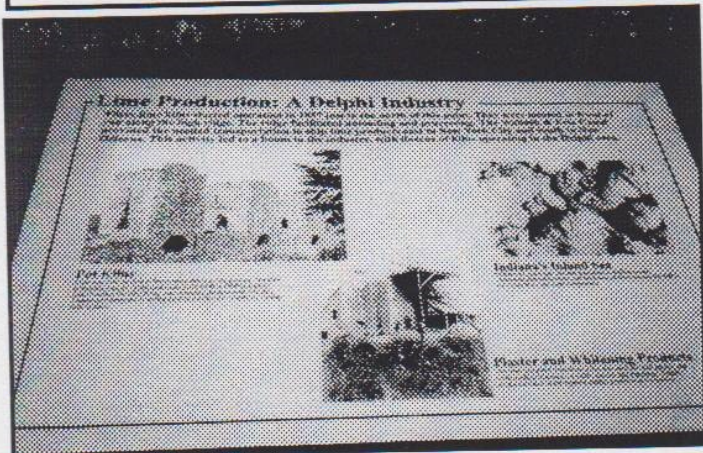
Used with permission from Dan McCain
Carroll County Wabash & Erie Canal, Inc.

Below: Trails are marked with arrows like this, signs and special plaques that describe special points of interest.

Photo by Bette Lockhart



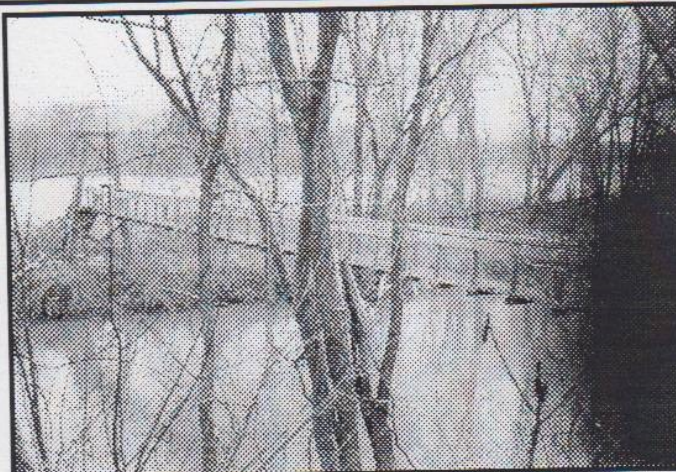
CANALABRATING GOOD TIMES



Plaques point out special features. Photo by Bette Lockhart

these trails has been given by generous, public-spirited donors to Carroll County Wabash & Erie Canal, Inc. In turn, Carroll County Wabash & Erie Canal, Inc. gave these linear parkways to the City of Delphi for inclusion into the City Park system, retaining possession of only Canal Park, where Carroll County canal restoration began. These trails include Robbins Trail (.5), VanScoy Towpath Trail (1.0), Obear Millrace Trail (.6), Underhill Towpath Trail (.9), Founders Towpath Trail (.5), Draper North End Trail (.5), Belt Railroad Trail (.3), Riley-City Trail (1.5), Downtown Loop Trail (.9), Interurban Trail (.8), Happy Jack's Loop (.5), Campbell Ridge Trail (1.0), and Monon High Bridge Trail (1.5). A Pioneer Road Trail is also being planned. In 2006 a tunnel was installed under railroad tracks for the Underhill Trail. New suspension bridges and historic rehabilitated bridges connect trails.

A tunnel was built under the railroad track.
Photo by Bob Schmidt



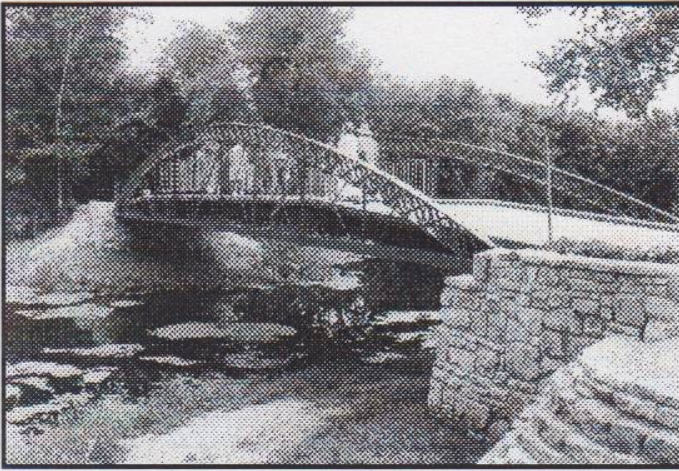
Top: A suspension bridge was built across Deer Creek to connect two trails. Photos by Bob Schmidt
Bottom: A ribbon cutting ceremony and dedication service was held for the new bridge.

Whenever a project is completed on Delphi's trails or in Canal Park, the volunteers celebrate. Over the years there have been many celebrations and dedications honoring those who have contributed their time and money.

Historic Bridges Placed On Trails

In 1998 the Wilmer "Stub" Hodges' family donated an ornate, 15 ton, 1873 Bowstring Arch Bridge that was built by the Massillon Iron Works in Ohio and located over Paint Creek southeast of Camden, Indiana. The bridge was moved to a warehouse owned by The Andersons Grain Company for com-

CANALABRATING GOOD TIMES



Bowstring arch "Red Bridge" moved and rehabilitated from Paint Creek. Photo by Gene Paschka

plete disassembly and repair. A \$42,000 Hometown Indiana grant was obtained from the Indiana Department of Natural Resources for restoration work. Volunteers and the blacksmith repaired over 500 bolts and 3500 individual pieces, reassembled them and painted the bridge red. Concrete abutments were poured on the shoulders of the old Monon Belt Railroad spur that crossed the Wabash and Erie Canal in Canal Park Annex. The bridge was put in place in September 1999 to connect trails. It was then decked and dedicated.

The 1905, 74-foot long, six ton Stearns Truss Bridge #31 in Pulaski County near Winamac, Indiana, was purchased for \$10 on De-



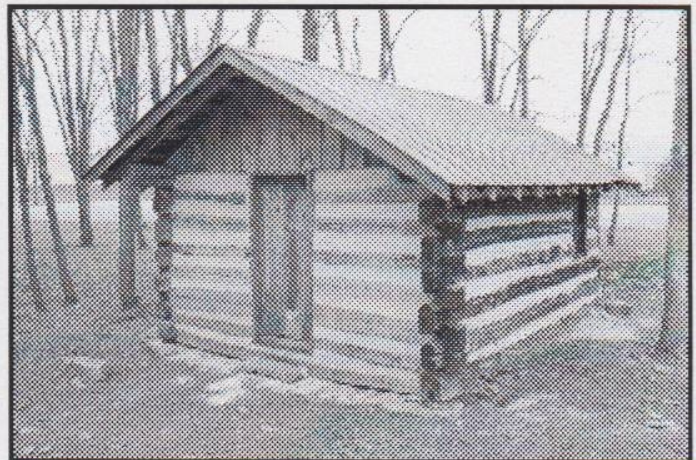
The Stearns Truss Bridge was removed by cranes from its place over Big Monon Ditch and is being rehabilitated. Photo by Dan McCain

ember 19, 2005. It had to be moved from its location by April 1, 2006. Lubricating the pins, bolts and cross-members was completed on January 9, 2006, to make its disassembly easier. The bridge was disassembled and moved in May 2006. The pieces of the bridge were transported to Canal Park and placed on a concrete slab where volunteers straightened the members, removed pack rust, riveted, loosened rusted turnbuckles, and assessed metal restoration needs. Their work helped the organization get a \$10,000 grant from the Efrogmson Fund, a family trust administered by Central Indiana Community Foundation, to help finance the project. The bridge will eventually be placed across and connect trails on either side of the the Wabash and Erie Canal. Site preparation near the connection of the side-cut [slip into Delphi] and the mainline canal began on October 14, 2006.

Log School House 2006

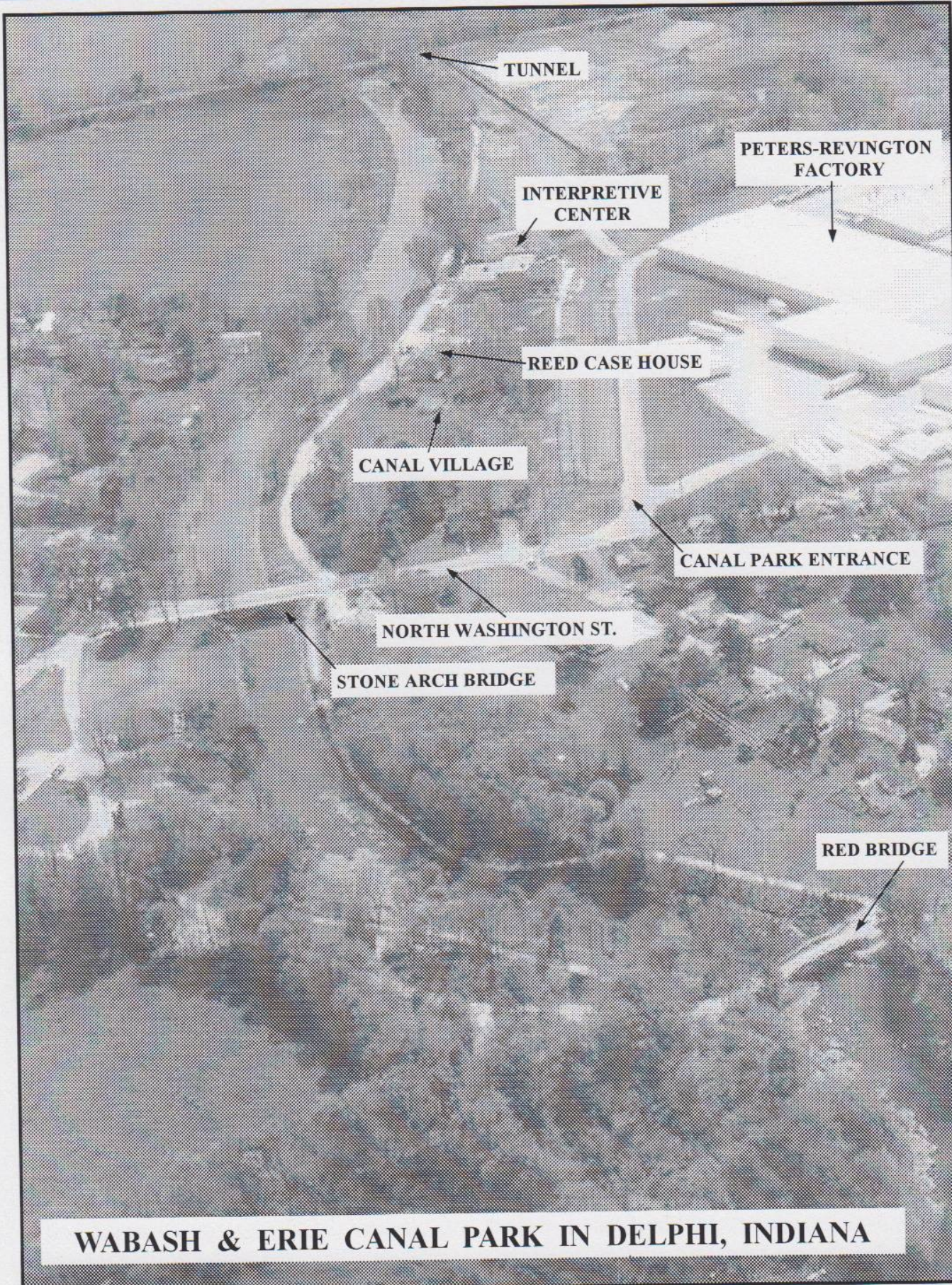
An old log school house was moved from Parrish Farm near Idaville. It was placed near the Kuns' log cabin and Bowen log house. It is being furnished with 1800 antique school room items.

The school house is the tenth structure in Canal Park Village. The Canal Convention and Interpretive Center is nearby.



This log school house has been moved from Parrish Farm to Canal Park. Photo by Dan McCain

CANALABRATING GOOD TIMES



WABASH & ERIE CANAL PARK IN DELPHI, INDIANA

CANALABRATING GOOD TIMES

Archaeological Survey at Delphi

During the middle years of the 1990s, Wayne Bischoff of Michigan State University, conducted several tests of the Wabash and Erie Canal bed both inside and outside of urban areas. One was outside of Lafayette, Indiana, which was done through Great Lakes Research of Williamston, Michigan. Another was one done along the Wabash and Erie Canal and sites nearby in Delphi as part of his doctoral research.

Bischoff found that the canal bed in the Delphi area was heavily impacted by destructive events such as the replacement and rebuilding of the Washington Street bridge several times over the years, the dismantling of the Bolles' Warehouse in the late 1800s, the construction and repair of the railroad trestle across the canal, the dredging of the canal to improve its scenic value in the 1970s, and the cuts made to determine the depth of bedrock for the proposed canal park. He also found much silting to have taken place. This was common for the area. The *Documentary Journal of the State of Indiana* for 1855 relates this problem:

"The sediment brought down in floods, and held in solution while in the strong current, tends to settle as it meets the more quiet water of the pool. At the entrance and outlet locks of these slackwaters, deposits have been generally forming since the construction of the canal."

The dam at Pittsburg created just such a slackwater pool. This added to the normal silting caused by water flowing from surrounding agricultural fields and from woodlands in higher elevations. According to Bischoff, "Flood waters and run-off enter the canal channel around the basin area, settle out in a random fashion in the current of the canal, and flow unevenly downstream toward Deer Creek. The presence of lime kilns would have produced a great amount of limestone cobbles

and sediments, which would also have flowed into the canal at this point. Part of the lime-manufacturing process, and that of brick manufacture, is the need for burning large amounts of wood. Ash, charcoal, mortar-like debris from the kilns, and limestone and brick rubble would, therefore, all be present within the canal stratigraphy at this location."

Through his research he found a document noting that "in 1851, P. A. Glover advertised that he was buying hay, oats, corn, potatoes, butter, and a wide variety of other meat and vegetable products, as well as feathers, rags, beeswax and tallow. The location for this purchasing was 'at the Lock House on the canal a few rods below Rinehart and Bowen's new paper mill.' This advertisement was originally in the *Delphi Journal*, a newspaper of the time, and is important in that it specifically mentions a lock house being located at Lock #33 on the Wabash and Erie Canal. The distance from the paper mill is also accurate for where this lock house would have been constructed."

Actually there were two paper mills at Delphi to which the canal furnished water. The water rents were \$900 per mill per annum. After the water passed through the mills it ran down a 20 feet wide and 12 feet deep tail race to the river.

George Robertson built the first paper mill at the foot of Franklin Street in 1845. In 1849 he sold half interest in the mill to Enoch Rinehart. That same year the mill went up in flames. Rinehart decided to rebuild it in 1850 and took as his partner C. A. Woods. Finally, after partnering with several others, Rinehart decided to run it on his own.

Running day and night Rinehart, Bowen and Co.'s mill produced fine quality paper that had a high rag content. It was sold as far as Indianapolis, Chicago and Cincinnati. The rags, often old articles of clothing, were brought back to the mill on the return trip of the wag-

CANALABRATING GOOD TIMES

ons that delivered the papers. During the archaeological dig, piles of buttons and other fasteners were found that had been cut from the clothing.

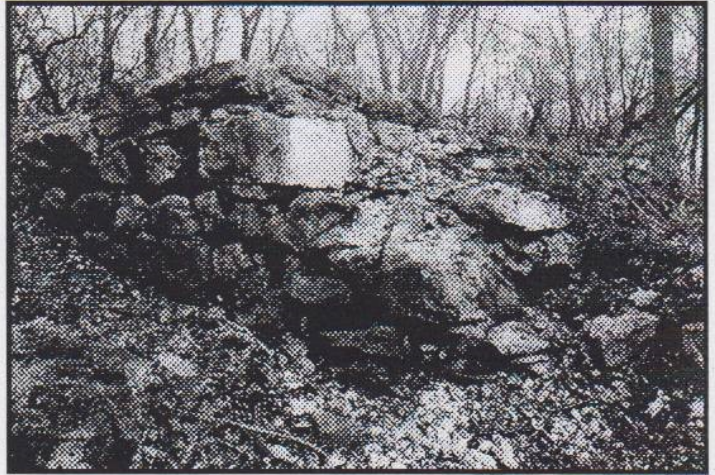
Rags were often hard to get. The mill continuously ran an advertisement that offered cash for rags, beeswax and ginseng. Records show that a canal boat out of Fort Wayne, Indiana, delivered sixteen tons of rags to the mill. When the Pittsburg dam was blown up, the mill had no water power and ceased operation. This was a \$25,000 loss for its owners.

George Robertson and Armitage built the second mill in 1853. It was operated by John B. Caldwell and Robert Johnson. It too changed ownership several times until A. H. Bowen and A. T. Bowen, father and son, took it over. A fire destroyed it in 1877. \$6,000 of the \$25,000 loss was covered by insurance.

Other historical documents suggested a few residential out-buildings had been built on the west bank of the canal and a larger warehouse type building constructed near the loading basin for the lime kilns. Various historical maps show this basin to be located about 450 feet from the Washington Street bridge. It extended northward. It was approximately 200 feet long.

Bischoff discovered the location of the lime kilns using maps as a guide. They are near the north end of the basin. They were built with square outer walls of cut limestone slabs that were 37 feet wide. The inner walls were made of brick and were in a 12 foot diameter circle. Limestone fill was placed between the two sets of walls. The inner walls became so hot that the bricks fused together and were glazed emerald green from the lime.

The lime kilns, located on the property of CSI member, Dan, McCain, were used by the Delphi Lime Company, which was organized in 1870 as a co-partnership made up of 200 shares of one hundred dollars a share.



This is all that remains of the lime kilns. The site has an interpretive sign. Photo by Gene Paschka

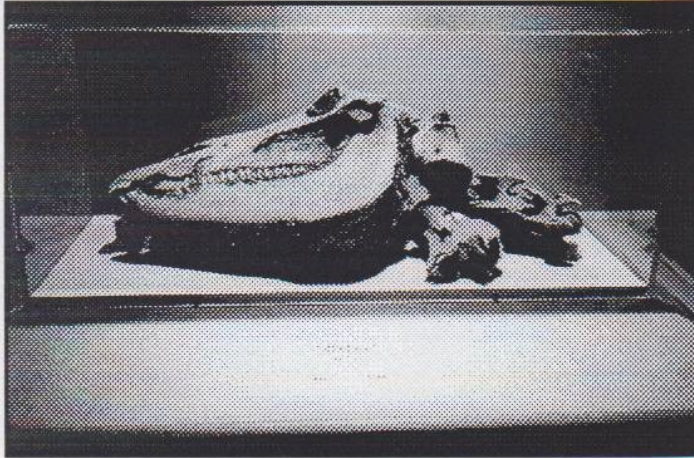
Partners were the lime firms of Hubbard, Harley, Daniel McCain & J. H. McCain, and others. During its first year of operation it produced 225,000 bushels of fine quality lime. The first manager was David Harley, who was succeeded by Daniel McCain (ancestor of the current Dan McCain) in 1872 for 12 years. It was run for the owners during its latter years by C. E. McCain and closed in 1917.

Delphi Lime Company provided work for many men and had ten teams. The wood to fuel the kilns was brought by canal boat from Lockport, Indiana. Some years as much as 4,000 cords of 4 foot wood was burned. The lime was sold in Illinois, Kansas and Missouri.

Some canal related artifacts found in various shovel tests and trenches in the basin north of the Washington Street bridge were two white clay pipe fragments, two aqua bottle fragments, one plain ironstone base sherd, a leather ladies' shoe, two sawed down bones, some iron and wood fragments, a rim sherd from a blue edged and scalloped plate, three sherds of an angular flow-blue plate, and a rim sherd from a polychrome hand-painted vessel, probably of the Sprig II pattern.

Further down the canal bed near the place where Deer Creek enters the Wabash River, Bischoff discovered an intact canal con-

CANALABRATING GOOD TIMES



Top: This archeological pit produced 4 mule skeletons. One skull is seen here. Photo by Dan McCain
Bottom: The skull of "Bullett" is on display in the Canal Museum. Photo by Bob Schmidt

struction camp [shanty town] dating from 1838-1840, which included a huge field oven where food was prepared for the canal workers. On September 20, 2000, what appeared to be the full remains of a mule with a bullet hole through its skull was found near and beneath the level of the 1839 construction camp. Bischoff estimates the mule was shot around 1837 at a time stumps were being pulled to make way for the canal. A small ball of lead about .32-.36 caliber was in the side of the skull where it connects to the neck.

The following week more bones were noticed beneath the mule skeleton. With further digging a deep pit containing four mule

skeletons was found. The lower mules were laid beside each other and then the upper two were directly over the top of the third mule. Were they ill and died or just too old to work and killed?

~Pittsburg~

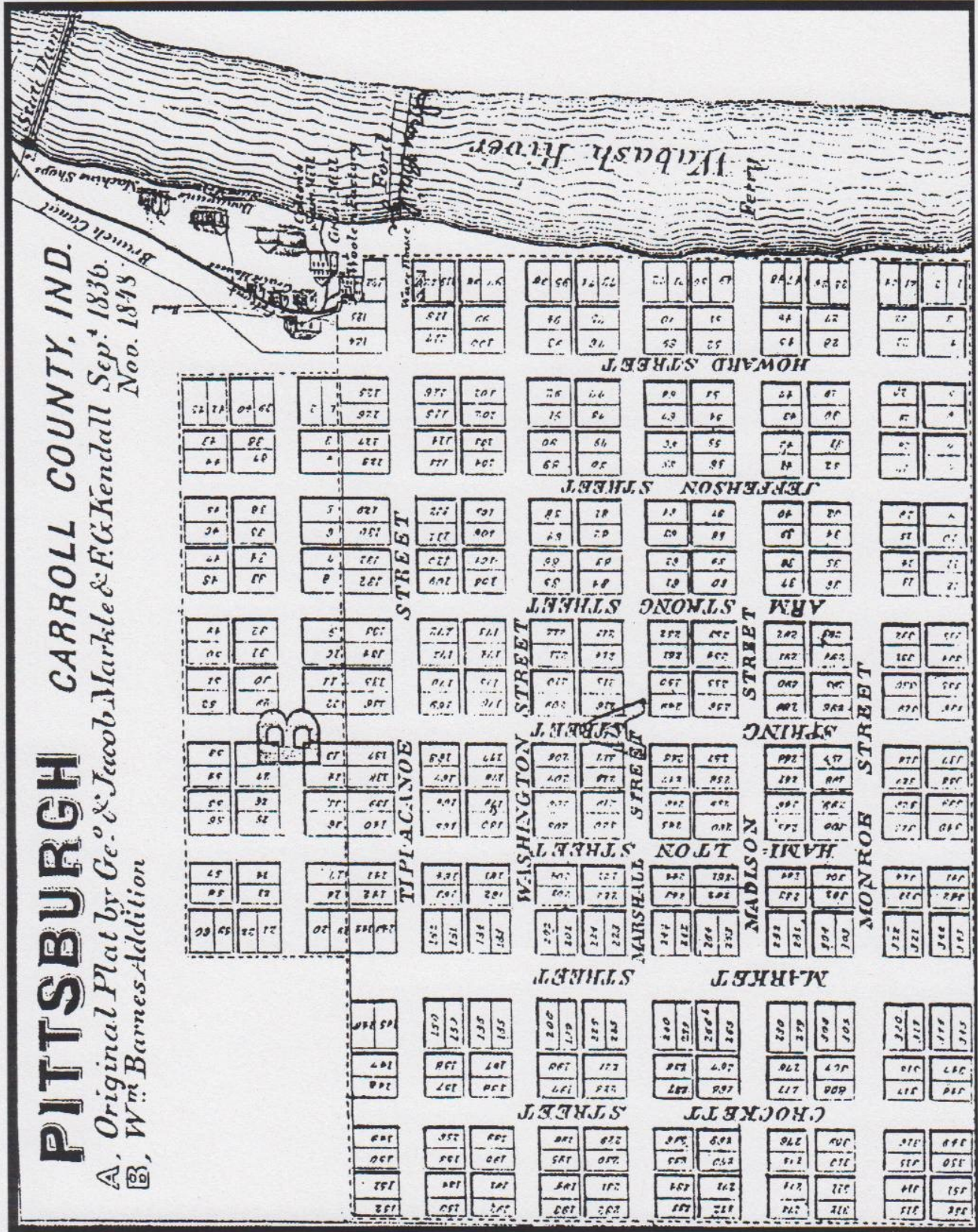
Pittsburg, platted in 1836, was an old river and canal port, but it was not on the main line of the Wabash and Erie Canal. At one time it was a rival of Lafayette being served by rafts, flat boats and steamboats. During the heyday of the canal as many as 12 canal boats would load or unload at once at its docks.

When the canal was being planned, there was considerable deliberation as to where it would run. Southwest of Carrollton Ballard's Bluff stood in its path to Pittsburg. Yet Pittsburg citizens wanted it to come directly to their town. They even provided for a public square and Market Street to be 100 feet in width in the town plat. Others wanted the canal to cross to the other side of the Wabash by a slackwater pool.

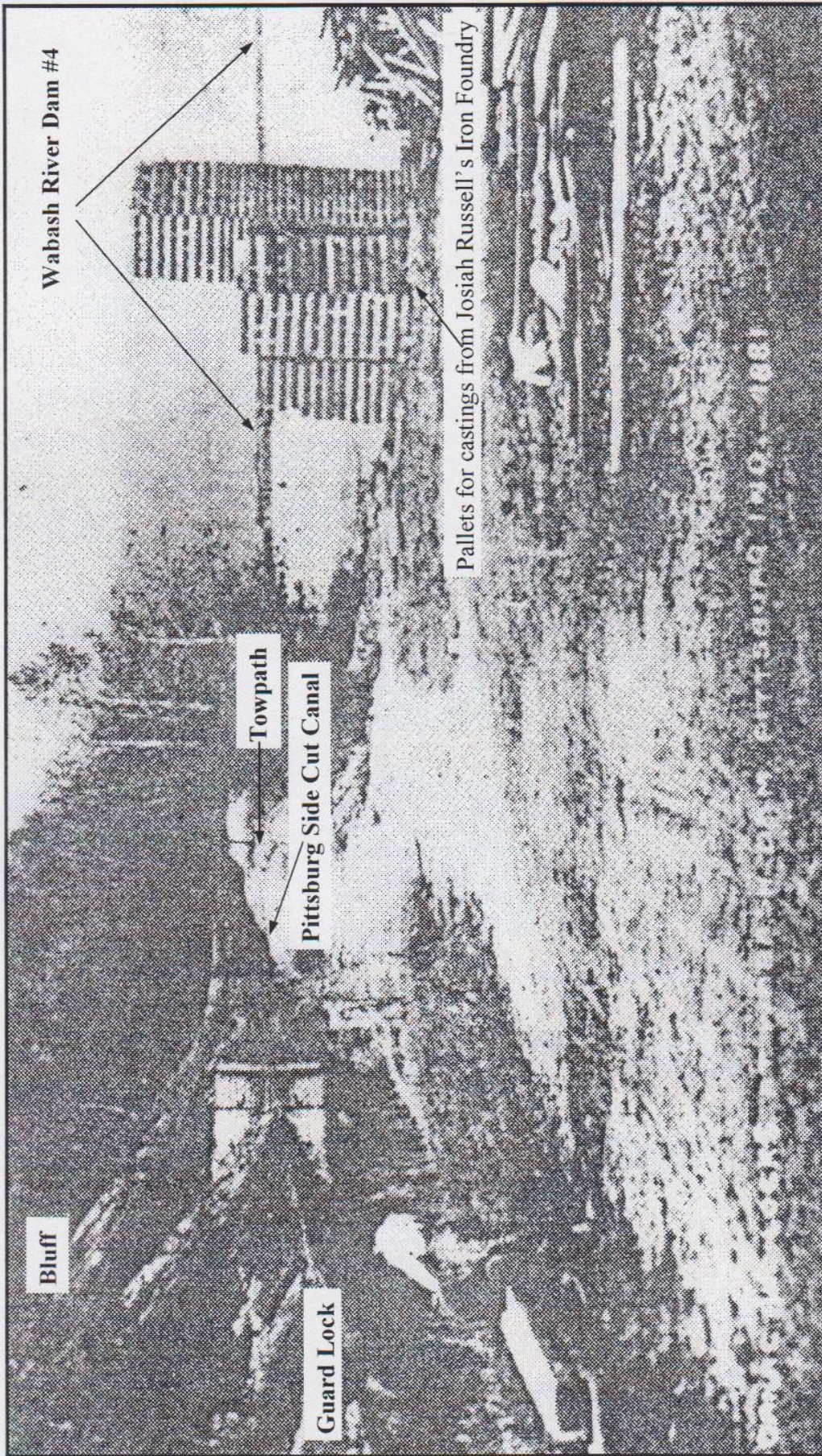
Since the citizens of Logansport considered their town to be the head of Wabash River navigation, they said a dam between Delphi and Pittsburg to create the slackwater pool would cut them off from steamboat navigation. Spear S. Tipton, a candidate for Cass County representative and the son of Gen. John Tipton, sent out a circular in which he stated, "If the Canal crosses the river at all, it should cross in a pool of a dam with a lock sufficiently large for the largest boats and with a chute to admit the passage of rafts down the river." He also argued that the rents received from the mills for water power would pay for building the dam.

The politicians of the day became embroiled in the matter. After the petition by Tipton and his followers was accepted, plans were drawn up for the dam. However, the

CANALABRATING GOOD TIMES



This map of the plat of Pittsburg(h) lists the date as September 1836 and the Barnes Addition was added on November 1848. A ford-ing rock was visible when the river was low and it was safe to cross the river. When it could not be seen the ferry had to be used. Off of the branch (side cut) canal were located Colton's Grain House, Colton's Saw Mill, Colton's Grist Mill, a Woolen Factory, Dunovan's Sawmill, and Machine Shops. A warehouse was on Tippecanoe Street. The canal came off the upstream side of the dam. Later an iron bridge was added by the old ford.



Bluff

Guard Lock

Towpath

Pittsburg Side Cut Canal

Wabash River Dam #4

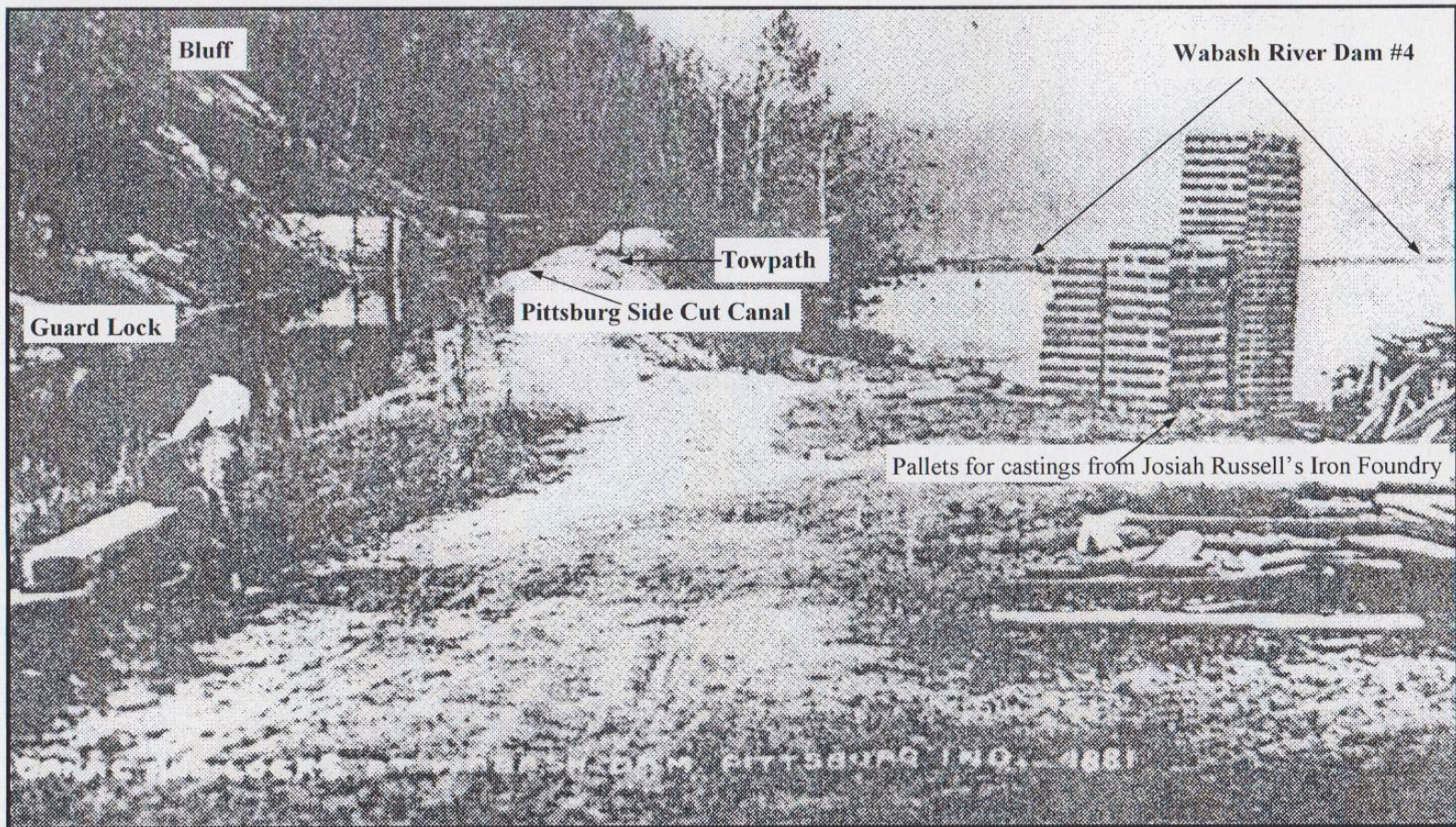
Pallets for castings from Josiah Russell's Iron Foundry

WABASH RIVER DAM #4 PITTSBURGH, IND., 1881

PITTSBURGH DAM AND SIDE CUT CANAL

This 1881 view of Wabash Dam #4 looking north of Pittsburg shows the slackwater pool in the Wabash River above the dam, the Pittsburg Side Cut Canal with guard lock and towing path. The dam was built in 1838 and destroyed in 1882. It was 590 feet long, stood 12 feet high from low water, was 48 feet wide at its base, and was made of timber cribs filled with stone and planked over.

Historic photo by Wolever



PITTSBURGH DAM AND SIDE CUT CANAL

This 1881 view of Wabash Dam #4 looking north of Pittsburg shows the slackwater pool in the Wabash River above the dam, the Pittsburg Side Cut Canal with guard lock and towing path. The dam was built in 1838 and destroyed in 1882. It was 590 feet long, stood 12 feet high from low water, was 48 feet wide at its base, and was made of timber cribs filled with stone and planked over.

Historic photo by Wolever

CANALABRATING GOOD TIMES

plans did not include the steamboat lock. This angered the politicians so much that the legislature of 1838 drew up and passed a bill that required the canal commissioners to build the steamboat lock in the dam. This fired up General Samuel Milroy from Carroll County. He wasn't opposed to the dam, but he called the lock in the dam "useless." He said his group from Delphi would keep timbers and other building materials from being taken off Carroll County lands for the lock. He wanted Delphi and Pittsburg to be at the head of steamboat navigation.

The huge timber crib dam, Wabash Dam #4, was eventually built across the Wabash River at Pittsburg in 1838 by Reed Case, Sr. and James Spears of Lafayette. It was 590 feet long and 12 feet high. The cribs were filled with stone all resting on a rock bottom. The slopes were 3 to 1 on the upper and lower sides. Its abutments were of timber. The steamboat lock located on its south side was completed in 1841. Its chamber was 175 feet long by 38 feet wide and built to accommodate steamboats. Chief Engineer Jesse Lynch Williams said it was the largest dam built in the state at that time and was built in record time. Canal boats could cross the Wabash on the slackwater pool at Carrollton and re-enter the

canal above Delphi. In addition, it was the chief supply for canal water for 70 miles until the feeder at Coal Creek was reached.

Shortly after the completion of the dam, it was necessary to raise it an additional foot. The first 230 feet across the river were rebuilt in 1849 with a double fall and horizontal apron. In 1856 the rest was redone using the same plan.

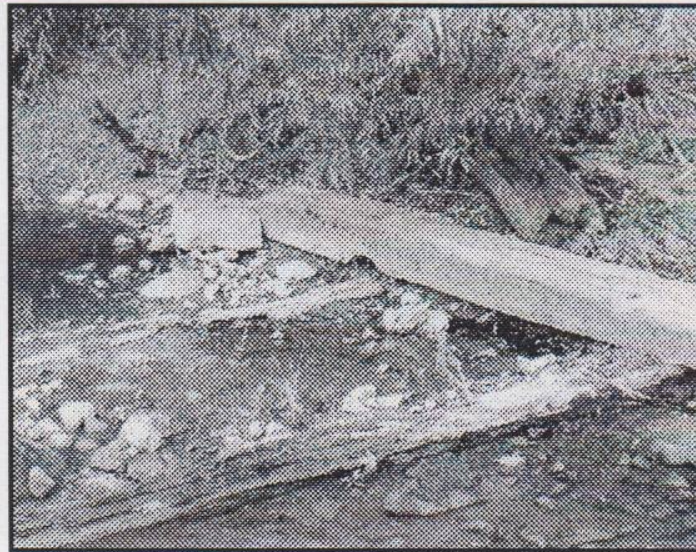
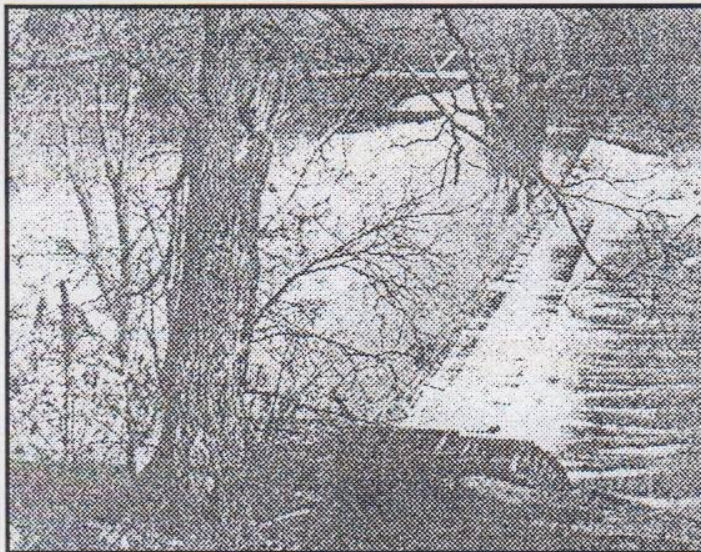
Although Logansport citizens got their wish for a lock in the dam, it was money ill spent. The Wabash was too shallow at most times during the year for steamboats to reach their town. Only a few ever made the trip.

The canal being diverted to the opposite side of the Wabash River did not deter canal boats from reaching Pittsburg. Boats could cross the slackwater pool and enter the town's side-cut canal [labeled a branch canal on an old map]. The slackwater pool at the dam was tapped for water power. Thus it served two purposes.

The Pittsburg side-cut extended a distance of four blocks from the slackwater to Pittsburg's Tippecanoe Street. It was the "shot in the arm" that set off Pittsburg's

Pittsburg dam in operation as seen from a hill and pieces of it that remained in August 1993.

Photo by Jason Wortman



CANALABRATING GOOD TIMES

growth.

Pittsburg grew to become a noisy, bustling, highly successful town. It eventually had four grain elevators, three saw mills, a grist mill, a woolen mill, a chair factory, an organ factory, a wagon factory, a blacksmith shop, a cabinet shop, a cooper shop, a harness shop, a shoe shop and the largest tannery in Indiana. It even manufactured threshing machines.

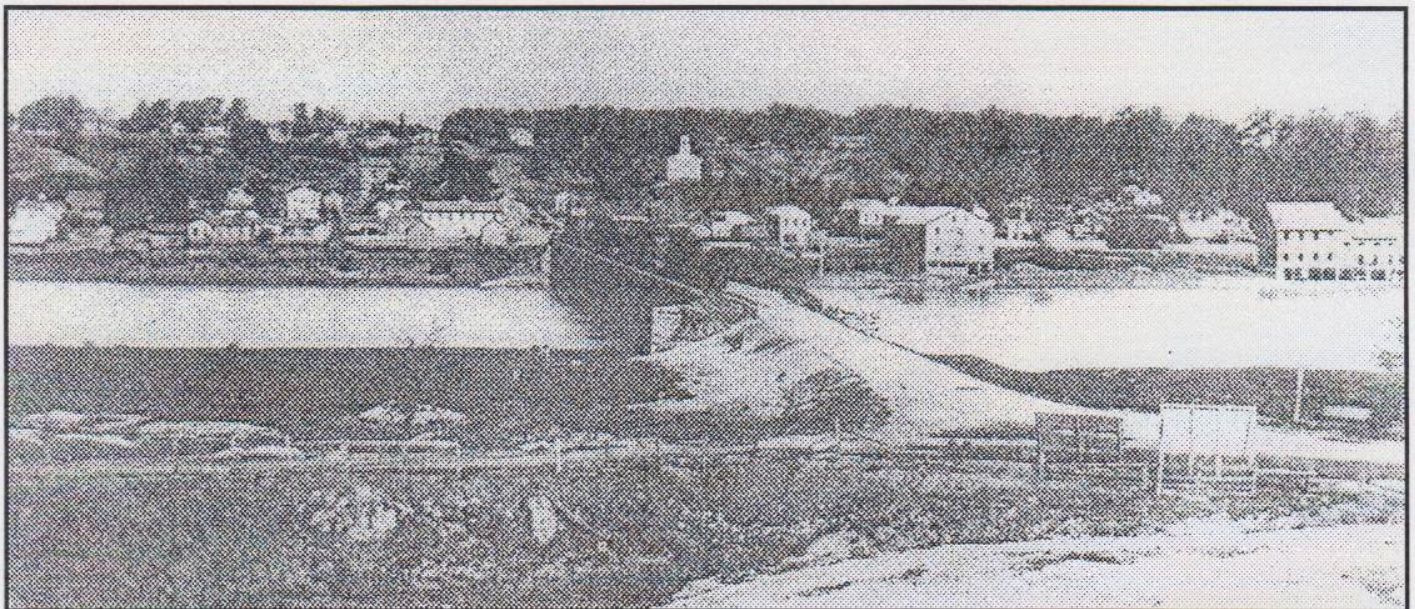
Four continuing letters to the editor were published in *The Journal* of June 12, June 26, July 10 and July 17, 1851, that describe what life was like in Pittsburg. They are quoted in their entirety below:

6-12-1851

"The increasing importance of every sectional interest that may be manifested in, and directed to the improvement of those points of trade which concentrate the wealth of favored districts bordering on our western river, demands the cultivation of the facilities presented for rendering such interest sufficiently conspicuous to arrest the attention of the capitalist and manufacturer, who may be passing through in search of some situation

where capital in trade can be safely invested. Pittsburgh, its peculiar locality makes it as an advantageous point for commercial operations, — a sufficient guaranty for the importance attached to it, combines the grand elements that distinguish the commercial, from the manufacturing town. Superior adaptation to mechanical purposes in the abundant supply of water for the propulsion of machinery, and its position in the midst of a region of country noted for the fertility of its soil, the products of which so naturally tend to supply the consumption at home, and at the same time establish a never failing market for surplus products designed for transportation to other sections where the demands shall be greatest, and the prices best. Its situation is on the west side of the Wabash river, 475 miles from its confluence with the Ohio; 22 miles by canal, from Logansport, and 18 from Lafayette.

"The present site of the town was located and surveyed in September, 1840, with a view to the consolidation of those elements of popular importance. Agreeable to the report of the Engineer's and the regulation, of the Board of Commissioners, for the superintendence of the affairs connected with the Wabash and Erie canal, there is a supply of water,



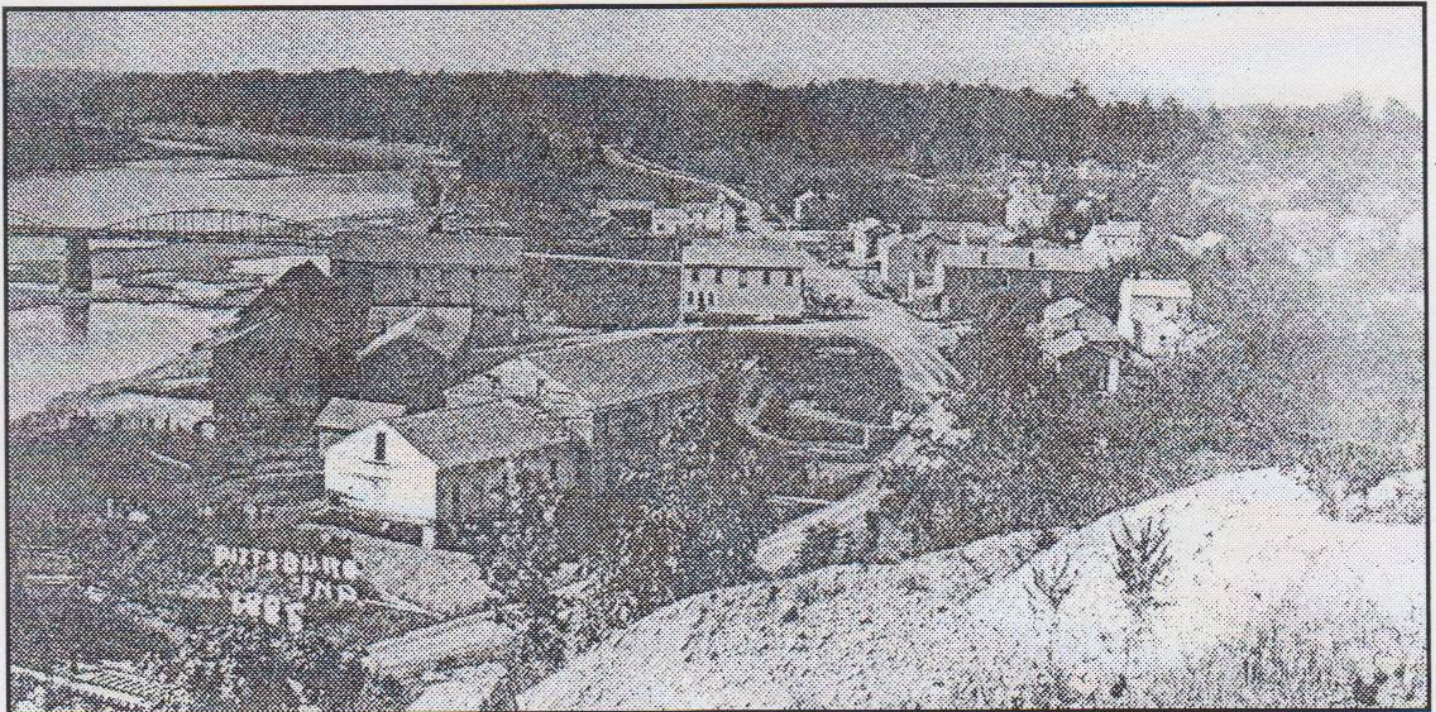
Historic photo of Pittsburg looking west across the Wabash River. Some of the mills along the side cut canal can be seen on the right. Photographer unknown

CANALABRATING GOOD TIMES

produced by the slack-water dam, thrown therewith, a machine shop for Iron turning, fin-
 across the river at this place; sufficient for ishing &c. Besides these, there is one Carding
 twenty-five powers at least calculation, with- and Fulling mill; one Hub and Wagon manufac-
 out affecting the navigation of the canal. The tory; three Cabinet shops; four Blacksmith
 eligibility of the location induced the ready sale shops; one Tin and Coppersmith; one Chair
 of lots, but the precarious circumstances of factory; three Boot and Shoe shops; and two
 the proprietor, for a time, retarded the other- Coopering shops, — besides an abundant sup-
 wise rapid growth of the town. Time, how- ply of Merchants, Tailors, Physicians &c. —
 ever, has developed the peculiar advantages but no Lawyers; one fact that speaks volumes
 which from its sectional position as a place of in behalf of the peaceable, industrious habits
 trade in corn and wheat, the staple produc- of the citizens.
 tions of the portion of the country by which it L.M.R.
 is surrounded. For the last two or three years particularly, the amount of corn stored at, and 6-26-1851
 shipped from this place, amounts in the aggre- gate, to a sum that will compare well with any
 other town on the river.

“With each returning season, the inter-
 est and capital invested in manufactures, as,
 also, the produce trade, is manifestly aug-
 mented — during the present year the manu-
 facturing facilities will be greatly increased.
 Among the machines at present, in operation
 here, may be enumerated , one Flouring and
 two Saw mills; one Foundry, and connected

“I propose giving a descriptive view of
 the manufacturing interests of Pittsburgh, for
 the specific purpose of giving those interests a
 name and character in the annals of the west-
 ern enterprise, which shall entitle her to a sta-
 tion among other of extensive popularity. That
 there are superior advantages here for the im-
 provement of capital, none who are acquainted
 with the peculiar locality of the place, will pre-
 sume to question. In order to arrive at just con-
 clusions, in laying out the ground work, in a



This view of Pittsburgh in 1885 shows the mills located along the side cut canal in the center left
 and the first iron bridge built in Carroll County in 1868. Photographer unknown

CANALABRATING GOOD TIMES

manner just adopted to the comprehension of the reader, it will be most proper, perhaps, to commence at a particular point and proceed by definite divisions.

"Proceeding down the canal, from the dam, the first thing of interest that will arrest the attention, is the Iron Foundry, of Josiah Russell, at which place is manufactured Merchant, Grist and Saw Mill castings; machines, corn shellers and castings of improved varieties of pattern to suit; castings for horse-powers, ranging from one to eight; and wagon boxes, of a quality hard to beat any where in the United States. In addition, several sizes of cast-iron water wheels, of improved fashions. But before looking farther, it might be as well to examine the fixtures for melting the iron preparatory to moulding, the cupola is constructed wholly of cast-iron, which appears to be well calculated for answering the ends desired, by being more permanent, and consequently more durable, which, if I am capable of judging of such things, is necessary to success in that department of manufacture — the blast for facilitating the melting of the iron, is made by a fan of an improved pattern, situated on the outer part, but attached to the building, so that the blast furnished by it is really conducted, by means of pipes adapted to the purpose, to the cupola, in which the iron in process of melting by the agency of melting coal.

"Connecting with the Foundry, is an extensive machine-shop, a building twenty-four feet by thirty-six, two stories high, in which on the lower floor, is situated machinery for iron turning and finishing, which consists of three superior iron finishing lathes, two of which are self-finishing engine lathes of capacity for doing steam engine work, cutting screws with square and bevel threads, and for plain or spiral boring of cast cylinders, &c. In another part of the room is an engine, by which the teeth of wheels are cut in the solid casting, of any required size, and with mathematical ex-

actness? The neatness and facility with which it does the work is truly astonishing. Here, also, is done the finishing and fitting up mill, horsepower and threshing-machines irons; cast, iron-finishing and wood lathes. As a specimen of the capacity for manufacturing and finishing articles of this order, as well of the practical genius of the proprietor, there is here a machine for plain circular, eccentric, concentric and irregular turning, which for workmanship, and mechanical ingenuity, will compare with any other in the western country. — The upper story is used for making and storing patterns. In this department may be seen an assortment of patterns equal to any made in the valley of the Mississippi. We shall conclude this, and take up another establishment in our next, and so continue till the whole is represented, if it be your will to present it. L.M.R.

7-10-1851

"Adjoining the building occupied as a machine shop, previously referred to, is another, twenty-four feet by thirty-two, two stories high — the upper portion of which, at present is used exclusively as a wood-work shop, where the wood-work for threshers, shellers, separators and other articles of machinery of similar quality, are manufactured. A portion of the lower room is used by the lathes, for different turning in wood — the remaining portion is occupied by the machinery of Messrs. Whipple & Bugby, for turning, trimming and mortising hubs, and for sawing out folly timber in circular form, to be used by them in their wagon and carriage establishment, situated in another portion of the town. The machinery is of the best quality and does every portion of its work with the utmost precision.

"Pursuing our course a little further along, we come to the premises of Timothy Donovan, Esq., on which is in progress of erection, an extensive saw and lathing mill, which, from present indications, under the me-

CANALABRATING GOOD TIMES

chanical supervision of Messrs. Wilson Smith and George Campbell, we are strongly inclined to the opinion that the work will not only progress with expedition, and at the time exhibit a degree of mechanical skill, seldom surpassed in like structures, but when completed, will possess more than the ordinary facilities for cutting lumber by an improved application of water as a motive agent in driving machinery.

"A few rods advance of this is the saw mill of Messrs. Bolles & Colton, which does good work — connected with it is a flouring mill, carding and cloth dressing machine, under the direction of the same proprietors. The amount of manufacturing done here is considerable, judging from the crowded state of business. To the right of this last in the extensive buildings for storing grain and other articles of commerce, belonging to the same firm, and in which has been stored, since the first day of August last, 70,000 bushels of corn, and 20,000 bushels of wheat, and a corresponding quantity of other grains, a large proportion of which has been shipped to Toledo, and other available markets. Just below the site of the mills at present, the proprietors contemplate erecting during the course of the season a large and extensive flouring-mill for merchant and custom work.

"Passing along down the canal, we approach a large ware and grain store house, belonging to Mr. Donovan, in which has been stored during the past season 12,500 bushels of corn and 6,000 of wheat. Still farther along is the ware houses of Spears & Bro., and below, a grain store-house belonging to Col. Gridley — in the former grain has been stored to the amount of 40,000 bushels of corn, and 18,000 bushels of wheat, and in the latter, 13,500 of corn. Besides the amount of corn stored as above, 13,000 bushels of corn have been purchased in this place and otherwise disposed of — making the total amount of grain bought, and shipped from this port since August last — of corn 138,000 bushels, and of wheat, 38,000 bushels. The amounts given

above are reliable, having been gathered from the grain books of the different purchasers. At the lower end of this (Wabash) street, is the cabinet shop of Mr. Buckingham, long and extensively known to this community. L.M.R.

7-17-1851

"Returning from an excursion down Wabash street, we observe — during a short walk up Howard — first, on the right and on the left numerous residences, some of which bear the marks of age, while others exhibit a higher degree of modern taste in the style of architecture and in the decorations of the yard and garden. Above Madison, on the right, the wearied traveler may partake of the hospitalities of the "Fountain House," under control of Col. Gridley, a gentleman whose long experience in this business causes him to be almost universally known to community, and then pursue his onward course to the destined haven. The next object which arrests our attention is the Tin, Sheet-Iron and Cooper establishment of Capt. Wallace, late of the city of Cincinnati, whose mechanical ability and industry most commend him to the favor of the public; and directly opposite to their concern, on the right, is the Boot and Shoe store of L. House. At an angle above, on the other side of the street is a shop occupied by J. W. Mills & Bro., Blacksmiths, the amount of work done here is considerable — a little further along is seen the Shoe shop of Geo. Alsop, one of the pioneers. On the same side of Howard and above Washington street, the observer may be pleased to stop at a building where Mr. Ballard is employed in the construction of Cook's Patent Reaping Machine, for the express use of the farmers, and will eventually, perhaps, occupy a place in their affections. There is nothing more on this street to interest the lover of mechanics, unless it should be several Mercantile houses, which of course add to the business facilities of our village. We will now pass through Free Soil, and bend our course down Jefferson street. Just here, on the right, appears the extensive Wagon and Carriage Manu-

CANALABRATING GOOD TIMES

factory of Messrs. Whipple and Bugby, where they make the wood work, iron-work, finish and turn into market from one to three wagons per week, and are prepared, from the appearance of things, to get up Buggies and Carriages of style and quality to suit the demand. The space between this point and Washington street are a few tasty residences. Having done considerable of traveling this day's journey, and the weather extremely warm for a person of extensive corporosity [corporeity] to perambulate, exposed to the rays of a meridian sun, we shall for the time call a halt at the next shop and get our machines trimmed up for another reconnaissance — in the meantime the reader may feel disposed to go and do likewise. L.M.R."

Pittsburg had three hotels. The Colton House was of colonial design with a porch centered on its front center and stood up the river from Pittsburg's mills. The Fountain House was elegant, offered fine food, drink and stables for the animals, and was about a block to the right of where the old bridge crossed the river. The Gridley House was located about a block to the left of the old bridge that was torn down in 1951.

At one point Pittsburg was pronounced the "coming city in Indiana." As many as 400 wagons waited to load their cargo aboard boats during the canal's heyday.

C. W. Colton basically ran Pittsburg since he owned most of its businesses. He would stock enough merchandise by canal to supply them from the close of the canal navigation in the winter to when it would reopen in the spring. One year he had two hundred thousand dollars worth of merchandise in storage with another fifty thousand still on order. But, as often happens, he over extended himself and fell into receivership.

In 1866, after floods destroyed a portion of the dam, all of Pittsburg's industries could not operate for nine months. The canal com-

pany paid Lane, Sampson, and Matthews \$30,000 for its repair. This was a minor blow to the town. The second blow came when the canal was closed to trade. After the Deer Creek dam collapsed in 1874 canal boats could no longer travel south from Delphi and by the mid 1870s the canal had basically closed to the north as well due to the railroad taking away canal business. However, Pittsburg survived until a group of disgruntled citizens blamed the Pittsburg's dam on the Wabash River for flooding in the area and wanted to protect their bottom land. They donned masks and, with a mixture of malice and blasting powder, took Fate into their hands dynamiting the dam on February 8, 1881. This destroyed Pittsburg's cheap energy source and dealt the final blow. Businesses became worthless to their owners. The town went into decline.

On March 18, 1906 a poem by Michael Coomey recalling Pittsburg's past was carried in the *Sunday Star*. A portion of it follows:

When Pittsburg Was A Town

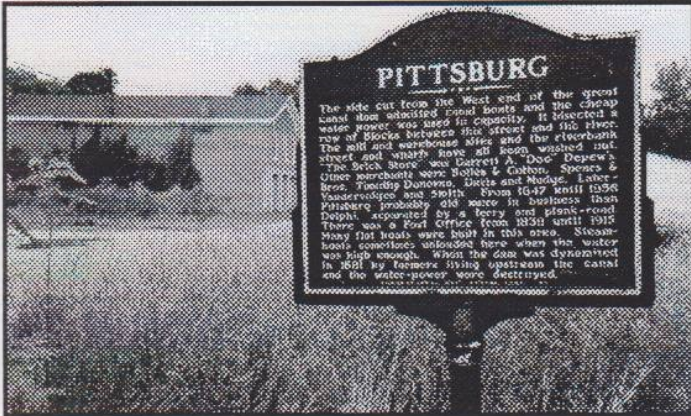
By Michael Coomey

Pittsburg once was great. But here of late
It seems just fit for tillage.
People moved away and now today
She's like Goldsmith's "Deserted Village."
It doesn't seem strange what wrought this
change
Her renown must yet outlive her,
It once was known the busiest town
Upon the Wabash River.
With shipping locks and canalboat docks
Where boats were loaded down
To take exports to other ports
When Pittsburg was a town.

When the railroad bridge crossed the Wabash, a person walking out on it and looking down into the river at low water could still see the foundation remains of the great dam. Unfortunately the railroad bridge has been torn down.

CANALABRATING GOOD TIMES

Today, Pittsburg's main street has a two-story brick building built during the canal era. Nearby is a historical marker to recall the days of the Wabash and Erie Canal.

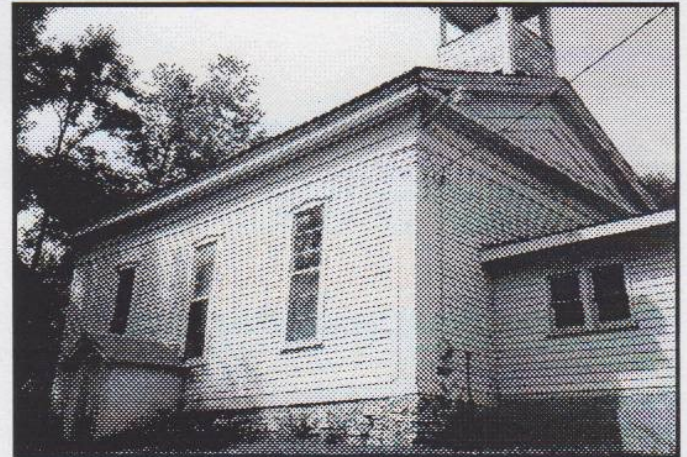
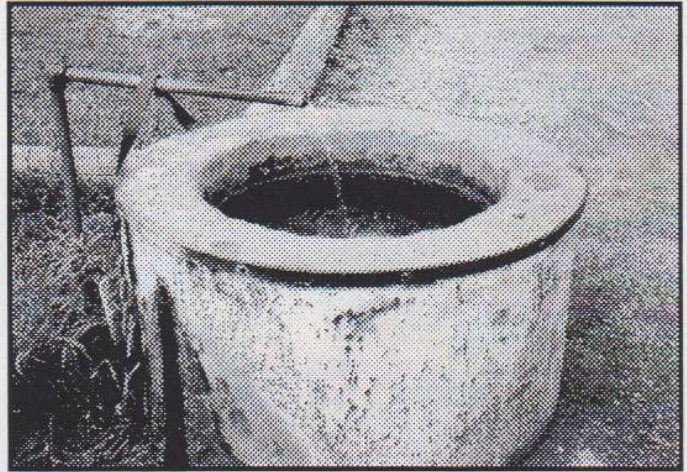


The Indiana State Format Marker erected at Pittsburg reads as follows:

PITTSBURG

The side cut from the West end of the great canal dam admitted canal boats and the cheap water power was used to capacity. It bisected a row of Blocks between this street and the river. The mill and warehouse sites and the riverbank street and wharfs have all been washed out. "The Brick Store" was Garrett A. "Doc" Depew's. Other merchants were Bolles & Colton, Spears & Bros., Timothy Donovan, Davis and Mudge. Later — Vandervolgen and Smith. From 1847 until 1856 Pittsburg probably did more in business than Delphi, separated by a ferry and plank-road. There was a Post Office from 1838 until 1915. Many flat boats were built in this area. Steamboats sometimes unloaded here when the water was high enough. When the dam was dynamited in 1881 by farmers living upstream the canal and the water-power were destroyed.

There is also an artesian well where people come from miles around to fill their jugs with spring water. This spring was running during the Civil War. A few homes, a church, and two restaurants known for their fish dinners are still there. One of the restaurants has a canal mural painted on its wall.



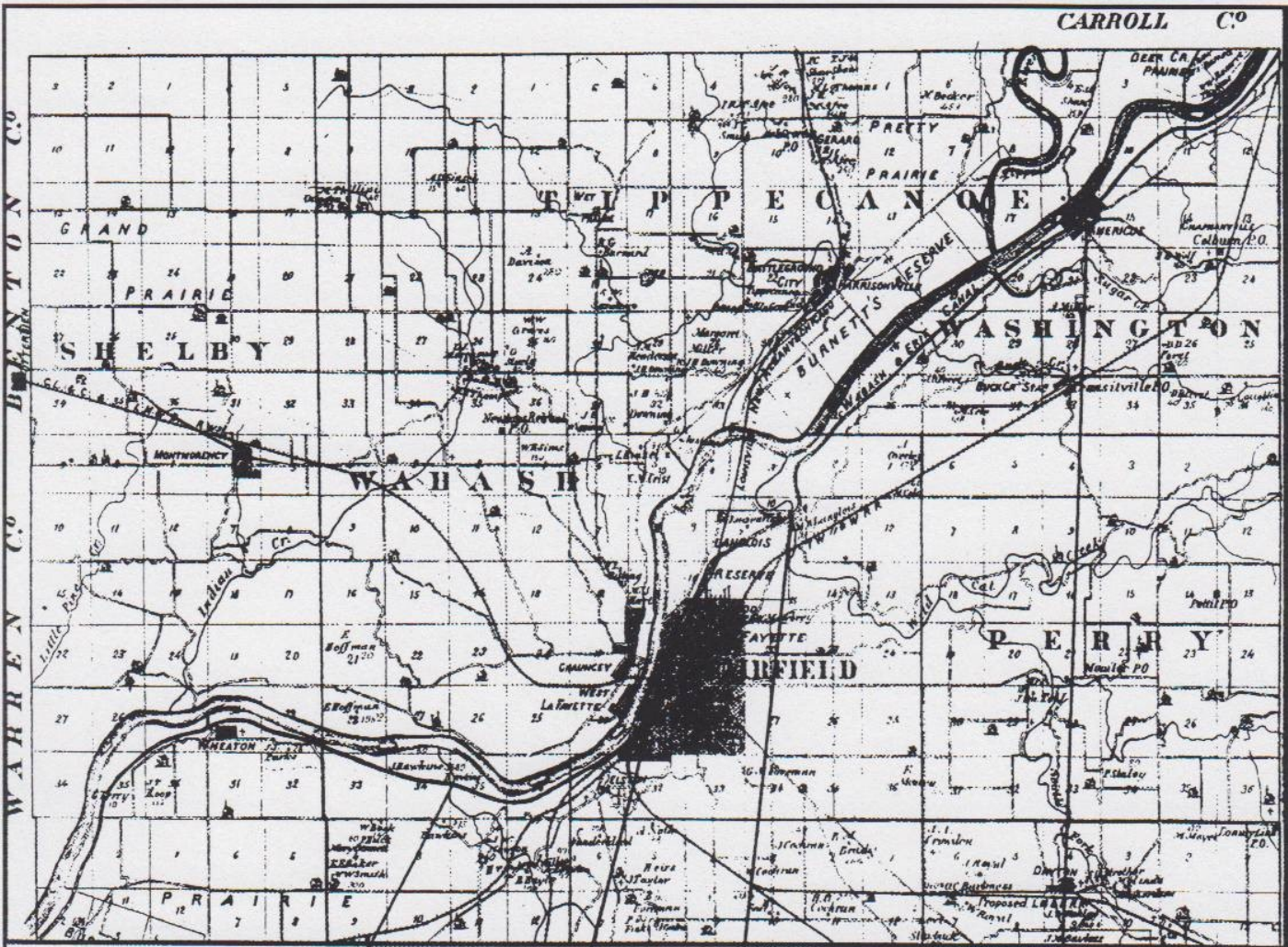
Top: Pittsburg's artesian spring has been flowing since Civil War times.

Center: Pittsburg Missionary Baptist Church still stands onto a hill overlooking the village site.

Bottom: The canal era is kept alive by this mural on the side of a restaurant in Pittsburg.

Photos by Bob Schmidt

CANALABRATING GOOD TIMES



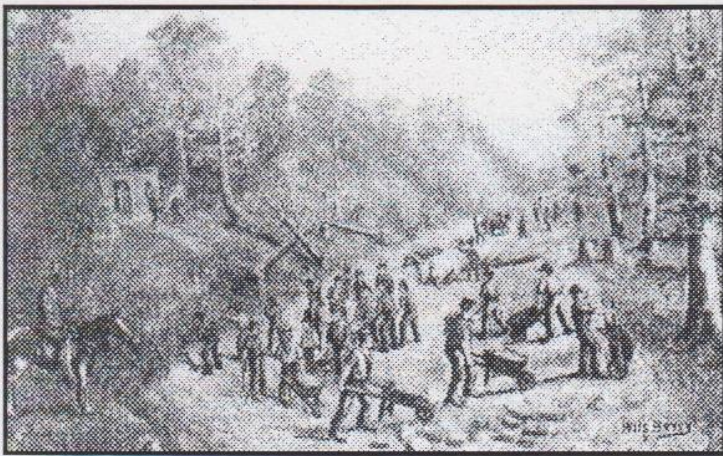
Wea Creek
Feeder Dam, Aqueduct, Lock No. 34

Lafayette
Canal Basin, Toll Collecting Point

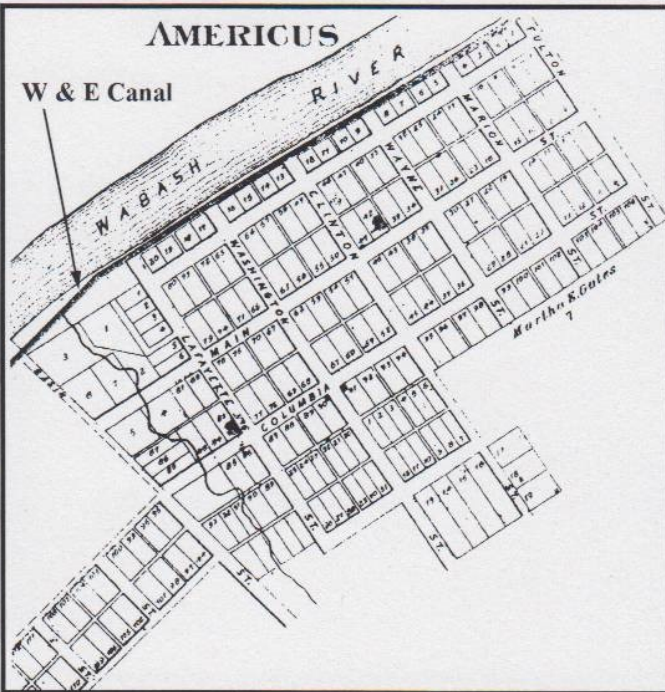
Wild Cat Creek Feeder Dam, Guard
Locks, Towpath Bridge, Flood Gates

Americus Canal Hotel,
End of W&E when planned

TIPPECANOE COUNTY - 1876



Building The Canal Painting by Wils Berry



Tippecanoe County Past and Present

~ Americus ~

Tippecanoe County was established in 1826 and named in memory of the Battle of Tippecanoe fought between General William Henry Harrison's American soldiers and Tecumseh's brother, The Prophet, and his Native American band. It took place in 1811 near the Native American settlement known as Kithtipiekanunk or Prophet's Town. However, the name Tippecanoe originally came from a Potawatomie word, which was given to both a fish and the river Tippecanoe in the early 1700s. Other county place names were given to honor those who came before. In 1717 the Canadian government authorized the French to build the first trading post within what is now the boundaries of the state of Indiana. It was called Fort Ouiatenon and was named for the Miami tribe, the Ouia, which we now call the Wea. Lafayette, the county seat, was named for the Marquis de Lafayette.

Tippecanoe County is rich in that it is composed of a rich till plain and a river valley. The Tippecanoe River flows into the Wabash River from the northeast. It is one of the state's largest counties of which over 80% of the land is farmed by perhaps 1,000 farms producing corn and soybeans. It has the 9th largest metropolitan area in the state composed of Lafayette and West Lafayette and one of the nation's most prestigious universities — Purdue. The university is the county's largest employer. Tippecanoe County also has over 100 manufacturers, over 600 retailers, about 150 wholesalers, and about 5 mining operations. Some of the larger employers are ALCOA, Eli Lilly and Co., Landis and Gyr, Fairfield Manufacturing Co., Caterpillar Tractor Co. and Subaru-Isuzu.

Located within the county are the Tippecanoe Battlefield State Memorial, Fort Ouiatenon Historical Park, and Prophetstown, a new state park.

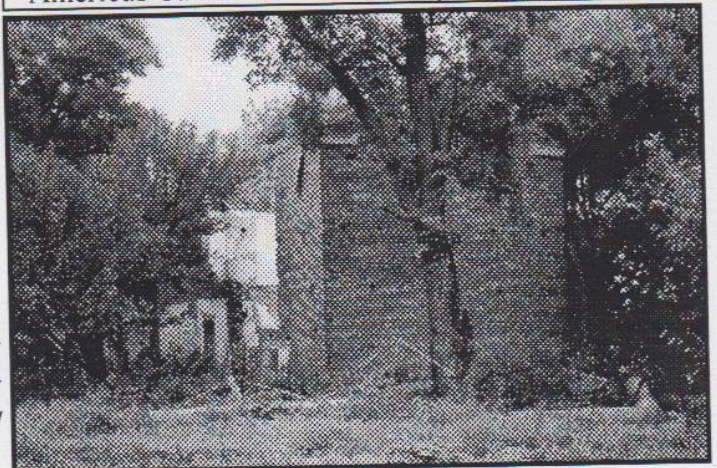
When the Wabash and Erie Canal was first planned it was to terminate at the mouth of the Tippecanoe River. Therefore, the town of Americus was laid out in 1832 as close as possible to that point by William Digby, a colorful, card-playing gambler. He and others dreamed that it would become a greater town than Lafayette, Delphi or Logansport. Digby purchased about 80 acres of land. At first the lots sold rapidly at high prices. On December 20, 1833, a post office was established that eventually closed on October 15, 1903. A turning basin for the canal was located between Main street and the canal and between Lafayette and Basin streets.

Americus had the reputation of a haven for bootleggers in the 1920s. Where the present Americus Restaurant is located, there once stood a gas station that reportedly housed a still. As soon as prohibition was over, G. F. Hilgendorf opened a tavern on the spot.

The remains of the old Americus Inn located on the Wabash & Erie Canal still stood in 1991 when the Canal Society of Indiana toured the area. Shortly thereafter it was razed. It was originally the homestead of John Cunningham, who had 5 canal boats on the Miami & Erie Canal before coming to Indiana. It was a two story brick building measuring approximately 40 x 80 feet.

Americus Canal Inn

Photo by Bob Schmidt



CANALABRATING GOOD TIMES

Digby's dream of Americus becoming a large city because it was the canal terminus was soon dashed to bits. In volume 19 of the *Indiana Senate Journal 1834-35* is a report from the canal commissioners about extending the Wabash & Erie Canal from Americus to Lafayette, Indiana. It reads as follows:

To the Hon. JAMES GREGORY
Speaker of the House of Representatives

Sir.— In obedience to the resolution of the House of Representatives of December the 30th, 1834, the undersigned have the honor to state, that in order to make examinations of such subjects as were connected with, and dependant on the termination of the Wabash and Erie canal, near the mouth of the Tippecanoe, it became necessary to extend the Wabash surveys below the Tippecanoe and Wild-Cat rivers; and being in the vicinity, these surveys were taken to Lafayette.

The description of the route of this survey, on the south side of the Wabash, we here subjoin.

At Americus, a short distance below the boundary of the canal grant, a low slate bluff is encountered, which extends about 23 chains. Instead of running the line at the base of the bluff as of those above, a deep cut is here preferred as it will not increase the cost, and the perfect safety of the canal is secured. No other obstacle is found on the route between this point and the Birmingham bluff, except Sugar creek, which will be crossed by a culvert of 24 span, and Buck creek by a culvert of 14 feet span, both of which must be built of timber.

About 5½ miles below Americus, the Birmingham bluff commences and extends 87 chains, forming by far the greatest obstacle to the construction of the canal, found between the boundary of the canal grant and Lafayette. The canal here as at Falling Spring bluff, will be made by forming an embankment in the river which will require protection. As there is no stone convenient to this place, brush protection has been estimated.

After passing Birmingham bluff, the next obstacle presented, is the crossing of Wild-Cat, which must be effected by means of a dam: as from the unfavorable nature of the ground above this point, the level cannot be kept sufficiently high to pass this stream on an aqueduct, without involving a very great expense. But the objections to this mode of crossing, it is believed, will be balanced by the valuable water power, that will by this means be obtained at Lafayette, which will be sufficient to drive 30 pairs of 4½ feet mill stones; and from

the rapid growth of the town, and the great improvements that are making in the extensive and fertile country around it all this power will in a few years be brought into use, and the moneys arising from the rents and sales of water, will pay a considerable portion of the interest of the money necessarily expended in the construction of the canal from Tippecanoe to Lafayette.

From the crossing of Wild-Cat, a favorable route for the canal, may be obtained to Lafayette, where it would terminate in a basin, at a point highly favorable for the transfer of freight from the canal to the river boats.

The cost of the canal is estimated as follows:

From the termination of the survey on the south side as described in the Engineer's report of Dec. 27th, 1834, to Lafayette, 14 miles 5 chains, lockage 6 feet, cost

\$176,964.48

Add for stone protection at Birmingham bluff, which will be required within three years after the completion of the work, when the stones can be brought in canal boats

\$ 26,964.00

Total cost \$203,928.48

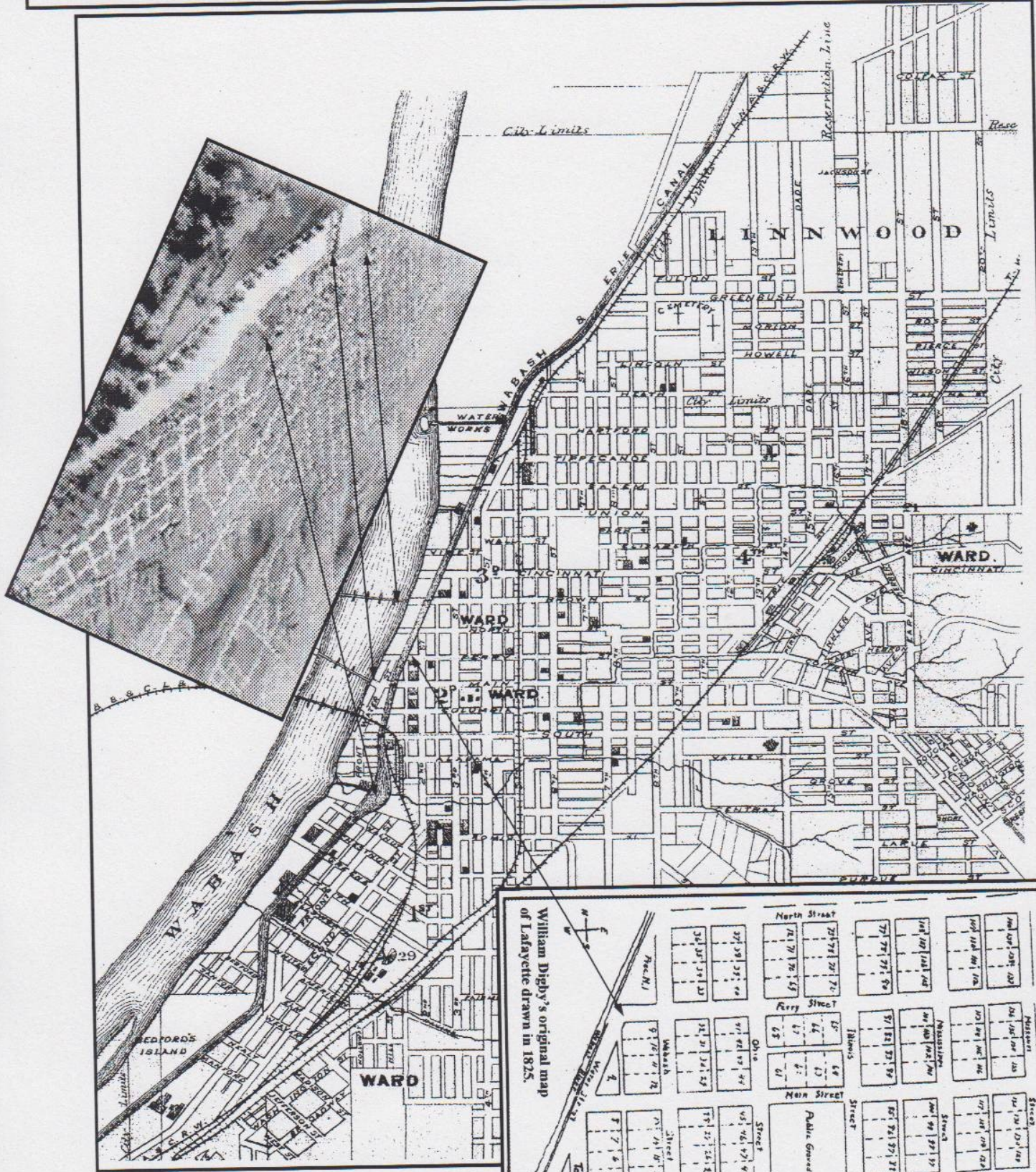
There has been no particular survey on the north side of the river, but from a cursory examination made, it is very evident, that the construction of a canal on the north side would involve a much heavier cost than on the south side. The crossing of Tippecanoe would be much more expensive than the crossing of Wild-Cat; and besides this there are three expensive washed banks or bluffs; the first of which is the Erie bluff, above the Tippecanoe; the second at the Prophet's town, and the third below Davis' ferry; the combined length of which is two miles and forty-four chains. At all other points not here noticed, the cost will be about the same as on the other side of the river.

Estimating from the data here given, it was sufficiently ascertained that the difference in favor of the south side, for the distance above described, will vary but little from \$80,000, which precluded the necessity of the labor and expense of an accurate survey.

Which is respectfully submitted,

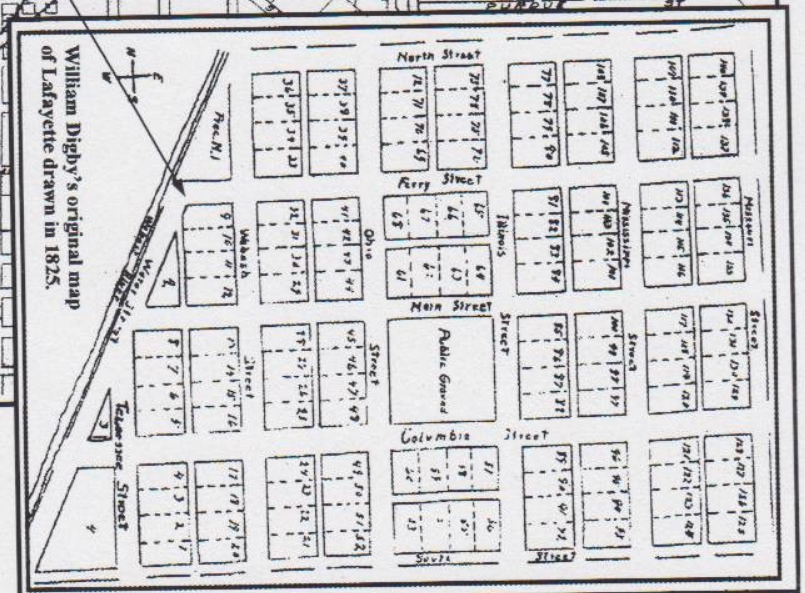
D. BURR,
SAM'L. LEWIS,
J. B. JOHNSON.

CANALABRATING GOOD TIMES



LAFAYETTE INDIANA 1876

William Diphy's original map of Lafayette drawn in 1825.



~ Lafayette ~

Lafayette was founded by William Digby, a boatman, who thought that locating a town at the head of navigation on the Wabash would be profitable. On Christmas Eve of 1824, he purchased the land from the government land office located in Crawfordsville. At that time the Marquis de Lafayette was touring the United States and as a French hero of the American Revolution was in the public eye. Digby decided to name the town for him. Three days after the town was platted, Digby sold all his holdings for \$240.

The town's only other connection to the rest of the state, other than the river in 1825, was a stage line. It ran from New Albany through Salem, Bedford and Bloomington to Lafayette.

In 1826 Lafayette was chosen as the county seat for the newly formed Tippecanoe County. Even though it had the advantage of being in the center of the county on a navigable river, it was probably the town fathers' offer of about half of the original town plat to the county that determined its being chosen.

The infant town was laughed at by the much more developed town of Crawfordsville and called "laugh-at" and "lay-flat." But this did not deter the development of the town, which first shipped by flatboat and then by steamboat after its appearance in 1826.

The Vincennes Western Sun & General Advertiser contained the following notice:

"April 25, 1829 Arrived from Lafayette, on Friday the 17th inst. The steamboat Criterion, and departed the same day, for Shawneetown. The Victory arrived the 18th from Lafayette, and departed the same day, bound to Lafayette, and intermediate ports."

Lafayette was a raw little place in 1832

when the first shovel full of earth was dug in Fort Wayne to commence the building of the Wabash and Erie Canal. Paul Fatout in his book *Indiana Canals* described Lafayette as "...a non-descript clutter of log cabins and shacks, besides a number of frame houses, several hotels of dubious merit, and a two-story brick courthouse on the square. So-called streets were like cow paths, full of stumps, deep in dust in dry seasons, muddy quagmires in rainy spells, short stretches of wooden sidewalks here and there. Hogs and cattle wandered about, flies were numerous, and the civic air had a heady tang of horse and decaying garbage." The people themselves were said to be "filthy."

Trying to upgrade the town's image, someone called Lafayette the "Star City" since it was at the head of steamboat navigation. The late Alameda McCollough, a long-time curator of the Tippecanoe County Historical Association, wrote about the name "Star City" in 1974 saying:



"No creditable source has appeared to identify who might have coined this [Star City] fantasy so one must rationalize its poetic nature from the prevailing spirit of the times about the town. Within a year after the founding of Lafayette a small steamboat docked at the crude little wharf on Main Street. The era of river transportation was to culminate in the 1850s when Lafayette emerged as the principal [shipping] town of the upper Wabash.

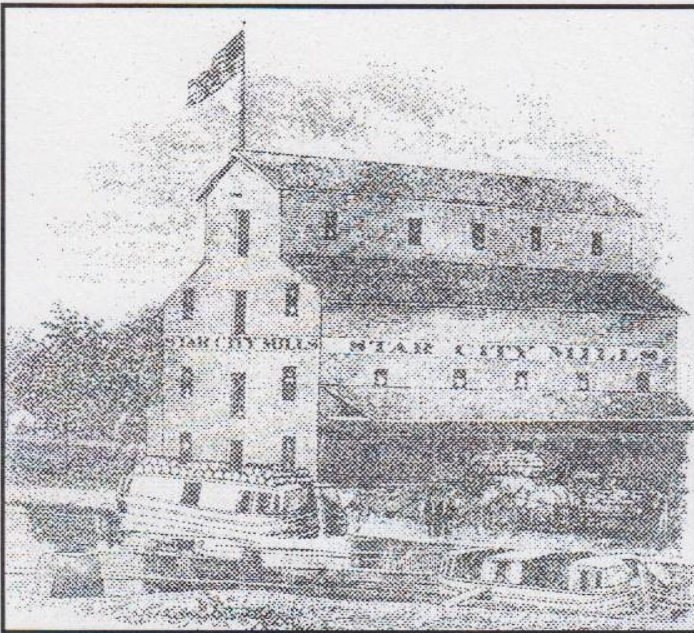
"In this vein it is easy to understand the rivalry that motivated river towns. Cincinnati boats were often at the Lafayette wharf and vice versa. Cincinnati, on the Ohio River, called itself the "Queen City of the West." Louisville, Ky., on the Ohio River promoted a "Falls City of the Ohio" motto because of river rapids and short waterfalls. As early as the 1830s boosters immodestly began hyping Lafayette as the

CANALABRATING GOOD TIMES

"Star City," "Star City of the Wabash," or "Star City of the West."

"Brash or not, Indiana *was* the West when this claim arose. In time various businesses made use of the name, among them the M. & J. Schnaible Co. that, among its various products, made and sold Star City Soap in a familiar red paper wrapper with black star."

"A weekly newspaper, *The Star City*, appeared in Lafayette in about September 1851. It purported to be "neutral in politics, opposed to everything bad and decidedly in favor of everything good." But that wasn't enough. *The Star City* was gone by December.



Wagons could pass between the canal and Star City Mills, which was located at the foot of Alabama Street and was powered by canal water. Boats could be loaded via a moveable ramp from the mill.

Etching from old atlas

"In 1862 at the Wabash River end of Alabama Street, Fred Geiger's water-powered machines were grinding corn into meal and hominy, and wheat into flour. He called the complex the Star City Mills.

"By 1872 S. P. Semphill ran a Star City Hotel on South Fifth. P. W. Kennedy's Star

City Business College offered courses at Third and Main. At the southeast corner of Fourth and South, you could rent a horse and buggy at the Seeger, Wade Company livery stable. It conducted business as the Star City Omnibus Line.

"In 1895 customers patronized the Star City Bottling Works on South Fifth. C. H. Baldwin's Star City Brick Company sold red bricks from its office on North Eleventh and shipped from yards near Union Street and the Belt Railway.

"Readers of business directories in the 1920s encountered a Star City Lumber & Mfg. Co., in business for millwork and cabinetry from a shop on Sheridan Street. William Weindorf's Star City Welding Co. offered its services at First and Columbia.

"Odd Fellows lodge members convened for years in the Star City Encampment. And for several decades one of the city's more enduring financial centers went by the name Star City Building and Loan Assn.

"St. Louis' claim as the "Gateway City" keeps alive the practice of hometown mot-toism while Lafayette's use of Star City has steadily faded from use."

As seen from above "Star City" was used by various businesses, but at the time it was coined, an Indianapolis newspaper editor jeered at the name. All jeers aside, the townsfolk were full of expectations. The Wabash and Erie Canal was going to pass through their city. Three railroads were chartered though none were started. Steamboat traffic was growing and eventually reached 60 boats loading and unloading daily.

But it was the building and use of the Wabash and Erie Canal that made Lafayette's population increase from 2,600 in 1843 to 6,129 in 1850. Its canal port, a long timber lined wharf, was the most heavily used port along

CANALABRATING GOOD TIMES

the channel.

Canal Lands

The *Auditor's Report 1891-92 for the State of Indiana* told how Canal Lands were granted and of their disposal as follows:

"The land known as Canal land was granted by the United States to the State of Indiana to enable the State to construct what is known as the Wabash and Erie Canal, and is embraced in three separate grants. The first of these grants was approved March 2, 1827, and granted a quantity of land equal to one-half of five sections in width on each side of said canal for the purpose of uniting the waters of the Wabash River with those of Lake Erie. The second grant was approved February 27, 1841, and confirmed to the State the selections made for that portion of the canal which lies between the mouth of the Tippecanoe River and Terre Haute. The third and last grant to the State of lands for this purpose was approved March 3, 1845. To enable the State to complete the canal from Terre Haute to the Ohio River, there was granted to the State a moiety of the unsold lands in a strip five miles in width on each side of said canal, as likewise a further grant of moiety of all lands remaining unsold in the Vincennes Land District, with provisos. These three grants and the sections made under them embrace an area of 1,457,366.06 acres, as shown by the report of the Commissioner of the General Land Office."

The Wabash and Erie Canal

Finally in 1835, following the 1834 canal extension survey, a bill was passed by the Indiana Legislature for \$227,000 to extend the Wabash and Erie Canal from the mouth of the Tippecanoe River to Lafayette, a distance of approximately fourteen miles and twenty-nine chains. The following year on January 27, 1836, the Mammoth Internal Improvement Bill

was signed by Governor Noah Noble. It provided for a railroad from Madison, Indiana to Lafayette via Columbus, Indianapolis and Crawfordsville, Indiana, with \$1,300,000 allotted to construct it. The canal would soon have competition.

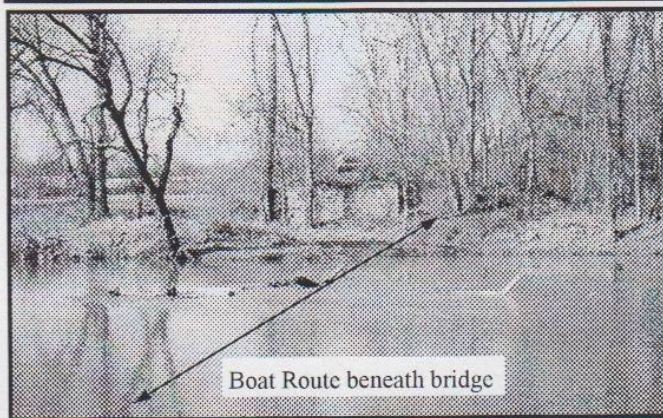
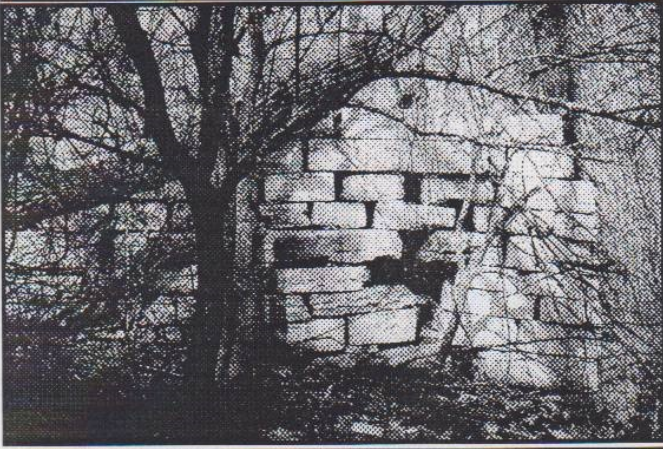
The Wabash and Erie Canal was opened to navigation from Fort Wayne, Indiana, to Logansport, Indiana, on April 20, 1839. Then during the summer of 1839, the state had incurred such debts that all of the Mammoth Internal Improvement projects stopped throughout the state.

The Wabash and Erie Canal was the only exception. The state legislature authorized treasury notes called scrip for 1½ million dollars to continue its construction. These notes, better known as Blue Dog, Blue Pup, and White Dog, were little more than IOUs and almost lost their value as soon as they were accepted. In November of that year it was estimated that the canal could be completed to the Indiana/Ohio line by the first of June 1840 and to Lafayette by the first of October 1840.

According to a report by Samuel Lewis in the *Documentary Journal of 1839*, the channel was opened from the state line to Lafayette in 1840. The first canal boat out of Delphi, Indiana, was scheduled to arrive during a huge Whig rally. It had on board Colonel Gridley's military group and a fife and drum corps. The boat was grounded a little over a mile above Lafayette. Gridley's men marched through the mud amid pipers piping and drummers ruffling to attend the rally. Later that year several boats made the entire trip.

The ensuing winter was hard on the new canal. Freshets led to breachings in the canal bank at Birmingham Bluff and Wabash Town. These had to be repaired in the spring. At Birmingham Bluff the brush rip-rap that didn't hold was replaced by Georgetown stone transported down the canal. By May, 1841,

CANALABRATING GOOD TIMES

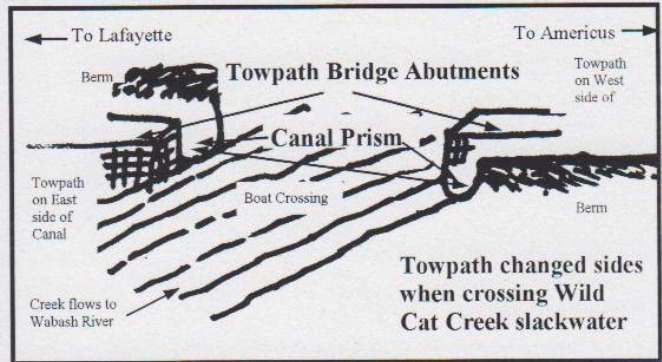


Top: This is a side view of the west abutment of the covered towpath/buggy bridge at Wild Cat Creek.

Center: This shows the west abutment of the covered towpath/buggy bridge with the canal channel to its right where canal boats entered/exited the slackwater pool created by the dam across Wild Cat Creek. Here the towpath is on the right of the abutment.

Bottom: This shows the east abutment with the canal and berm at its right. Canal boats entered/exited the slackwater pool at this point after crossing under the bridge.

Photos by Bob Schmidt



the canal was back in operation and boats could travel as far as six miles past the state line. At last Tippecanoe County shippers could export their corn, wheat and pork. The following advertisement ran in the *Tippecanoe Journal* and *Lafayette Free Press* during the summer of 1841:

"The Wabash and Erie Transportation Company"

"The subscribers will commence running at the opening of navigation on the Wabash and Erie Canal, a Daily Line of boats for passengers and freight from Lafayette, Indiana, to a point in Ohio six miles beyond the Indiana State line, making 146 miles....Samuel L. Mahan, L. G. Thompson, and F. Comperel." [Comparet]

At Wild Cat Creek a dam 13 feet high and 221-feet-long was built across the creek forming a slack-water pool, which fed water to the canal. Wild Cat Creek was the largest feeder within 100 miles providing 4,500 cubic feet of water per minute during the driest season. A permanent covered towing path and wagon bridge was erected to cross Wild Cat Creek in 1848. The abutments of this bridge still remain.

The towpath once again changed back to the east bank of the canal going south at Wild Cat Creek. Canal boats had to pass beneath the towpath bridge to enter/exit the canal prism on either side of the slackwater. Looking at the site today we must remember that the prism and creek have been filled with sediment and would have been deeper in canal times. The towpath remained on the east bank

CANALABRATING GOOD TIMES

until it reached 9th street in Lafayette.

When water was let into the canal prism in the section of the canal from Wild Cat Creek to Lafayette it was quickly sucked up by the gravely soil that it crossed. The canal builders had to drain the canal through this area and then harness animals to pull small tree tops or bunches of brush up and down the muddy canal bed causing the bottom of the canal to "puddle." This mud was then allowed to dry and harden. When water was reintroduced into the canal this impervious layer kept the water from filtering out.

At 9th street in Lafayette the towpath once again changed back to the west bank by means of the "exchange bridge." There was a natural depression a little above the "exchange bridge." When it was filled with water it was known as the "Wide Water." It held water in reserve for the canal and also acted as an ice pond in the winter. When it froze over, the ice was scored, cut into blocks, and stored in buildings along its edge.

Finally in 1842, the state of Ohio completed the canal from six miles past the state line to Lake Erie. Canal traffic between Lafayette and the lake began. The editor of the *Tippecanoe Journal and Lafayette Free Press* of May 11, 1843 wrote:

"The navigation of the Wabash and Erie Canal from this place to the Lake has fully commenced. A number of boats from the lakes have arrived during the week."

The first boat to travel all the way from Lafayette to Toledo was the Albert S. White named for a Whig who was both a Representative and a Senator from Indiana. White is buried in Lafayette's Greenbush Cemetery. The boat was built in Lafayette and furnished in Fort Wayne. On September 15, 1841 the *Tippecanoe Journal and Lafayette Free Press* editor wrote:

"The **ALBERT S. WHITE**, of Lafayette is a new and superb Canal Packet built at this place for the Wabash and Erie Canal Transportation Company. She was to leave port yesterday for Fort Wayne, there to receive her furniture, etc., and we venture the opinion, that when fitted out she will 'take the shine off' of any thing in her line to be yet with 'in these diggins.' She is commodious, and her apartments so arranged as that there can be no danger of indiscriminate mingling up of male and female passengers and crew, as is sometimes necessarily the case in boats of bad construction."

Before long the *Tippecanoe Journal & Commercial Advertiser* was carrying advertisements such as this one of August 11, 1841.


1841 1841

WABASH AND ERIE




Transportation Company.

THE subscribers will commence running at the opening of navigation on the Wabash and Erie Canal, a DAILY LINE of boats for passengers and freight from Lafayette, Indiana, to a point in Ohio, 6 miles beyond the Indiana State line; making 146 miles.



The boats will meet Neil, Moore & Co's. Line of Stages at the termination of the canal in Ohio, which they will continue to run in their usual good style to the Lake.



Also an excellent line of Boats on the Maumee river will be regularly running from the same place to the Lake for the purpose of carrying goods and passengers.

Steamboats and stages are running in all directions from Lafayette and stages running north and south from Logansport, which will afford every facility to travelers that can be required and far exceeding any previous arrangements.

Fare will be reduced so as to meet the expectations of a generous public.

SAM'L MAHON
L. G. THOMPSON,
F. COMPARET.

N.B.—Stages will be put on between Lafayette and Fort Wayne in connection with the present line to the Lake, as soon as navigation closes in the fall; so that in future there will be no interruption to travelers through this region at any season of the year.

April 14, 1841 117

CANALABRATING GOOD TIMES

Daily the Wabash and Erie Transportation Company had both passenger and freight boats making the 146 mile trip between Lafayette to 6 miles beyond the Indiana State Line near 6-mile Reservoir, Antwerp, OH. Note that the company even offered stage transportation when the canal was closed for the winter.

This section of the canal was open, but at what expense? While it was being dug there was a cholera epidemic. An article in the *Rockville Republican* of October 7, 1908, reports the following:

"Workmen engaged in excavating in the north end of Lafayette the last few days, have unearthed scores of human skeletons, and residents of the vicinity are fearful that the scattering of old bones may cause an epidemic, as the site of the excavation was formerly a burial ground for the poor, and hundreds of smallpox and cholera victims were buried there in canal days. While the old Wabash and Erie canal was under construction an epidemic of cholera broke out, and many scores of persons died of the scourge. The bodies were buried in hastily dug graves in the potters' field. Later there came a smallpox epidemic, which claimed many more victims. Their bodies were also buried in the potters' field. For more than 60 years the bodies have been interred. Nearly everybody had forgotten that a burial ground once occupied the site. The old poor house, 60 years ago, stood nearby. The excavation for the street is only three feet deep, yet skeleton after skeleton has been unearthed. Near the scene of the improvement the workmen dug for gravel and in the pit many more skeletons were unearthed. The boys in the neighborhood have carried away the bones, and are using them in their play. Fragments of the ghastly relics are seen on nearly every sidewalk and in the vacant lots in that vicinity. The attention of the residents has been called to the fact that cholera germs have remarkable longevity, and visions of a cholera epidemic have frightened many people."

Those who survived the scourges benefited from the canal. Businesses boomed in Lafayette.

Lafayette's Businesses Boom

By 1843 Lafayette had grown to a town of forty stores, business firms, commission merchants and forwarders. Those catering to the canal trade were Lauman & Bansemer, which carried towlines made in Pittsburgh, PA, and cordage for bow and stern lines; Dave Johnson's Livery Stable, which housed and fed canal horses; and Purdue and Fowler, which carried canal imported coffee, molasses, nails, salt and sugar. There was even a dry-dock where canal boats could be repaired at the turnaround basin.

Dickey, Doyle & Dickey ran a daily line of packet boats that carried both mail and passengers and that were scheduled to cover the 222 mile distance from Lafayette to Toledo in 60 hours. Passengers paid \$7 for the trip and their meals. The packets were gaily painted. The horses were groomed and decked out in shiny brass harness.

The Troy & Erie Line had slower, heavier freight boats that guaranteed the shipment of merchandise from any eastern city to Lafayette or any other of the Wabash and Erie Canal ports. Lafayette in turn shipped several hun-



Packet boats carried passengers.

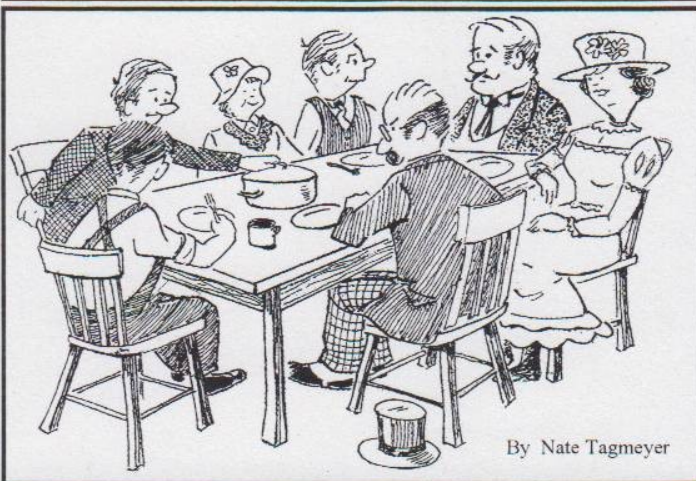
By Nate Tagmeyer

CANALABRATING GOOD TIMES



Drawing by Nate Tagmeyer

Passengers' meals were prepared on pot-bellied stoves aboard the canal boats. Passengers varied from country farmers to dandies and sharing meals and quarters with one another often was distasteful to the more dignified sorts.



By Nate Tagmeyer

dred wagon loads of produce daily.

Canal boats were also individually owned. Benbridge & Mix, forwarders, kept a weekly boat register that recorded the names of the boats and showed that at least 15 boats a day arrived or departed at Lafayette. All boat names reflected the interests of their owners and of the times: Defiance, Fleetwood, Henry Clay, Hoosier, Huron, Lafayette, Nathan Hale, Nick of the Woods, Red Bird, Wayne, Woodsman, etc.

Once the Wabash and Erie Canal was joined by the Miami and Erie Canal at Junction, Ohio in 1846, passengers could travel between the following four principal cities for the following rates:

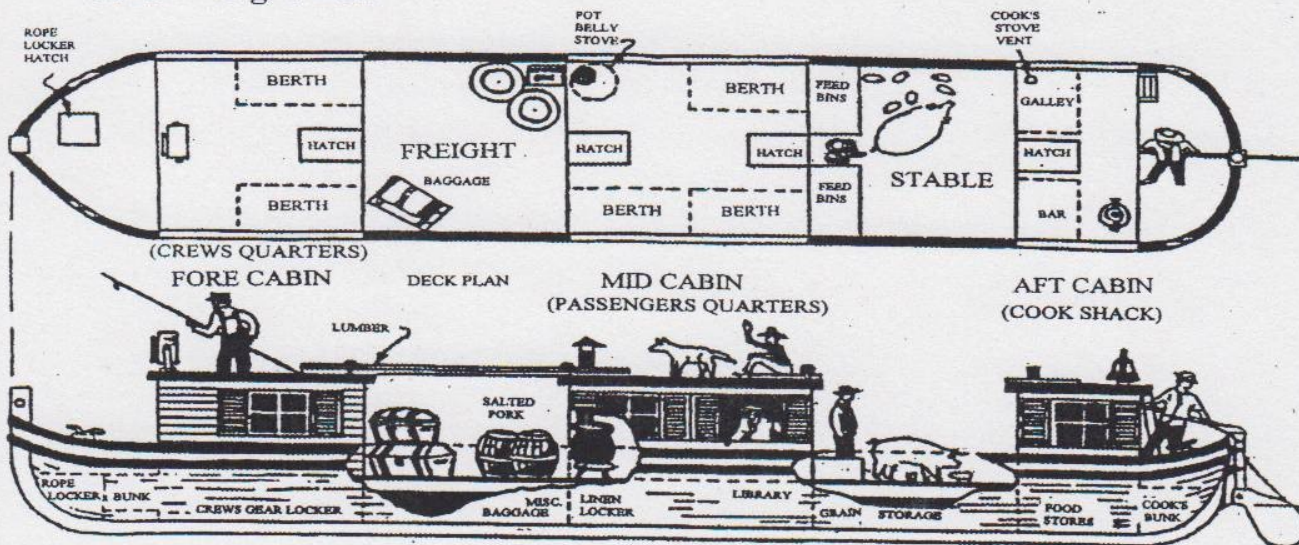
- Fort Wayne to Toledo \$3.25
- Lafayette to Fort Wayne \$3.75
- Cincinnati to Fort Wayne \$6.75

The passenger who wanted to go all the way from Lafayette to New York via the canal and steamboat across Lake Erie could make the trip in 15 days. His fare was \$8.25.

It wasn't long after the opening of the canal to Toledo that Lafayette exported more

Canal Freight Boat

Drawing by Paul Baudendistel



CANALABRATING GOOD TIMES

goods and made more profit than any other town of the Wabash and Erie Canal. Its average annual exports were:

CORN...1,130,000 bushels
FLOUR...21,000 barrels
LARD AND BACON...4,260,000 pounds
WHEAT...200,000 bushels
WHISKEY...2,700 barrels
BARRELS OF PORK
HIDES
TANBARK
APPLES

Tolls and receipts were usually even higher than those at Fort Wayne.

The canal continued to be dug down the river valley as prescribed by the Act of January, 1836. The first section below Lafayette was advertised in 1842 and somewhat completed by 1845 when water from the Wild Cat Creek feeder and another small Wea Creek feeder was let in. Wea Creek was actually little more than the tail race from the Foresman Mill and could only supply 1,800 cubic feet per minute. In this section the gravelly bed absorbed the water quickly as had the section above Lafayette. The canal bed finally absorbed enough water and held water in it deep enough to float a boat loaded with stone as far as Wea Creek. This stone was used to line the banks at weak places.

The coming winter was hard on the canal. Breaks occurred that delayed the opening until the latter part of September, 1846. The first boat reach Attica in 1846. The way the newspaper described its arrival was so grand that it led to the Attica/Covington "War" on September 26, 1846, a skirmish over the canal and water rights.

Canal and river men were a tough rugged lot. Lafayette had the same low moral character as other ports such as Fort Wayne, Huntington, Logansport and Peru. Ladies-of-the-night were available as well as liquor. Popular saloons were George Ten Eyck's Ex-

change, which sat right on the canal at the foot of Main Street; the City Saloon, which was located uptown and was supposedly for middle class citizens of Lafayette advertising the "purest imported Liquors and Segars;" and Hoyt's Hacienda, which was an elegant spa to refresh the minds and bodies of the rich.

Fights broke out all the time. The newspaper reported one man putting another's head on a log, breaking his jaw and kicking him. Another reported a man staggering out of a canal-bank saloon on a cold November night, stumbling onto a canal boat, lurching toward its stern, falling off into the canal, floundering about, then wading to shore all the while swearing aloud.

The town became so rowdy that the state legislature tried to establish a Boatmen's Infirmary to be paid for by a tax on the boat crews. It was so difficult to collect the tax that the infirmary never became a reality.

Some citizens thought that the town would be better off without the canal not only for the low life characters it brought to town but for health reasons as well. They cut the canal banks and later even blew up the Pittsburg dam across the Wabash that pooled the water to feed the canal.

Richard Beste, an Englishman, booked passage on the Wabash and Erie Canal in 1851 at Terre Haute to travel back to the East. In his journal he reported the condition on the boat, the heat and mosquitoes, and described the passing landscape. He found the sandstone country around Covington in Fountain County attractive. Lafayette was not as large or prosperous as he had expected. When an elegant gentleman and lady boarded the boat the Beste family did enjoy their company. Northeast of Lafayette the countryside was sparsely settled and much wilder. Beste felt the best he had felt for quite a while. He wrote:

CANALABRATING GOOD TIMES

"I never saw more magnificent timber than shaded the valleys through which we passed. Great sticks of plank oak shot up from the bottoms without a knot or branch, until their heads spread out scores of feet above, like the tufted summits of the Italian pine."

In 1858 a destructive flood washed out sections of the Wabash and Erie Canal between Delphi and Attica. The canal engineers had built the canal to withstand flood waters like those of the flood of January 28, 1828, which had been the greatest flood known to the state of Indiana up to that time. The flood of June 1858 was even greater in Tippecanoe County with the Wabash River being two feet higher than in 1828. Wild Cat Creek became a raging torrent, cut a new channel around the east end of the dam destroying the east abutment and swept away the bridge. Only the west abutment remained.

Wea Creek also raged carrying away all but the east abutment. The aqueduct was 96 ft. long with three spans, two abutments and two piers. Its feeder dam, which was about 200 feet long and was raised 4½ feet above low water, was lost too.

The canal banks both above and below Lafayette were breached and needed repairing before navigation could resume. The canal could not be operated from June 10 until August 26 of 1858. This happened at a specially bad time, since the railroads were threatening the canal.

Even with the Wabash Valley Railroad's operation in Lafayette from 1854, boat builders at Covington in Fountain County continued to build canal boats such as the "John Purdue," "H. T. Sample," and the "David Webb" in hopes the canal would continue.

On February 11, 1861, the day before his fifty-second birthday, Abraham Lincoln

stopped at Lafayette for ten minutes and spoke to five or six thousand people gathered there. His train cars were switched from the Wabash Valley line to the Big Four tracks. Later in the day his train arrived in Indianapolis. He rode in a parade, went to the Bates House, which was the headquarters for his party, and the following morning continued to his inauguration making en route two minute stops at Shelbyville, Greensburg and a brief speech at Lawrenceburg. Later Lincoln would choose Hoosier Caleb B. Smith as his Secretary of the Interior.

The Wabash and Erie Canal ceased operating as a transportation canal in 1875. The canal's use as a transportation system had declined from the time the Wabash Railroad was completed in 1856. Within about six years canal transportation practically ended. The last boat to pass from Lodi to Toledo was the "Rocky Mountain" on October 26, 1872.

Then on August 3, 1875, after several days of rain, the Wabash River reached fifteen inches above the flood on 1858. It washed out many canal structures and tore apart the canal banks. Navigation never resumed. Canal boats were left to rot strewn along the course of the canal.

A Source of Power

Besides being used for transportation, the Wabash and Erie Canal was an important source of water power to mills and factories along its banks. In 1840 thirty year leases were given to Hull and Spencer for a flouring mill, to Messrs. Clark and Bartholomew for a sawmill and to Daniel Yandes for a sawmill, paper mill and flouring mill. The mills used overshot wheels. The 15½ foot fall of water provided 267.8 cubic feet of water per minute to turn each mill stone. This was expressed as "Mill Stone Power" or "powers." The stones themselves were fourteen feet in diameter. Each stone was listed as a "run."

LAFAYETTE 1876 MAP

Wabash & Erie Canal

Greenbush Cemetery

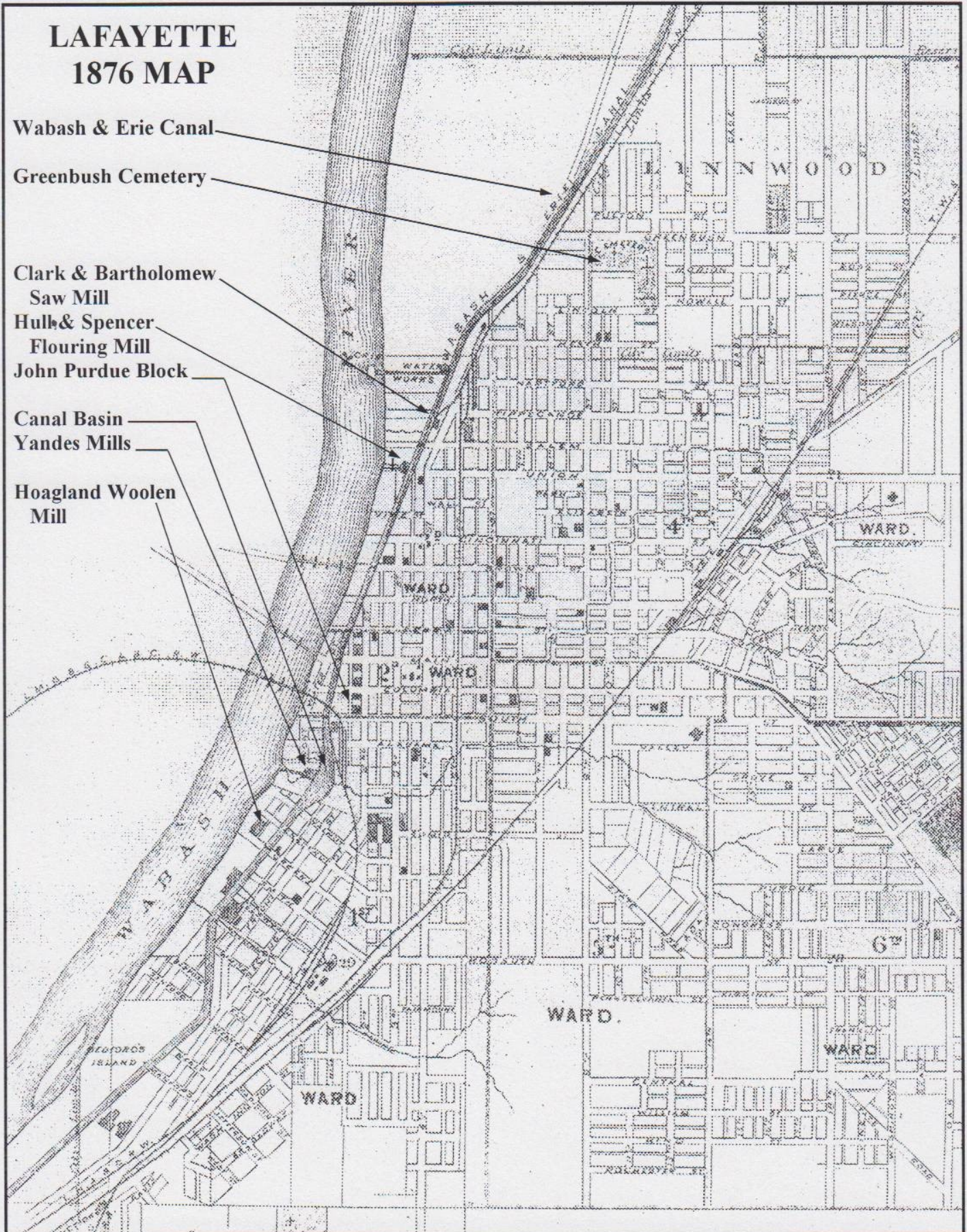
Clark & Bartholomew
Saw Mill

Hull & Spencer
Flouring Mill

John Purdue Block

Canal Basin
Yandes Mills

Hoagland Woolen
Mill



CANALABRATING GOOD TIMES

In 1871 the Hull and Spencer Flouring the Star City and had three run of stone Mill or Lafayette Mill could use three "powers" producing 23 barrels of flour per day. It on the upper fall of water, where it had two operated until 1871. overshot wheels, and could also use the lower fall of water, where it had one overshot wheel, free of charge. The mill had three "run" of stone and paid \$150 a year for each "run" or \$450 in all. The mill was located across the canal from the end of Union Street, but since there was no bridge there, it had to be reached by crossing the canal at Salem Street and going south on the towpath. The mill changed owners over the years but operated until 1887 using canal water. All its owners were influential in early Lafayette's development and their names are found in history books: Israel Spencer, Nathaniel Hull, Dr. David Jennings, Barnett Jenkins and Robert Breckenridge.

The Clark and Bartholomew Sawmill was about a square from the Lafayette Mill. It was reached by crossing the canal at Salem Street and heading north on the towpath. Its lease was given on August 1841 and was for the use of canal water for 30 years from January 1842 at \$250 yearly. The water ran one saw via a Parker or flutter wheel. The surface of the canal was 16 feet above the mill. The mill was to use only water on the second fall.

The Yandes saw, paper and flour mills were located about one square south of Alabama Street on the west side on the canal and drew water for all three mills via a mill race that branched off into the paper mill on the west and the flour mill on the east. These waters then joined again in a basin and operated using the second fall of water from the saw mill on Rample Run. Leases were for the saw mill \$250 yearly, the paper mill "three powers" at \$162@ yearly, and the flouring mill —three "Run" at \$162@ yearly.

The saw mill was replaced by another paper mill, which was replaced later by a flour mill. The last lower flouring mill was known as

According to Jesse Lynch Williams' (Chief Engineer of Indiana's Canals) *Report of 1846*, the Hoagland Woolen Mill was operating without a permit on the west bank of the canal at the foot of Green Street. Though there was a rickety bridge crossing the canal at Green Street, the mill was safely reached by crossing the canal at South Street and going south on the towpath. The owner, whose name was not given, supposedly purchased the privilege from Silas S. White as a lease for one "power" of 267.8 cubic feet per minute to operate a 16 foot wheel. The purchase of the lease and the notification of opening of the mill to the public for fulling and carding was advertised in the *Tippecanoe Journal and Lafayette Free Press* of August 11, 1841. Ownership of the mill changed hands. It burned down in 1876.

The flood of 1854 impacted the mills as well as canal transportation. The industries, which used it for water power from then on, paid for more than for the water usage. They maintained the portion of the canal, which supplied their mill, the feeder dam at Wild Cat Creek and the canal from the creek through Lafayette. By 1875, the exorbitant total annual amount paid for hydraulic power by its users was \$1,300. By 1888 all canal water powered industries in Lafayette no longer operated.

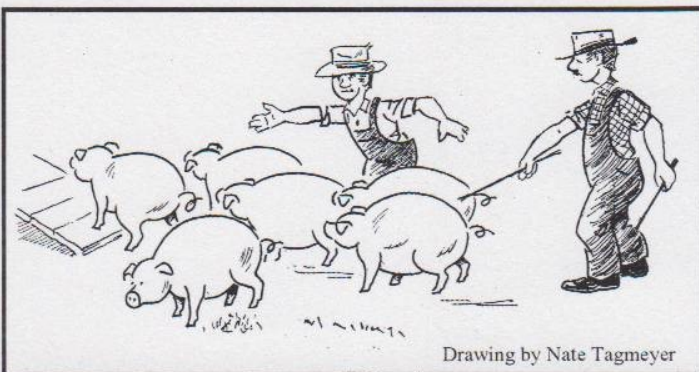
Following the 1875 flood, the canal was ordered to be sold. The sale date was February 12, 1876. Sections were sold separately. The Wabash Section brought \$505. The canal era —was over for Indiana.

The Wabash and Erie Canal heyday was around 1852. It opened the Wabash valley to settlers, trades and industries and this success cannot be measured. However, it was not a successful financial venture. Its maintenance

CANALABRATING GOOD TIMES

was a drain with the average yearly cost for repairs of \$262 per mile.

Through the 40-year canal era Lafayette prospered. The town became more orderly. Substantial homes were built, but hogs were still driven down the streets to packing houses and both hogs and cattle still wandered streets so deep with mud that only wagons pulled by four horses could pass down them.



Drawing by Nate Tagmeyer

Above: Hogs were driven down muddy streets to the packing houses.

Below: H. T. Sample & Sons Packing House was located on the Wabash and Erie Canal in Lafayette, Indiana, and shipped by canal boat. Photo P. W. Wolever



Lafayette became a meat-packing and merchandising center. In 1833 Henry T. Sample built a slaughterhouse and shipped slaughtered hogs via flatbot and steamboat amassing a huge fortune. Later in 1870 a German immigrant named Leopold Dryfus

became the Dryfus Packing and Provision Company. Other city fathers, who became extremely wealthy men, were Cyrus Ball, Adams Earl, Moses Fowler, Martin Pierce and John Purdue.

The Panic of 1873 halted Lafayette's population boom, which had reached 13,000 by 1870. In the 1870s and 1880s production by industries fell. Something had to be done. Business leaders banded together and formed the Lafayette Land and Development Company, which bought land for a publicly financed belt railway on the east side of town. In 1888 Lafayette installed a completely electrified system of trolleys. By 1920 the town was once again an industrial base and the population grew by more than 16%. But Lafayette still had the problem it had developed during the canal era. It was a "Wide-open" town with liquor flowing freely even during Prohibition.

The depression of the 1930s again dealt the city a harsh blow, but the town survived as the community pulled together. A 35-acre garden was organized by the Chamber of Commerce so families could grow their own vegetables. Sears, Roebuck and Company employees contributed a day's pay per month for relief. Other industries and schools accepted wage reductions of 10 percent. Then federal aid was given after 1932 in the form of the Civil Works Administration, the Public Works Administration, and the Works Progress Administration that gave jobs to thousands of people developing the airport, refurbishing the state fairgrounds, building a swimming pool and building a fieldhouse for Purdue.

Lafayette's "Red" Canal Warehouse Used As Civil War Prison Barracks

The following information is compiled from an eight page manuscript located in the Library of Congress' American Life History Section collected and transcribed as part of the

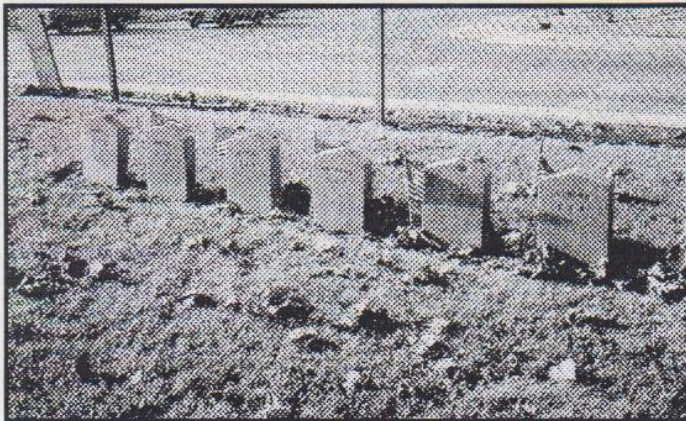
CANALABRATING GOOD TIMES

WPA Federal Writers' Project, 1936-1940.

During the Civil War between 10,000 and 15,000 Rebel prisoners were taken at Fort Donelson. Of that number 6,000 were sent to Indianapolis. However, the city was unable to accommodate this large number. Lafayette, Richmond and Terre Haute agreed to accept some of the captives. Lafayette received 800, including a small number of "contrabans" (slaves brought into the Union lines).

The prisoners, members of the 32nd and 41st Tennessee regiments, arrived in Lafayette on February 23, 1862. Union soldiers guarded the men as they walked along the Wabash and Erie Canal towpath from the South Street Station to the "Red" canal warehouse on the East bank of the canal. Many of them were young men, some were just boys. Few were in uniforms, and most wore butternut jeans. Many had severe colds, 12 to 14 were seriously ill.

Two other buildings were put into service as hospital barracks: The Walsh Hall on South Street and Sample's porkhouse near the canal. Soon the majority of the prisoners were ill with "camp diarrhea," typhoid and pneumonia. The more serious of these were transferred to the city's 70 bed South Street Hospital.



Twenty-eight Confederate soldiers died in the Lafayette prison and are buried in Greenbush Cemetery.

Photo by Bob Schmidt

A newspaper account, dated March 31, 1862, stated that 33 prisoners died while incarcerated at Lafayette. Twenty-eight were buried in Greenbush cemetery.

(At the time of the WPA Writer's Project the "Red" canal warehouse, owned by W. K. Rochester, was still standing.)



John Purdue built a block of buildings during the canal era, which were the finest of the time. A portion of the Purdue Block has been restored. P - Bob Schmidt

The Purdue Block

John Purdue, best known as the founder of Purdue University, arrived in Lafayette in 1839 and opened a dry goods store. His partner was Moses Fowler. The partnership split up in 1844, but Purdue stayed in the dry goods wholesale business and eventually became a multi-millionaire. Business was so good that in 1845 he began construction of the first business block in Lafayette. It had 12 business rooms each 22 feet wide that were filled with wholesale stores selling everything from boots and ready-made clothing (rare in those days) to hoes and hardware. "It was the largest brick business house west of New York City at the time," and attracted customers throughout the territory. It was located on 2nd (Wabash) Street between South and Columbia Streets.

Cargo was delivered to the Purdue Block via the Wabash and Erie Canal. The canal passed some 100 feet behind the building.

CANALABRATING GOOD TIMES

John had other interests. He was one of the largest of its kind in the city at the time. In the Wabash in 1847 that replaced a ferry. Both the first railroad coming through Lafayette in 1851 and his interest in building a university in the county led to his selling the Purdue Block in the 1860s.

In 1869 after a four-year-long debate seemed unable to decide where an agricultural college might be built from money received from selling lands granted by the federal government as provided in the Morrill Act of 1862, John said he would give \$150,000 of his personal wealth to such a college if it was located in Tippecanoe County, bore his name and he was on the board of trustees. He was the owner of a commission house in New York City at the time. What is today Purdue University was founded on May 6, 1869, and was built on 100 acres across the Wabash River from Lafayette and west of the town of Chauncey. Thirty-nine students were admitted at its opening. Their numbers grew to 46 by the end of October and there were 64 applicants by June of 1875. However, of the 64 only 49 were able to pass the rigorous examination. On the opening day of the university's third year of classes, September 12, 1876, Purdue died and was buried in front of University Hall.

Over the years the Purdue Block changed owners. In 1925 it was made up of six business establishments. From the south corner to the north corner on the west side of S. 2nd Street were located the Duffy & Means Candy Company, which made "Dolly Varden" chocolates; the Central Top and Battery Company, which made soft cloth tops for autos; the W. W. Steele Wire & Iron Works, which made wire mesh window guards, wire baskets, light structural steel work such as fire escapes, stairways and folding gates; the Glenn Auto Electric Company; the Johnson Hardware Company, which sold farm machinery and small hardware; and the Fred

Dennis D. Dunn and Edwin F. Hargitt purchased the building in November 1980 from Glenn Auto and initiated restoration. During the process, on August 7, 1981, a major portion of the building collapsed.

In 1981 the remaining southern part on the Purdue Block housed Sgt. Preston's bar and restaurant. Its owners wanted to eventually rebuild the structure that was listed on the National Register as a historic building. Dunn and Hargitt brought in architect Peter Goelzer of Minneapolis and Kettelhut Construction, Inc. of Lafayette, to take over and complete the project. They winterized it by coating the walls with a waterproofing chemical to prevent moisture from seeping into them. They also placed scaffolding in the northeast corner to brace it.

Restoration was completed in the spring of 1983. In 2007 only four of the buildings remain and are 152 years old.

Moses Fowler House

One of John Purdue's business partners was Moses Fowler. He was born in Circleville, Ohio, in 1815; at age 16 was an apprentice in a tanning business; and at age 18 began clerking where he learned the basics of business management, how to deal with customers and merchandising techniques. At the age of 24 he moved to Lafayette and opened a dry goods store with Purdue in 1839. Fowler decided to go into business alone in 1844 and began merchandising. This eventually led to his becoming Lafayette's leading wholesale and retail grocer and a multi-millionaire.

CANALABRATING GOOD TIMES

Since Lafayette was the head of cattle in partnership with William S. VanNatta, steamboat navigation on the Wabash River and which ranged from 1,000 to 2,000 head and was a shipping point on the Wabash and Erie was shipped to Chicago or to the East. At his Canal, Fowler could serve points over 100 miles distant from Lafayette. He would charter steamboats to bring sugar, coffee, and molasses up the rivers from New Orleans and then ship them by canal boat.

In 1851-52 Fowler built a classic Gothic Revival house decorated with ornate woodwork both on the inside and outside. The ceilings in the north and south parlors had moldings covered with gold leaf and done by Italian artists. Fowler brought the artists from New York via the canal. In 1940 the Tippecanoe County Historical Association purchased the house from Cecil Fowler, his son, for use as a museum.

Fowler played a key role in organizing and building a railroad line linking Cincinnati, Lafayette, and Chicago in the 1850s. It eventually became part of the Norfolk & Western. He founded and was a director of the Indiana State Bank in about 1860. It merged into the National State Bank of Lafayette and he became the president. He organized a meat packing house in Chicago in 1861 called Culbertson, Blair and Company.

In the 1870s Fowler donated \$40,000 to move the Benton county seat to a newly platted town called Fowler. His wife, Eliza Fowler, gave Purdue University \$60,000 for a building suitable for commencement ceremonies, public programs and lectures, and provided an additional \$10,000 for its equipment and furnishings. The building was named the Eliza Fowler Hall.

In 1885 Fowler founded and became president of the Fowler National Bank. He was a speculator in real estate and a "land baron" owning 25,000 acres in Benton and White counties. He had his own grain elevators along his own railroad tracks. He also had a herd of

men. His estate passed to his widow, his daughters Annis Chase and Ophelia Duhme, and his son James Moses Fowler. Much of his land holdings were given to Purdue University as a kind of endowment. His children and their children have supported Purdue University throughout their lifetimes and many buildings bear their names.

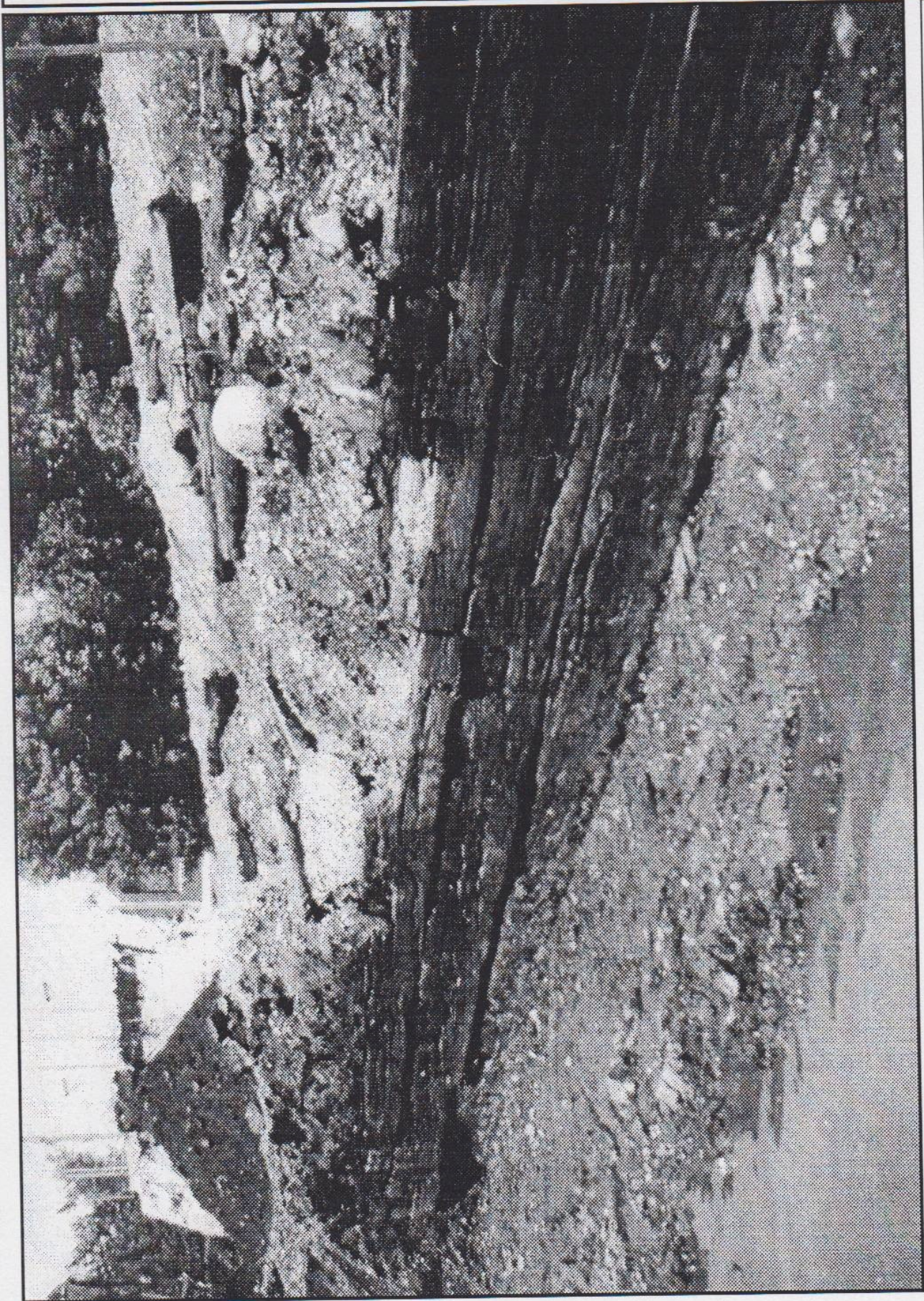
Canal Wharf Uncovered

In 1993 a project, to relocated two sets of railroad tracks in downtown Lafayette that would eliminate myriad grade crossings through the city and improve public safety, uncovered remains of the Wabash and Erie Canal and halted construction of the project. A team of 9 archaeologists dug 11 test trenches in a 3½ block area to extract evidence of the 19th century and determine the site's historical significance before the area was disturbed by the rail relocation. Further digging uncovered remains that appeared to be a bridge over the canal near the old Main Street bridge, which crossed the Wabash River. Old illustrations from the era shows a small wooden bridge crossing the canal. Further investigation found newspaper reports that referred to a rickety wooden bridge that was in existence as late as the 1870s. The *La Fayette Journal* of June 28, 1872 said:

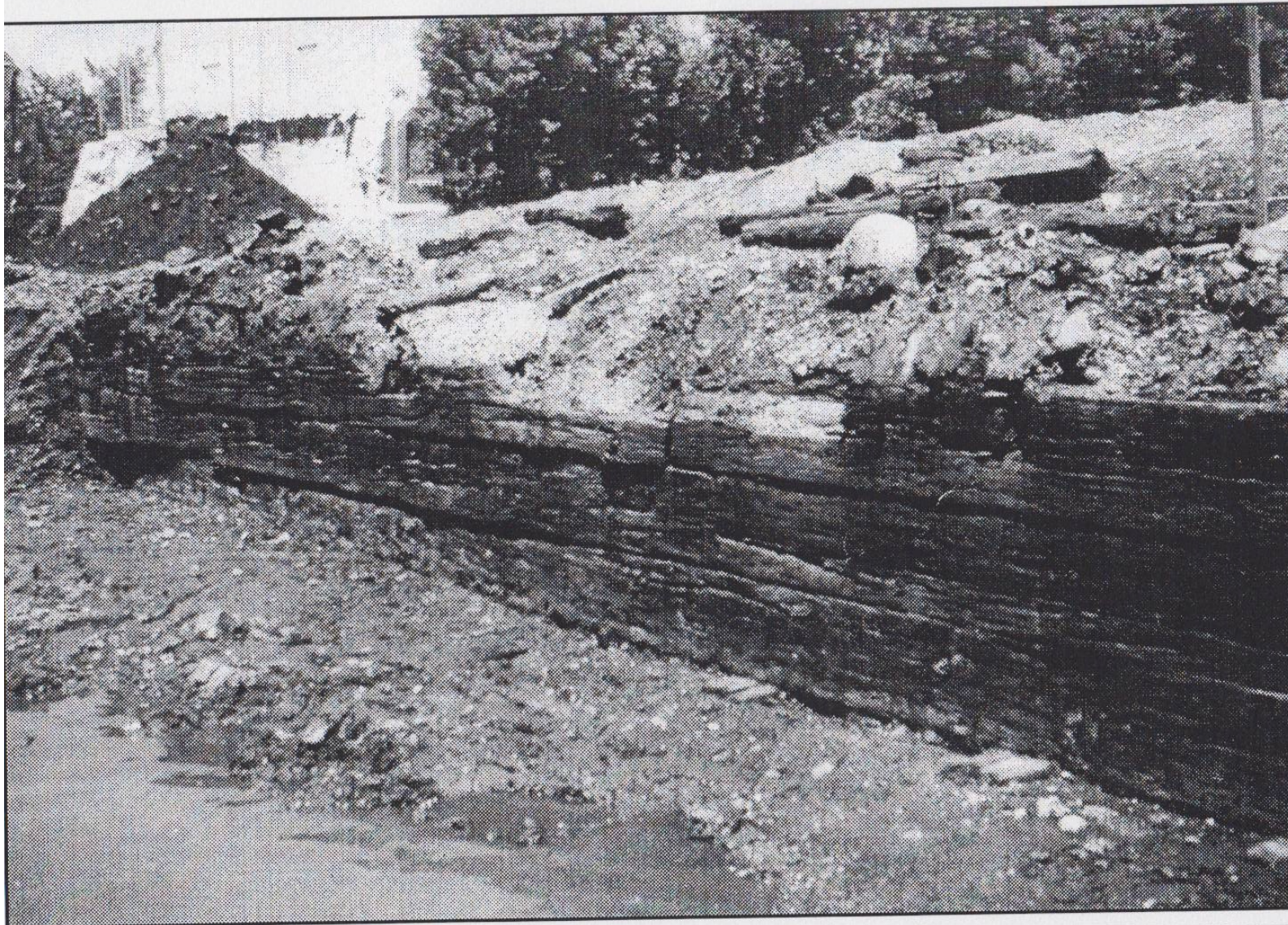
"The bridge over the canal on Main Street is in terrible condition. In addition to the floor all being worn out the structure is itself very unsafe, and when a heavily laden wagon passes over, it sways backwards and forwards most terribly."

The archaeologists next step was to dig a 50 ft. by 20 ft. trench between Main and Brown Streets to find artifacts to help document what life was like during the canal era.

CANALABRATING GOOD TIMES



Canal wharf timbers were uncovered in Lafayette along the W & E Canal (1993) courtesy Lafayette Railroad Relocation



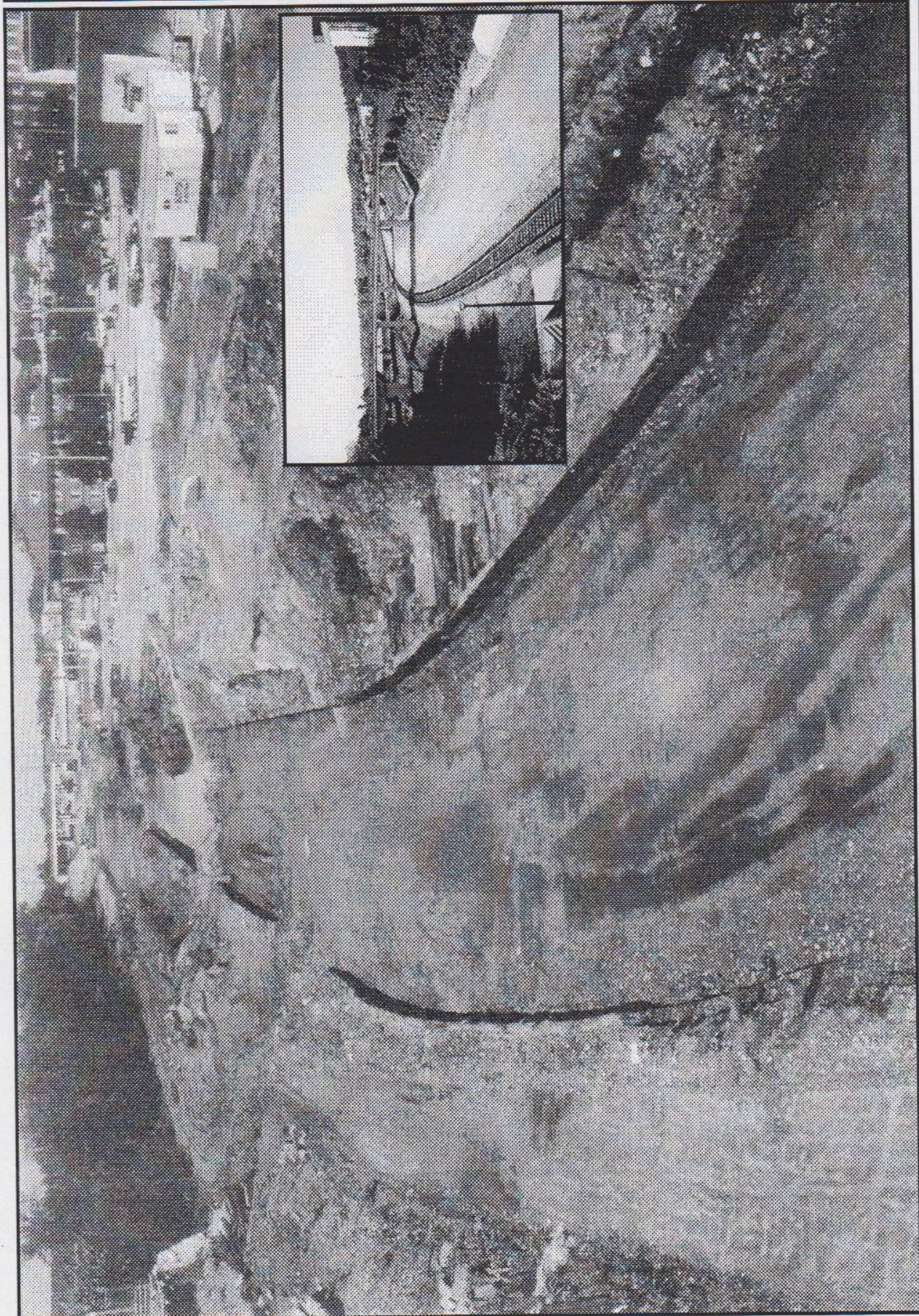
Canal wharf timbers were uncovered in Lafayette along the W & E Canal (1993) courtesy Lafayette Railroad Relocation

CANALABRATING GOOD TIMES

Wabash & Erie Canal channel and wharf were located behind Riehle Plaza where the plaza party bridge now crosses the Wabash River.
1993 Photo courtesy Lafayette Railroad Relocation



CANALABRATING GOOD TIMES

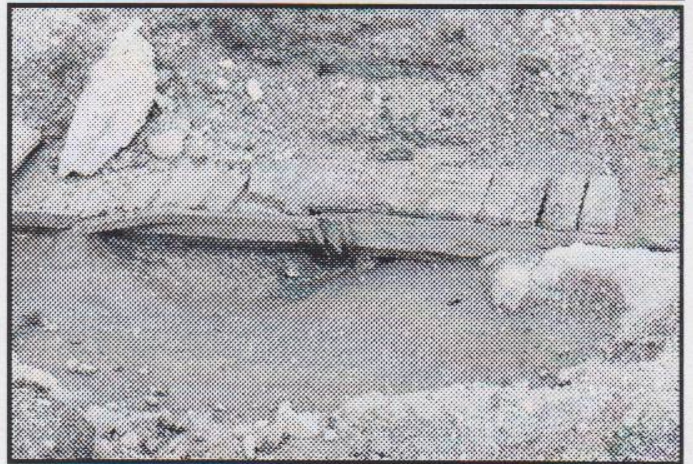
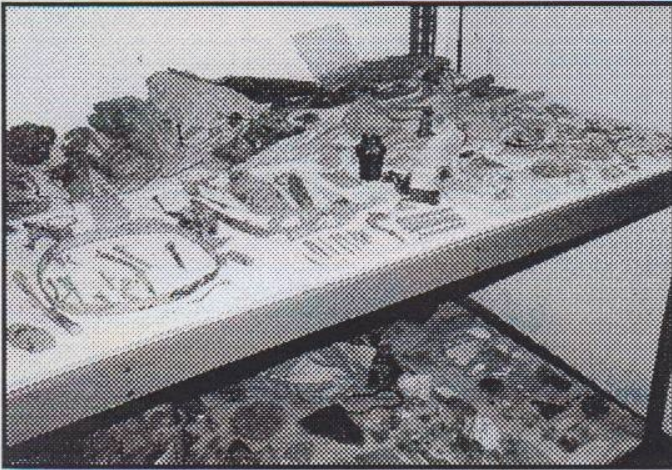


Exposed Wabash & Erie Canal channel and wharf in 1993 courtesy Lafayette Railroad Relocation and a photo of the new railroad bed today by Bob Schmidt.



Exposed Wabash & Erie Canal channel and wharf in 1993 courtesy Lafayette Railroad Relocation and a photo of the new railroad bed today by Bob Schmidt.

CANALABRATING GOOD TIMES



Above: Many artifacts revealed daily life in canal times.

Below: Several piles of shoes such as these were found.

Photos by Bob Schmidt

Above: Some of the timbers that were used in building the cribs for the wharf still had bark intact on them.

Below: The top of the cribs were covered with planking to make a loading/unloading platform.

Soon there were 11 archaeologists digging and sifting soil for artifacts. Some items they had previously found were tobacco, coconut shells, a soldier's sword, broken dishes and broken bottles.

They discovered timbers in an area bounded by Second Street, the Wabash River, Ferry Street and South Street that lined both sides of the canal creating a wharf. The timbers were documented and photographed.

Some people complained about the delay caused by the dig. Federal and State Laws require that sites of historical and cultural significance be preserved before they can be covered or disturbed in the course of a

federal or state-funded transportation project. The dig cost the city an additional \$460,000, less than 1/2 of a percent of the \$120 million relocation project. Some of the timbers were removed for preservation and were placed in the lower level of the old Big Four Railroad Depot after it was moved from South and Second Streets to Main Street to become the Amtrak Station. The rest of the timbers were covered with cloth and reburied, which helped to protect the wood and mark its location.

Canal life was revealed through the study. Pig bones were found in the canal behind a former slaughter house. Fragments of pottery, glassware, cutlery and personal items were discovered behind where a boarding

CANALABRATING GOOD TIMES

house had once stood. Cinders were seen behind the site of a coal storage area.

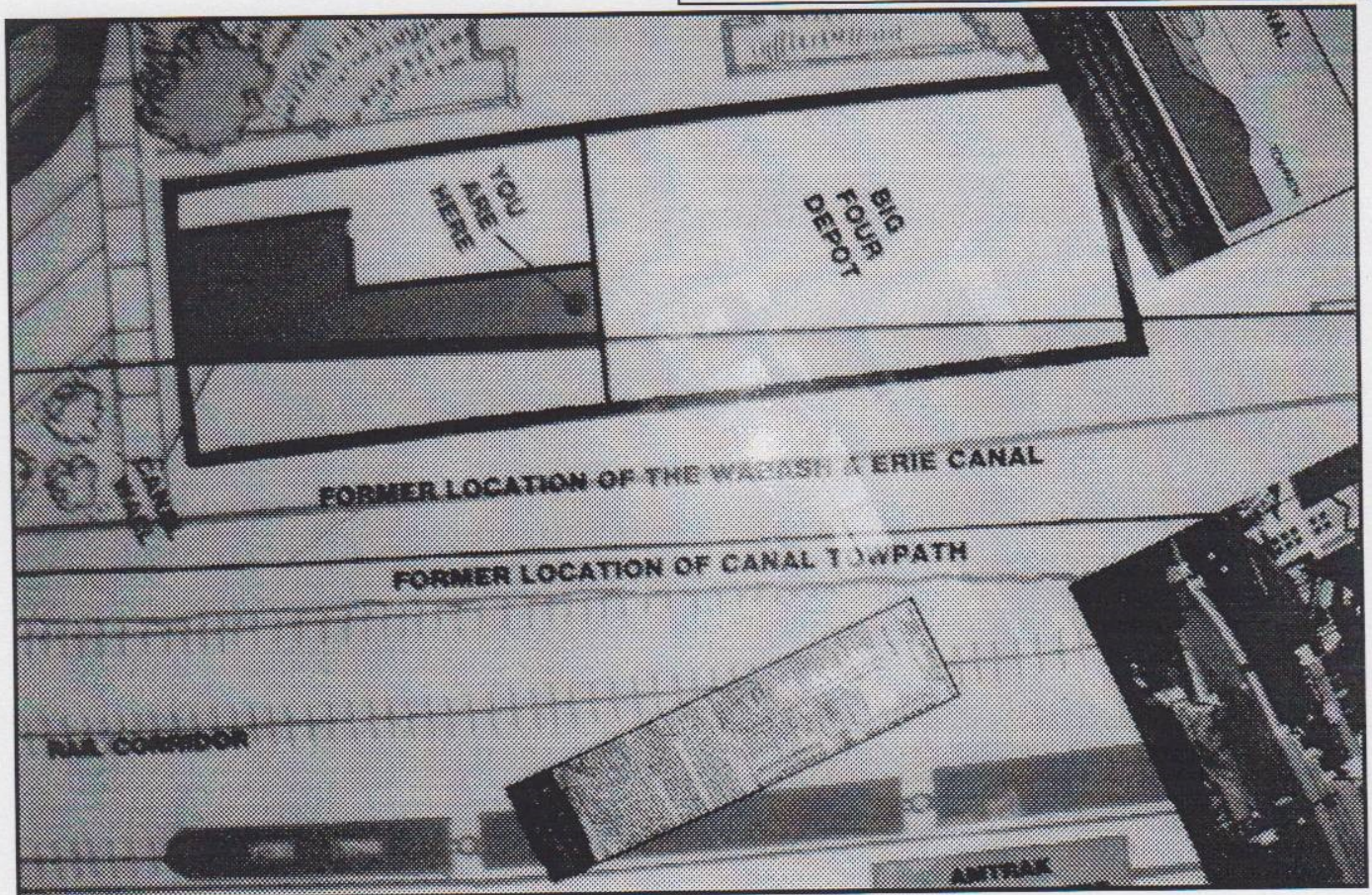
Also unearthed were slender wooden clothespins, a mother-of-pearl handled pocket-knife, a bone handled two pronged fork, a woman's shoe, an adjustable iron wrench, various sized iron nails, pieces of cups, saucers, and bottles, and half of a metal teapot. Some of the items fell into the canal. Others were put in it after it closed. People used it as a dump.

Markings and writings on items are of interest. A medallion from the Total Abstinence Society of Ireland reads, "I promise to abstain from intoxicating drinks." The brass backing of a thermometer had a mark at 98 degrees with the words "Blood Heat" and at 112 degrees with the words "Fever Heat." These items were placed in the basement of the Tippecanoe County Historical Museum as they were found.

Many CSI members visited the site to view the work in progress and take pictures. When one stood on the Columbia Street bridge after a hard rain the canal bed was covered with water and one could almost imagine the heyday of the canal. Some of the techniques used on the Gronauer lock, such as the use of soaker hoses to keep the timbers wet, were applied on the Lafayette project.

After the archaeologists work was completed, the railroad relocation proceeded. The old historic brick-and-limestone Big Four Depot that was built in 1902 at Second and South streets was moved to Riehle Plaza in 1994. It was quite a site to see the 112-foot by 30-foot building, with a 7-foot overhang and weighing 550 tons being pulled at 5 feet per minute down the street on 24 platforms equipped with 96 wheels. The depot has a

This exhibit in the Amtrak Station below the old Big Four Depot shows how the building was placed over the old canal channel and wharf. Photo by Bob Schmidt



CANALABRATING GOOD TIMES

beautiful terrazzo floor, leaded glass windows, is entranced from either Lafayette or West a telegrapher's office and benches on which Lafayette. Once a bridge across the Wabash visitors may sit. Beneath the old building, River, its deck has been paved with bricks, has which sits on a new foundation, is located the benches that overlook the scenic river and is Amtrak Station and a canal exhibit. The ideal for festivals. The exhibit contains timbers from the old wharf, a brown line in the carpeting to show the location of the old wharf before it was removed, and wall displays concerning the canal, railroad station, etc.

The Depot was used as a train station until the early 1970s. It was partially renovated for use as offices for the relocation project in 1979. It was donated to the city in 1983.

Riehle Plaza, named for a former mayor,

Top: The Big Four Depot has an Amtrak Station and canal museum beneath it.

Bottom: Riehle Plaza is on top of a converted street bridge.

Photos by Bob Schmidt



Two different towers at Riehle Plaza capture the history of downtown Lafayette. One is a reminder of a tower at Centennial School. The other one is a reminder of a tower that was at the original Depot Location.

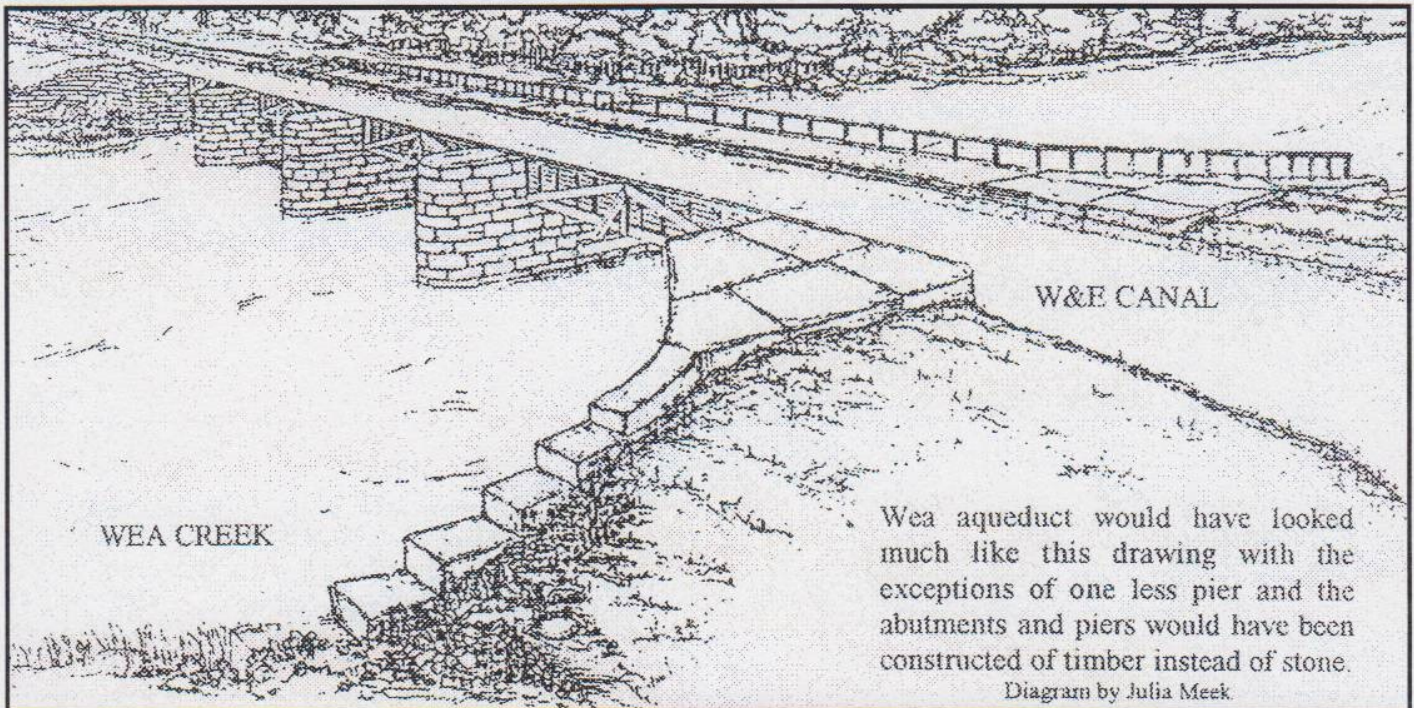
Wea Creek

Just beyond Lafayette the Wabash and Erie Canal crossed Wea Creek. Wea Creek was dammed in a temporary way not using the timber filled cribs like the dam at Wild Cat Creek. Instead the canal contractor simply piled brush and gravel across its bed. It was necessary to add to it at times to keep it the proper height. It was 200 feet long and raised 4½ feet of water, which was then introduced into the canal via a feeder canal. The feeder canal was 25 (later 26) chains long and 15 feet wide at its bottom. Jesse Lynch Williams ordered the dam and feeder canal be raised in height one foot in 1848 in order to supply the large quantity of water needed over the long level between Wea Creek and Attica.

The canal had to cross Wea Creek, but it did not cross the slackwater pool created by the dam like it did at Wild Cat Creek. Instead Aqueduct #7 of 3 spans of 32 feet each, abutments, piers and the open trunk (flume) were all constructed of timber. Just after a boat crossed this aqueduct heading south it entered Lock #34 and was lowered 10 feet to the next level. The lock was a timber frame lock. Then, at the level below the lock, water from the 1650-1716-foot-long Wea Creek feeder canal, which was later extended a chain, entered into the main canal channel.

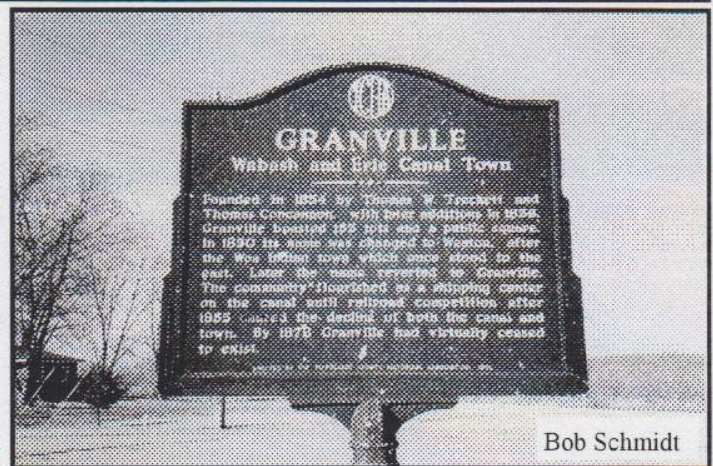
The annual report of the chief engineer of that years says, "the failure of the Wea and Shawnee creeks as feeders for the lower

CANALABRATING GOOD TIMES



Division [of the canal], and the consequent scarcity of water south of Lafayette" were a problem. Therefore Jesse Lynch Williams had the Wabash Dam and Deer Creek Dam at Delphi raised 10 inches each. The annual report by the trustees of the canal in 1848 shows that after raising these dams there was sufficient water through the Lafayette Level and as far south as the Wea Lock.

The distance between Lock #33 at Delphi and Lock #34 at Wea Creek was 20½ miles making it one of the longest levels on the Wabash and Erie Canal. Even though these dams provided sufficient water to Wea Lock, beyond Wea they still had difficulty in providing enough water to keep the canal the proper depth. Besides the fact that the gravel canal bed absorbed water like a sponge, the Wabash flood plain became too wide to dam. Only creeks would be dammed and used as feeders as the canal followed further down the Wabash River. Any excess water on the Delphi to Lafayette level was released from the canal via a waste weir located a little over halfway up to the level from Delphi.



~ Granville ~

Granville was a canal shipping port. A marker erected by the Tippecanoe County Historical Association in 1975 stands at the town site and tells its history. It reads:

GRANVILLE

Wabash and Erie Canal Town

Founded in 1834 by Thomas W. Treckett and Thomas Concannon, with later additions in 1836; Granville boasted 153 lots and a public square. In 1850 its name was changed to Weaton, after the Wea Indian town which once stood to the east. Later the name reverted to Granville. The community flour-

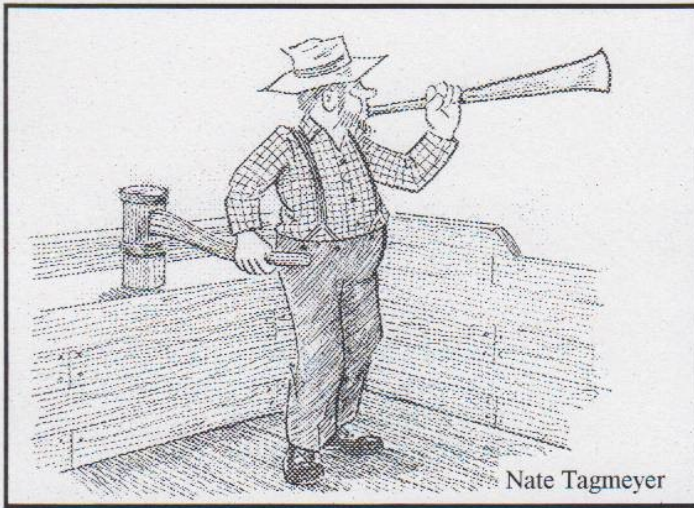
CANALABRATING GOOD TIMES

ished as a shipping center on the canal until railroad competition after 1855 caused the decline of both the canal and town. By 1878 Granville had virtually ceased to exist.

Nearby another marker at the Granville Cemetery reads as follows:

THE WEA PLAINS

Granville cemetery was once part of the great Wea Plains and still contains many species of the original prairie vegetation. This is one of the last remnants of the Indiana prairies that covered much of Tippecanoe County. It is preserved and managed as a memorial to the Indians and early settlers to whom these grasses and flowers were once familiar.



The canal boat captain signaled the locktender when the boat approached a lock and signaled his crew when it was time to leave. The crew was not always ready to depart as seen by the following reminiscence.

The reminiscence of the Captain of the "Albert Ross," a canal freight boat that sometimes carried passengers, was related in the August 12, 1902, issue of the *Attica Daily Ledger* about Granville cheats. It reads:

"In 1853 I was engaged in canal boating on the old Wabash and Erie Canal, and held the distinguished position of captain of a line, or freight boat called the "Albert Ross." It belonged to Messrs. Standard and Currier of At-

tica, a firm that did business then in the room now occupied by the McDermond dry goods store, which at that time consisted of a brick room of only one story in height. This firm also owned a large distillery that stood near the Wabash Depot where a pottery now stands. The canal boat, which was a large one, was used to convey the product of the distillery to Lafayette and to haul back hops, empty barrels, merchandise, or anything of the kind — we always had a load going or returning. The crew consisted of four persons, captain, bowsman, steersman and driver. Some boats carried a cook in addition, but we generally ate breakfast at whichever town we started from and supper at our place of destination. Dinner consisted of hot coffee made in the kitchen of the boat and a cold lunch eaten in the cabin., We had a very nice cabin, kitchen and places to sleep, and the boat was not a bad place in which to travel by any means.

"It was the custom to allow any one we met along the tow path who wished to do so, to board the boat and ride a mile or two, and if they were acquaintances and happened to be on board at noon when we lunched, we would invite them to join us.

"There were four fellows who made a practice of boarding us near Granville. Their names were Abraham Rice, Timothy Driscoll and two other young men named Longley and Clark.

"The first time, three fellows came aboard. They had been fishing and were very polite and asked permission to ride a mile or two which was granted. They were invited to lunch with us, and every thing went on all right until they discovered a whiskey barrel with a loose bung and pried it out. They had a narrow bottle, to the neck of which they tied a string, and this was lowered into the whiskey barrel, filled, pulled out and drank by one of the crowd. The process was repeated until they all became more or less intoxicated. The hands were all busy and did not observe that

CANALABRATING GOOD TIMES

our guests were making free with the cargo until their rude, offensive manners revealed the fact. So when they came to their stopping place and wished to get off, their request was cheerfully complied with.

"On our next trip it was the same thing over again. On the third voyage they found things so congenial that they stayed with us until we got to Lafayette.

"As soon as we landed there and got the boat tied up and the horses stabled, I met a friend named Cy Grosvenor who invited me to stay all night with him and I told him I would as soon as I got the boat unloaded.

"When this matter was disposed of, the hands drew their wages and departed with the Driscoll and Rice crowd, and I accompanied Mr. Grosvenor, who was at that time engaged in the marble business in Lafayette. I had a very pleasant evening with Mr. and Mrs. Grosvenor. They were both old acquaintances and we had much of mutual interest to talk about. During the conversation I learned that Mrs. Grosvenor was going down on the packet next day to visit friends in Attica. I told Cy to put her trunk and a baby carriage on the line boat, and I would take them to Attica for her, and she would thus have no baggage to bother with on the packet.

"This offer was accepted and the next morning Mrs. Grosvenor and her infant daughter Belle departed on the packet. Cy and myself loaded the trunk and baby carriage on to the line boat and I began to look around for my crew. Our load for Attica was strung along the dock waiting for the hands to place it in the packet, but they had failed to put in an appearance. After some inquiry, I learned that they had been drinking with the gang from Granville, and the whole crowd had been locked up for drunkenness and disorderly conduct. The team had been seized to pay the fines and costs.

"The team belonged to me and I could not understand how it could be made liable under the circumstances. I felt that I needed counsel, so I went to Mr. John Rose, the owner of the warehouse and the one to whom all our cargoes were consigned, and stated the case.

"Mr. Rose was a man of wealth and importance and had a great deal of business to look after. I felt some timidity about troubling him with such matters, but I could think of no other way. He was so genial and pleasant, however, that I thought I had never met a nicer gentleman. As soon as he understood what was the matter, he called his office boy, and sent him with a note to Judge Samuel Huff, a legal friend, requesting his attendance. The Judge returned and they sent for the city marshal, Jefferson Chizum, and soon satisfied him that none of the boat hands had any interest in the horses, so he turned them over to me. An arrangement was also made with the marshal, that Mr. Rose guarantee the fine and costs which I was authorized to keep out of the men's wages. So they were set free and proceeded to load the boat. The gentlemen from Granville were permitted to remain in the calaboose, and Mr. Rose told me they were a very tough set and advised me not to allow them on the boat in the future.

"Without further difficulty we proceeded to Attica, and the three hands in course of time paid the fines. They felt so bad about paying out hard earned money so uselessly that they decided to let whiskey alone from that time forth."

From Granville (Wheaton) the Wabash and Erie Canal continues in a southwesterly direction from Tippecanoe County into Fountain County.

Influential men helped to make building the canal through Carroll and Tippecanoe counties possible. Some of their lives are remembered in the following "Canawlers At Rest:"

BIBLIOGRAPHY

Attica Daily Ledger. 12 August 1902.

Ball, William J. Report of the Resident Engineer of the Wabash and Erie Canal November 30, 1848, Indianapolis, IN., 1848.

Bischoff, Wayne. "Delphi 1995 Archaeological Survey Results." Canal Society of Indiana Newsletter August 1996:5-7.

Butler, Charles; Black, Thomas; and Puett, A. M. *Annual Report of the Trustees of the Wabash and Erie Canal to the General Assembly of the State of Indiana December, 1848*, Indianapolis, IN: John D. Defrees State Printer, 1848.

Canal Society of Indiana Newsletter, February 1997, pg. 9-10, reprint from the *Fort Wayne Journal Gazette*, May 10, 1901.

Carroll County History, 1883.

Castaldi, Thomas E. *Wabash & Erie Canal Notebook II: Cass Carroll and Tippecanoe Counties*. Fort Wayne, IN: Graphik Mechanix, 1998, pp. 57, 69, 77.

Coomey, Michael. "When Pittsburg Was a Town," *Sunday Star*. 18 March, 1906.

DeLong, George. *Canalling on the Wabash and Erie*.

Fatout, Paul. "Canal's Heyday." *Tippecanoe Tales*. Vol. 1. Lafayette, IN: Tippecanoe County Historical Society, 1975.

Foreman-Case House literature from the Justice family, Martha, John and Courtney.

Indiana Always. Greenwood, IN: Indiana Airways, Inc. 1983.

Indiana Yesterday and Today, Silver Burdett Co., 1985.

Kriebel, Robert C. *The House That Moses Fowler Built*, Research & Publications Committee, Tippecanoe Historical Association, 1985.

LaFayette Journal. 28 June 1872.

Lewis, Samuel. *Documentary Journal of 1839*. 1839.

Madison, James H. *The Indiana Way*. Bloomington, IN: Indiana University Press, 1986, pp. 80 & 90.

Mayhill, Dora Thomas. *Old Wabash and Erie Canal in Carroll County*. Knightstown, IN: Banner Publishing Co., 1953.

Mayhill, R. Thomas, Copy of *Bible* records and personal letter to Phyllis Moore, Nov. 16, 1977.

McCorkel, Francis. "Purdue Block Work Still Pending: Tedious Clean-up Begins." *Lafayette Journal and Courier*. 14, August 1981.

McCullough. Alameda. "Star City," Tippecanoe County Historical Association, 1974.

"Relocation Job Artifacts Worth The Cost To Save." *Lafayette Journal and Courier*. 18, July 1993.

Report of the Wabash and Erie Canal Commissioners, *Indiana Senate Journal*. 1834-35.

Reser, William M. "The Wabash and Erie Canal at Lafayette." *Indiana Magazine of History*. December 1934:311-324.

Rockville Republican. 7 October 1908.

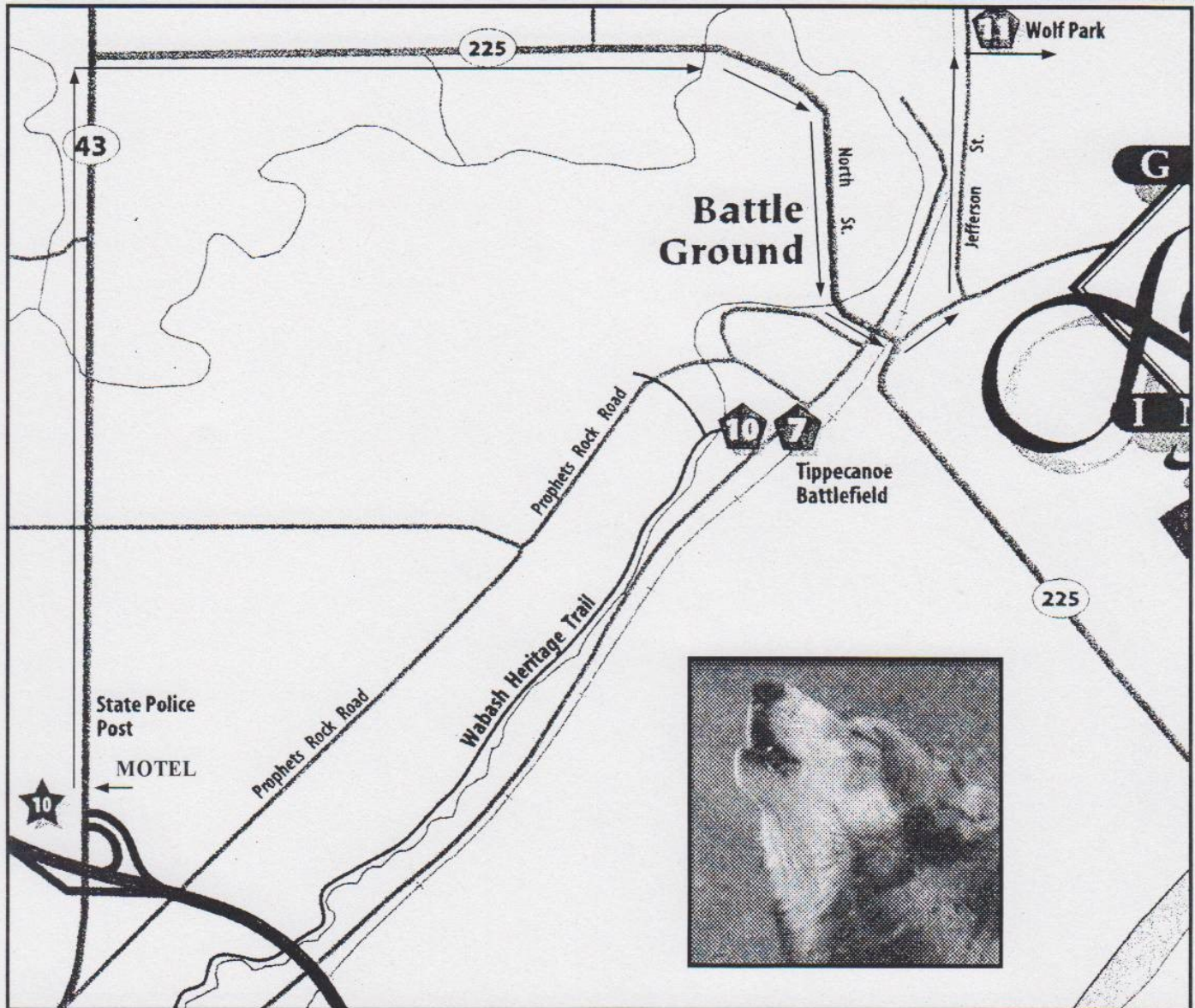
CANALABRATING GOOD TIMES

- Smith, Carolyn. "Block-Big 1845 Business Thornbrough, Gayle and Dorothy Riker. *Read-House Brought Prestige To River City.*" *Lafayette Journal and Courier*. 10 July 1965. *Indiana Historical Bureau*, 1956, pp. 85, 304-305, 460 and 542.
- Smith, David, "End Of Test Dig At Canal To Affect Railraod Work." *Lafayette Journal and Courier*. 15 July, 1993. *Tippecanoe Journal and Commercial Advertiser*. 11 August 1841.
- Smith, David. "Study Yields Historical Treasures." *Lafayette Journal and Courier*. 1 July, 1993. *Tippecanoe Journal and Lafayette Free Press*. 11 August 1841.
- Smith, David. "Sturdy Canal Has Withstood Test Of Time." *Lafayette Journal and Courier*. 9 September, 1993. *Tippecanoe Journal and Lafayette Free Press*. 11 May 1843.
- Smith, Wm. C. *Up The River Of Time*. First President of Carroll County's Historical Society. *Tippecanoe Journal and Lafayette Free Press*. Summer 1841.
- Stewart, Dr. James Hervey. *Recollections of "Unearthing The Past."* *Richmond Palladium-the Early Settlement of Carroll County, Indiana*. Item. 11 July 1996. 1872. *Vincennes Western Sun and General Advertiser*. April 1829.
- Stuart, Benj. F. *History of the Wabash and Valley*. Reprint Galveston, IN: Atterbery Printing Co., 1924, 1975, pp. 40-41, 51-54, 67-70, 115-116, 166-167, 170-173. Whicker, J. Wesley. *Historical Sketches of the Wabash Valley*. Attica, IN: Whicker, 1916.
- Taylor, Robert M.; Stevens Errol W.; Ponder, Mary A.; and Brockman, Paul. *Indiana: A New Historical Guide*. Indianapolis, IN: Indiana Historical Society, 1989. Williams, Jesse Lynch. *Annual Report of the Chief Engineer to the Board of Trustees Wabash and Erie Canal November 30, 1848*. Indianapolis, IN., 1848.
- "The Way It Was..." *Lafayette Journal and Courier*. 1981. Williams, Jesse Lynch. *Report to the Board of Internal Improvement*, 1841.
- "The Fowler Family: Purdue's Carnegies." *Purdue University's Perspective*. Spring 1995. Williams, Jesse Lynch. *Wabash and Erie Canal 1847 Chief Engineers Report on Structures*, 1847.
- The Journal*. June 12, 16 and July 10, 17m 1851. Wilson, William E. *Indiana A History*. Bloomington, IN: Indiana University Press, 1966, pp. 27, 44, 135, 168, 171, 179, 189 and 202.
- Thomas, Bill and Phyllis. *Indiana-Off the Beaten Path-A Guide To Unique Places*. Old Saybrook, CT: Globe Pequot Press, 1992. Woolen, William Wesley. *Biographical and Historical Sketches of Early Indiana*. Indianapolis, IN: Hammond & Col, 1883.
- Thompson, Harold W. *Canawlers*.

CANALABRATING GOOD TIMES

- Wright, Richardson. *Commercial Wonders of Waterways*.
Schmidt, Robert F. **Charts and maps** of canal structures in Carroll and Tippecanoe counties, Indiana.
- Writer's Program of the Work Projects Administration, *Indiana: A Guide to the Hoosier State*. New York: Oxford University Press, 1941.
Schmidt, Robert F. **Photographs** of canal structures and canal era buildings in the past 15 years.
- Yoder, Susan. *History of Delphi and Carroll County*. Personal manuscript.
Schmitt, Stan. **Diagrams** of Prism/Profile, Single Track Road Bridge.
- Diagrams, Maps & Pictures
- Baudendistel, Paul. **Diagrams** of a Timber Frame Lock, Lock Gate, and Canal Freight Boat.
Simerman, Sue. **Photographs**
- Delphi Historic Trails. **Map** of Delphi Historic Trails.
Skinner, R. J. **Map** of Delphi, IN in 1862.
- Illustrated Historical *Atlas of the State of Indiana*, Baskin, Forster & Co., 1876.
Solberg, Elizabeth A. **Photographs** of Canal Wharf Unearthed During Railroad Relocation.
- Lacy, Terry. **Murals, Drawing** of Carrollton Road/Mule Bridge
Tagmeyer, Nate. Cartoon style **illustrations** of canal life.
- Lockhart, Bette. **Photographs**
Wolever, **Photograph** of Canal and Locks at Pittsburg Dam.
- McCain, Dan. **Photographs**
Wortman, Jason. **Photograph** of Pittsburg Dam Remains.
- McOmber, Connie. **Map** of Canal Systems of Indiana and Ohio. Muncie, IN: Ball State University, 1998.
Note: The sources used in the Canawlers At Rest articles are at the end of the articles and not included in this bibliography.
- Markle, Jacob and Kendall, F. G. **Map** of Pittsburgh Carroll County Ind. 1848.
- Meek, Julia. **Diagram** of Open Trunck Aqueduct. Indiana Waterways. Fort Wayne, IN: Canal Society of Indiana, Winter 1988.
- Meek, Thomas, **Diagram** of a Timber Frame Lock, Indiana Waterways. Fort Wayne, IN: Canal Society of Indiana, February 1982.
- Paschka, Gene. **Photographs**
- Powers, Cynthia. **Photographs**

CANALABRATING GOOD TIMES



FRIDAY ROUTE TO WOLF PARK

From Motel
R on SR 43
R on 225, 225 becomes North Street
Cross railroad tracks in Battle Ground veer to left onto Main Street
L on Jefferson Street Wolf Park sign on left side of road
R at large Wolf Park sign, follow road to park
Arrive about 7:15 p.m.
Pay your own entry fee —\$5.50 Howl night

Howl Night:

The gates open at 7:30 for this presentation, which lasts until approximately 9:00. Visitors will be treated to a brief talk about our red foxes, and then will be invited to sit on the bleachers in front of our main pack enclosure, which is about seven acres in size and has between three and ten wolves in it. There are lights on in the enclosure and you will be able to see the animals. There will be a talk about wolf behavior and communication, focusing on the howl, and then a handling demonstration, where some staff will enter the enclosure and interact with the wolves. This will get them up and moving if they were previously napping! Between three and five times during the performance you will be invited to howl, and about ninety-eight percent of the time the wolves will howl back. This program is appropriate for all age levels (children too young to enjoy the talk usually enjoy the howling!) There are no tours of the Park offered during the Howl Night program -- the program occurs only on the bleachers. Visitors wishing to see the rest of the Park are advised to visit during our afternoon open hours from 1 to 5.

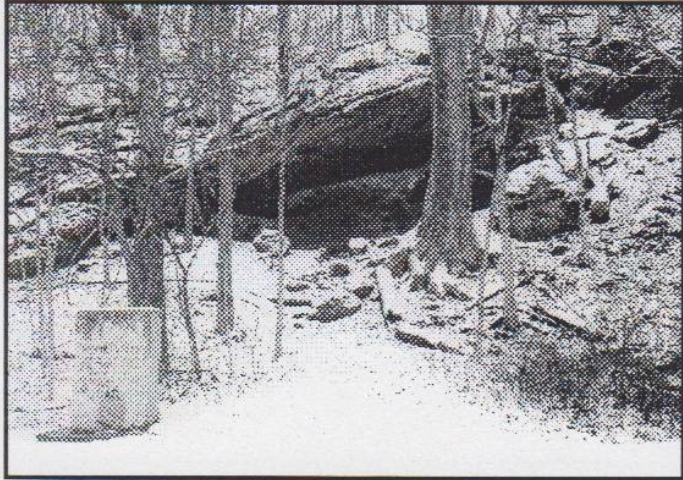
CANALABRATING GOOD TIMES

SATURDAY TOUR ROUTE

R = right, L = left,
 N = north, S = south, E = east, W = west
 CR = county road, SR = state road, St. = street
 US = federal highway, I = interstate highway

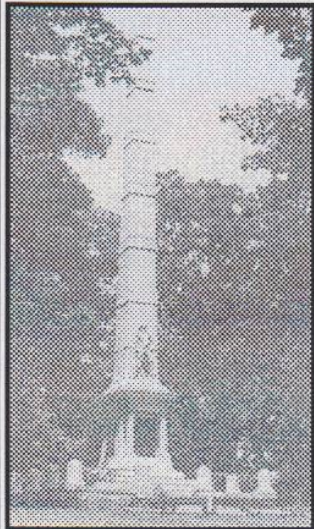
From Motel
 R on SR 43
 R CR 600 N at first stoplight to Battleground
 L on Prophet's Rock Road see rock on left

Prophet's Rock where the Prophet sat and sang to encourage the Indians in the Battle of Nov. 7th, 1811. Erected 1929 by General De Lafayette chapter DAR



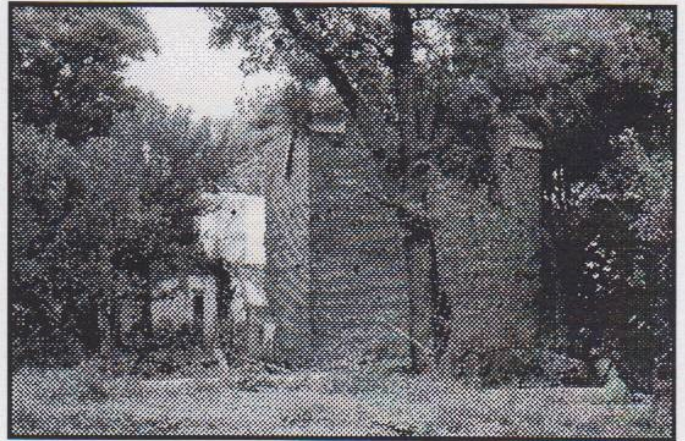
THE BATTLE OF TIPPECANOE November 7, 1811

Here on this site military forces commanded by General William Henry Harrison, engaged in battle with the Indians of the Wabash country led by The Prophet, Tecumseh. This battle destroyed forever the hope of Tecumseh for a complete Indian Confederacy, launched Harrison toward the Presidency of the United States twenty-nine years later, and is considered one of the primary events leading to conflict between the United States and Great Britain in the War of 1812.



Cross Burnett's Creek
 Pass side of Tippecanoe Battle Ground Park
 R on Railroad St.
 R into Tippecanoe Battle Ground Park

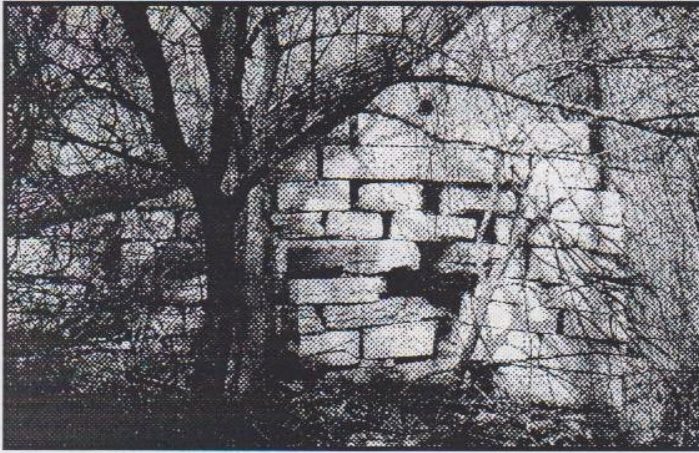
Circle in parking lot and exit
 L on Railroad St.
 R on North Street to cross railroad tracks
 L angle onto Main St.
 Main St. becomes Pretty Prairie Battle Ground Cemetery on right.
 Canawlers John and John R. Cunningham are buried there.
 Cross Tippecanoe River
 1827 boundary for canal land grant
 R on Grant Road (named for land grant)
 Cross Wabash River to Americus
 Cunningham Canal Inn was about one mile upstream on left but has been razed.



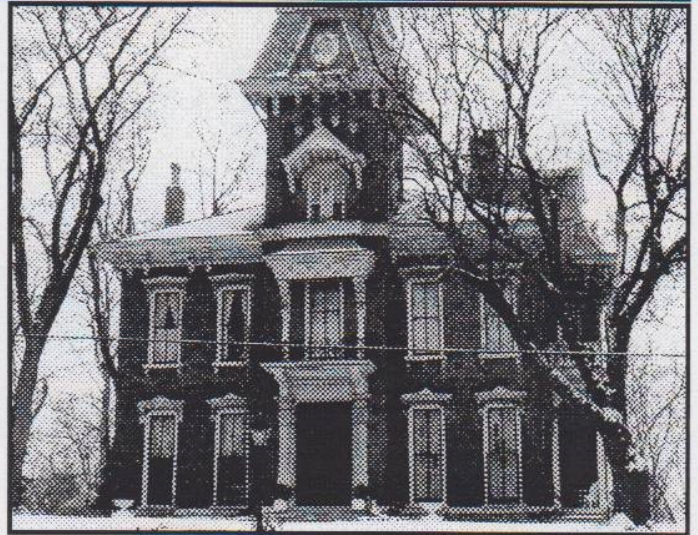
John Cunningham (canal contractor) house was used as a canal inn on the W&E Canal. Built in the 1830's it was razed in 1994.

W & E Canal prism still visible on right after crossing the bridge.
 Americus was platted in 1832 by William Digby when he thought it would be the W & E Canal terminus.
 R on SR 25
 Cross Sugar Creek (arch culvert no remains)
 R on Stair Road
 Good canal prism at bottom of bluffs
 Cross Buck Creek (timber box culvert no remains)
 L on 500 E (Birmingham Bluffs about 1 mile ahead)
 R on SR 25
 Pass under I-65
 Cross Wild Cat Creek
 R on Conservation Club Road
STOP 1 Wild Cat Creek
 (Slackwater crossing, covered towpath / road bridge)
 Park buses at Conservation Club
 See remains of towpath bridge abutments
 Walk around bend to see good canal prism
 L on Conservation Club Road
 R on US 25

CANALABRATING GOOD TIMES



Side view of abutment for covered towpath / road bridge across Wild Cat Creek near Lafayette, IN.

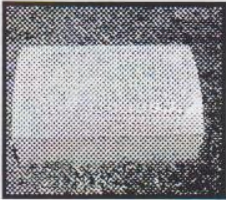


Judge Cyrus Ball (canal toll collector) home

Cross US 52 to Schuyler Ave.
Schuyler eventually becomes 15th St.
R on Greenbush
L on 12th Street to Greenbush Cemetery entrance

Stop 2 Greenbush Cemetery

Park buses across street
See Canawlers grave sites: Cyrus Ball, William Digby, Albert S. White (see Canawlers At Rest articles and grave stone symbols page in the tour guide)



R on Roberts
R on 9th St. Canal follows railroad tracks
L and follow sign to downtown
L on Greenbush which becomes 3rd St.
R on Ferry St.
L on 2nd Street pass Riehle Plaza and Purdue Block
L on South St.
R on 9th St. Fowler house on left now Tippecanoe County Historical Society Museum
Cyrus Ball house on right
L on State St. see mansions of yesteryear
L on Kossuth
L on 16th

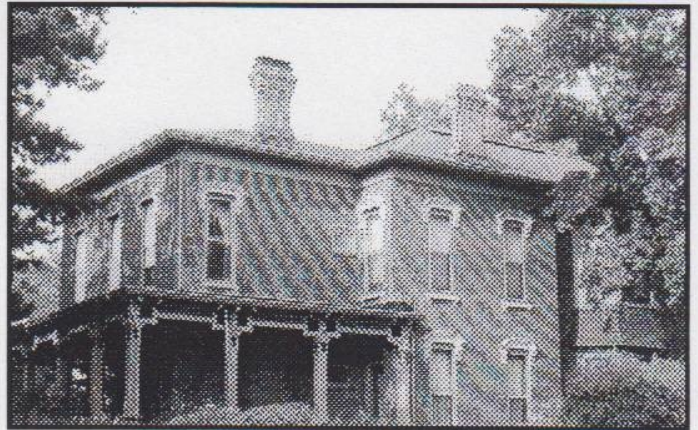
Stay in left lane and then get in far right lane to get onto Main St. and not route 26 Columbia St.

R on Perrin St.

See Perrin Historical District where canal boat captain Thomas Coleman lived

PERRIN HISTORIC DISTRICT

Platted in 1873, this district was Lafayette's first planned residential area which conformed to geographic contours. It was developed by James J. Perrin, Margaret Cason Perrin, Edward Asher, and Consider Tinkler. Listed in National Register of Historic Places, 1979.



Thomas Coleman (Canal boat captain / owned 5 boats) home

L on Ferry St.

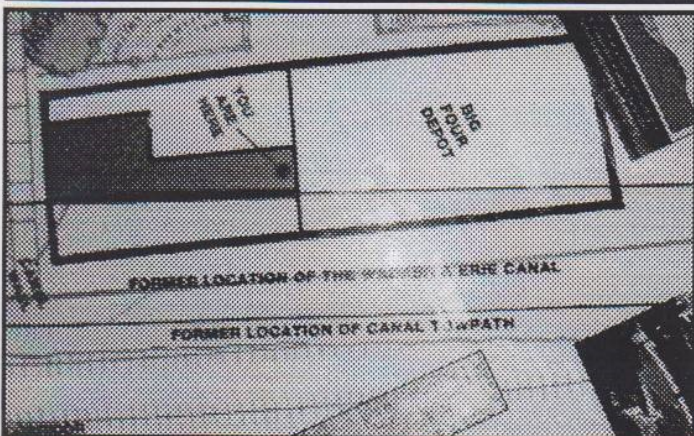
Ferry across Wabash River once at foot of street

Stop 3

L on 2nd St. and drop off on Riehle Plaza

See carpet in railroad depot that shows location of canal wharf timbers, see timbers from archaeological

CANALABRATING GOOD TIMES



Riehle Plaza
Display in Big 4 Depot showing former locations of Wabash & Erie Canal and the canal towpath.

along this street in Red Warehouse
 L on Bedford and cross railroad tracks
 R on Wabash Ave.
 Pass Cargill
 Pass Lafayette Wastewater Treatment Plant
 R on Old Romney Rd.
 R on Elson Rd. and cross US 231
 R angle onto Lilly Rd. becomes 200 S
 Cross railroad tracks
 Wabash & Erie Canal is behind Lilly
 Cross Wea Creek
 96 foot aqueduct #7
 Now Lilly property, archaeological dig in the 1990s
 Lock #34 10 ft. lift
 Located just south of aqueduct
 21 mile level from Lock #33 at Delphi Canal Park,
 20 mile level to next lock #35 in Attica
 R on 500 W
 L on 75 S
 Cemetery overlooking canal where canawlers were buried
 Wea Plains Marker at Granville Cemetery

THE WEA PLAINS

Granville cemetery was once part of the great Wea Plains and still contains many species of the original prairie vegetation. This is one of the last remnants of the Indiana prairies that covered much of Tippecanoc County. It is preserved and managed as a memorial to the Indians and early settlers to whom these grasses and flowers were once familiar.

dig, see canal information panels
 Walk across plaza to meet buses and pick up lunches at Levee Plaza or Tapawingo Park

Buses only:

R on Columbia St. to cross Wabash River
 R on Tapawingo which is immediate right after the bridge and then pass Tapawingo Park
 L on Brown St.
 R into Levee Plaza and park toward end of lot nearest Wabash River by KO Carpets
 Box lunches will be brought to buses

L on Brown
 R on Tapawingo
 L on 26 over Wabash River see back of Purdue Block
 R on 2nd St.
 R on Chestnut St.
 L on Sycamore St. Canal hospital once located

Granville Marker on left at 700 W

GRANVILLE

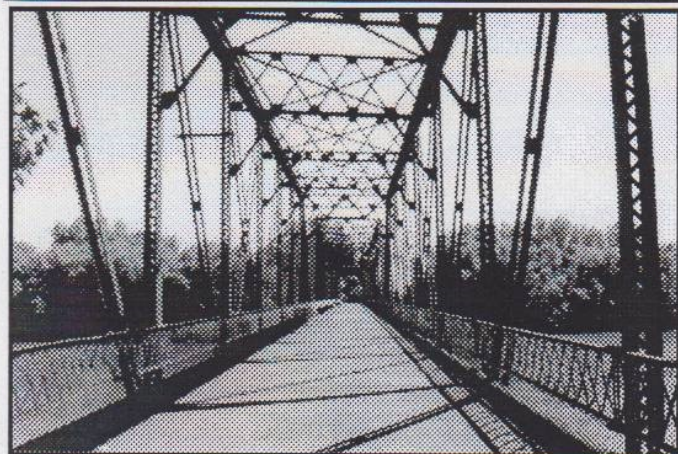
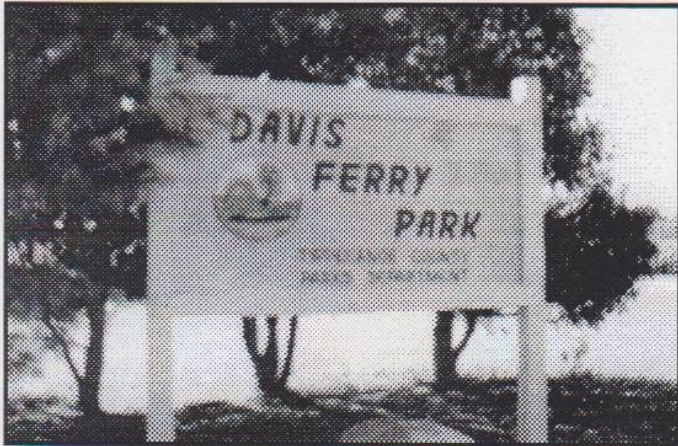
Wabash and Erie Canal Town

Founded in 1834 by Thomas W. Treckett and Thomas Concannon, with later additions in 1836; Granville boasted 153 lots and a public square. In 1850 its name was changed to Weaton, after the Wea Indian town which once stood to the east. Later the name reverted to Granville. The community flourished as a shipping center on the canal until railroad competition after 1855 caused the decline of both the canal and town. By 1878 Granville had virtually ceased to exist.

R on 700 W
 W & E Canal Prism just before Wabash River
 Cross Wabash River
 R on Division
 Pass Fort Ouiatenon
 See Lilly across river, canal behind Lilly
 See Cargill on other river bank
 R then L onto US 231
 R on 26 cross Wabash becomes South St.

CANALABRATING GOOD TIMES

- L on 4th St. which becomes 3rd. St.
Canal on your left
- L on 9th St. at Greenbush Cemetery
Pass under route of canal, canal now on
your right on other side of the creek
Pass Davis Ferry Park, cross bridge and see
old Davis Ferry Bridge on your left



Above: Sign at park where Davis Ferry once crossed the Wabash River.

Below: Abandoned Davis Ferry bridge that has a marker on it.

DAVIS FERRY

The first white man known to have resided in the Tippecanoe Township was a Frenchman named William Burnett who established a trading post between the mouth of Burnett's creek and the Tippecanoe River. Burnett's daughter married John Davis who established a Wabash River ferry near the outlet of Burnett's creek in 1823. The bridge you are standing on was built in 1912, the ferry was in operation up until the bridge's construction.

Located on the old Davis Ferry Bridge.
Davis Ferry Road, Tippecanoe Township.

- L on Burnett's Rd. pass Trails Restaurant
- R on SR 43
Cross I-65 to Motel on right

SATURDAY AFTERNOON ROUTE

We will not be returning to the motel before the banquet. You will be wearing the clothes you hike in at dinner. Plan accordingly.

- L on SR 43
- E on I-65 to next interchange
- N on SR 25 to Delphi
Just past court house turn
- L on North Washington
Cross railroad tracks
Cross Wabash and Erie Canal stone bridge
- L at Canal Park Entrance to Interpretive Center

Guides will meet you at the Interpretive Center to take your groups to planned events around the park and in Delphi. Please follow the schedule for your group, arrive at designated places on time so as not to use up another group's time. The groups will be rotating to that each tour participant has an opportunity to take in all events.

Be on time for the banquet. We have a great program and business meeting to follow.

After day's events and banquet return to motel following above route in reverse

CANALABRATING GOOD TIMES

SUNDAY ROUTE

Follow above route and meet at Canal Interpretive Center at 8:30 a.m.

Carpools from Interpretive Center

L on N Washington becomes W Washington

L on 9th St.

R on Mill St.

R on US 421 Cross Wabash Bridge

R on 900 W first (West road) after bridge to Pittsburg

Stop 1 Pittsburg

See Pittsburg marker

PITTSBURG

This side cut from the West end of the great canal dam admitted canal boats and the cheap water power was used to capacity. It bisected a row of Blocks between this street and the river. The mill and warehouse sites and the riverbank street and wharfs have all been washed out. "The Brick Store" was Garrett A. "Doc" Depew's. Other merchants were Bolles & Colton, Spears & Bros., Timothy Donovan, Davis and Mudge. Later Vandervolgen and Smith. From 1847 until 1856 Pittsburg probably did more in business than Delphi, separated by a ferry and plank-road. There was a Post Office from 1838 until 1915. Many flat boats were built in this area. Steamboats sometimes unloaded here when the water was high enough. When the dam was dynamited in 1881 by farmers living upstream the canal and the water-power were destroyed.

See side-cut canal

Note location of early mills and businesses

See old road bridge abutment

Note location of Pittsburg dam for canal

See spring where people come for water

Continue on West road becomes Rangeline Rd.

R on 700 N turns into 725 N

R on 700 W

R on Towpath Rd.

Stop 2 Carrollton

See canal prism alongside road

See location of Locks #31 & 32



Location of Locks #31-32 alongside Carrollton bridge.

Lock #31 was built on Robert English patent like flood gate on Clear Creek, Huntington, IN

See revitalized Carrollton bridge

Note location of Mentzer Tavern/Inn

Cross Carrollton Bridge

Continue S on Carrollton Rd.

R on Adams St.

R on N. Washington

Cross Canal

L into Canal Park

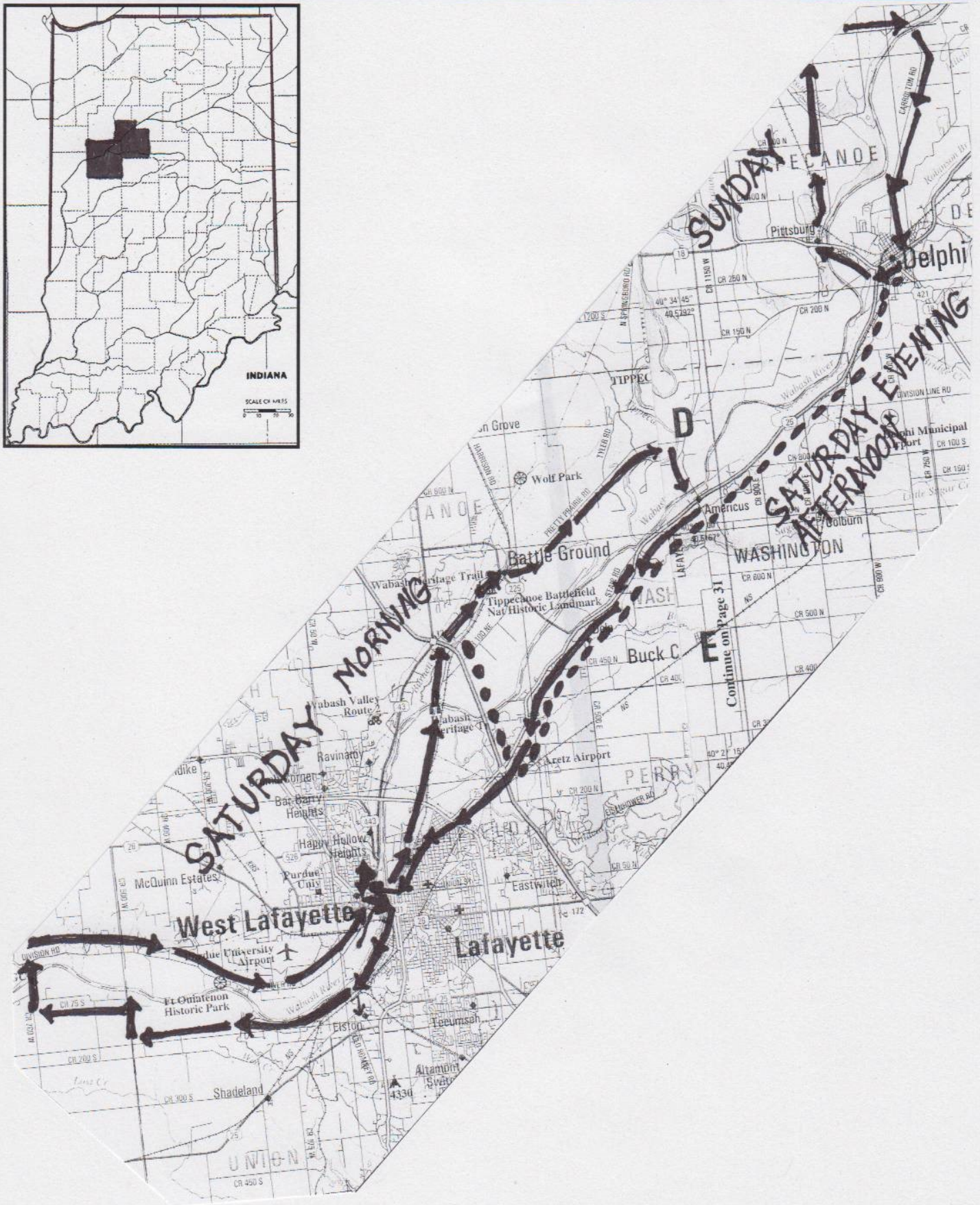
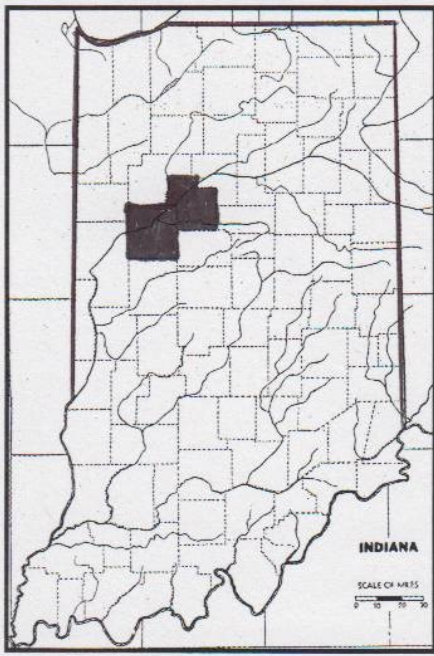
Park at Interpretive Center for Trail Walk

Meet your guide at the Interpretive Center

Lunch on own in nearby restaurants:

Dairy Queen, McDonalds, Pizza Hut

CANALABRATING GOOD TIMES



Towpaths to the Future

by Richard F. Brown, Jr., AICP

Building forth a nation
One level at a time
From labor and muscle
With grease and grime

Mile after arduous mile
Day upon grueling day
Blood, sweat, and tears
Spilled along the way

Packed earth and stone
Hardened down ground
For horses and mules
Led harnessed and bound

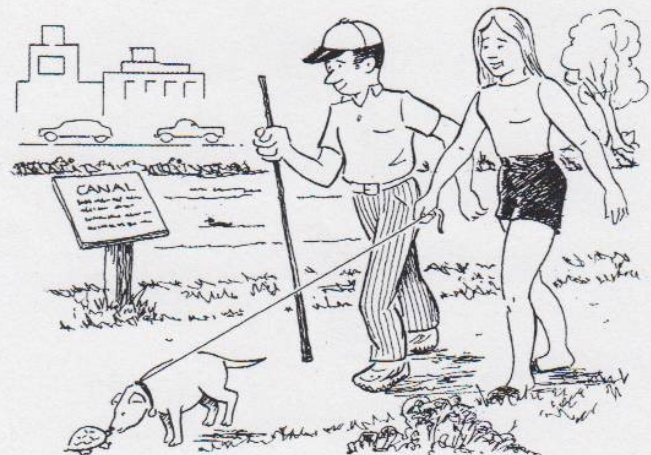
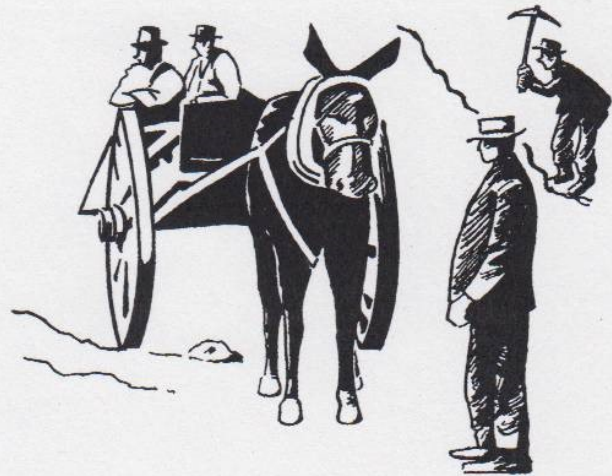
Aside the still waters
Across long aqueducts
Over arched culverts
The canal trade conducts

Linear, long and narrow
Through valleys and plain
Canal boats towed onward
In sunshine and in rain

Remnants of their glory
Remain intact today
Artifacts and reminders
Visible along the way

Conversion to pathways
For parks and recreation
To preserve local history
And early transportation

Towpaths to the future
That once hauled produce
Ancestral gift to us all
Now adaptable for reuse.



ODE TO CANAL WORKERS

By Mark Smith

Nameless faces
With shovels in their hands,
Digging the "Big Ditch"
Across this land.

Getting all bug-bit
And holes in their shirt-
Mud on their shoes-
Knew-deep in dirt.

Irish nomads
From town to town,
Ladies never donning
A fine fancy gown.

Fardowners, Corkers,
From the Auld Sod
With decidedly different
Views of God.

Culverts and lock gates
Wickets and mitres,
Aqueducts and towpaths
To make the job lighter.

We pay them all homage
Where credit is due,
These men of Eire
Like me and like you.

For the work they performed
We give them all thanks
For building the prism
And both of the banks.

Of the Wabash and Erie
That Grand Canal-
The blessing of Indiana-
A real good pal.